

CITY OF TUMWATER
-AND- THURSTON COUNTY
JOINT PLAN





An Element of the City of Tumwater Comprehensive
Plan
~~And~~ and the Thurston County Comprehensive Plan

Adopted April, 1995
~~2009~~ Draft 2021 Update

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Cover Photo: Mt. Rainier taken from Overlook Park in the City of Tumwater (2006)

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¹ These plans are contained in their entirety as Elements of the City of Tumwater Comprehensive Plan.

1. INTRODUCTION

1.1 Background

The Cities of Lacey, Olympia, and Tumwater and Thurston County initially agreed upon the process of joint planning ~~was initially agreed upon~~ in the 1988 Memorandum of Understanding: An Urban Growth Management Agreement by the Cities of Tumwater, Olympia and Lacey, and Thurston County. This agreement established short- and long-term urban growth areas for the ~~three cities~~ Cities of Lacey, Olympia, and Tumwater and outlined a process for ~~the~~ Thurston County to jointly plan for these areas with each eCity.

In 1990, the Washington State Legislature passed the Growth Management Act. The Act requires Thurston County and each of its eCities to adopt a ~~comprehensive plan~~ Comprehensive Plan and to ~~jointly~~ establish a 20-year urban growth boundary jointly for each urban area. To guide this planning effort, the Act mandated that ~~the~~ Thurston County ~~to promulgate~~ create County-Wide Planning Policies.

Thurston County adopted County-Wide Planning Policies in ~~September,~~ 1992, in collaboration with its cities and towns. The ~~Policies~~ policies reaffirmed ~~that~~ joint planning would be used to plan for each eCity's urban growth area. In ~~August,~~ 1993, representatives of Thurston County and its cities and towns met to clarify the intent of the County-Wide Planning Policies and affirm the long- and short-term urban growth boundaries established in the 1988 Memorandum of Understanding: An Urban Growth Management Agreement for Olympia, Lacey, and Tumwater. The Policies state that changes to these boundaries may be proposed through the joint planning process.

The Tumwater City Council and Thurston County Commissioners authorized work to begin on the City of Tumwater and Thurston County ~~a joint plan~~ Joint Plan for the City of Tumwater urban growth area in 1993. The City of Tumwater ~~-/~~ Thurston County Joint Planning Committee was created to develop the Joint Plan. The Committee consisted of the City of Tumwater Planning Commissioners, and one representative each from the Thurston County Planning Commission, Tumwater School District, and Port of Olympia.

The Joint Planning Committee's mission was to develop a ~~comprehensive plan~~ Comprehensive Plan to guide future development in the ~~urban growth~~ Joint Plan area during its transition from rural- to urban-level development. Development of the ~~plan~~ Joint Plan was to:

- ~~————■————~~ Bring together local officials, residents, property owners, and other interested parties to discuss the future of the area; and

- ~~■~~ Be consistent with the requirements of the ~~Washington State~~ Growth Management Act.

To ensure successful implementation of the Joint Plan, Thurston County and the ~~e~~Cities of Lacey, Olympia, and Tumwater, ~~Lacey, and Olympia~~ entered into an agreement in 1995 titled *Memorandum of Understanding—: Urban Growth Area Zoning and Development Standards*.

The Joint Plan was subsequently amended in 2009 and 2021.

1.2 Purpose of Joint Planning

This document is a ~~comprehensive plan~~Comprehensive Plan for the unincorporated portion of the City of Tumwater urban growth area prepared jointly by the City of Tumwater and Thurston County ~~and the City of Tumwater~~. It has been adopted by each jurisdiction as a ~~comprehensive plan~~Comprehensive Plan amendment. Its purpose is to provide a framework to guide future development in the area during its transition from rural ~~-~~ to urban-level development. It serves as the basis for future planning decisions by each jurisdiction in the ~~urban growth~~Joint Plan ~~area~~. ~~(NOTE: This plan applies to the unincorporated portion of the Tumwater urban growth area only. The term "urban growth area" is used in this document to refer to the unincorporated portions of the urban growth area.)~~²

1.3 Public Involvement

The Joint Plan has been developed to serve as a guide for future growth and to meet the needs of current residents in the unincorporated portion of the City of Tumwater ~~Tumwater~~ urban growth area. It evolved through the participation of existing, as of 1994, residents, property owners, local government officials, and many other interested parties at numerous public meetings, hearings, and other forums for citizen and community involvement.

As described in Section 1.1, Background, above, the Joint Planning Committee was formed to draft the ~~City of Tumwater Thurston County~~ Joint Plan. The Committee held public meetings at least once ~~per~~a month from October, 1993, through July, 1994 to develop the Joint Plan. Public comment was encouraged and received throughout each of the Joint Planning Committee's meetings. The Committee also received numerous written comments as it developed the Joint Plan.

² The Joint Plan and the term "Joint Plan area" apply only to the unincorporated portion of the City of Tumwater urban growth area.

Committee meetings were advertised through the local newspaper, *The Olympian*, and through the information sheets that were available at customer service counters at the City of Tumwater and Thurston County. An extensive mailing list was developed to provide individual notices of Joint Planning Committee activities. ~~Periodic information~~ Information regarding the ~~Joint Planning~~ joint planning process also was provided in the City of Tumwater's monthly newsletter, *The Pioneer*, and by Thurston County in its regular ~~progre~~ process reports.

The Joint Planning Committee also produced a newsletter, called *Joint Plan News*, that was distributed through mass mailings to the entire study area three times during the development of the Joint Plan. These mass mailings were distributed to all postal customers in the study area vicinity.

Periodic updates on the ~~Joint Planning~~ joint planning process were given at public meetings ~~ofto~~ the Thurston County Planning Commission, Tumwater City Council, and Thurston County Commissioners. Updates were also provided, upon request, to other local citizen and community groups and local governments ~~(e.g., such as~~ rural fire districts)~~).~~

As the Joint Planning Committee completed the ~~d~~ Draft Joint Plan, individual notices were sent to owners of property for which the ~~d~~ Draft Joint Plan proposed changes from existing, ~~as of 1994~~, Thurston County plans or policies in 1994. These property owners were given the opportunity to testify at all public hearings during consideration of the Joint Plan by ~~Thurston County and~~ City of Tumwater ~~planning commissions and Thurston County Planning Commissions~~ and elected officials.

Following the completion of the ~~D~~ draft Joint Plan by the Joint Planning Committee, the Joint Plan was reviewed during a series of public workshops and hearings by the City of Tumwater and Thurston County Planning Commissions, the Tumwater City Council, and the Thurston County Commissioners. Public comment was received at each of these meetings. Notice of each of these meetings was provided, in accordance with state law and City of Tumwater and Thurston County policies, through the environmental and intergovernmental review processes, notices published in *The Olympian* and posted at public places, individual notices to citizens and the community on the Joint Plan mailing lists, the *Joint Plan News*, and through other local media.

1.4 2021 Update Process

As part of the City of Tumwater 2016 Comprehensive Plan Update adopted in December 2016, City staff prepared a first revision to the 2009 Joint Plan to reflect the 2016 City of Tumwater Comprehensive Plan update. City staff provided a draft of the revised Joint Plan to County staff on November 30, 2016. County staff reviewed

and provided City staff with their comments on March 13, 2017. City staff reviewed and responded to the County staff comments on March 21, 2017 and a joint City and County Planning Commission meeting was held on April 19, 2017. The update process was subsequently put on hold by Thurston County.

The amendment process was restarted after discussions between City and County staff in 2019 and 2020.

[Staff Note: Will update to add next steps related to the 2021 amendment process]

1.5 Joint Plan Organization and Content

~~This plan~~The Joint Plan is organized into ~~eleven~~ten chapters.

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

Chapter 2, Description of Joint Planning Area, describes the study area of the ~~plan~~Joint Plan. It also ~~illustrates~~discusses the urban growth boundary established by ~~this plan~~the Joint Plan, as well as ~~and~~ how ~~the~~that boundary ~~differs~~is different from the urban growth boundaries established by the 1988 *Memorandum of Understanding: An Urban Growth Management Agreement between Thurston County and the Cities of Tumwater, Olympia and Lacey*.

Chapters 3 through Chapter 9-10 ~~each include~~address an ~~ee~~element of the ~~plan~~Joint Plan as required or suggested by the ~~Washington State~~ Growth Management Act. Chapter 3 addresses land use, including maps showing future land use designations ~~which~~that will be applied within the ~~Tumwater urban growth Joint Plan~~ area. Chapters 4 through ~~7-8~~ incorporate into ~~the~~is Joint Plan the Lands for Public Purposes/~~Essential Public Facilities, Utilities, Housing, and Parks and Recreation elements, and Open Space, and Economic Development Elements~~ of the *City of Tumwater Comprehensive Plan*, respectively. Chapters ~~8-9~~ and ~~109~~ address future transportation and other public facilities ~~and services~~ that will be needed to serve the projected development within the ~~Tumwater urban growth Joint Plan~~ area over the next 20 years.

Chapter 110 describes how the Joint Plan should be implemented. It includes recommendations for zoning changes, coordination between local governments and other ~~public~~-service providers to ensure smooth transitions of service provision as the planning area urbanizes, ~~future~~—plan amendments, and other necessary considerations to accomplish the goals of the *Joint Plan*.

2. DESCRIPTION OF JOINT PLANNING AREA

2.1 ~~2002~~ Existing Conditions

For the 2021 Joint Plan update 2020 data was used, as it was the most current available at the start of the update adoption process.

2.1.1 Location:

~~East, south~~South and west of the City of Tumwater ~~city~~municipal limits, plus "islands" of unincorporated territory surrounded by the City of Tumwater (see Map ~~2-1~~, Joint Planning Area).

2.1.2 Area:

~~• The total area of the etal 2002 joint planning urban growth area in 2020 was= 8,782 2,820 acres (Source: 2002 Profile)³~~

[Staff Note: The total area of 2,820 acres calculated above does not match the total acreage shown in Figure 1 below. Staff will need to check this before the Plan goes to public hearing.]

2.1.3 Land Use:

~~• Land use is varied;~~ The area is semi-rural in character, with portions experiencing transition to urban-level development.

2.1.4 • Land Use Designations

~~Thurston County Comprehensive Plan 1994 land use designations (see Maps 3-3, 3-6 and 3-9 in Section 3.5).~~

~~• Zoning (and acreage) as of 1994 in Thurston County (see Maps 3-2, 3-5 and 3-8 in Section 3.5):~~

→	RR 1/5	Rural Residential	3,601 acres
		(1 unit per 5 acres)	
→	RR 1/1	Rural Residential	315 acres
		(1 unit per acre)	
→	RR 1/2	Rural Residential	96 acres
		(1 unit per 2 acres)	

³ Source: City of Tumwater GIS data - Joint Plan.shp

DESCRIPTION OF JOINT PLANNING AREA

➤	RR 2/1	Rural Residential	728 acres
		(2 units per acre)	
➤	MDR 2-8/1	Medium Density Residential	1,340 acres
		(2-8 units per acre)	
➤	MDR 4-8/1	Medium Density Residential	75 acres
		(4-8 units per acre)	
➤	HDR 4-16/1	High Density Residential	50 acres
		(4-16 units per acre)	
➤	NC	Neighborhood Commercial	8 acres
➤	HC	Highway Commercial	12 acres
➤	LI	Light Industrial	531 acres
➤	PID	Planned Industrial District	1,497 acres

Figure 1. Land Use Designations in the Joint Plan Area⁴

<u>Designation</u> <u>Abbreviation and</u> <u>Density Per Acre</u>	<u>Full Designation</u>	<u>Acreage</u>
<u>R/SR 2-4</u>	<u>Residential/Sensitive Resource</u>	<u>165</u>
<u>SFL 4-7</u>	<u>Single Family Residential Low Density</u>	<u>1,195</u>
<u>SFM 6-9</u>	<u>Single Family Residential Medium Density</u>	<u>194</u>
<u>MFM 9-15</u>	<u>Multifamily Residential Medium Density</u>	<u>224</u>
<u>MU</u>	<u>Mixed Use</u>	<u>23</u>
<u>NC</u>	<u>Neighborhood Commercial</u>	<u>16</u>
<u>GC</u>	<u>General Commercial</u>	<u>95</u>
<u>LI</u>	<u>Light Industrial</u>	<u>566</u>
<u>HI</u>	<u>Heavy Industrial</u>	<u>22</u>
<u>P/OS</u>	<u>Parks/Open Space</u>	<u>210</u>
<u>UT</u>	<u>Utilities</u>	<u>111</u>

2.1.5 Transportation:

- Federal and state highways
 - Interstate 5
 - State Route 121 (93rd Avenue from Tilley Road to I-5; Tilley Road, south of 93rd Avenue)

⁴ Source: City of Tumwater GIS data - Joint Plan.shp

~~• Major local roadways~~

- ~~→ Littlerock Road~~
- ~~→ Old Highway 99~~
- ~~→ 93rd Avenue (other than State Route 121)~~
- ~~→ 88th Avenue~~
- ~~→ Henderson Boulevard~~
- ~~→ 70th Avenue/Kirsop Road/66th Avenue~~
- ~~→ Trospen Road~~
- ~~→ Black Lake-Belmore Road~~
- ~~→ Black Lake Boulevard~~

~~• Transit service~~

- ~~→ As of December 2003, Intercity Transit daily service is not available within the Tumwater urban growth area. Some service routes do exist within the City limits of Tumwater.~~

~~• Trails~~

- ~~→ None. However, Thurston County has obtained the southern portion of the Burlington Northern Santa Fe railroad line, which lies in the western portion of the urban growth area, for a future trail.~~

~~• Railroads~~

- ~~→ Burlington Northern Santa Fe line running north-south through western portion of study area.~~
- ~~→ Union Pacific line running along the north side of the Deschutes River Valley.~~

Figure 2. Transportation Inventory

<u>Category</u>	<u>Item</u>
<u>Federal and state highways</u>	<u>Interstate 5</u>
	<u>State Route 121, which includes 93rd Avenue from Tilley Road to Interstate 5; Tilley Road, South of 93rd Avenue</u>
<u>Major local roadways</u>	<u>Littlerock Road</u>
	<u>Old Highway 99</u>
	<u>93rd Avenue other than State Route 121</u>
	<u>88th Avenue</u>
	<u>66th Avenue</u>
	<u>Trosper Road</u>
	<u>Black Lake-Belmore Road</u>
	<u>Black Lake Boulevard</u>
	<u>Fairview Road</u>
<u>Transit service</u>	<u>As of June 2020, Intercity Transit daily service is not available within the Joint Plan area. Service routes do exist within the municipal limits of the City of Tumwater.</u>
<u>Trails</u>	<u>None. However, Thurston County has obtained the southern portion of the Burlington Northern Santa Fe railroad line, which lies in the western portion of the Joint Plan area, for a future trail.</u>
<u>Railroads</u>	<u>Burlington Northern Santa Fe railroad line running north to south through the western portion of the Joint Plan area.</u>

2.1.6 Topography:

• Land features

→ Primarily flat, except for steep slopes northwest of Black Lake Boulevard and moderate to steep slopes on either side of the Deschutes River Valley.

• Water features

→ Deschutes River

→ Lake Susan/Munn Lake/Trail's End Lake

→ Swamp Lake on 73rd Avenue (and stream connection to north to the Deschutes River)

→ Percival Creek

→ Black Lake

→ Black Lake Drainage Ditch

→ Fishpond Creek

→ Trosper Lake

→ Salmon Creek

→ Numerous marshes and wetlands, particularly in the western portions of urban growth area.

→ Extremely sensitive aquifer recharge areas throughout most of urban growth area.

→ High ground water areas located within the Salmon Creek Basin

Figure 3. Topography Inventory

<u>Category</u>	<u>Item</u>
<u>Land features</u>	<u>Primarily flat, except for steep slopes northwest of Black Lake Boulevard</u>
<u>Water features</u>	<u>Deschutes River</u>
	<u>Percival Creek</u>
	<u>Black Lake</u>
	<u>Black Lake Drainage Ditch</u>
	<u>Fishpond Creek</u>
	<u>Trosper Lake</u>
	<u>Numerous marshes and wetlands</u>
	<u>Sensitive aquifer recharge areas throughout most of the Joint Plan area</u>
	<u>High groundwater areas located within the Salmon Creek Basin in the southern half of the Joint Plan area</u>

2.1.7 Public Facilities and Services:~~• Tumwater School District~~

- ~~→ Black Lake Elementary School (located at 66th Avenue and Black Lake-Belmore Road).~~
- ~~→ Bush Middle School (located just inside City limits at 93rd Avenue and Kimmie Road).~~
- ~~→ Black Hills High School (located west of Littlerock Road and south of 70th Avenue).~~

~~• Parks~~

- ~~→ Kenneydell County Park (located between Fairview Avenue and Black Lake).~~

~~• Emergency services~~

- ~~→ Fire districts (see Map 2-2)~~
- ~~→ Black Lake #5~~
- ~~→ East Olympia #6~~
- ~~→ Littlerock #11~~
- ~~→ McLane #9~~

DESCRIPTION OF JOINT PLANNING AREA

~~Munn Lake #15 (Tumwater Fire Department is on contract to provide services for this fire district)~~

~~Note: The City of Tumwater Fire Department also responds to calls within the urban growth area as a result of the county-wide mutual aid agreement.~~

~~Police~~

~~Thurston County Sheriff's Department~~

~~Note: The Tumwater Police Department also responds to calls within the urban growth area due to a mutual response agreement.~~

~~Utilities~~

~~Sewage treatment~~

~~Primarily on-site septic systems.~~

~~Sewer lines extend into the urban growth area in several areas including the 79th Avenue/Old Highway 99 area on the east side and the 70th Avenue/Black Hills High School area on the west side.~~

~~Water supply~~

~~Primarily on-site wells.~~

~~City of Tumwater service to several areas (70th/66th Avenues/Black Lake Elementary/Kenneydell Park; 58th Avenue east of Henderson Blvd; Old Highway 99/Trail's End area/79th Avenue).~~

~~Stormwater management~~

~~Various; ranges from no facilities to on-site containment to roadside ditches.~~

~~Electric, cable television, telephone, natural gas (see Chapter 5 and Appendix E).~~

~~Solid waste~~

~~Private disposal franchises.~~

Figure 4. Public Facilities Services Inventory

Category	Item
<u>Tumwater School District</u>	<u>The school district purchased land for a future elementary school near the intersection of Old Highway 99 and 93rd Avenue</u>

DESCRIPTION OF JOINT PLANNING AREA

<u>Category</u>	<u>Item</u>
<u>Parks</u>	<u>Kenneydell County Park (located between Fairview Avenue and Black Lake)</u>
<u>Fire Districts (see Map 2, Fire Protection)</u> <u>Note: The City of Tumwater Fire Department responds to calls within the Joint Plan area through a countywide mutual aid agreement.</u>	<u>Black Lake #5</u>
	<u>East Olympia #6</u>
	<u>Littlerock #11</u>
	<u>McLane #9</u>
<u>Police</u> <u>Note: The City of Tumwater Police Department responds to calls within the Joint Plan area through a mutual response agreement.</u>	<u>Thurston County Sheriff's Department</u>
<u>Sewage treatment</u>	<u>Primarily on-site septic systems</u>
	<u>Sewer lines currently do not extend into the Joint Plan area but are being extended by new development</u>
<u>Water supply</u>	<u>Primarily on-site wells</u>
	<u>City of Tumwater water lines extend into the Joint Plan area in a couple of locations</u>
<u>Stormwater Management</u>	<u>Various; ranges from no facilities to on-site containment to roadside ditches</u>
<u>Electric, cable television, telephone, and natural gas</u>	<u>See Chapter 5, Utilities, and Appendix E, City of Tumwater Utilities Element</u>

2.2 Urban Growth Boundaries

The 1988 Memorandum of Understanding: An Urban Growth Management Agreement adjusted the 1983 boundaries and established short-term and long-term urban growth boundaries for the Cities of Lacey, Olympia, and Tumwater, ~~Olympia and Lacey~~. The 1988 ~~a~~Agreement contained a note stating that the southwestern portion of the City of Tumwater long-term urban growth boundary would be finalized through ~~Joint Planning~~joint planning between City of Tumwater and Thurston

County. ~~(Please see Appendix A for a summary of the process and criteria used to develop the 1988 urban growth boundaries.⁵~~

In 1992, the long-term urban growth boundaries established in the 1988 ~~a~~Agreement were designated by the Thurston County Commissioners as the "interim" urban growth boundaries for these three ~~e~~Cities under the ~~Washington State~~ Growth Management Act ~~(GMA).~~ The 1992 Thurston County County-Wide Planning Policies ~~(CPP's)~~ established criteria and a process for amending the 1988 urban growth boundaries ~~(see Appendix B for an analysis of how the urban growth boundaries proposed in this plan meet the CPP's criteria).~~⁶ The ~~CPP's~~County-Wide Planning Policies require a long-term (20-year) urban growth boundary, but make optional a short-term (10-year) urban growth boundary. Joint planning between Thurston County and the affected City is established in the ~~CPP's~~County-Wide Planning Policies as the mechanism ~~for~~om amending the boundaries.

During the development of ~~this~~the Joint Plan, the City of Tumwater and Thurston County appointed and elected officials reviewed and re-affirmed the process and criteria that were used to develop the 1988 ~~short- and~~ long-term ~~and short-term~~ urban growth boundaries. They also considered several alternatives to these boundaries for ~~the~~is Joint Plan. In addition to the considerations required by the ~~GMA and CPP's~~Growth Management Act and County-Wide Planning Policies, they evaluated the various growth boundary alternatives using the following general principles:

1. ~~1.~~——Urban development should be served by municipal utilities, which are better suited to providing necessary services at urban densities.
2. ~~2.~~——Urban growth boundaries should recognize logical service areas for urban services. These services include, but are not limited to, roads, potable water, sanitary sewer, and storm drainage facilities. Provision of some of these services, especially storm drainage and sanitary sewer, is often determined by topography, since they rely primarily on gravity flow.
3. ~~3.~~——Existing land use should be one ~~determinant~~determinate of urban growth boundary location. Areas already characterized by urban levels of development may be appropriate for inclusion within urban growth boundaries.

⁵ See Appendix A, Summary of Process and Criteria Used to Develop the 1988 Urban Growth Management Agreement for a summary of the process and criteria used to develop the 1988 urban growth boundaries.

⁶ See Appendix B, Analysis of City of Tumwater and Thurston County Joint Plan Urban Growth Boundary's Consistency with County-Wide Planning Policies for an analysis of how the urban growth boundaries proposed in the Joint Plan meet the County-Wide Planning Policies' criteria.

4. ~~4.~~—Urban growth boundaries should follow property lines wherever possible. This allows individual properties to be considered for development as a whole, rather than being split between urban and rural levels of development.

After analyzing each of the alternative urban growth boundaries proposed for the ~~is~~ Joint Plan, including consideration of a complete land supply analysis (as described in Section 3.3), Land Supply Analysis, for the three primary alternatives, the Thurston County Commissioners and Tumwater City Council ~~have~~ adopted a single, long-term urban growth boundary shown on Map 2-3. ~~By the adoption of this Joint Plan, This boundary become~~ is the official urban growth boundary for the City of Tumwater by the adoption of the Joint Plan. The map also highlights the areas where this boundary differs from those included in the 1988 Memorandum of Understanding: An Urban Growth Management Agreement. Chapter ~~1011 of this plan, Implementation~~, includes recommendations for future implementation actions ~~which that~~ would affect these highlighted areas.

The boundary established in the ~~is~~ Joint Plan reaffirms the analysis performed for the 1988 Memorandum of Understanding: An Urban Growth Management Agreement by retaining the boundary created by that agreement in most areas and by establishing the southwestern portion of the long-term urban growth boundary as required by the note included on the 1988 *Agreement* map.

~~This plan~~ The Joint Plan also adjusts the 1988 boundary slightly in the eastern and southeastern portions in order to create a more logical boundary (i.e., along property lines or to follow the Deschutes River). These adjustments also will provide ~~for the~~ more efficient provision of urban services by including all areas west of the Deschutes River in the ~~City's~~ City of Tumwater service area.

In 2010, Thurston County removed almost 1,000 acres from the Joint Plan area. This was mostly because of the environmental constraints, such as high groundwater flooding, so the loss of buildable land was minor. There was still enough capacity within the Joint Plan area to provide for the 20-year growth projection. The first of the two areas removed was on the south side of 93rd Avenue between Hart Road and Old Highway 99. The second area removed was several hundred acres near 81st and 83rd Avenues centered on Littlerock Road.

As demonstrated in Section 3.3, ~~the~~ Land Supply Analysis, the ~~—urban growth area~~ Joint Plan area ~~established by this Joint Plan~~ is sufficient to accommodate the future population growth projected ~~edion~~ to occur in the City of Tumwater over the next ~~twenty 20~~ years, as required by the ~~Washington State GMA. While~~ Growth Management Act. Section 3.3, Land Supply Analysis, indicates the ~~urban growth~~

DESCRIPTION OF JOINT PLANNING AREA

~~area~~Joint Plan area –may be able to accommodate a larger population than is projected, ~~the~~ land use policies ~~contained in Chapter 3 (e.g., including~~ minimum density requirements) ~~and, contained in Chapter 3, Land Use, and Chapter 9, Transportation, of the Joint Plan and~~ the concurrency policies contained in the City of Tumwater and Thurston County Capital Facilities Plans ~~and Chapter 8- Transportation of the Joint Plan~~ will prevent urban sprawl and ensure that future development occurs in an orderly manner with cost-efficient urban service provision.

3. LAND USE

3.1 Introduction

This chapter of the Joint Plan presents the 20-year vision for land use in the ~~Tumwater urban growth area~~ Joint Plan area. ~~This plan~~ The Joint Plan covers the planning period from 2002 ~~21~~ to ~~2022~~ 2041.

~~This plan~~ The Joint Plan addresses all areas within the urban growth boundary of the City of Tumwater, including the ~~twelve-several "islands"~~ of unincorporated "islands" of land that are surrounded by the ~~city~~ municipal limits of the City of Tumwater.

The Joint Plan Land Use Map (~~Map 4~~) ~~included in this chapter~~ represents the general future land use patterns that are desired for the ~~Tumwater urban growth area~~ over the next 20 years. It is a graphic expression of the goals, policies, and ~~objectives~~ actions in this chapter. Together, the land use map and goals, policies, and ~~objectives~~ actions present a framework to guide future land use decisions in the ~~greater Tumwater area~~ Joint Plan area.

This chapter complies with the requirements of the ~~Washington State~~ Growth Management Act for a ~~land-use element~~ Land Use Element of a ~~comprehensive plan~~. ~~This chapter~~ Comprehensive Plan. It serves as the ~~land-use element~~ Land Use Element for both ~~the City of Tumwater and Thurston County~~ and the City of Tumwater for the ~~Tumwater urban growth area~~ Joint Plan area. In accordance with the County-Wide Planning Policies ~~for Thurston County~~, this ~~element~~ has been developed through joint planning between the City of Tumwater and Thurston County. Following is a demonstration of ~~this element's~~ the element's compliance with the Growth Management Act and the County-Wide Planning Policies.

3.1.1 Growth Management Act Goals Compliance

The Growth Management Act requires that the City of Tumwater and Thurston County show how the ~~land-use element~~ Land Use Element meets the relevant planning goals contained within the Act. ~~All thirteen~~ Not all fourteen of the goals ~~do not~~ apply to land use; ~~therefore for that reason,~~ the following is a listing of the applicable goals to land use and an analysis of how the Land Use ~~Plan~~ Element helps meet these goals:

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

~~———This chapter contains goals, policies, and actions that encourage consideration of the availability of services, including roads, water and sewer facilities 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. (Goal #1, Policies 1.1 and 1.4; Goal #2, Policies 2.1 through 2.3; Goal #3, Policies 3.1 through 3.9; Goal #5, Policies 5.1, 5.2, 5.4 through 5.8, and 5.10 through 5.12; Goal #10, Policies 10.3 and 10.9; and Section 3.5, Proposed Land Use Designations).~~

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

This chapter contains goals, policies, and ~~objectives~~actions that encourage compact, efficient urban development and encourages urban growth to be 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. ~~(Goal #1, Policies 1.1, 1.2, 1.4, and 1.7; Goal #2, Policies 2.1 through 2.3, and 2.8; Goal #3, Policies 3.4 and 3.5; Goal #4, Policy 4.5 and 4.7; Goal #5, Policies 5.2, 5.4 through 5.8; Goal #9, Policy 9.3; Goal #10, Policies 10.3, 10.4, 10.9, and 10.10; and Section 3.5, Proposed Land Use Designations).~~ ~~(Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies 4.2, 4.4 & 4.5; Section 3.5, Proposed Land Use Designations)~~

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

This chapter contains goals, policies, and ~~objectives~~actions that ensure coordination with regional and local transportation plans and promote land use development that is consistent with multi-modal transportation facilities. ~~(Goal #1, Policies 1.1 1.4, and 1.5; Goal #5, Policies 5.1 through 5.1215))—It. It~~ also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development. ~~(Section 3.5, Proposed Land Use Designations)—).~~

4. ~~———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.*

This chapter, in conjunction with Chapter 6, Housing, includes policies and land use designations designed to ensure the provision of affordable housing and a variety of housing options (Goal #4, Policies 4.1 through 4.67; and Section

3.5, Proposed Land Use Designations). The City of Tumwater Housing ~~Plan~~Element, adopted by reference in Chapter 6 ~~of this document~~, Housing, includes a variety of policies and recommended regulatory changes expressly designed to encourage housing affordability.

5. ~~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 Joint Plan ~~land-use element~~Land Use Element ensures the provision of adequate land for commerce and industry in the ~~Tumwater area~~Joint Plan area (Section 3.5, Proposed Land Use Designations). The City of Tumwater Economic Development Plan, an ~~eelement~~ of the City of Tumwater Comprehensive Plan, also makes specific recommendations for economic development in the City of Tumwater and the Joint Plan area (Goal #10, Policy 10.1).

6. ~~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.*

This chapter was developed with sensitivity to property rights issues. Designation of areas for future land uses were based upon many factors including the impact of designations on private property. The Attorney General's Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property (September 2018) was reviewed and utilized in objectively evaluating the proposed changes.

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

The Joint Plan includes a policy to ensure timely and fair processing of development permits (Goal #2, Policy 2.67). ~~However, Chapter 1011 of this document, Implementation, outlines how the implementation of Joint Plan recommendations will be enacted.~~ Implementation actions will be accomplished ~~as follow~~ on development regulations by both the City of Tumwater and Thurston County, as appropriate. The City of Tumwater Tumwater Housing Plan (see Chapter 6)Element contains an assessment of barriers to affordable housing and includes an analysis of average development

permit processing times in the City of Tumwater. The City of Tumwater is currently achieving quick turnaround times for permits, and can typically process permits quickly enough ~~so that this is~~ not ~~be~~ a factor in housing affordability. See the further discussion in Chapter 6, Housing.

8. ~~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.*

This chapter ensures the viability of natural resource industries through the identification of such lands in the text and land use maps. Additionally, the City of Tumwater and Thurston County ~~comprehensive plans~~ Comprehensive Plans contain specific guidelines and policies regarding critical areas and resource lands that ensure the viability of natural resource industries and activities (Goal #2, Policy 2.10 and Goal #7, Policy 7.3).

~~9.~~

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.*

This chapter, in conjunction with Chapter 7, Parks, Recreation, and Open Space, designates areas that would be appropriate for future open space and recreation uses. The Joint Plan land use element Land Use Element reinforces the recommendations of the ~~Tumwater Parks and Recreation, and Open Space Plan~~, adopted by reference in Chapter 7 of this document), Parks, Recreation, and Open Space, through the land use designations and in goals and policies (Goal #5, Policy 5.12; Goal #7, Policies 7.1 & through -7.42; and Section 3.5, Proposed Land Use Designations).

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

The goals and policies in this chapter ensure coordination of land use with the North~~ern~~ Thurston County Groundwater Plan, and ~~comprehensive plan~~ the City of Tumwater's Comprehensive Stormwater Implementation Plan, Water System Plan, and Wellhead Protection Plan for stormwater, sewer and water. The City of Tumwater Conservation Plan Element and the Natural Environment chapter of the Thurston County ~~comprehensive plan~~ Comprehensive Plan also contain specific policies relating to air and water quality and water availability. The City of Tumwater Urban Forestry

Management Plan also makes specific recommendations for the urban forest in the City of Tumwater and the Joint Plan area (Goal #8, Policy 8.7). This chapter also makes recommendations for clustering and other creative development techniques in sensitive areas (Goal #3, Policies 3.2-, 3.6 through 3.9& 3.3; Goal #6, Policies 6.1 through 6.511; Goal #8, Policies 8.1 through 8.5; and Section 3.5, Proposed Land Use Designations)).

Climate change is already affecting our communities. Impacts like hotter summers, wildfire smoke, and flooding endanger our homes, affect public health, and impinge on local business.

Thurston County and the cities of Lacey, Olympia, and Tumwater worked with the Thurston Regional Planning Council to develop and accept the Thurston Climate Mitigation Action Plan in 2021 as the framework for reducing climate polluting greenhouse gases while maintaining and improving our quality of life. The Joint Plan includes a number of policies and actions that will support the implementation of the Thurston Climate Mitigation Action Plan, including land use policies that support the development urban level land uses in the Urban Growth Area to reduce sprawl and the need for more motorized vehicle trips, supports environmental protections, including the actions identified in the City of Tumwater Urban Forestry Management Plan, which support carbon sequestration using the urban forest to reduce greenhouse gases.

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

~~This document~~The 1995 Joint Plan was prepared in open public meetings by the Joint Planning Committee, a citizen's advisory committee authorized by the Thurston County Commissioners and Tumwater City Council. The ~~e~~Committee included representatives from the City of Tumwater and Thurston County Planning Commissions, the Port of Olympia, and the Tumwater School District. Additionally, ~~a newsletter called~~the Joint Plan News was sent to all residents of the joint planning study area periodically throughout the planning process to keep them informed on progress of the ~~plan~~Joint Plan. ~~Joint public hearings on the draft Joint Plan were held by the~~The City of Tumwater/ and Thurston County Planning Commissions and the Tumwater City Council and Thurston County Commissioners held joint public hearings on these amendments to the Joint Plan. Notice of these hearings was sent to all residents of the joint planning study area (Goal #1, Policy 1.3).

The 2021 Joint Plan update was prepared.

[Staff Note: Next steps related to the 2021 amendment process will be added.]

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

The ~~Joint Plan land-use element~~ Land Use Element of the Joint Plan has been closely coordinated with the development of Chapter ~~89~~, Transportation, and Chapter ~~910~~, Public Facilities and Services. The Joint Plan will ensure concurrency through coordination of the City of Tumwater and Thurston County Capital Facilities Plans, as outlined in Chapters ~~9-10, Public Facilities and Services~~, and ~~Chapter 110 of this document, Implementation~~. This chapter contains goals and policies that ensure this coordination— (Goal #1, Policies ~~1.1 and 1.4~~; ~~Goal #2, Policies 2.1 through 2.4~~; Goal #3, Policies 3.1 through 3.9; Goal #5, Policies ~~5.1 and 5.8~~; ~~Goal #6, Policies 6.1 & 6.2~~; Goal #7, Policy 7.1; ~~and Goal #10, Policy 10.3~~)).

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

The City of Tumwater and Thurston County have historic preservation programs ~~which~~that provide processes for designation of local historic sites for protection. Similar programs are conducted at the State and national levels. The Joint Plan ~~land-use element~~ Land Use Element contains goals and policies encouraging consistency with and support for these programs— (Goal #12, Policies 12.1 ~~&and~~ 12.2)).

14. Shorelines of the state. The goals and policies of the Shoreline Master Program shall be considered an element of the County's Comprehensive Plan.

The Thurston County Shoreline Master Program was adopted in 1990 and is the process of being updated in 2021. Once the Thurston County Shoreline Master Program is updated, it will become an element of the County Comprehensive Plan. The Thurston County 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)). The Joint Plan Land Use Element contains goals and policies encouraging consistency with and support for these programs (Goal #1, Policy 1.6; Goal #8, Policy 8.3).

3.1.2 County-Wide Planning Policy Compliance

The Growth Management Act requires that ~~comprehensive plans~~ Comprehensive Plans be consistent with adopted County-Wide Planning Policies. The adopted County-Wide Planning Policies are included in this document in their entirety in Appendix C. The following is a brief description of how the Joint Plan ~~land use element~~ Land Use Element is consistent with the adopted County-Wide Planning Policies for Thurston County:

I. General Policies

The Joint Plan as a whole satisfies and is consistent with the policies in Article I. — of the County-Wide Planning Policies

I.II. Urban Growth Areas

Chapter 2 ~~of this document~~, Description of Joint Plan Area, establishes growth boundaries in accordance with these policies. This chapter has been developed consistent with Chapter 2, Description of Joint Plan Area.

I.III. I. — Promotion of Contiguous & Orderly Development & Provision of Urban Services

This chapter contains goals, policies and ~~objectives~~ actions that encourage compact, efficient urban development and encourages urban growth to be 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 (Goal #2, Policies 2.1 through 2.54; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies ~~4.2, 4.4-5 & 4.5~~, and Section 3.5, Proposed Land Use Designations)).

I.IV. I. — Joint County & City Planning Within Urban Growth Areas

~~The~~ is Joint Plan has been developed in accordance with the policies and process in this section of the County-Wide Planning Policies.

I.V. I. — Siting County-Wide & State-Wide Public Capital Facilities

This chapter does not directly address the siting of ~~County-wide~~ Countywide and ~~State-wide~~ Statewide public capital facilities. Siting of these facilities has been addressed through development of a regional process, which is adopted

by reference in Chapter 4, Lands for Public Purposes/~~Essential Public Facilities of this document.~~

~~VI.~~ VI. — *Analysis of Fiscal Impact*

Fiscal impacts of development in the ~~Tumwater urban growth area~~ Joint Plan area are addressed in Chapter ~~109, Public Facilities and Services, and Chapter 1110, Public Facilities and Services and Implementation Issues.~~ Capital facilities projects necessary to support the land uses designated in this chapter are listed in Chapter ~~910, Public Facilities and Services.~~ Chapter ~~110, Implementation,~~ describes the follow-on implementation actions ~~which~~ that will specifically address fiscal impacts.

~~VI.~~ VII. — *Economic Development and Employment*

This chapter, in conjunction with Chapter 8, Economic Development, includes policies and land use designations designed to ensure that economic development and employment are addressed (Goal # 10, Policy 10.1; and Section 3.5, Proposed Land Use Designations). The Joint Plan land use element Land Use Element ensures the provision of adequate land for commerce and industry in the City of Tumwater and the Joint Plan area. The Tumwater Economic Development Plan is an element of the City of Tumwater Comprehensive Plan and also makes specific recommendations for economic development in the City of Tumwater. This chapter is consistent with the City of Tumwater Tumwater Economic Development Plan.

~~VII.~~ VIII. — *Affordable Housing*

This chapter, in conjunction with Chapter 6, Housing, includes policies and land use designations designed to ensure the provision of affordable housing: (Goal #4, Policies 4.1 through 4.67; and Section 3.5, Proposed Land Use Designations)). The City of Tumwater Housing Plan Element, adopted by reference in Chapter 6, Housing, 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.

~~VIII.~~ IX. — *Transportation*

This chapter contains goals, policies, and ~~objectives~~ actions that ensure coordination with regional and local transportation plans: ~~(Goal #1, Policy 1.11.1; and~~ Goal #5, Policies 5.1 & 5.2). It also proposes residential, mixed

use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development.

~~IX.X.~~ ~~IX.~~ *Environmental Quality*

The goals and policies in this chapter ensure coordination of land use with the *North~~ern~~ Thurston County Groundwater Protection Plan*, and ~~comprehensive plans~~*the City of Tumwater Comprehensive Stormwater Implementation Plan, Water System Plan, and Wellhead Protection Plan for stormwater, sewer and water*. The critical areas ~~eelements~~ of the *City of Tumwater and Thurston County comprehensive plans**Comprehensive Plans* also contain specific policies relating to air and water quality and water availability. *The City of Tumwater Urban Forestry Management Plan also makes specific recommendations for the urban forest in the City of Tumwater and the Joint Plan area (Goal #8, Policy 8.7).* This chapter also makes recommendations for clustering and other creative development techniques in sensitive areas— (Goal #~~32~~, Policy ~~2.33.2~~; Goal #4, Policy 4.4; Goal #6, Policies 6.1 through 6.~~114~~; Goal #8, Policies 8.1 through 8.5; ~~and~~ -Section 3.5, Proposed Land Use Designations)). *The goals and policies in this chapter also support the implementation of the actions of the Thurston Climate Mitigation Plan.*

~~X.~~ *County-Wide Policies Which Establish A Process Policies*

~~1.~~ *Population Projections and Urban Growth Areas*

~~XIII.XI.~~ ~~2.~~ *Review of these to Develop Future Policies*

The Joint Plan has been developed to accommodate the regional population allocation developed using these County-Wide Planning Policies—(*See* Section 3.4~~3~~; Land Supply Analysis). The Joint Plan is designed to be a flexible document. As conditions and circumstances change, or as regional plans and policies are amended, it can be revised accordingly.

3.1.3 Amendments

The City of Tumwater and Thurston County will *review, and if appropriate,* amend or update the Joint Plan every ~~five-eight~~ years or as necessary to ensure internal and interjurisdictional consistency, and consistency with other ~~eelements~~ of the *City of Tumwater and Thurston County Comprehensive Plans*. Linkage with ~~all of the eelements~~ of these *comprehensive plans**Comprehensive Plans* is important in order to maintain orderly, cost-efficient development that is phased outward from the urban core. The City *of Tumwater* and *Thurston* County may jointly amend th~~is~~ Joint Plan at any time, consistent with the Growth Management Act.

The Joint Plan is meant to be a flexible and easily used document. As changes occur in the ~~urban growth area~~ Joint Plan area, the Joint Plan will need to be revised and amended in order to reflect new circumstances. An evaluation of new conditions will be an integral part of the amendment process.

State law does not allow more frequent amendments than once annually, except in cases of emergency. The amendment process will consider concurrently all proposed changes to the document accumulated over time since the last amendment, in order to ascertain the cumulative impact of the proposed changes.

3.2 Goals ~~and~~ Policies ~~Objectives~~

This section of the Joint Plan specifies the goals and policies ~~and objectives meant to that~~ set forth ~~a the~~ direction for the future growth of the ~~Tumwater urban growth area~~ Joint Plan area. The goals, and policies ~~and objectives also serve to~~ ensure coordination with other City of Tumwater and Thurston County Comprehensive Plan ~~e~~ Elements, regional plans, and County-Wide Planning Policies. Additionally, they serve ~~to as define the an~~ action plan for implementing the Joint Plan certain recommendations ~~within the Joint Plan found in Chapter 11, Implementation~~. The goals and policies of this section and objectives 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 Policies/Designations/Definitions. The ~~two sections~~ se are meant to work together as a whole.

GOAL #1

Ensure that the Joint Plan ~~land-use element~~ 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~~ Objective

~~1.1~~ Ensure that the consistency of the Joint Plan land use element ~~Land Use Element~~ is consistent 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.

~~1.1.1~~ Ensure that the nine elements in the County-Wide Planning Policies are implemented (see the Introduction to this chapter for an analysis of the County-Wide Planning Policies).

~~1.32~~ 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. Coordinate the Joint Plan land use element with the Olympia Regional Airport Master Plan and the Port of Olympia Strategic Plan.

~~1.3~~
1.5 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 Plan.

Coordinate the Joint Plan Land Use Element with the Port of Olympia Regional Airport Master Plan and the Port of Olympia Strategic Plan.

Thurston County and Tumwater, in accordance with Section 36.70A.120 RCW, shall make capital budget decisions in conformity with the comprehensive plan.

~~1.64~~ Coordinate the Joint Plan land use element with Ensure that development in the Joint Plan area is consistent with the Thurston County Shoreline Master Program for Shoreline the Thurston Region Master Program.

~~1.4.1~~ Ensure that the adoption of the "Management Unit Regulations" chapter in Volume 2 of the Percival Creek

~~Corridor Plan is implemented (to be accomplished through implementing regulations developed after completion of the Joint Plan).~~

~~1.4.2 Ensure that the Joint Plan land use section is consistent with the recommendations of the Deschutes Special Area Management Plan.~~

~~1.75 Ensure consistency between the Joint Plan ~~land use element~~ Land Use Element and the City of Tumwater and Thurston County development regulations (see Chapter 10 for a list of additional implementation actions recommended to accomplish this objective).~~

~~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.~~

~~1.5.1 Amend City and County development regulations as necessary to ensure implementation of Joint Plan policies and recommendations.~~

~~1.5.2 Develop and adopt an urban services agreement between the City of Tumwater and Thurston County which that identifies specific City development standards and design guidelines to be applied by the Thurston County within the short term City of Tumwater urban growth area prior to annexation.~~

~~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.

Policiesy — Objective

~~-2.11~~ Encourage ~~the~~ higher~~st~~ intensity growth to locate within the most appropriate areas.

~~2.1.1 Implement the Goals and associated policies and objectives of the City of Tumwater Economic Development Plan.~~

~~-2.22~~ Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

~~2.2.1 Ensure that the County Wide Planning Policies are implemented (see the Introduction to this chapter for an analysis of the County Wide Planning Policies).~~

~~2.2.2 Revise County zoning to be compatible with future land uses shown on the Joint Plan Land Use Map (see Chapter 10 for a list of implementation actions recommended to accomplish this objective).~~

~~2.2.3 Implement County zoning provisions for properties designated for residential land uses within the urban growth area to require development to be configured so urban growth areas may eventually infill and become urban.~~

~~-2.33~~ Encourage innovative land use management techniques such as density bonuses, cluster housing, ~~z-lots~~, planned unit developments, and transfer of development rights.

~~2.3.1 Revise the City's Development Standards to encourage innovative land use management techniques.~~

~~2.3.2 Consider future participation in a county-wide transfer of development rights program, in which some portion of the density range within a low density residential designation is achievable through purchase of transferred development rights. The objective of a county-wide transfer of development rights program would be to support conservation of important natural and/or cultural resources (e.g., long-term agricultural lands, historic properties, or significant wildlife habitat).~~

- ~~-2.44~~ 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's Annexation Policies.
- ~~2.4.1~~ Continue land use designations shown on the Joint Plan Land Use Map immediately upon annexation as amendments to the Tumwater Land Use Plan Map. The City shall honor the land use designation for at least one year following annexation.
- ~~2.4.2~~ To implement this Joint Plan, the City may adopt zoning measures for unincorporated land which become effective immediately upon annexation. The City shall honor such zoning measures for at least one year following annexation.
- ~~2.4.3~~ Do not approve any annexation that includes territory outside the long term urban growth boundary adopted by this Joint Plan, or subsequent amendments to this Joint Plan.
- ~~-2.65~~ Coordinate the Joint Plan Land Use Element with the City of Tumwater Citywide Design Guidelines. Encourage the development of architectural and landscape design standards, where appropriate.
- ~~-2.76~~ Ensure the processing of applications for development permits are processed in a timely and fair manner, and that processing is 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~~ Objective

~~3.1~~ Coordinate development with the ~~City's~~ City of Tumwater and Thurston County's six-year *Capital Facilities Plans*.

~~3.1.1~~ ~~Ensure that the Capital Facilities Plans can be implemented through the Joint Plan's projected land use densities.~~

~~3.2~~ Ensure that development is in conformance with the City of Tumwater ~~Master Plans for Potable Water~~ System Plan and Sanitary Sewer Comprehensive Plan.

~~3.3~~ Analyze all proposed development ~~should be analyzed~~ for anticipated impact on services, either as an ~~element~~ component of site plan review, or as part of environmental impact assessment.

~~3.4~~ Give preference ~~normally should be given~~ to providing adequate public facilities and services to ~~settled-developed~~ areas rather than extending new services to sparsely ~~settled-developed~~ or undeveloped areas.

~~3.4.1~~ ~~Allow public sewer and water service to be extended, consistent with the City's annexation policies, to serve development within the urban growth boundary. Extensions beyond the urban growth boundary shall only be allowed when they meet the conditions specified in the Thurston County Sewerage General Plan and implementing agreement and the Thurston County Coordinated Water System Agreement, respectively. Water systems and community on-site sewage systems in the urban growth area that the City agrees to own and~~

~~operate should conform to adopted utility plans and standards.~~

- ~~-3.5~~ ~~Public agencies should~~ ~~W~~work with developers to determine where and when placing new public facilities ~~are to be placed~~ to permit proper development of commercial and residential projects. ~~This process should be~~ ~~De~~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.

~~3.5.1~~ ~~Ensure that the County Wide Planning Policies are implemented (see the Introduction to this chapter for an analysis of the County Wide Planning Policies).~~

- ~~-3.6~~ Require residential and commercial development utilizing septic tanks for sewage disposal, which have sanitary sewer laterals readily available, ~~should be required~~ 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 ~~which that~~ have City of Tumwater water service available ~~shall be required~~ to connect to it when the well fails, needs replacement, or requires major repairs.

- ~~-3.8~~ ~~When development is placed in areas where growth is planned and full municipal utility connection is not yet available,~~ Design and construct water and sewage conveyance, and disposal systems and stormwater facilities ~~should be designed and constructed~~ 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 wWater systems designed and built prior to full utility connection ~~should be considered~~ 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.

Policiesy — Objective

- 4.1— Coordinate the Joint Plan ~~land use section~~ Land Use Element with the City of Tumwater Tumwater Housing ~~PlanElement~~ and fully implement the goals, policies, and objectives of the City of Tumwater Housing PlanElement.
- 4.2— Encourage innovative techniques for providing affordable housing that will result in an attractive product that will be an asset to the ~~Tumwater~~ community.
- 4.2.1— ~~Revise the City's Development Standards to encourage innovative land use management techniques.~~
- 4.3— ~~Allow Modular~~ manufactured housing ~~should be allowed to site~~ on individual lots in residential land use designations, as well as within mobile and manufactured home parks, to encourage affordable housing.
- 4.3.1— ~~Revise the City's Zoning Code to allow manufactured housing as an alternative construction method. Thurston County and he City of Tumwater should periodically review their regulations for consistency, as time allows.~~
- 4.4— Permit consideration of new approaches to iImplementing regulations ~~should permit experimentation~~ 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.
- 4.4.1— ~~Revise the City's Development Standards to encourage innovative land use management techniques.~~
- 4.5— Encourage hHigher density residential uses ~~should be encouraged~~ in order to provide affordable housing. Blend tThese uses ~~should blend~~ with the existing character of the community.
- 4.5.1— ~~Develop architectural design standards for multi-family development to assure the compatibility of higher densities with existing neighborhoods.~~

~~4.6~~ Treat mobile home parks which were legally established prior to adoption of ~~this plan~~ the Joint Plan and ~~that are~~ located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial ~~should be treated~~ as a permitted use in the implementing zoning, except where ~~there is a cessation of~~ the use ceases for three or more years. Do not allow eExpansion of the mobile home park area ~~should not be allowed~~; 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.

~~The Hazard Mitigation Plan should be referenced for more specific information and guidance.~~

GOAL #5

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

~~Policies~~ Objective

~~5.1~~ Ensure coordination with of the City of Tumwater *Transportation Plan* ~~Transportation Plan~~ and the *Thurston Regional Transportation Plans*.

~~5.2~~ Pedestrian and bicycle trail links with other parts of Tumwater and surrounding jurisdictions should be established.

~~5.2.1~~ Ensure coordination of this chapter with the Tumwater, Olympia and Thurston County Parks and Recreation Plans.

5.2 Create vibrant urban centers and activity nodes along potential transit corridors that support active transportation and housing, jobs, and services.

~~5.33~~ Encourage pProvision of urban plazas and access to transit stops ~~should be encouraged~~ when new construction or major renovation is proposed. Seek incentives for providing such amenities ~~should be sought~~.

~~5.3.1 Revise the City's Development Standards to encourage provision of these amenities, including possible development of a City wide design standards program.~~

~~5.44~~ 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.

~~5.55~~ Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along ~~designated~~potential transit corridors, nodes and near commercial centers.

~~5.66~~ Ensure that the design of proposed capacity improvements to ~~the City's~~ transportation systems in the Joint Plan area are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.

~~5.77~~ 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.~~

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

~~5.99~~ ~~Encourage~~Require public and private development proposals to enhance the street side environment to maximize comfort for ~~the~~ transit users s and the pedestrians s.

~~5.100~~ ~~Encourage~~Require subdivision and commercial and ~~retail~~ project design which to facilitates cost-effective transit and emergency service delivery.

- ~~5.11 Discourage transportation improvements, regardless of their financing mechanisms, that would trigger premature development; that is, development which is inconsistent with applicable comprehensive plans and zoning.~~
- 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 ~~between Thurston County Parks, Trails, and Open Space Plan and~~ 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.
- ~~5.12 Ensure that alternative transportation modes are~~
- 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. ~~included in comprehensive plans, subdivisions and other land developments.~~

GOAL #6

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

Policiesy Objective

- ~~-6.1~~ Ensure that new development ~~is in conformance~~ conforms with the requirements and standards of ~~the North Thurston Groundwater Protection Plan~~ 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.
- ~~-6.2~~ Ensure that new development is in conformance with the requirements and standards of the City of Tumwater's Master Storm Drainage Plan.
- ~~-6.3~~ Ensure that new development meets the quality and quantity control requirements contained in the Drainage Design and Erosion Control Manual for the Thurston Region.
- ~~-6.4~~ Ordinances meeting applicable legal standards should be adopted by the City of Tumwater and Thurston County

- ~~6.7~~ ~~-Avoid or mitigate negative effects on groundwater quality by regulating land use and developments within wellhead protection areas in conformance with regional wellhead protection policies and adopted wellhead protection programs of the City of Tumwater and Thurston County.s to ensure that negative effects on groundwater quality are avoided or mitigated.~~
- ~~-6.5~~ ~~Ensure that future land use and development is in conformance with regional wellhead protection policies and adopted wellhead protection programs of Thurston County and the City of Tumwater.~~
- ~~-6.6~~ ~~Ensure coordination with the Percival Creek Comprehensive Drainage Basin Plan.~~
- ~~-6.7~~ ~~Ensure that new development is in conformance with aquifer protection standards of the City's Conservation Plan.~~
- 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.
- ~~-6.8~~ ~~10~~ Prohibit-Limit new residential and commercial development in the 100-year floodplain to the extent legally feasible.
- ~~-6.9~~ ~~11~~ Encourage consistency between the City of Tumwater and Thurston County critical area regulations within the ~~urban-growth area~~Joint Plan area and as they apply to natural features which form the City of Tumwater urban growth boundary ~~(e.g., such as the Deschutes River, Black Lake, or the Salmon Creek Basin).~~.
- ~~-6.10~~ ~~Encourage the development and use of low impact development standards similar to those contained in the Zero Effect Drainage Discharge Ordinance as adopted by the City of Tumwater [Chapter 13.22 TMC].~~
- ~~-6.11~~ ~~Ensure that the recommendations of the Salmon Creek Comprehensive Drainage Basin Plan are followed and work to keep the development~~

regulations for high groundwater flooding hazards for both Tumwater and Thurston County consistent.

GOAL #7

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

~~Policies~~ Objective

~~7.1~~ Coordinate the Joint Plan Land Use Element with the City of Tumwater Parks, Recreation, and Open Space Plan and support ~~Ensure~~ implementation of the plan Tumwater Parks and Open Space Plan.

~~7.2~~ Ensure coordination of the Joint Plan with the open space retention and natural area preservation standards of the City of Tumwater City's Conservation Plan Element.

~~7.2.1~~ A geological/critical area study and mapping program should be performed and updated regularly for all areas of the City's City of Tumwater's urban growth boundary. This study should address:

- ~~Geologic hazard areas~~
- ~~Erosion hazard areas~~
- ~~Landslide hazard areas~~
- ~~Mine hazard areas~~
- ~~Seismic hazard areas~~
- ~~Volcanic hazard areas~~
- ~~Aquatic hazard areas~~
- ~~Floodways~~
- ~~100 year flood plains~~
- ~~500 year flood plains~~
- ~~Floodplain, one percent~~
- Floodplain, 0.2 percent
- ~~Wetlands~~
- ~~Aquifer recharge areas~~
- ~~Special Shoreline management areas~~
- ~~Groundwater flooding in the Salmon Creek Basin and other areas that experience groundwater flooding.~~

7.3 Preserve environmentally sensitive lands, farmlands, mineral resources, and prairies, by developing compact urban areas.

7.43 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.

~~7.3.1 To make certain that areas of developments dedicated to open space provide the functions intended, the City's Zoning Ordinance should specify the amount of area that must be dedicated for open space and require that it be in a configuration that is useful for the purpose desired.~~

GOAL #8

~~Ensure~~ Observe the ~~at~~ physical limitations of the land ~~are observed~~ during the development process.

~~Policies~~ Objective

~~8.1~~ Ensure that new development ~~is in conformance with~~ conforms to the applicable standards and requirements for critical areas.

~~8.1.1 Conduct a geological study and mapping program for the City of Tumwater urban growth area, and update it on a regular basis (See Policy 7.2.1)).~~

~~8.2 Reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact. Prohibit or set conditions on development based on anticipated adverse environmental impact.~~

~~8.3 Inventory the hillside areas to determine which areas, because of known hazards, topographic formations and unstable soils, should be limited to extent of development.~~

~~8.3.1 Conduct a geological study and mapping program for the City of Tumwater urban growth area, and update it on a regular basis (See Policy 7.2.1)).~~

~~8.43~~ Ensure that development in the Joint Plan area within the jurisdiction of the Shoreline Management Jurisdiction Act shall adhere to the flood control policies, land use controls and regulations of the applicable environmental designation as described in the Thurston County-Thurston Region Shoreline Master Program and floodplain regulations adopted by the City of Tumwater and Thurston County.

~~Consider applying~~

~~8.4~~ Ensure that new development is in conformance with the standards of the City of Tumwater Protection of Trees and Vegetation Ordinance the standards of the City's Tree Protection Ordinance to the unincorporated urban growth area through an intergovernmental agreement.

~~8.56~~ Revise and update critical area maps and regulatory language A geological/critical area study and mapping program should be performed and updated regularly for in all areas of the City of Tumwater's urban growth Joint Plan boundary. This study should 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.

Geologic hazard areas

Erosion hazard areas

Landslide hazard areas

Mine hazard areas

Seismic hazard areas

Volcanic hazard areas

Aquatic hazard areas

Floodways

Floodplain, one percent

Floodplain, 0.2 percent

Wetlands

Aquifer recharge areas

Shoreline management areas

Groundwater flooding in the Salmon Creek Basin and other areas that experience groundwater flooding.

GOAL #9

~~Identify what conditions should be applied to development in~~ Create and protect vibrant residential areas, ~~using appropriate City or County implementing regulations.~~

Policiesy Objective

~~-9.1~~ Create safe and vibrant neighborhoods with places that build community and encourage active transportation.

9.2 ~~Protect r~~ Residential developments ~~should be protected~~ from excessive noise, odors, dirt, glare, and other nuisances emanating from commercial, ~~and~~ industrial, or other uses.

~~-9.32~~ Allow for multi-family residential development through appropriate zoning. ~~Consideration should be given to encouraging this type of development on multimodal transportation corridors and~~ near centers of community services.

~~9.2.1~~ Development Standards ~~should encourage innovative land use management techniques.~~

~~-9.43~~ Integrate existing natural systems into the d Design features of new residential areas ~~s should integrate the existing natural systems into and~~ the layout and siting of dwelling units. Preserve t Trees and significant ecological systems, ~~in so far as possible~~ feasible, should be preserved.

~~9.3.1~~ Development Standards ~~should encourage innovative land use management techniques.~~

~~-9.54~~ ~~Implementing regulations should P~~ permit experimentation ~~consideration of~~ in newer forms of residential development in implementing regulations while ~~ere~~ maintaining or improving amenities of open space, privacy, and visual quality ~~y can be maintained or improved,~~ and achieving flexible solutions to land use problems ~~can be achieved.~~

~~9.4.1 Development Standards should encourage innovative land use management techniques.~~

~~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.~~

~~9.5 Implementing regulations should address the issue of private residential communities and their impacts.~~

GOAL #10

~~Create and protect active Identify policies and regulations that should be applied to commercial and industrial areas and uses, using appropriate City or County implementing regulations.~~

Policies ~~Objective~~

~~10.1 Make tThe Joint Plan land use designations in this Joint Plan should be consistent with the City'sCity of Tumwater Economic Development PlanPlan.~~

~~10.2 Encourage industry clusters to create jobs, andjobs and increase revenue circulation locally.~~

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

~~10.24 Encourage dDeveloperss shall be encouraged to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.~~

~~10.3.5 Group cCommercial, industrial, and manufacturing uses should be grouped into landscaped, urban park quality centers rather than dispersed throughout the urban growth areaJoint Plan area. These centers shall have a landscaped, urban park quality.~~

~~10.46 Future development ofDevelop future commercial, manufacturing, and light industrial areas in the Tumwater areaJoint Plan area should rest on a comprehensive, integrated planning scheme~~

incorporating ~~performance standards regarding the City of Tumwater Citywide Design Guidelines.~~

- ~~1. Green belts and buffering~~
- ~~2. Landscaping~~
- ~~3. Parking facilities~~
- ~~3. 4. Other items of site design as appropriate~~

~~-10.57~~ Land ~~Employ land~~ use regulations ~~to~~should guide new industrial development into areas and patterns that minimize ~~, if possible,~~ heavy trucking through residential and business areas.

~~-10.68~~ Ensure cCommercial and industrial structures, ~~where practical, should be~~ are low profile when feasible, and ~~should~~ provide landscaping including lawns, trees, and shrubs.

~~10.6.1 Consider implementation of Tumwater's Design Guidelines a commercial landscaping ordinance within the urban growth area.~~

~~-10.79~~ Locate cCommercial and industrial land uses ~~should be located~~ close to arterial routes and freeway access and rail facilities.

~~-10.810~~ Encourage nNeighborhood commercial uses that supply nearby residents with everyday convenience shopping goods ~~should be encouraged~~ to reduce traffic generation. ~~Generally, these uses should be very small, not generate excessive traffic, and be compatible with nearby residences.~~

~~10.8.1 Create a neighborhood commercial zone as part of the Tumwater Zoning Code.~~

~~-10.911~~ Provide landscaping and bBuffering ~~should be provided~~ between lands designated rResidential and iIndustrial and commercial land uses.

~~The implementing zoning for this Joint Plan should ensure that buffering is equally shared between the abutting residential and industrial developments, unless one of the uses is already developed as of the effective date of the implementing zoning. If the residential use already exists, no further buffering should be required of the residential property owner. If the industrial use already exists, any change in the use which increases impacts on abutting residential lands, whether or not it involves~~

~~enlargement of an existing structure or adding new structures, may require additional reasonable buffering measures.~~

~~10.120~~ Provide direct access for light industrial development on properties east of Interstate 5 and south of 93rd Avenue SW shall take direct access 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.

~~10.11 In addition to industrial uses, one mobile home should be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.~~

GOAL #11

Promote energy efficiency in new development.

Policiesy Objective

~~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 ~~land forms~~ landforms, existing vegetation, and climatic features for ~~the purpose of~~ reducing energy demands for heating and cooling purposes.

~~11.3~~ ~~Where appropriate,~~ Aggressively pursue conservation and/or 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. ~~Mitigate wherever feasible the impact of new development and landscaping on the solar accessibility of adjoining lots.~~
- 11.8— Encourage development and integration of new energy technologies in the design of new development and redevelopment ~~which~~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.

Policiesy—Objective

- 12.1— Ensure coordination of the ~~Joint Plan land-use element~~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 listed by the State ~~Office—Department~~ of Archaeology and Historic Preservation.

GOAL #13

Protect the Olympia Regional Airport from incompatible land uses and activities that could ~~impact~~affect present and future use of airport facilities and operations. Regulations and~~or~~ criteria should reflect the urban environment adjacent to the airport.

Policiesy—Objective

- 13.1— Promote the safe operation of the Olympia Regional Airport by encouraging compatible land uses and ~~activities, 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 ~~the Title 22, Tumwater Urban Growth Zoning~~Tumwater Urban Growth Area Zoning Code, Thurston County Code including the Airport ~~Hazard~~ 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*”,² and other **[best available]** technical information **[to the extent practical within an urban area]**.⁷ ~~The following issues should be considered when amending the zoning code:~~

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.

~~Amend Thurston County Code to regulate land uses within the Airport Hazard Overlay to ensure they are compatible with Olympia Airport activities and protect the health and safety of citizens in this area.~~ **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.~~ Determine appropriate land uses and the intensity of land uses that are compatible with airport and aviation uses. Consider methods for developing contiguous open space areas within the Airport Hazard 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.

~~Disclosure Statement.~~ Require a note to be recorded with the Thurston County Auditor for each lot when subdivision, short subdivision, binding site plan, building permit or other development activity is located within the Airport Hazard Overlay Zone. The note should state that the property is located within the Airport Hazard Overlay Zone in which a variety of aviation activities occur. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation and other associated activities.

14.

3.3 Land Supply Analysis

⁷ Bracketed, bold text was approved by the Tumwater City Council in September 2003, but was not approved by the Thurston County Board of Commissioners.

3.3.1 Introduction

The purpose of the urban area land supply analysis is to determine how much residential, commercial, and industrial land will be needed in the Joint Plan Tumwater will need to have in order area to accommodate at least 20 years of projected growth. The urban area includes not only the unincorporated portion but also the entire City so the calculations in this subsection are for the City and the Joint Plan area.

~~Under the Growth~~The State Office of Financial Management ~~Act, gives~~ counties planning under the Growth Management Act ~~are given~~ a 20-year population ~~forecast by the State Office of Financial Management (OFM). These population estimates are to be used by the~~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 ~~forecast by OFM~~projection by State Office of Financial Management.

County-Wide Policy ~~X (Ten)~~XI – County-Wide Policies Which Establish a Process to Develop Future Policies addresses population distribution in the City of Tumwater:

11.1. Process to determine and assure sufficiency of ~~urban growth areas~~ Urban Growth Areas to permit projected urban population-:

- ~~—~~a. The ~~S~~state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as ~~a minimum amount~~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~~and by August 1, 1992,~~ 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 Urban Growth Management Subcommittee ofevaluation and subsequent updates required under the Buildable Lands Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and

development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130 (3).

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

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

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

d. The Thurston Regional Planning Council will review the ~~Thurston Regional Planning Council's~~ smaller area population projections to assure that the ~~minimum~~ 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 "b" 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 "c" 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.

Figure 3-15 shows a ~~foreeas~~projection of population growth for the City of Tumwater and ~~its the Joint Plan urban growth boundary. This foreeas was area~~ developed by the Thurston Regional Planning Council ~~and. It~~ is based upon a hybrid economic and demographic model. ~~Bear in mind that the Joint Plan addresses the urban growth area (and that is~~

Thurston Regional Planning Council applied two growth scenarios in their model: 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 outside occurs and that more growth will be accommodated in the City and the Joint Plan area. Given the goals and mandates of the Growth Management Act

and the policies and land use designations used in the Joint Plan Land Use Element and the Housing Element, the full density population projection has been used.

Figure 5. City of Tumwater city limits). The Tumwater Land Use Plan is the adopted City plan for accommodating the population forecasted for the Tumwater city limits and Joint Plan Area 20-Year Population Projection

TUMWATER AND URBAN GROWTH AREA 20 YEAR POPULATION FORECAST				
	2002* 2020 ¹ Population	2040 ^{2**} Population	Population Increase	%Percent Increase (2002-2022) 2020-2040
Tumwater	42,730 24,600	48,562 35,930	5,832 11,330	46 46%
Urban Growth Joint Plan Area	7,552 3,300	46,358 9,180	5,888,806 0	446 178%
Combined aAreas	20,282 27,900	34,920 45,110	44,638 17,210	72 62%

*Source: ¹ Office of Financial Management, Forecasting Division, 2020. *April 1 Population of Cities, Towns, and Counties Used for Allocation of Selected State Revenues, State of Washington, Corrected 10/3/02*

**Source: ² The Profile, October 2002 December 2020, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County Final Report, April 1, 2015 June 30, 2020, 1999.

The data in Figure 3-15 indicates that the total forecasted population for Tumwater's the City of Tumwater and the urban growth Joint Plan area in 2022 will be 16,358 45,110 persons in 2040. In 2002 As of 2020, the population within Tumwater's the City of Tumwater and the urban growth Joint Plan area was 7,552 was 27,900. It can be seen that an additional population of 8,806 17,210 must be accommodated within the urban growth area within the 20-year planning period, 5,880 in the Joint Plan area.

To provide for this anticipated growth, it is necessary to have a thorough understanding of what kind of land is realistically developable, available and suitable for growth in the Tumwater area. This section provides an analysis to provide that understanding for the Tumwater urban growth area. An identical analysis is included in the Tumwater Land Use Plan for the area presently within the Tumwater city limits.

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

3.3.2 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 200221.

[Staff Note: References to Buildable Lands Report in the Joint Plan update are the Draft 2020 Buildable Land Report for Thurston County dated November 2020. The final 2021 Buildable Lands Report is expected in the summer 2021. In some cases, as noted below, the data is from the final 2013 Buildable Lands Report, if the equivalent data was not available yet from the 2021 Buildable Lands Report.]

The key findings of the 2013 final and 2021 draft Buildable Lands Reports are that 1) There is sufficient residential, commercial, and industrial land to accommodate the expected population growth; and 2) There is not a need to adjust the urban growth area boundary for the City of Tumwater to meet the population targets.]

3.3.3 Developable or Re-Developable Land Supply Analysis

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

1. 1.—The land is undevelopable due to environmental constraints such as geological hazards, and wetlands. These constraints are clarified in the City of Tumwater 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 ~~have been~~were mapped and ~~can be~~ calculated at an acceptable accuracy level. Thurston Regional Planning Council has done this task and incorporated it into the ~~2002—Buildable Lands Report.—(Buildable Lands Technical~~

Documentation, Table 12) for Thurston County (2021).⁸

~~—Note: Thurston Regional Planning Council did not use steep slope data in determining the 2002 buildable lands data for Tumwater and the urban growth area due to an unacceptable level of accuracy when applied to a parcel based map. (Buildable Lands Technical Documentation, p.34 and Table 11)~~

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. ~~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. ~~The amounts are as follows: Multi-Family High Density is 0%, Multi-Family Medium Density is 2.5%, Single Family Medium Density is 7.5%, Single Family Low Density is 7.5%, Residential/Sensitive Resource is 7.5%, and Mixed Use is 0%. (Buildable Lands Technical Documentation, Table 21)~~

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.

~~As a general rule~~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.

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 Figures 6, 7, and 8 below.

[Staff Note: The data in Figure 6 is from the final 2013 *Buildable Lands Report*. If updated data is available in the final 2021 *Buildable Lands Report* before the Joint

⁸ ~~Thurston Regional Planning Council did not use steep slope data in determining the Buildable Lands data for the City of Tumwater due to an unacceptable level of accuracy when applied to a parcel based citywide map of the City of Tumwater.~~

Plan is adopted, the data in this figure will be updated.]

Figure 6. Buildable Commercial Land in Acres

NET BUILDABLE RESIDENTIAL LAND IN ACRES				
City or Joint Plan Area	Zone	Future Roads** Vacant or Partially- used	Redevelopable** or Uses***	Other Net Residential Buildable Land
R/SR City SFL SFM MFM MFH	160 Brewery District	2711	12	121-
	2261 Capitol Boulevard Corridor	3848	17028	1707-
	570 Community Services	970	43-	430-
	General Commercial	164	39	-
	Historic Commercial ²	1	11	-
	Mixed Use	46	6	-
	Neighborhood Commercial ⁵²	9013	132	426-
	Town Center ⁵	419	010	4Unknown ³
MU**** Joint Plan Area	3 Business Park Commercial Development	0176	010	3-
	General Commercial	33	2	-
	Neighborhood Commercial	2	1	-
Total for City Only		262	108	-
Total for Joint Plan Area Only		58	13	-

<u>Grand Total</u>	<u>35280</u>	<u>599121</u>	<u>238_</u>
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Figure 3-2.

~~R/SR Residential/Sensitive Resource~~~~**SFL Single Family Low Density**~~~~SFM Single Family Medium Density~~~~**MFM Multi Family Medium Density**~~~~MFH Multi Family High Density~~~~MU Mixed Use~~~~Source: Thurston Regional Planning Council (TRPC).~~~~*TRPC data was adjusted for annexations and rezones that occurred between January 2000 and December 2003.~~~~**TRPC estimates 17% of buildable land will be consumed. Notes: ¹ Land with a moderate to high likelihood of intensifying uses, with roads.~~~~***TRPC estimates that churches, parks, and schools will consume varying amounts of land within different residential zones. The amounts are as follows: MFH is 0%, MFM is 2.5%, SFM is 7.5%, SFL is 7.5%, R/SR is 7.5%, and MU at 0%.~~~~****TRPC estimates that in Tumwater only 10% of land zoned for Mixed Use will develop as residential. This changes the original 25 acres of buildable Mixed Use land into 3 acres. Source: TRPC 2002 Buildable Lands Technical Documentation Table 20.~~

Figure 3-2 shows the net buildable residential land within the urban growth area by zoning district. The figure first starts with the gross buildable land acreage of each residential zone. Then land is subtracted for future roads and other non-residential uses which are allowed in these residential zones (daycares, churches etc.)

Starting with the Thurston Regional Planning Council buildable lands data, the following assumptions were used for the population accommodation/land supply calculations:

— 17% of land area will consist of right of way and utilities. (Thurston Regional Planning Council)

— Churches, parks, and schools will consume varying amounts of land within different residential zones. (Thurston Regional Planning Council Buildable Land Report 2002, Technical Documentation, Table 21)

— Critical areas and developed land were removed from the buildable lands data by Thurston Regional Planning Council. (Thurston Regional Planning Council Buildable Land Report 2002, Technical Documentation, Table 12)

— The average number of persons per household in Thurston County will remain at 2.67 for the twenty year planning period. (Thurston Regional Planning Council The Profile October 2002, Table II-9)

~~— 10% of the Mixed Use areas will develop with residential uses and these will have a density of 14 dwelling units per acre. (Thurston Regional Planning Council Buildable Land Report 2002, Technical Documentation, Table 20)~~

~~—² Numbers based on Alternative 3 (Maximum Development Intensity) of the Tumwater Brewery Planning Action Final Environmental Impact Statement.~~

~~³ Development will occur with a minimum density policy (potential not estimated for Port of Olympia's properties in the City of Tumwater Land Use Plan) and Brewery Properties.~~

[Staff Note: The data in Figure 7 is from the final 2013 *Buildable Lands Report*. If updated data is available in the final 2021 *Buildable Lands Report* before the Joint Plan is adopted, the data in this figure will be updated.]

Figure 7. Buildable Industrial Lands in Acres

TOTAL DWELLING UNITS POSSIBLE AT MAXIMUM AND MINIMUM DENSITY BUILDOUT				
City or Joint Plan Area	Zone Density Range Dwelling Units/Acre	Net-Buildable Acres Vacant or Partially- used	Dwellings at Minimum Density Buildout Redevelopable ¹	Other Dwellings at Maximum Density Buildout
R/SR SFL SFM	2-4 Airport Related Industry	1210	2420	484Unknown ²
	Heavy Industrial4-7	17074	68281	11949
	Light Industrial6-9	430811	2580131	3870Unknown ²
MFJ Joint Plan Area	Light Industrial9-15	426189	392427	6390Unknown ²

<u>City or Joint Plan Area</u>	<u>Zone</u> Density Range Dwelling Units/Acre	<u>Net Buildable Aeres</u> <u>Vacant</u> <u>or</u> <u>Partially-</u> <u>used</u>	<u>Dwellings at Minimum Density Buildout</u> <u>Redevelopable</u> ¹	<u>Other</u> Dwellings at Maximum Density Buildout
<u>Total for City Only</u>		<u>815</u>	<u>132</u>	<u>=</u>
<u>Total for Joint Plan Area Only</u>		<u>189</u>	<u>27</u>	<u>=</u>
<u>Grand Total</u>		<u>1,004</u>	<u>159</u>	<u>=</u>
MFH	14-29	4	56	116
MU	14	3	42	42
Total		N/A	2691	13672

Figure 3-3.

R/SR Residential/Sensitive Resource

SFL Single Family Low Density

SFM Single Family Medium Density

MFH Multi-Family Medium Density

MU Mixed Use

Figure 3-3 shows the total number of dwelling units possible at both minimum density buildout and at maximum density buildout. If all of the net buildable residential land was built out at the minimum density, there would be 13,672 new dwelling units. If buildout occurred at the maximum density permitted there would be 22,851 new dwelling units. Both of these scenarios would provide more than the minimum amount of dwelling units needed to accommodate the projected population of the Tumwater urban growth area during the 20-year planning period.

Thurston Regional Planning Council has calculated the average household size in unincorporated Thurston County to be 2.67 persons. Based on the projected population increase of 8,806 people and the average household size of 2.67 persons it can be assumed that there will be a need for 3,298 new residential units in the Tumwater urban growth area in the 20-year planning period.

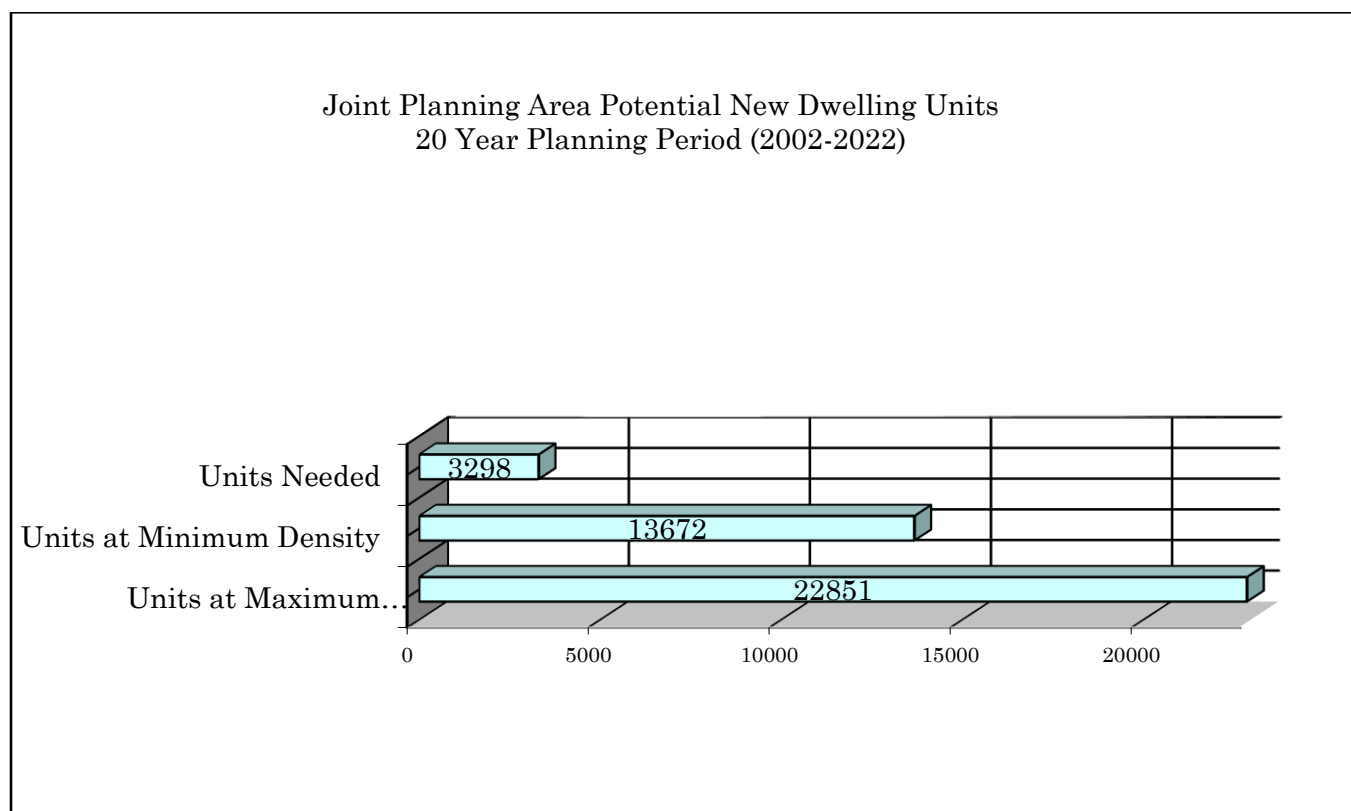


Figure 3-4

Figure 3-4 Notes: ¹ Land with moderate to high likelihood of intensifying uses.

² Development potential not estimated for Port of Olympia's properties in the City of Tumwater and Brewery Properties.

Figure 8. Parcel Area by Acres in Each Zone District in the Joint Plan Area

	<u>Zone District</u>	<u>Acres</u>
<u>Commercial</u>	<u>Commercial Development (CD)¹</u>	<u>21</u>
	<u>General Commercial (GC)</u>	<u>62</u>
	<u>Neighborhood Commercial (NC)</u>	<u>6</u>
<u>Industrial</u>	<u>Business Park (BP)¹</u>	<u>76</u>
	<u>High Industrial (HI)</u>	<u>27</u>
	<u>Low Industrial (LI)</u>	<u>450</u>
<u>Residential</u>	<u>Greenbelt (GB)</u>	<u>35</u>
	<u>Open Space (OS)</u>	<u>122</u>
	<u>Residential / Sensitive Resource (RSR)</u>	<u>189</u>
	<u>Single Family Low Density</u>	<u>1,297</u>
	<u>Single Family Medium Density</u>	<u>175</u>

<u>Zone District</u>	<u>Acres</u>
Multifamily Medium (MFM)	228

Notes: Information from Appendix III: Residential Capacity and Model Assumptions, Draft 2020 *Buildable Land Report for Thurston County* dated November 2020.

¹ Designations found only in the Joint Plan area.

3.3.4 Analysis of Population Accommodation

In order to determine whether the City and the Joint Plan area have 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.

Figure 9. Residential Capacity by Planning Area, City and Joint Plan Area

<u>Planning Area</u>	<u>City</u>	<u>Joint Plan Area</u>	<u>Total</u>
<u>Airport</u>	<u>740</u>	<u>0</u>	<u>740</u>
<u>Brewery</u>	<u>660</u>	<u>0</u>	<u>660</u>
<u>Bush Prairie</u>	<u>650</u>	<u>0</u>	<u>650</u>
<u>Deschutes</u>	<u>180</u>	<u>0</u>	<u>180</u>
<u>Littlerock</u>	<u>2,560</u>	<u>100</u>	<u>2,660</u>
<u>Mottman-Black Lake</u>	<u>150</u>	<u>0</u>	<u>150</u>
<u>New Market</u>	<u>100</u>	<u>0</u>	<u>100</u>
<u>SE Capitol Boulevard</u>	<u>790</u>	<u>0</u>	<u>790</u>
<u>Southside</u>	<u>0</u>	<u>1,710</u>	<u>1,710</u>
<u>SW Tumwater</u>	<u>90</u>	<u>0</u>	<u>90</u>
<u>Trosper</u>	<u>980</u>	<u>10</u>	<u>980</u>
<u>Tumwater Hill</u>	<u>770</u>	<u>70</u>	<u>840</u>
<u>Westside</u>	<u>0</u>	<u>1,250</u>	<u>1,250</u>
<u>Total</u>	<u>7,660</u>	<u>3,140</u>	<u>10,800</u>

Note: Based on Residential Capacity by Planning Area, Appendix II of the Draft 2020 *Buildable Land Report for Thurston County* dated November 2020.

[Staff Note: The data in Figure 10 is from the final 2013 *Buildable Lands Report*. If updated data is available in the final 2021 *Buildable Lands Report* before the Joint Plan is adopted, the data in this figure will be updated.]

Figure 10. Residential Land Supply and Future Development Capacity – City

<u>City or Joint Plan Area</u>	<u>Zone</u>	<u>Residential Buildable Land Estimate in year 2013 (Acres)</u>	<u>2014 Dwelling Units</u>	<u>Additional Residential Capacity on Buildable Land (2015-Buildout)</u>	<u>Redevelopment and Accessory Dwelling Unit Estimate</u>
<u>City</u>	<u>Brewery District</u>	<u>1</u>	<u>36</u>	<u>26</u>	<u>221</u>
	<u>Capitol Boulevard Corridor</u>	<u>1</u>	<u>62</u>	<u>25</u>	<u>347</u>
	<u>General Commercial</u>	<u>6</u>	<u>99</u>	<u>76</u>	<u>10</u>
	<u>Light Industrial</u>	<u>-</u>	<u>75</u>	<u>-</u>	<u>-</u>
	<u>Multifamily High Density Residential</u>	<u>12</u>	<u>1,053</u>	<u>356</u>	<u>0</u>
	<u>Multifamily Medium Density Residential</u>	<u>157</u>	<u>1,658</u>	<u>1,062</u>	<u>-</u>
	<u>Manufactured Home Park</u>	<u>6</u>	<u>506</u>	<u>28</u>	<u>-</u>
	<u>Mixed Use</u>	<u>5</u>	<u>84</u>	<u>117</u>	<u>8</u>
	<u>Residential and Sensitive Resource</u>	<u>149</u>	<u>256</u>	<u>414</u>	<u>-</u>
	<u>Single Family Low Density Residential</u>	<u>674</u>	<u>2,314</u>	<u>2,979</u>	<u>6</u>
	<u>Single Family Medium Density Residential</u>	<u>414</u>	<u>3,468</u>	<u>1,998</u>	<u>44</u>
	<u>Town Center Mixed Use</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>1</u>
	<u>Town Center Residential</u>	<u>1</u>	<u>165</u>	<u>18</u>	<u>14</u>
<u>Total for City Only</u>		<u>1,426</u>	<u>9,776</u>	<u>7,105</u>	<u>651</u>

[Staff Note: The data in Figure 11 is from the final 2013 *Buildable Lands Report*. If updated data is available in the final 2021 *Buildable Lands Report* before the Joint

Plan is adopted, the data in this figure will be updated.]

Figure 11. Residential Land Supply and Future Development Capacity – Joint Plan Area

<u>City or Joint Plan Area</u>	<u>Zone</u>	<u>Residential Buildable Land Estimate in year 2013 (Acres)</u>	<u>2014 Dwelling Units</u>	<u>Additional Residential Capacity on Buildable Land (2015-Buildout)</u>	<u>Redevelopment and Accessory Dwelling Unit Estimate</u>
<u>Joint Plan Area</u>	<u>Commercial Development</u>	<u>0</u>	<u>23</u>	<u>1</u>	<u>2</u>
	<u>Multifamily Medium Density Residential</u>	<u>67</u>	<u>430</u>	<u>387</u>	<u>=</u>
	<u>Residential and Sensitive Resource</u>	<u>36</u>	<u>132</u>	<u>84</u>	<u>=</u>
	<u>Single Family Low Density Residential</u>	<u>371</u>	<u>604</u>	<u>1,507</u>	<u>=</u>
	<u>Single Family Medium Density Residential</u>	<u>108</u>	<u>102</u>	<u>695</u>	<u>0</u>
<u>Total for Joint Plan Area Only</u>		<u>582</u>	<u>1,291</u>	<u>2,674</u>	<u>2</u>
<u>Grand Total</u>		<u>2,008</u>	<u>11,067</u>	<u>9,779</u>	<u>653</u>

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 zone 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 Land Supply Assumptions documentation.

Recent development activity in the City and the Joint Plan area are shown in the Figures 12 and 13 below.

Figure 12. Approved Dwelling Units, 2000 – 2019

	<u>Approved Dwelling Units</u>			
	<u>2000-04</u>	<u>2005-09</u>	<u>2010-14</u>	<u>2015-19</u>
<u>City</u>	<u>662</u>	<u>1,093</u>	<u>832</u>	<u>464</u>

<u>Joint Plan Area</u>	<u>20</u>	<u>6</u>	<u>0</u>	<u>8</u>
Total	682	1,099	832	472

Note: Based on Table 2-1 Achieved Densities in Thurston County Urban Areas, 2000-2019, Draft 2020 Buildable Land Report for Thurston County, dated November 2020.

Figure 13. Density of Residential Subdivisions in the City and Joint Plan Area, 1970s – 2010s

	<u>1970s</u>	<u>1980s</u>	<u>1990s</u>	<u>2000s</u>	<u>2010s</u>
<u>Net</u>	<u>2.1</u>	<u>2.9</u>	<u>3.0</u>	<u>7.8</u>	<u>8.3</u>
<u>Gross</u>	<u>1.6</u>	<u>1.9</u>	<u>1.9</u>	<u>4.0</u>	<u>3.2</u>

Note: Based on Table 2-4 Density of Residential Subdivisions, Draft 2020 Buildable Land Report for Thurston County, dated November 2020.

Figure 14 shows the expected dwelling units forecasted in the City and Joint Plan area.

Figure 14. Total Dwelling Unit Forecast in the City and Joint Plan Area

	<u>2017</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>	<u>2040</u>
<u>City</u>	<u>10,200</u>	<u>11,510</u>	<u>13,200</u>	<u>14,620</u>	<u>15,870</u>	<u>16,820</u>
<u>Joint Plan Area</u>	<u>1,400</u>	<u>1,620</u>	<u>2,360</u>	<u>3,110</u>	<u>3,650</u>	<u>4,000</u>
Total	11,600	13,130	15,560	17,730	19,520	20,820

Note: Based on Table 3-2 Total Dwelling Unit Forecast by Jurisdiction, Draft 2020 Buildable Land Report for Thurston County, dated November 2020.

The draft 2020 Buildable Land Report for Thurston County noted that the urban areas in the County (cities plus the unincorporated Urban Growth Areas), contains sufficient land to accommodate the projected population growth. Based on adopted policies in Thurston County as of 2017, the evaluation shows that:

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

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.

Figure 15 shows the forecasted supply and demand of residential dwelling units.

Figure 15. Residential Supply Versus Demand

	<u>2020 Dwelling Units</u>	<u>2040 Dwelling Units</u>	<u>Future Demand 2020-2040</u>	<u>Future Supply (1) 2020- Plus</u>	<u>Excess Capacity (2)</u>	<u>Percent Excess Capacity (3)</u>
<u>City and Joint Plan Area</u>	<u>12,150</u>	<u>20,820</u>	<u>8,670</u>	<u>10,800</u>	<u>2,130</u>	<u>20%</u>

Note: Based on Table 3-3 Residential Supply Versus Demand, Draft 2020 Buildable Land Report for Thurston County dated November 2020.

Notes: 1. "Future Supply" includes capacity reserved for the market factor plus any additional unused capacity.
 2. "Excess Capacity" is the difference between future demand and future supply. It includes capacity not available due to market conditions.
 3. "Percent Excess Capacity" is excess capacity as a percent of future supply. A value between 10 and 25 percent across the urban areas is considered reasonable for a healthy housing market.

[Staff Note: The data in Figure 16 is from the final 2013 *Buildable Lands Report*. If updated data is available in the final 2021 *Buildable Lands Report* before the Joint Plan is adopted, the data in this figure will be updated.]

Figure 16. New Dwelling Units Required for 20-Year Planning Period

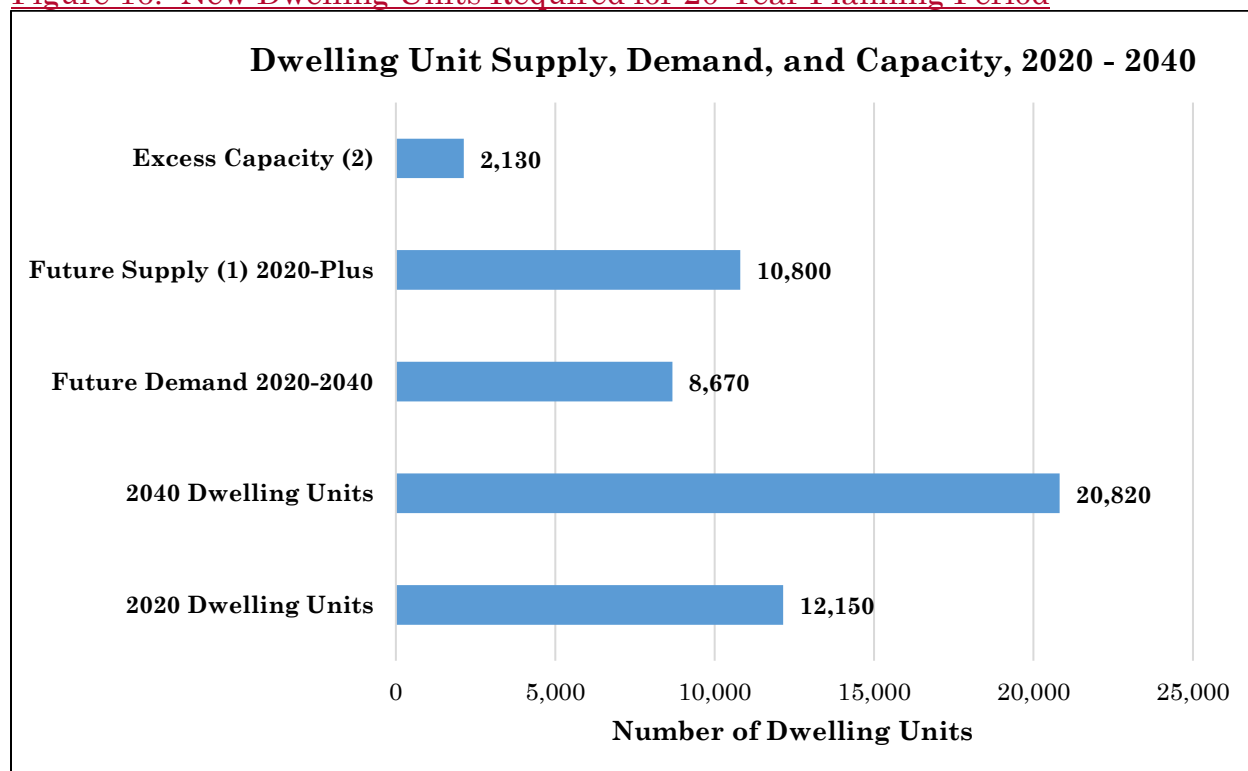


Figure 16 shows the results of the calculations graphically ~~for the Tumwater urban growth area~~. The ~~first third~~ bar of the graph shows the number of residential units needed to accommodate projected population growth. The second ~~and third~~ bars of the graph indicate the potential new units 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~~.

~~Figure 3-4~~What the graph shows is that the ~~City of Tumwater and the Joint Plan~~urban growth area can accommodate the projected population growth. ~~The land supply analysis demonstrates that the projected population increase of 8,806, and the resulting need for 3,298 residential dwelling units, can be accommodated~~Even if all development occurs at ~~either the minimum or maximum 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 ~~allowed by the Joint Plan Future~~. 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 Joint Plan Land Use Map. Element.

The land supply analysis should be reviewed on a regular basis and new development should be tracked to determine if the City of Tumwater and the Joint Plan area urban growth area will meet its population accommodation goals for the 20-year time period. The population allocated to the City of Tumwater and the Joint Plan area urban growth area is a forecast; it may not actually occur. The calculations may need to be adjusted as regional population projections change in the future.

3.4 1994 Existing Land Uses and Zoning

Existing land uses and zoning in Thurston County ~~as of 1994~~ for each of the three Joint Plan subareas are shown on maps in the appropriate sections of this chapter ~~which that~~ address those subareas. ~~(Sections 3.5.3 through 3.5.5)~~

3.5 Proposed Land Use Designations

This section of the Joint Plan makes specific recommendations for land use designations within the ~~Tumwater urban growth area~~ Joint Plan area. These land use designations ~~will be~~ implemented in Title 22, Tumwater Urban Growth Zoning, Thurston County Code, through follow-on zoning by Thurston County and the Official Zoning Map for the North County Urban Growth Areas, as updated by Thurston County. For properties that have been assigned residential land use designations, this zoning will require development to be configured so that the properties may eventually infill at the designated urban density.

~~The first subsection below (Section~~ Subsection 3.5.1, Definitions and Criteria for Land Use Designations, defines each of the land use designations used in the ~~is~~ Joint Plan. It also contains the Joint Plan Land Use Map, which shows locations where these land uses will be applied. Subsection 3.5.2, Innovative Housing and Land Use Methods – Definitions, further defines several of the innovative housing and land use methods recommended in ~~this plan~~ the Joint Plan.

The ~~urban growth area~~ Joint Plan area has been divided into three subareas: Eastern⁹, Southern₁, and Western. Each subarea is addressed in a separate subsection ~~through the use of~~ with maps and text identifying specific land use designations for particular areas ~~(see Subsections 3.5.3 through 3.5.5).~~

3.5.1 Policies/Definitions and Criteria for Land Use Designations/Definitions

⁹ The entire Eastern Subarea was annexed to City of Tumwater in 2016.

The purpose of this subsection is to define each land use designation and to identify criteria for their use. These definitions and criteria should be used to understand the Joint Plan land use maps and subarea text recommendations. Additionally, these definitions and criteria are also meant to be used in conjunction with Section 3.2, Goals/ and Policies/~~Objectives.~~ The categories of land use designations in this subsection are consistent with those in the City of Tumwater Land Use Plan Element, which applies to the area currently within the City of Tumwater citymunicipal limits. At the end of this subsection are definitions of the innovative housing and land use methods discussed in the residential land use portions of this subsection.

Figure ~~3-5~~17 shows all of the land use designations that ~~have been~~are currently applied within the Joint Plan. ~~These designations are meant to address all existing as of 1994 land uses and potential land uses that could occur in the Tumwater urban growth area~~Joint Plan area.

~~The number of designations have been kept to a minimum in the interest of simplicity.~~

[Staff Note: Need to recalculate these areas based on annexations and any maps changes agree to do as part of these discussions.]

Figure 17. Joint Plan Land Use Designations

<u>Designation Abbreviation and Density Per Acre</u>	<u>Full Designation</u>	<u>Acreage</u>
<u>R/SR 2-4</u>	<u>Residential/Sensitive Resource</u>	<u>206</u>
<u>SFL 4-7</u>	<u>Single Family Low Density</u>	<u>1,208</u>
<u>SFM 6-9</u>	<u>Single Family Medium Density</u>	<u>196</u>
<u>MFM 9-15</u>	<u>Multifamily Medium Density</u>	<u>224</u>
<u>MU</u>	<u>Mixed Use</u>	<u>23</u>
<u>NC</u>	<u>Neighborhood Commercial</u>	<u>16</u>
<u>GC</u>	<u>General Commercial</u>	<u>95</u>
<u>LI</u>	<u>Light Industry</u>	<u>566</u>
<u>HI</u>	<u>Heavy Industry</u>	<u>22</u>
<u>P/OS</u>	<u>Parks/Open Space</u>	<u>210</u>
<u>UT</u>	<u>Utilities</u>	<u>111</u>

Figure 3-5

Source: City of Tumwater GIS data - Joint Plan.shp

One of the purposes of the land use designations ~~that have been~~ used in the Joint Plan is to implement and achieve the goals, policies, and ~~objectives~~actions listed in Section 3.2, Goals and Policies.

The Joint Plan Land Use Map (~~Map 3-1~~) represents the general future land use patterns that are desired for the ~~Tumwater urban growth area~~Joint Plan area within the 20-year planning period. The designations and policy recommendations for areas on the map are based on a number of factors, including:

- ~~—~~ Natural features
- ~~—~~ The unique physical and social and economic characteristics in the area
- ~~—~~ The type of existing development
- ~~—~~ Existing zone ~~districts~~ing
- ~~—~~ Ownership patterns
- ~~—~~ The condition of existing structures
- ~~—~~ Plans previously adopted by the City and/or County that affect land use. Examples include the ~~Shoreline Master Program~~ Thurston County Shoreline Master Program, the City of Tumwater Urban Forestry Management Plan, and the ~~Tumwater~~ City of Tumwater Economic Development Plan.

The Joint Plan Land Use Map may be used to evaluate individual land use proposals. It is intended to be a guide for both public and private actions affecting the growth and development of the City of Tumwater.

In interpreting ~~this plan~~the Joint Plan, the following definitions and criteria of the land use designations and the associated goals, policies, and ~~objectives~~actions in Section 3.2, Goals and Policies, should be given the greatest weight and importance. The Joint Plan Future Land Use Map is intended to be a visual representation of the descriptions and policies. Where there are apparent inconsistencies between the text and the map, the text shall control.

The Joint Plan Land Use Map is not a zoning map. In many cases, more than one zone~~ing~~ district ~~could~~would be consistent with the policy recommendations of a particular land use designation.

It should be noted that 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 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.

The Joint Plan Land Use Map is intended to indicate the type of future development that is desired as the ~~growth area~~Joint Plan area is gradually annexed into the City of Tumwater, while allowing flexibility for previously approved development. It is important to keep in mind that ~~this plan~~the Joint Plan addresses a ~~twenty-20-year~~time period. The changes that result from the policy recommendations in ~~this plan~~the Joint Plan will likely take place slowly over time and will result in incremental changes as annexation and development occur.

Following are specific definitions for each land use designation and criteria for their use.

3.5.1.1 Residential Uses

—The quality and integrity of 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 the ~~Tumwater area~~Joint Plan area should provide a broad range of housing choices to meet the needs of all people in the community.

—Residential development should be developed with the following guidelines:

- —Residential development should provide for a dynamic mix of housing types to accommodate many diverse housing needs.
- —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 services, 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.

~~_____~~ In order to meet the goals of the Growth Management Act, the County-Wide Planning Policies, and ~~this plan~~ the Joint Plan, six designations for residential land use have been developed. Each of these designations has specific criteria and characteristics for development:

- ~~_____~~ **Residential/Sensitive Resource (2-4 ~~DU~~ Dwelling Units Per 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, wetlands, and environmentally hazardous areas such as high groundwater flooding areas.

~~_____~~ Residential/Sensitive Resource areas are intended to be used only for exceptional places. This designation should be applied to areas that are not protected by the ~~State~~ 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~~ future applied density to be achieved over the ~~twenty~~ 20-year time

period. In addition to clustering, other methods of preserving open space shall be strongly encouraged such as purchase or donation, easements or deed restrictions, covenants, land exchanges, and transfer of development rights as a method of preserving open space and ~~to guide~~guiding development into less sensitive portions of the land. ~~Densities in this designation should be 2-4 DU/Acre.~~

— In order to protect groundwater and surface water resources from contamination by failing septic tanks and runoff and to ensure that urban services can be provided to certain areas in a cost efficient manner, a minimum density of ~~2 DU/Acre~~two dwelling units per acre and a maximum density of ~~4 DU/Acre~~is four dwelling units per acre are recommended.

— ~~It is not~~The intent of this policy is not to prohibit construction on lots larger than those required ~~for to meet~~ minimum density requirements. What is important is that the property ~~have~~s 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 ~~5~~five acre lot and the minimum density is ~~2~~two dwelling units per acre (1/2 acre lots) they would not be prohibited from doing so. However, the house must be sited on the ~~5~~5-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 ~~4~~four dwelling units per acre with urban services without resulting in the degradation of sensitive areas such as stream corridors, lakes, and sensitive aquifers.

— The full range of urban services should be available or be planned in the near future in accordance with the ~~City's~~City of Tumwater *Capital Facilities Plan*. In order to protect ground and surface water resources from contamination by failing septic tanks, densities should be adequate to ensure the provision of sewers to these areas.

— In areas where septic systems presently exist, on-site sewage disposal systems may be required to be repaired or replaced to ensure proper functioning to prevent pollution of groundwater and wetland areas.

— This designation is appropriate for environmentally sensitive areas such as stream corridors, lakes, sensitive aquifers, and environmentally hazardous areas such as high groundwater flooding areas. Areas designated

Residential/Sensitive Resource are extremely sensitive to environmental disturbance, and development in these areas may be subject to additional environmental constraints not encountered in other parts of the ~~urban-growth area~~Joint Plan area.

—Construction activities in areas assigned this designation should only occur in the drier months of the year in order to protect surface water from sedimentation and construction associated runoff. This policy recommendation should be addressed along with other construction related concerns in the development of implementing regulations relative to this Residential/Sensitive Resource designation.

—Density transfer provisions are not appropriate in this designation due to the extreme sensitivity of these areas to environmental disturbance and the desire to provide relative density continuity between different development sites within this density designation that may or may not qualify for the density transfer provisions.

—Additionally, density transfer provisions for wetland and buffer areas as outlined in the Thurston County Critical Areas Ordinance should be limited. Any transfer of density from wetlands, buffer areas, and clustering bonuses should be capped so the maximum net development density in the remaining developable area excluding dedications is not greater than 125% of the maximum density that would otherwise be allowed. This density transfer provision is limited at this time to the Residential/Sensitive Resource designation but this policy should be examined as part of the implementing regulations for inclusion throughout the ~~urban-growth area~~Joint Plan area.

[Staff Note: Further discussion needed. The City uses net density (excluding critical areas from the calculation) and the County uses gross density for a site. This makes development in the Joint Plan area different than development in the City.]

—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 ~~(Tumwater-based on the City of Tumwater Parks and Recreation, and Open Space Plan)~~. 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 useable for passive recreational purposes. This area should be equal to the amount of open space area that is not useable for passive recreational purposes.

Both ~~U~~IBC and HUD types of manufactured housing should be permitted on single lots in this designation, ~~subject to design standards~~.

Mobile home parks ~~which were~~ legally established prior to adoption of ~~this plan and the Joint Plan~~ that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, Multifamily Residential, or Light Industrial 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. Expansion of the mobile home park area should not be allowed; 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.

- **Single-Family Low Density (4-7 ~~DU~~Dwelling Units Per Acre)**

~~Design standards have not been recommended for this designation because development at this density generally has less visual impacts than higher densities.~~

The density of new development in the Single-Family Low Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities ~~be~~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.

Both ~~U~~IBC and HUD types of manufactured housing should be permitted on single lots in this designation, ~~subject to design standards~~.

Accessory units should be permitted in this designation within the permitted density on ~~sewered~~ lots with sewer, except where the Thurston County Public Health and Social Services Department has approved septic

systems. Accessory units will provide affordable housing and extra income for homeowners.

— Duplexes should ~~not~~ be permitted in this designation ~~due to density considerations subject to limitations in new short plats and subdivisions and the lack of design standards.~~ 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.

~~Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved through the use of 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 to pedestrian and bicycle use; uses which would result in excessive automobile traffic should be discouraged (e.g., gas stations, drive-thru restaurants).~~

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

— Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. ~~Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.~~

~~Single Family Medium Density (6-9 DU/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 required densities. It is not the intent to require that lots be of a specific size but that densities be met as an average of the overall site.~~

~~Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure neighborhood compatibility of new development.~~

~~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 on sewerred lots to provide affordable housing and extra income for homeowners.~~

~~Duplexes should be permitted in this designation subject to design standards. Both UBC and HUD types of manufactured housing should be permitted on single lots in this designation, subject to design standards.~~

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

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved ~~through the use of~~with 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~~that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily ~~to~~ pedestrian and bicycle use; uses ~~which would result~~resulting in excessive automobile traffic and noise and light impacts should not be allowed~~discouraged~~ ~~(e.g., such as~~ gas stations, drive-thru restaurants).

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

~~Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.~~

~~Multi-Family Medium Density (9-15 DU/Acre)~~

~~Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure that multi-family development is compatible with existing and surrounding neighborhoods.~~

~~The density of new development in the Multi-Family Medium Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities be 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 on sewerred lots to provide affordable housing and extra income for homeowners.~~

~~Both UBC and HUD types of manufactured housing should be permitted on single lots in this designation subject to design standards.~~

~~Mobile home parks should be permitted in the Multi-Family Residential Medium Density designation subject to development at 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.~~

~~Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved through the use of 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 to pedestrian and bicycle use; uses which would result in excessive automobile traffic should be discouraged (e.g., gas stations, drive thru restaurants).~~

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

Multi-Family High Density (14-29 DU/Acre)

Mobile home parks legally established prior to adoption of the Joint Plan that are located on lands designated Residential/Sensitive Resource, Single-

Family Residential, Multifamily Residential, or Light Industrial 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. Expansion of the mobile home park area should not be allowed; 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.

- **Single Family Medium Density (6-9 Dwelling Units Per 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 required densities. It is not the intent to require that lots be of a specific size but that densities are met as an average of the overall site.

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure neighborhood compatibility of new development.

It is envisioned that underlying zone district 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.

~~Design review should be applied to development in this designation to ensure that multi-family development is compatible with existing and surrounding neighborhoods.~~

~~The Multi-Family High Density designation should primarily be applied in areas that are planned for major transportation corridors. Specific minimum density requirements for certain areas will be developed in the Tumwater Zoning Ordinance. The density of new development in the Multi-Family High Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities be 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 within the permitted density in this~~

designation on sewerred lots to provide affordable housing and extra income for homeowners.

~~Accessary units~~Duplexes should be permitted in this designation ~~only in areas~~ subject to the City of Tumwater Citywide Design Guidelines.

~~Both IBC and HUD types of existing lower density manufactured housing should be permitted on single family development on sewerred lots in this designation.~~

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

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood.

~~Compatibility should be achieved with buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily pedestrian and bicycle use. Uses resulting in excessive automobile traffic and noise and light impacts should not be allowed, such as gas stations, drive-thru restaurants.~~

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

~~Mobile home parks legally established prior to adoption of the Joint Plan that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, Multifamily Residential, or Light Industrial should be treated as a permitted use in the implementing zone district, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; 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.

~~Minimum density requirements would preclude accessory units within new development in this designation.~~

• **Multi-Family Medium Density (9-15 Dwelling Units Per Acre)**

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure that multi-family multifamily development is compatible with existing and surrounding neighborhoods.

The density of new development in the Multifamily Medium Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of 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 Multifamily 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 multifamily 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 on sewerred lots to provide affordable housing and extra income for homeowners.

Both IBC and HUD types of manufactured housing should be permitted on single lots in this designation.

Mobile home parks should be permitted in the Multi-Family Residential Medium Density designation subject to development at City standards and site plan review by the Hearing Examiner. High

Mobile home parks legally established prior to adoption of the Joint Plan that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, Multifamily Residential, or Light Industrial should be treated as a permitted use in the implementing zone district, except where there is a cessation of the use for three or more years. Expansion of the mobile home park area should not be allowed; 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.

Additionally, Multifamily Medium 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.

—Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood.

—Compatibility should be achieved ~~through the use of~~with 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~~that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily ~~to~~ pedestrian and bicycle use; uses ~~which would result~~resulting in excessive automobile traffic ~~and noise and light impacts~~ should not be ~~allowed~~discouraged (e.g., such as gas stations, drive-thru restaurants).

Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist.

In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.

• Multifamily High Density (14-29 Dwelling Units Per Acre)

Design review should be applied to development in this designation to ensure that ~~multi-family~~multifamily development is compatible with existing and surrounding neighborhoods.

The ~~Multi-Family~~Multifamily High Density designation should primarily be applied in areas that are planned-for major transportation corridors. Specific minimum density requirements for certain areas will be developed in the

Tumwater Municipal Code. The density of new development in the Multi-Family Multifamily High Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent to require that lots be of a specific size but that densities

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 on sewerred lots. Minimum density requirements would preclude accessory units within new development in this designation.

Multifamily 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.

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones to ensure that the uses demonstrate compatibility with the existing neighborhood.

Compatibility should be achieved with buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout that screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented to primarily pedestrian and bicycle use; uses resulting in excessive automobile and noise and light impacts should not be allowed, such as gas stations, drive-thru restaurants.

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

Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale

~~commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.~~

Figure 3-6181 provides a summary of innovative land use techniques that are recommended to be used in each applicable residential designation.

Figure 18. Innovative Land Use Management Techniques for Residential Development

INNOVATIVE LAND USE MANAGEMENT TECHNIQUES FOR RESIDENTIAL DEVELOPMENT	Single-Family Low Density 4-7 Dwelling Units Per Acre	Single-Family Medium Density 6-9 Dwelling Units Per Acre	Multifamily Medium Density 9-15 Dwelling Units Per Acre	Multifamily High Density 14-29 Dwelling Units Per Acre
<u>Design Review</u>	X Single Family Low Density 4-7 DU/Acre	Single Family Medium Density 6-9 DU/Acre X	Multi Family Medium Density 9-15 DU/Acre X	Multi Family High Density 14-29 DU/Acre X
<u>Design Review Revised Development Standards</u>	X	— *X	— *X	— *X
<u>Minimum Average Density Revised Development Standards</u>	— *X	— *X	— *X	— *X
<u>Minimum Average Density</u>	— *X	— *X	— *X	— *X
<u>Clustering</u>	— *X	— *X	— *X	— *X
<u>Manufactured Homes on single lots</u>	— *X	— *X	— *X	— *X

INNOVATIVE LAND USE MANAGEMENT TECHNIQUES FOR RESIDENTIAL DEVELOPMENT	Single- Family Low Density 4-7 Dwelling Units Per Acre	Single- Family Medium Density 6-9 Dwelling Units Per Acre	Multifamily Medium Density 9-15 Dwelling Units Per Acre	Multifamily High Density 14-29 Dwelling Units Per Acre
<u>Accessory Dwelling units</u>	<u>X</u>	<u>X</u>	<u>X</u>	

Figure 3-6

3.5.1.2 Mixed Use ~~[4-14]~~ (Residential [Minimum 14] DU/Dwelling Units per Acre)¹

It is the intent of the Mixed-Use designation that there ~~be~~^{is} 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 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 fine, livable dwelling units that are mixed in with commercial uses.

However, it is not enough to ~~merely~~ allow a ~~mixing together~~^{mixture} of uses. Land use regulations and zoning need 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.

¹- Bracketed, underlined text was adopted by the Tumwater City Council in October 1998. Bracketed, bold text was retained by the Thurston County Board of Commissioners, but was deleted by the Tumwater City Council.

Residential densities in the Mixed Use designation should be ~~{between 4 and}~~ ~~{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 the City of~~ Tumwater that the City moves 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 ~~which~~ 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 available building lots at a lower cost.
- A pedestrian friendly environment due to well-designed streets, parks, and public open spaces.
- The provision of a sense of community and place due to quality community design.

Areas designated Mixed Use should be developed according to design and development guidelines that promote quality community design. Design and development guidelines can supplement zoning codes. They are typically concise, easy to understand, and illustrated with diagrams and drawings. They have proven very effective in promoting well-designed mixed-use development. Incompatible uses such as industry, warehousing and distribution, chemical handling, and those uses which generate significant noise or are heavily truck-dependent should not be permitted in mixed use areas.

Mixed-use areas designated on the Joint Plan Land Use Map consist of two distinct types of mixed use: those that are presently partially developed and have existing mixed uses on site and those areas that are predominantly vacant and of a larger area than the built out mixed use areas. The zoning for these areas should recognize the distinct differences in these two areas and ensure that zoning is workable and does not act as a disincentive for the development of mixed uses.

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.

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, incentives should be provided for development. These can 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 ~~that is consistent and provide~~and open space in large enough areas as to be useful.
- Parking standards could be reduced in recognition of the efficiencies of mixed-use development.
- 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.
- Identify focus areas within the Mixed Use designation 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 of Tumwater and Thurston County eshould 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 whichthat specify uses, development patterns, and improvements so that development can be expedited.
 - Identify, prioritize, and phase specific public street improvements in the *Capital Facilities Plan*.
 - Conduct environmental al 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 and 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. Help make the process smooth so that the maximum amount of funds can be used on the project and not the process. 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.

3.5.1.3 Commercial Uses

- _____ **Neighborhood Commercial**

Some non-residential uses, such as neighborhood-scale retail uses and personal services, are appropriate ~~in next to~~ 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. Areas designated Neighborhood Commercial should be of a low intensity and minimally ~~impact~~ 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 ~~which that~~ produce nuisances such 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.

- **General Commercial**

The intent of the General Commercial designation is to support and implement commercial development and to achieve the goals of the City of Tumwater ~~Tumwater~~ *Economic Development Plan*. Among these goals are preserving areas for commercial facilities ~~which that~~ make use of the close proximity to Interstate 5, and minimizing the undesirable impacts of such uses on the residential neighborhoods ~~which that~~ they serve.

To ensure commercial development that is compatible with surrounding uses and the general character of the community, the implementing zoning for this designation ~~should include~~ architectural and landscaping the City of Tumwater Citywide Design standards Guidelines. These ~~standards guidelines~~ should apply to ~~multi-family~~ multifamily development as well as commercial development.

3.5.1.4 Industrial Uses

- **Light Industrial**

To augment the role of industry in the City of Tumwater's future, and the future of ~~the Thurston~~ County as a whole, it is necessary to provide a reasonable supply of land for a variety of uses consistent with the policies of the City of Tumwater ~~Tumwater~~ *Economic Development Plan*. 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 should follow the recommendations and regulations of the *North Thurston Groundwater Protection Plan*, *the Thurston County Drainage Design and Erosion Control Manual*, and the low impact development requirements in State law.

—Light industrial areas need to be located within reasonable access to truck routes, rail, freeway, and/or air routes. Similarly, light industrial areas should be able to be readily provided with public sewer, water, and storm drainage facilities.

~~—In addition to these uses, one mobile home should also be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.~~

—Mobile home parks ~~which were~~ legally established prior to adoption of ~~this plan and the Joint Plan~~ that are located on lands designated Residential/Sensitive Resource, Single-Family Residential, *Multifamily Residential*, or Light Industrial 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. Expansion of the mobile home park area should not be allowed; 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.*

- —**Heavy Industrial**

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

Heavy industrial uses include but are not limited to chemical processing, mining, and mineral extraction. The rock quarry on Black Lake Boulevard (historically called Jones Rock Quarry) is an example of a heavy industrial use in the City of 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.~~

3.5.1.5 Designations for Public Purposes

- Utilities

The Utilities designation includes those areas of land devoted primarily to the transport and provision of utilities such as electricity, natural gas, telephone, and other utilities. Most of the areas receiving this designation are electrical utility easements and owned facilities. 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. The City of Tumwater Tumwater Utilities PlanElement should be referenced for specific recommendations and information on utility provision in the Tumwater areaJoint Plan area.

- Public/Institutional

The Public/Institutional designation recognizes those parcels where the 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 effected 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, and hospitals, and cemeteries.

- Parks/Open Space

—The Parks/Open Space designation is meant to support and implement the City of Tumwater Tumwater Parks, Recreation, and Open Space Plan, which was adopted by reference into ~~this plan (the Joint Plan in~~ Chapter 7), Parks, Recreation, and Open Space. This designation is also intended to recognize land with severe development limitations that is protected through the City of Tumwater Conservation Plan Element or the Thurston County critical areas ordinance.

—The Parks/Open Space designation accommodates public recreational pursuits, retains views and historical features, or preserves land in essentially a natural and open state. It also provides for continuation of an existing agricultural use. A site may ~~contain~~ support uses consistent with community needs and accessory uses to the primary use, provided there is appropriate opportunity for public review and comment.

—Areas that have been designated Parks/Open Space include developed active parks, privately operated parks and camps, designated open space, flood plains, areas of steep slopes or other physical constraints, golf courses, delineated wetlands or other environmentally sensitive areas, ~~lakes not under shoreline jurisdiction and watershed areas.~~

—With regard to river floodplains, it is the intent of ~~this plan the Joint Plan~~ and its future land use map to designate as ~~parks/open space Parks/Open Space~~ those areas within the ~~100-year one percent~~ floodplain. Surveys and other additional information used during implementation of ~~this plan the Joint Plan~~ may more precisely locate the ~~100-year one percent~~ floodplain boundary. Areas that are not within the ~~100-year one percent~~ floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

—Specific recommendations for many Parks/Open Space designated areas are contained in the City of Tumwater Tumwater Parks and Recreation, and Open Space Plan.

~~Shoreline Environment~~

~~The Parks/Open Space designation has been applied to areas subject to jurisdiction of The purpose of the Shoreline Environment designation is to integrate existing (as of 1994) shoreline plans such as the Thurston County Shoreline Master Program for the Thurston Region and the Deschutes Special Area Management Plan into the Joint Plan land use element. Both of these plans contain specific recommendations for areas under shoreline jurisdiction such as the Black Lake drainage ditch, the middle reach of Percival Creek, Trosper Lake, and the Deschutes River to achieve consistency with the~~

Thurston County Shoreline Master Program. The Joint Plan Land Use Map delineates specific areas based on these plans; however, this map is not meant to be used as a source of definitive boundaries for these areas. The shoreline regulations from the Thurston County Shoreline Master Program take precedence when they are more restrictive than local zoning regulations. The Thurston County Shoreline Master Program should be referenced for more specific land use recommendations and regulations for these areas.

3.5.2 Innovative Housing and Land Use Methods — Definitions

The following provides detailed descriptions of the innovative land use techniques recommended in the previous subsection for residential development. 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 techniques is to ensure a diverse and dynamic mixture of housing types. Present development patterns in the ~~Tumwater area~~Joint Plan area do not address all of the housing needs of the community. Most new residential development that takes place is either very small ~~multi-family~~multifamily units or very large expensive single-family houses on large lots. In order to address this problem new residential development in the City of 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 placelessness of urban and of~~ suburban sprawl.
- ~~_____~~ Provide a denser, richer, and more equitable mixture of land uses, household types, building types, and socioeconomic groups.
- ~~_____~~ Provide increased walkability and public transit to reduce dependence on the automobile wherever possible.
- ~~_____~~ Create ~~more compact~~ communities that are ~~built so as~~more compact to preserve open space and natural systems and habitats.

Design Review

The City of Tumwater 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 ~~which~~that demonstrates design excellence will increase.

This trend and the trend 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 development projects. With increasing density in some areas, design will become an important factor in providing stylistic compatibility and privacy.

Design guidelines can act as a corollary to zoning codes. They are typically shorter, easier to understand, and are illustrated with diagrams and drawings. Unlike zoning codes, which are 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.

In 2016, the City of Tumwater adopted new Citywide Design Guidelines. The Citywide Design Guidelines deal with almost all aspects of development and they should be utilized within the Joint Plan area.

The ~~intent of design review in purpose of the City of Tumwater~~ Citywide Design Guidelines is to:

- Provide clear objectives for those embarking on the planning and design of development projects within Tumwater;
- Ensure attractive, functional development;
- Promote social and economic vitality;
- Foster safety and comfort through design;
- Promote compact, walkable development patterns;
- Promote original and high quality design;
- Enhance the character and function of the City of Tumwater's streets;
- Promote building and site design that fits into the context of established neighborhoods;
- Promote sustainable design principles;
- Promote design that enhances the "sense of place" for neighborhoods;

- Increase the awareness of design considerations amongst the Tumwater community; and
 - Maintain and enhance property values through appropriate aesthetic and functional design considerations.
- ~~— Infill and strengthen existing neighborhoods.~~
 - ~~— Develop focus centers.~~
 - ~~— Create liveable neighborhoods.~~
 - ~~— Create affordable housing.~~
 - ~~— Create diversity in housing types and styles.~~

~~Design establishes a context for development.~~

~~Design review must respond to established guidelines.~~

~~Design Review encourages:~~

- ~~• Conformance to Comprehensive Plan.~~
- ~~• Conformance to zoning and zoning processes.~~
- ~~• Community image.~~
- ~~• 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:~~

- ~~• Establishes a community design context.~~
- ~~• Creates community planning and urban design policy.~~
- ~~• Assures conformance to city plans and policies.~~
- ~~• Makes policy makers focus on policy issues.~~
- ~~• Expedites project approval.~~

~~A design review process should include elements such as:~~

- ~~• Suburban townscape*~~
- ~~• Community structure**~~
- ~~• Street layout and design~~
- ~~• Incorporating transit~~
- ~~• Natural and scenic resources~~
- ~~• Streetscape~~
- ~~○ Street character and liveliness~~

- Pedestrian environment
- Landscape design
- Residence and street transition

● Site Planning

- Neighborhood character
- Adjacent properties

* Suburban townscape means the appearance image of a community.

** Community structure means the layout and design of a community. For example, the location of transit facilities, parks, and the transportation and pedestrian network.

- Siting
- Natural elements
- Transit facilitation

● Building Design

- Architectural character***
- Character and massing
- Architectural elements
- Exterior finish materials
- Parking garages
- Mixed use buildings
- Conversions and additions
- Special needs housing

*** Architectural character refers to the relationship of a building with its surroundings and can include building design, location on a site and building layout.

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 such as Mixed Use designated areas.

The goals and purpose of developing urban design standards in Tumwater are to encourage the development of visually sensitive developments; to encourage developments that will contribute to the stability and integrity of a safe and attractive neighborhood; to recognize that aesthetic considerations along with environmental review contribute toward an enhanced environment; and to 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. Design standards should ensure compatibility with the existing neighborhood above all else.~~

~~Revision of Development Standards~~

~~The City's~~

~~The 1995 *Memorandum of Understanding: Urban Growth Area Zoning and Development Standards* was adopted by Thurston County, and the Cities of Lacey, Olympia, and Tumwater. This agreement specifies that Thurston County will utilize each City's design guidelines and standards within their respective urban growth area for commercial and multifamily development projects. This agreement should be expanded to deal with all forms of development so development in the Joint Plan area is consistent with development inside the City of Tumwater.~~

Development Standards

~~The City of Tumwater Development Standards and *Citywide Design Guidelines* are currently being revisedintended to allow and provide incentives for the recommended innovative land use techniques to take place. Issues that are being-addressed include but are not limited to: sidewalk standards, transit stops, traffic calming devices, and landscaping buffers. Part of this discussion could also include use of alleys in residential subdivisions.~~

~~The 1995 *Memorandum of Understanding: Urban Growth Area Zoning and Development Standards* was adopted by Thurston County, and the Cities of Lacey, Olympia, and Tumwater. This agreement specifies that Thurston County will utilize each City's design guidelines and standards within their respective urban growth area for commercial and multifamily development projects.~~

Maximum ~~and~~ Minimum Densities

Minimum densities are recommended for application to all residential areas 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. Proposed development at more than the maximum density should be allowed for cottage developments.

Clustering

Small pockets of intense development, surrounded by open space characterize ~~c~~Cluster development is characterized by small pockets of fairly 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 protection of open space and sensitive areas; and lower land development costs.

-The main purpose of clustering in the ~~Tumwater urban growth area~~ Joint Plan area would be to protect and preserve environmentally sensitive areas. Clustering should be encouraged wherever it is necessary to protect sensitive areas in all residential designations. Examples of clustered building types include Z-lot developments (residences placed closely together on Z-shaped lots), attached single-family or row houses, coach homes, stacked townhouses, and townhouse mews.

Modular ~~and~~ Manufactured Housing

Manufactured homes are recommended to be allowed on single lots within the Single-Family Low Density designation and the Single-Family Medium Density designation. Both ~~Uniform~~ International Building Code (UIBC) and Housing and Urban Development (HUD) standard manufactured homes now feature much improved designs that allow them to blend very nicely with stick built homes. In ~~addition, in~~ recent years and in the future, homes of this type may be the only option for many families wishing to purchase single-family housing. For these reasons, ~~this plan~~ the Joint Plan recommends permitting these dwelling units in single-family residential designations.

It is not the intent of ~~this plan~~ the Joint Plan to promote the development of ~~traditional~~ new mobile home parks; rather, it is to recognize that modular ~~or~~ manufactured housing is a viable form of housing construction and that existing mobile home parks should be maintained and protected, if possible as an affordable housing option. The City of Tumwater Housing ~~Plan~~ Element should be referenced for more information on manufactured housing policies in the City of Tumwater. The City of Tumwater Housing ~~Plan~~ Element is included as Appendix F in the ~~Tumwater Joint Plan~~ Plan ~~element of the Thurston County Comprehensive Plan~~.

In 2008, the City of Tumwater conducted a lengthy public process on the subject of a new designation and zone district specifically for manufactured home parks. At the time, there had been a number of conversions of mobile and manufactured home parks to other forms of development. Although these conversions were occurring in the more urbanized parts of Puget Sound region, the residents of the parks in the City of Tumwater and the City Council became alarmed and decided to be proactive on this issue. This designation and zone was created to protect, but not prohibit, manufactured and mobile home parks from conversion to other uses. Although designed to protect the parks, there are many other uses allowed within the zone district.

Thurston County should consider similar action for the several parks that exist within the Joint Plan area. Special care should be taken in designating these parks. In some instances, these parks may not be in a suitable location for the typically vulnerable inhabitants, such as the elderly, disabled, and low income. For example, several of the parks within the City of Tumwater were built on filled wetlands and peat bogs before regulations would preclude this sort of development. These parks experienced substantial damage during the 2001 Nisqually earthquake. Access to transit and goods and services should be factored in when deciding whether or not to apply this designation to a mobile or manufactured home park.

3.5.3 Eastern Subarea

On January 1, 2016, the City finished a lengthy annexation process for the entire Eastern Subarea. This area will no longer be addressed in the Joint Plan. Two small, unincorporated “islands” of Joint Plan area surrounded by the City could not be included in the annexation, because they were not contiguous with the annexation area.

One of these “islands” was located near Yelm Highway and Delta Lane and was annexed by the City of Tumwater in 2018.

The other single property “island” is located on Dennis Street directly north of Silver Ridge Court, which has a home located on the site. This property has had an auto repair business operating out of the house. The property is designated and it is zoned Single Family Low Density. It is located within the approach for the Olympia Regional Airport and should have appropriate overlay zone applied either when Thurston County adopts the Airport Overlay from the City of Tumwater or when the property is annexed. Similar to the Yelm Highway and Delta Lane property, this owner also refused to annex when the surrounding properties were brought into the City in 1981 and again in 1992. Water and sewer lines are on the road in front of the property but the property is not connected to either.

There are two other “islands” that should be noted. They historically have not been considered part of the Eastern Subarea due to their remote location. These two very small “islands” are located far to the north and one actually touches the City of Olympia at one corner of the property. Both are located at the southern end of Quince Street. Both are single-family residences. One of the two is comprised of two tax parcels; the other is comprised of only one. Both “islands” are designated and zoned Single Family Medium Density Residential 6-9 dwelling units per acre.

Due to the inefficiencies, extra costs, and confusion created by these unincorporated “islands,” they should be annexed to the City of Tumwater. “Islands” typically cause confusion and problems for a number of service providers including emergency

responders (both Fire Department or District and Police or Sheriff), the Auditor's office (voting), code enforcement by the City of Tumwater and Thurston County, and others.

3.5.4 Southern Subarea

3.5.3.1 Introduction

The easouthern subarea is generally located eastsouth of the Olympia Regional Airport and along 93rd Avenue. The subarea extends from the Deschutes River on the east to the vicinity of Blomberg Street to the west.

current—Since 2000, annexations to the City of Tumwater cityhave taken sizeable areas out of the southern subarea. Several annexations have occurred in the southeastern portion of the subarea and have extended the City limits and west of the Deschutes River. The subarea extends to the north to the urban growth boundary separating thepast 93rd Avenue. The area between Kimmie Road and Interstate 5 as well as the entire area surrounding the 93rd Avenue and Interstate 5 interchange were also annexed to the City of Tumwater and Olympia urban growth areas, and to the south to the vicinity of 88th Street.

—The 19942016, zoning in Thurston County for the easouthern subarea is shown in Map 3-2. 1994 land use is 8. Land uses from 2014 are illustrated in Map 3-39. It should be noted that the land uses shown on this map are based on tax Thurston County Aassessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this subsection. Additionally, tax-Thurston County Aassessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. Thus, forFor example, an entire 40-acre parcel may be shown on Map 3-39 as being in residential use, even though only one residence may currently be located on that parcel.

—The major transportation routes through the eastern subarea are Henderson Boulevard, which runs generally north-south through the northern portion of the subarea, and Old Highway 99, which angles northwest-southeast along the eastern boundary of the subarea, bisecting the southern portion of it. Another major east/west transportation route through the southern subarea is 88th Avenue, which intersects with Old Highway 99 in the southern portion of this subarea. Also, Tumwater Boulevard (formerly Airdustrial Way) is a major transportation route between the Tumwater town-center area and Henderson Boulevard.

The City of Tumwater currently provides water service to the Bush Prairie and Trail's End area east of Old Highway 99. Municipal sewer service is provided in the eastern

subarea along Old Highway 99, River Road, 79th Avenue, and into the northern part of the Parkridge subdivision.

There are several physical limitations to development within the eastern subarea. The Deschutes River floodplain occupies the eastern and northern portions of the subarea. The river is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. The floodplain area is subject to seasonal flooding and high water tables, and includes soils with severe limitations for roads, buildings and septic systems. Several wetland systems are located in the floodplain area. There are some steep slopes on the western edge of the floodplain which may have limitations to development.

Several lakes with associated wetlands are located in the eastern subarea. These include Munn Lake, Trail's End Lake, Lake Susan, and Swamp Lake. Of these, Munn Lake is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. A stream and associated wetland system runs northward from Swamp Lake to the Deschutes River.

As is the case throughout the Tumwater urban growth area, the eastern subarea is located over an extremely sensitive aquifer.

The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes specific recommendations for the portion of this subarea along the east side of Old Highway 99 and the area immediately north of the Olympia Regional Airport's primary north-south runway. The Economic Development Plan recommends these areas be developed with ~~Industrial~~/Commercial land uses, with specific preferred land uses being the following:

- wholesale
- warehouse
- industrial
- heavy equipment

The Deschutes River Special Area Management Plan (SAMP), part of the City of Tumwater's Shoreline Master Program, includes a recommendation that the policies of that plan be applied to areas of the Deschutes River floodplain upstream of the city limits which fall under shoreline jurisdiction until such time as those areas are subject to a new special area management plan. To implement that recommendation, future land use designations upstream of the Henderson Boulevard bridge should reflect the policies of the Deschutes River SAMP until that time.

3.5.3.2 Future Land Uses

~~Future land use designations for the eastern subarea are shown on Map 3-4. These land use designations will be implemented as described in Chapter 10 of this plan. Complete descriptions of the land use designations are contained in Section 3.5.1 of this chapter. They should be used in conjunction with Map 3-4. The remainder of this section is a discussion of each of the land use designations as they are applied within the east side subarea.~~

~~Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)~~

~~One portion of this subarea has been designated Residential/Sensitive Resource. This area is surrounding a pond known as Swamp Lake just south of 73rd Avenue and east of Bonniewood Road. This designation is appropriate to ensure the protection of the sensitive environmental resource present in this area, and because the configuration of parcels in this area limits the possible development options.~~

~~Single Family Residential Low Density (4-7 Dwelling Units Per Acre)~~

~~Several areas within the eastern subarea are suitable for the Single Family Residential Low Density designation because of existing development patterns, natural and physical constraints, and in consideration of Olympia Regional Airport operations.~~

~~The area west of Henderson Boulevard, south of the Deschutes River and north of the Bonneville Power transmission lines also is appropriate for the Single Family Low Density Residential designation. This area is on a bluff overlooking the Deschutes River Valley, and is partially developed with low density residential development. Adjacent areas to the west within the Tumwater city limits are designated for low density residential development in the Tumwater Land Use Plan. Portions of this area near the existing city limits also contain wetlands associated with a stream which flows into the Deschutes River. Tumwater's adopted Deschutes River Special Area Management Plan contains the following recommendations for this bluff area:~~

~~The City should recognize the view potential of properties overlooking the Deschutes River Valley and should encourage quality construction and development. New development should be sited to prevent the obstruction of views of existing units.~~

~~The Single Family Residential Low Density designation is the most appropriate to implement these recommendations, as well as to support existing development. Low density development with strict development controls should ensure a careful regard for sensitive environmental conditions and to ensure neighborhood compatibility.~~

The area west of Henderson Boulevard and south of the existing Thunderbird Villa manufactured home park has been designated Single Family Residential Low Density. This area includes one small County "island" that is surrounded by incorporated Tumwater. The portion of this area south of the Tumwater Boulevard contains an established single-family residential development on Monaco Drive. North of Tumwater Boulevard, the area contains some environmentally sensitive areas, and is bordered to the north and west by existing low density residential development in Tumwater.

The western part of this area is within the airport approach area for the Olympia Regional Airport. Uses which tend to induce large gatherings of people, such as churches, theaters or schools, and above-ground flammable storage tanks should be prohibited because of potential catastrophic results of a single plane accident. Strong light sources such as flood lights, glare producing uses such as metal roofs, and smoke/steam sources or open burning should also be prohibited because of possible effects on pilot visibility during takeoff and landing. All residential development should be closely evaluated in terms of safety to the home to be constructed, the impact of noise, and the potential impact on airport operations. New residents should be aware they are within an airport approach area, and new homes should be constructed with additional sound proofing to mitigate noise from aircraft.

To the south and west of this area is an area designated light industrial due to its closer proximity to the airport runway. Where this light industrial area is adjacent to the planned residential development, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

East of Henderson Boulevard is another area designated Single Family Residential Low Density. This area includes several established low density neighborhoods, some rather large, which would be preserved under this designation. Three lakes, Lake Susan, Munn Lake and Trail's End Lake, are located within this area. There are wetlands associated with these lakes, and additional isolated wetland areas are located in this area. Development in these areas should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility.

Single Family Residential Medium Density (6-9 Dwelling Units Per Acre)

Five areas have been designated Single Family Residential Medium Density. One is located in the vicinity of the intersection of Henderson Boulevard and 65th Avenue, and a second is generally located around the intersection of Trail's End Drive and Arab Drive. Both these areas now contain a mixture of housing types, including

~~single family homes and duplexes. These neighborhoods are established and should be encouraged to infill with similar, compatible types of residential uses in order to provide a mixture of housing types for all income levels in the eastern subarea.~~

~~Some portions of the area near Henderson Boulevard and 65th Avenue are adjacent to lakes and wetland areas, and development in this area should be designed with regard for these considerations. The area near Trail's End and Arab Drive abuts an area recommended for light industrial development to the west and south. In this area, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.~~

~~The third area designated Single Family Residential Medium Density is located north of Yelm Highway and just east of Delta Lane. This is a relatively small area between the Tumwater city limits and the Olympia urban growth area. It contains single family residences on large lots, with potential for infill on the vacant portions of those lots. The area to the north and east in Tumwater is designated Single Family Residential Medium Density in the Tumwater Land Use Plan. The area to the east, currently occupied by the Briggs Nursery, is designated as an urban village in the Olympia Comprehensive Plan. This designation would provide for a mix of uses, including single family residential at densities similar to the Tumwater Single Family Residential Medium Density designation.~~

~~Two other very small county "islands" located on Quince Street, south of North Street, are also designated Single Family Residential Medium Density. The areas surrounding these two "islands" are designated as Single Family Residential Medium Density in the Tumwater Land Use Plan.~~

~~Multi-Family Residential Medium Density (9-15 Dwelling Units Per Acre)~~

~~The area near the intersections of Henderson Boulevard with 73rd Avenue and Trail's End Drive is designated Multi-Family Residential Medium Density. This area contains some multi-family development currently. The remainder of this area is primarily vacant, with a portion occupied by single family residences. It is expected that this area will transition into multi-family residential development in the future.~~

~~A second area designated multi-family medium density is located along the south side of 79th Avenue east of Old Highway 99. It is bordered by a light industrial designation to the west, light industrial and commercial to the north, and low density residential to the east and south. A multi family medium density designation for this area will provide a transition from the light industrial designation to the lower density residential areas. Where the multi family~~

~~residential development abuts the light industrial, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.~~

~~— A Thurston County designated historic site is located south of this area. Development should occur in a manner that is sensitive to and preserves this historically significant area. Clustering and density transfer through the use of a Planned Unit Development (PUD) should be considered. This area is northwest of the Runway Protection Zone for the Olympia Regional Airport's east-west runway. Protection of this airspace is vital to the continued operation of the Airport. To ensure that new residents of this area are aware they are close to an airport and protect public health and safety, the City should apply an air hazard overlay zone to this area upon annexation. New residential development should be constructed using noise abatement measures to mitigate noise from aircraft.~~

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

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

~~Multi-Family Residential High Density (14-29 Dwelling Units Per Acre)~~

~~— The only area, just west of Henderson Boulevard and south of the Bonneville Power Administration transmission lines, was annexed to Tumwater in 2000. It is suitable for the Multi-Family Residential High Density designation. It is located along a major transportation route, Henderson Boulevard, which will likely serve as a primary transit corridor. It also is located adjacent to areas designated single-family medium density to the east, and neighborhood commercial to the south. To the west is the Thunderbird Villa manufactured home park. These types of development would be compatible with high density residential development. Because of its location, and the policy direction in this plan to provide for a variety of housing types, this area is suitable for a multi-family high density residential designation.~~

Mixed Use

The area near the intersection of 88th Avenue and Old Highway 99 has historically been a residential neighborhood that, in recent years, has begun to transition to a mix of commercial and residential development. The area north of the intersection should be encouraged to continue this transition because it is more compatible with the adjacent Olympia Regional Airport (see description under General Commercial heading below). The area south of the intersection, however, is more appropriate for a transition to a mixed use type of development. The Mixed Use designation would provide an opportunity to develop and infill this area in a way that provides for affordable housing close to needed services and quality community design. This area currently consists of primarily single-family residential uses and, therefore, should remain in the short term within a single-family medium-density residential zoning designation. This zoning would allow for a gradual increase in residential densities and additional neighborhood-oriented commercial uses. The area should be periodically evaluated for a change to a mixed use zoning designation when development trends and market conditions warrant.

Neighborhood Commercial

This designation is intended to provide small-scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the eastern subarea, this designation has been applied to one location, on the west side of Henderson Boulevard near its intersection with Tumwater Boulevard. This intersection will likely become a focus of activity in the near future. The northernmost property in this area is already occupied by a neighborhood commercial use. Surrounding residential development is likely to increase in density, raising the need for neighborhood commercial uses in the area.

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

General Commercial

The area containing the property commonly known as The Trails on 79th Avenue east of Old Highway 99 has been designated General Commercial. This establishment has served in the past as a center of equestrian events, including stables, and as a dining/entertainment facility. As surrounding residential development continues, this type of use has greater potential for conflict with

neighboring land uses. This area has been designated general commercial to allow for reasonable continuing use of the structures on the property; however, care should be taken to ensure that future uses of this property are compatible with surrounding residential development. Commercial uses adjacent to residential uses should be screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

Another area that has been designated General Commercial is on the northwest side of the intersection of 88th Avenue and Old Highway 99. This intersection is likely to become a major transportation route in the future. The designated area currently contains some commercial uses and some residential uses. Because of its proximity to the adjacent Olympia Regional Airport and the major road intersection, the area is most appropriately designated commercial rather than residential. Automobile access should be limited to a few points along the two major roadways providing access to this area. Provision of urban plazas and access to transit stops should be encouraged as part of development design. While residential uses remain, commercial uses adjacent to them should be screened or buffered to minimize adverse impacts to neighboring residences.

Light Industrial

The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes specific recommendations for the portion of this subarea along the east side of Old Highway 99 and area immediately north of the Olympia Regional Airport's primary north-south runway. This plan incorporates the Economic Development Plan recommendation that these areas be developed with Industrial/Commercial land uses, with specific preferred land uses being the following:

- wholesale
- warehouse
- industrial
- heavy equipment

These areas have been designated **Light Industrial** in this plan. The area along the east side of Old Highway 99 is zoned Light Industrial in Thurston County, and much of it is currently occupied by industrial uses. The area northeast of the airport is part of the approach area for the primary north-south runway. This area, which is along Tumwater Boulevard just east of the city limits, currently contains some residences on larger lots. Greater densities of residential development should not be encouraged in this area due to noise impacts and potential safety hazards. In the long term, this

area is most appropriately preserved as open space or low-intensity industrial development to maintain compatibility with the Olympia Regional Airport operations.

The area adjacent to the southeast corner of the airport property, on the north side of 88th Avenue, is also designated light industrial. This is the most appropriate designation because of its proximity to the airport. The area to the east is designated general commercial because of its location at a major road intersection.

Utilities

A Bonneville Power Administration transmission line easement crosses the northern part of the eastern subarea. This area has been designated Utilities to reflect this use. The Tumwater Utilities Plan, which is adopted by reference in Chapter 5 of this Joint Plan, provides information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained in the Tumwater Utilities Plan.

Shoreline Environment

The Shoreline Environment designation has been applied along the Deschutes River and Munn Lake to achieve consistency with the Deschutes River Special Area Management Plan (SAMP) and the Shoreline Master Program for the Thurston Region. The shoreline regulations from these documents take precedence when they are more restrictive than local zoning regulations.

Along the Deschutes River west of Henderson Boulevard, an area has been designated Shoreline Environment to maintain consistency with designations in the Tumwater Land Use Plan for adjacent areas within the city limits. Munn Lake is also given this designation because it is under the auspices of the Shoreline Master Program for the Thurston Region. The Shoreline Environment designation is also applied to other lakes in the Tumwater area regulated by this Master Program. The Deschutes River SAMP and the Shoreline Master Program for the Thurston Region should be referenced for more specific land use recommendations and regulations for these areas.

Parks/Open Space

A large area surrounding Trail's End Lake on three sides and including the area between that lake and the Deschutes River is owned and occupied by a church camp organization. Because of this existing use, and the presence of numerous wetlands on the property, the parks/open space designation is appropriate for this area.

~~Lake Susan and Swamp Lake are given the Parks/Open Space designation. To maintain consistency with the Tumwater Land Use Plan, all lakes not under the jurisdiction of the Shoreline Master Program for Thurston County are designated parks/open space.~~

~~The 100-year floodplain of the Deschutes River is designated parks/open space, consistent with the goals, policies and objectives of this plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. The intent of this plan and its future land use map is to designate as parks/open space those areas within the 100-year floodplain. Surveys and other additional information used during implementation of this plan may more precisely locate the 100-year floodplain boundary. Areas that are not within the 100-year floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.~~

~~Because of the dynamic nature of the river and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.~~

~~There are existing residences in the floodplain on the north side of the Deschutes River just east of Henderson Boulevard. The Parks/Open Space designation in this area reflects the desire to transition away from residential uses in the floodplain. The intent of this designation is not to immediately remove existing residences. The existing residences should be permitted on these parcels by the zoning created to implement this plan. Additional residences or renovations which would enlarge the existing residences should not be permitted.~~

~~3.5.4 Southern Subarea~~

~~3.5.4.1 Introduction~~

~~The southern subarea is generally located south of the current Tumwater city limits to just south of 93rd Avenue. The subarea extends from the Deschutes River on the east to the vicinity of Blomberg Street to the west.~~

~~The 1994 zoning in Thurston County for the southern subarea is shown in Map 3-5. 1994 land use is illustrated in Map 3-6. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land~~

~~use map located later in this section. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. Thus, for example, an entire 40-acre parcel may be shown on Map 3-6 as being in residential use, even though only one residence may currently be located on that parcel.~~

~~As of 1994, the major transportation route through the southern subarea is Interstate 5, which bisects the subarea in a generally north-south direction. Another significant transportation corridor for east/west travel is the eastern portion of 88th Avenue. Major~~~~Other major~~ ~~north-south corridors include Kimmie and Tilley Roads, which extend to the south from the Olympia Regional Airport area. Old Highway 99 is at an angles northwest to-southeast along the eastern boundary of the subarea. Littlerock Road angles northeast-southwest across~~~~In the western portion of early 2000s, the subarea, and Case Road follows the same general direction south of the Olympia Regional Airport. Major transportation routes in the east-west direction are 93rd Avenue, and 88th Avenue between Tilley Road and Old Highway 99. The Port of Olympia is currently working on designing new roadway alignments for the northernrelocated~~~~portions of Case Road, Tilley Roads, and 88th Avenue in response to the proposed relocationshifting of the main north/south runway several hundred feet south. The runway was determined to be too close to Old Highway 99 at the north end, this is what necessitated the shifting of the runway to the south.~~

~~Municipal water and sewer service are currently serving only one customer in the southern subarea, the Washington State Patrol site on Armstrong Road.~~

~~Municipal water and sewer service are currently serving only one customer in the southern subarea, the Washington State Patrol site on Armstrong Road.~~

~~However, water and sewer lines are located within most of the abutting areas of the City of Tumwater. For example, services are located along the entire length of Kimmie Street and along most of the eastern portion of 88th Avenue. Additionally, the City obtained ownership of the water system on Lathrop Industrial Drive SW. This system serves several dozen properties on the west side of Interstate 5, both north and south of 93rd Avenue. The Lathrop water system, which is owned by the City of Tumwater, the well at the Black Hills Soccer properties northwest of the Interstate 5 and 93rd Avenue interchange, and the City water system will be connected as development extends the service lines across the Interstate 5.~~

There are several physical limitations to development within the southern subarea. The Deschutes River floodplain occupies the eastern portion of the subarea. The ~~river~~Deschutes River is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the ~~Shoreline Master Program of the Thurston Region~~County Shoreline Master Program. The floodplain area is subject to seasonal flooding and high water tables and includes soils with severe limitations for roads,

buildings, and septic systems. There are some steep slopes on the ~~western edge of the floodplain which~~ bluffs between Old Highway 99 and the Deschutes River. These may ~~have present~~ limitations to development.

Several isolated wetlands exist in the area south of the Olympia Regional Airport between 88th and 93rd Avenues. There are ~~also~~ several wetland areas on the west side of Interstate 5, north of the 93rd Avenue interchange. Salmon Creek and its associated wetland system runs westward along the southern portion of the subarea.

As is the case throughout the ~~Tumwater urban growth area~~ Joint Plan area, the southern subarea is located over an ~~extremely~~ sensitive aquifer.

Most of the southern subarea is part of the Salmon Creek drainage basin. This basin is characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development due to the nature of groundwater in this area. Soil types vary greatly throughout the area and, in many places, the existing soil type drains poorly. During long periods of rainfall, or very intense rain events, these soils can become saturated. Saturation of the upper soil layer can lead to periodic flooding, even in areas that may not be designated as flood plains or wetlands.

~~The City of Tumwater and Thurston County should jointly determine appropriate methods for managing stormwater in this subarea in advance of urban development. Consideration should be given to the insertion of special development standards in the *Drainage Design and Erosion Control Manual for the Thurston Region*. Such standards could apply in areas where soil investigations demonstrate the presence of extremely poorly drained soils that may preclude effective functioning of a stormwater infiltration system. Examples of soil types in this area that may possess these characteristics (as defined and mapped in the *Soil Survey of Thurston County*) include:~~

- ~~McKenna gravelly silt loam~~
- ~~Mukilteo muck~~
- ~~Norma silt loam~~
- ~~Shalear variant muck~~
- ~~Tilsch silt loam~~
- ~~Everson clay loam~~

~~In the future the~~ The City of Tumwater and Thurston County jointly adopted the *Salmon Creek Drainage Basin Plan* in 2004 after several years of work. There are now special regulations for development in, and near, areas of high groundwater.

~~The City of Tumwater City of Tumwater and Thurston County should consider re-evaluating the southern subarea of the Joint Planning area in regards to the Salmon Creek Basin. Some of the issues to address include the following: the type of development in the basin, the possible effects of new development on the rest of the basin, the appropriateness of the current land use designations, and the location of the urban growth boundary.~~

~~The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan,~~ makes several recommendations for portions of ~~this the~~ southern subarea. ~~This plan~~The Joint Plan incorporates these ~~Economic Development Plan~~ recommendations. For the area immediately south of the Olympia Regional Airport, the *Economic Development Plan* recommends Industrial/Commercial land uses, with specific preferred land uses being the following:

- Wholesale

- Warehouse

Industrial ~~• wholesale~~

~~• warehouse~~

~~• industrial~~

~~• heavy~~

- Heavy equipment

~~The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5 - 93rd Avenue interchange. The Economic Development Plan recommends industrial and commercial uses for the vicinity of the Interstate 5 - 93rd Avenue interchange.~~ North of the interchange area, the ~~plan~~*Economic Development Plan* also recommends industrial and commercial uses, except for low density residential along the west side of the Interstate in areas containing environmentally sensitive conditions.

3.5.4.21 Future Land Uses

~~Future land use designations for the southern subarea are shown on Map 3-710. These land use designations will be implemented as described in Chapter 4011 of this plan.~~ Implementation. Complete descriptions of the land use designations are contained in Subsection 3.5.1 of this chapter, Definitions and Criteria for Land Use Designations. They should be used in conjunction with Map 3-710. The remainder

of this subsection is a discussion of each of the land use designations as they are applied within the southern subarea.

- **—Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)**

The residential area located on the south side of 88th Avenue from just west of Case Road westward to just west of Walter Court is designated for Residential/Sensitive Resource low-density residential development. There are three established single-family subdivisions in this area. Two of these subdivisions (89th Avenue and Marlene Court) represent the majority of lots within this area and have an average lot size of half- $\frac{1}{2}$ acre. This lot size is already consistent with density of the Residential/Sensitive Resource designation, which is 2-4two to four dwellings per acre. These neighborhoods should be preserved and protected.

3

This area is within the Salmon Creek Drainage Basin and the majority of high groundwater flooding that has occurred east of Interstate I-5 in residential zones has been concentrated in this particular area. The Residential/Sensitive Resource designation is appropriate to ensure the protection of the sensitive environmental resource present in this area, and because of the history of high groundwater flooding.

Due to the contamination from septic systems during flooding events, extension of both sewer and water service to this area should be a priority for the residents, businesses, the City of Tumwater, and Thurston County.

The easternmost of these neighborhoods (89th Avenue) is west of the Olympia Regional Airport Runway Protection Zone. Protection of this airspace is vital to the continued operation of the airport. To ensure that new residents of in this area are aware they are close to an airport and to protect public health and safety, Thurston County should adopt the City should apply an air hazard overlay zone to this area upon annexation of Tumwater Airport Overlay Zone. Any new residential development should be constructed using noise abatement measures to mitigate noise from aircraft.

- **—Single-Family Residential Low Density (4-7 Dwelling Units Per Acre)**

—Several areas within the southern subarea are suitable for the Single-Family Residential Low Density designation because of existing development patterns, and natural and physical constraints.

—The area east of Old Highway 99 and west of the Deschutes River flood-plain is partially developed with low-density single-family housing. Development in this area should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility.

—The area generally located along the north side of 88th Avenue from the Washington State Patrol facility westward to Kimmie Road is designated for single-family low-density residential development. The residential subdivision on 91st Avenue and the three large residential properties directly north of this subdivision (two of which have access off of 88th Avenue and the third has access off of Kimmie) are also designated for single family low-density residential development. There are several established single-family subdivisions in these areas. These neighborhoods should be preserved and protected.

~~Although a large portion of the southern subarea is subject to high groundwater flooding, most of the existing residential area along the east side of Blomberg Street north of 93rd Avenue may not have this environmental constraint. A site specific analysis will take place during development or redevelopment of each property. Much~~Part of the area along Blomberg Street is currently developed with a rural level of residential development. The Single Family Low Density Residential designation best accomplishes the goals of preserving the existing neighborhood. This designation has also been applied to the properties on the north side of 93rd Avenue near its intersection with Blomberg Street. For these residential properties which have direct access onto 93rd Avenue a change to a more intensive designation such as Light Industrial should be considered in the future for the following reasons: ~~1) the~~

1. ~~The~~ properties have frontage and obtain access directly from 93rd Avenue which is identified as the major east/west transportation route in the subarea; ~~2)~~
2. 93rd Avenue is a road with heavy truck traffic and a 50 mph speed limit which is an inappropriate location for urban density single family residential; and ~~3) the~~
- ~~1-3.~~ The properties do not have a history of environmental constraints such as high groundwater flooding.

—There are several places in the southern subarea where the Single Family Low Density Residential designation abuts an area designated Light Industrial. Where this occurs, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~ separate the different uses. visually.

~~In a small number of locations, non-residential development exists in areas designated single-family low-density residential. This situation has resulted from a mix of generally incompatible development types occurring in the same area. As the urban-growth area undergoes a transition from rural to urban levels of development, this situation should not be allowed to continue. The Single-Family Low-Density designation in this area reflects the desire to transition toward residential uses in these areas. The intent of this designation is not to immediately remove existing development; rather, additional non-residential development or renovations which would enlarge the existing non-residential development should not be permitted.~~

- **Single-Family Residential Medium Density (6-9 Dwelling Units Per Acre)**

~~The area along The manufactured housing community called Longhorn Estates, located on 93rd Avenue, and the eastern portion similarly sized area east of the southern subarea it has been designated Single-Family Residential Medium Density. Much The Longhorn portion of this area is currently vacant. Other parts developed at an urban residential density. The other part of it contains single-family residences on large lots, with potential for infill on the vacant portions of those lots. A manufactured home subdivision known as Longhorn Estates is located at the western edge of this area. The area to the south in Thurston County is planned for rural residential development in the Thurston County Comprehensive Plan.~~

~~The Single Family Medium Density designation will provide alternative single-family housing types in the southern subarea. Providing for a variety of housing options will help enable citizens-residents of various income levels to find appropriate housing in the Tumwater area Joint Plan area. This area is located close to possible job centers along Old Highway 99 and 93rd Avenue, and at the Tumwater Town Center and the New Market Industrial Campus. It is also adjacent to existing and likely future public transportation routes (Old Highway 99 and 93rd Avenue). The intention of this location for single family medium density development is to provide opportunities for single-family low density housing close to places of employment and transit routes, reducing the need for long, single-occupancy vehicle commute trips.~~

~~The western portion of this area abuts an area recommended for light industrial development. Where this occurs, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses. visually.~~

~~—A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.~~

~~—Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:~~

- ~~— light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;~~
- ~~— light industrial uses are not adversely impacted by noise, light, dust or other impacts; and~~
- ~~— vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.~~

• ~~—~~ **Multi-FamilyMultifamily Residential Medium Density (9-15 Dwelling Units Per Acre)**

~~—The southern subarea includes two areas designated Multi-FamilyMultifamily Residential Medium Density. These areas will provide alternative housing types in the subarea. Providing for a variety of housing options will help enable citizens residents of various income levels to find appropriate housing in areas close to possible job centers in this subarea, as well as at the Tumwater Town Center and New Market Industrial Campus. The intention of this designation is to help provide a variety of opportunities for housing close to places of employment, reducing the need for long, single-occupancy vehicle commute trips.~~

—The area ~~onabutting~~ the west side of Old Highway 99 north of 93rd Avenue is designated ~~Multi-Family~~Multifamily Residential Medium Density. This area currently contains some ~~multi-family~~multifamily development and a mobile home park. The remainder of this area is vacant or occupied by single-family residences. Given the poor condition of the mobile homes in the mobile home park, this should not be designated for protection with mobile home park zoning, unless significant maintenance work is completed. Rather, ~~it~~ is expected that this area will transition into ~~multi-family~~multifamily residential development in the future.

~~—A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single-Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.~~

~~—Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:~~

- ~~— light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;~~
- ~~— light industrial uses are not adversely impacted by noise, light, dust or other impacts; and~~
- ~~— vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.~~

—A second area designated ~~Multi-Family~~Multifamily Residential Medium Density is located southeast of the intersection of 83rd Avenue and Kimmie Road. ~~This area is currently occupied by a~~ A mixture of ~~single and~~ single and multi-family development and vacant land currently occupies in the area. This area is

bordered by the Bush Middle School and an airport related industrial designation to the north, light industrial, and single-family residential designations to the west, single-family residential development to the south, and neighborhood commercial and light industrial designations to the east. A ~~Multi-Family~~Multifamily Residential Medium Density designation for this area will provide a transition from the light industrial designations to the lower density residential areas. It also provides a higher density of housing close to needed commercial services and the middle school, providing opportunities for minimizing lengthy automobile commute trips.

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

—~~Multi-family~~Multifamily development should be subject to ~~specific multi-family~~City of Tumwater urban-Citywide Design standardsGuidelines, which would assure compatibility of the development with the surrounding neighborhoods.

- **—Neighborhood Commercial**

—This designation is intended to provide small-scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the southern subarea, this designation has been applied to ~~two~~ one locations.

~~—One area designated Neighborhood Commercial is located on 83rd Avenue between Kimmie and Armstrong Roads, near the intersection of 83rd Avenue and Center Street. This area is an existing neighborhood commercial area that should be allowed to continue and expand slightly to serve future residential and light industrial uses in the neighborhood.~~

—The ~~second~~ Neighborhood Commercial area is at the intersection of 93rd Avenue and Old Highway 99. This area is currently vacant. This designation is appropriate for this area because of its location at an intersection surrounded by areas designated for future residential development.

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

- **General Commercial**

The intent of the General Commercial designation is to support and implement commercial development and to achieve the goals of the City of Tumwater Economic Development Plan. To ensure commercial development that is compatible with surrounding uses and the general character of the community, the implementing zoning for this designation includes the City of Tumwater Citywide Design Guidelines.

One area designated General Commercial is located southwest of the intersection of 83rd Avenue and Center Street. This area is an existing general commercial area that should be allowed to continue and expand slightly to serve future residential and light industrial uses in the neighborhood. There currently is a gas station and convenience store located at the site, which serves the adjoining campground as well as the general area.

Commercial uses adjacent to residential areas should be buffered from adjacent residential development using landscaping, walls, or other appropriate means. The intent of the buffering is to ensure that residential areas are not adversely

impacted by noise, light, or traffic that may be associated with commercial development.

- **—Light Industrial**

—The City of Tumwater Tumwater Economic Development Plan, ~~an element of the Tumwater Comprehensive Plan~~, makes several recommendations for portions of this subarea. ~~This plan~~The Joint Plan incorporates these ~~Economic Development Plan~~ recommendations. For the area immediately south of the Olympia Regional Airport, the *Economic Development Plan* recommends ~~Industrial/Commercial~~industrial and commercial land uses, with specific preferred land uses being the following:

- Wholesale

- Warehouse

Industrial — • ~~wholesale~~

— • ~~warehouse~~

— • ~~industrial~~

- — • ~~heavy~~

- Heavy equipment

The Economic Development Plan also recommends industrial and commercial uses for the vicinity of the 93rd Avenue and Interstate 5— 93rd Avenue interchange. ~~The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5/93rd Avenue interchange.~~ North of the interchange area, the ~~plan~~Joint Plan also recommends industrial and commercial uses, along the west side of the Interstate.

—The recommendations of the *Economic Development Plan* are reaffirmed by the Light Industrial land use designations in ~~this plan~~the Joint Plan. The southern subarea includes several features that provide a supportive and attractive environment in which businesses could locate. These include good access to Interstate 5 at the 93rd Avenue interchange, close proximity to the Olympia Regional Airport, availability of a variety of large and small parcels for different types of businesses, primarily flat topography, and the prospect of municipal utilities available in the future.

—The area also has some potential constraints to this type of development, which were described in Subsection 3.5.4.1, Future Land Uses, including areas with sensitive aquifers, poor drainage, and the existence of wetlands. The portions of

the southern subarea that are designated Light Industrial are those that can most likely take advantage of the favorable conditions for industrial and commercial development while avoiding significant adverse impacts to the environmentally sensitive features in this subarea.

~~—Although the majority of the Light Industrial has been annexed to the City of Tumwater, there are still some unincorporated areas with this zoning. The area south and west of the Olympia Regional Airport and along 93rd Avenue has been designated Light Industrial. The area ~~to the south around Case and Tilley Roads~~ is part of the approach area for the primary north-south airport runway. This area, ~~which is in the vicinity of Case and Tilley Roads south of 88th Avenue,~~ currently contains some residences on larger lots as well as some businesses. Residential development should not be encouraged in this area due to noise impacts and potential safety hazards.~~

~~—In the long term, this area is most appropriate for low-intensity industrial development to maintain compatibility with the Olympia Regional Airport operations. Upon annexation, Thurston County should adopt the City ~~should apply an air hazard overlay of Tumwater Airport Overlay zone~~ to for this area to ensure any new development does not interfere with airport operations or create a possible safety hazard. The Airport Hazard Overlay zone should also be adopted for the rural area south of the Joint Plan area. This action would protect life and property and prevent development that is incompatible with airport operations.~~

~~—A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single-Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.~~

~~—Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint~~

~~Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:~~

- ~~— light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;~~
- ~~— light industrial uses are not adversely impacted by noise, light, dust or other impacts; and~~
- ~~— vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.~~

~~—An area on the west of the airport and south of the New Market Industrial Campus side of Armstrong Road has also been designated Light Industrial. This area currently is occupied by the The Washington State Patrol facility, a dormant gravel mining operation, several residences, and vacant land occupy this area currently. Light Industrial is the most appropriate long-term designation because of the area's proximity to the airport and industrial development to the north. It is expected that vehicular access to this area will be primarily from the north through the New Market Industrial Campus. This would avoid heavy traffic impacts through adjacent residential areas to the south and east.~~

~~—The Although the City annexed most of the area around the 93rd Avenue and interchange of Interstate Interstate 5 and 93rd Avenue and north along the Interstate is interchange, there are still some unincorporated properties on the fringes of this area that are designated Light Industrial, reaffirming it as an area. This designation is appropriate for this area due to adjacent existing industrial/commercial development. land uses.~~

~~—The Light Industrial designation has been applied to several properties on the east side of Interstate 5, south of 93rd Avenue, that currently take direct access off of 101st Avenue and Nunn Road. In order to ensure that any industrial uses on these properties do not impact residential uses that abut them to the south, industrial development can only occur if direct road access is provided from 93rd Avenue or Kimmie Road. Hopkins Ditch District #2 has been maintaining a drainage ditch in this area since 1901. This ditch cuts this area off from access to the north and eventually feeds into Salmon Creek. Due to the access problems, environmental constraints of high groundwater flooding and wetlands, and the current rural level of residential development, this area should be considered for removal from the Joint Plan area unless area conditions change to allow more light industrial development.~~

~~—It is strongly recommended that all areas designated Light Industrial west of Interstate 5 and north of 93rd Avenue in the southern subarea be provided~~

automobile access from 93rd Avenue. ~~This would be the most advantageous~~ Shared access ~~for these uses because it provides~~ points as well as shared access roads are preferred as a way to limit the number of potential turning movements onto this high-speed corridor. This would provide convenient ingress and egress from the Interstate. Access to light industrial uses should be avoided along Blomberg Road north of 93rd Avenue because of potential conflicts of truck traffic with the residential neighborhood in this area. An access road parallel to and east of Blomberg Road, north of 93rd Avenue, is recommended to provide access to the light industrial uses west of Interstate 5. Once this access is provided, use of Blomberg Road by industrial traffic should be curtailed.

~~The Light Industrial designation extends northward along both sides of Interstate 5 to the existing Tumwater city limits with the exception of an area designated A General Commercial on the west side of Interstate 5 along Prine Road (see Western Subarea Future Land Uses, Section 3.5.5.2) and a small area east of Kimmie Road just south of 88th Avenue.~~ has been designated Light Industrial. In 1994, two parcels in this area were zoned ~~P Planned Industrial District ID.~~ This plan The Joint Plan retains a Light Industrial designation only for the parcel ~~which that~~ fronts on Kimmie Road and has an existing industrial use. It has since been split into three properties. The other parcel, which is vacant, has been designated Single-Family Residential Low Density to reflect the surrounding uses on three sides.

~~The Light Industrial designation has been applied to a corridor along 93rd Avenue east of the Interstate 5 interchange to provide compatible land uses along the connection to the light industrial area south of the Olympia Regional Airport. This would provide for automobile and truck access along 93rd Avenue, Case and Tilley Roads and 88th Avenue to all future light industrial uses in this area while avoiding residentially-designated neighborhoods.~~

—Light industrial uses adjacent to residential areas should be buffered from adjacent residential development, using required setbacks, landscaping, walls, or other appropriate means. The intent of ~~this~~ the buffering is to ensure that residential areas are not adversely affected by noise, light, dust, traffic, or other impacts that may be associated with industrial development.

- **Utilities**

—A Bonneville Power Administration transmission line easement crosses the western part of the southern subarea. This area has been designated Utilities to reflect this use. The City of Tumwater Tumwater Utilities Plan Element, which is adopted by reference in Chapter 5 ~~of this Joint Plan,~~ Utilities, provides information on future improvements, if any, that are planned for this easement.

Future electrical facilities should be developed in accordance with the policies contained in the City of Tumwater Tumwater Utilities PlanElement.

—A large natural gas pipeline corridor traverses south of the airport generally in an east to west direction. It enters into the Joint Plan area and crosses 93rd Avenue near Hart Road. It then lies north of and generally parallel with 93rd Avenue in an east/west direction. The lines connect to a natural gas gate station is located north of 93rd Avenue between Interstate 5 and Blomberg Road then continue west out of the Joint Plan area. The majority of the pipeline is in private property in easements.

After reviewing the June 2006 report *Land Use Planning in Proximity to Natural Gas and Hazardous Liquid Transmission Pipelines in Washington State* prepared by the Washington Utilities and Transportation Commission Pipeline Safety Program, the City assigned the Utilities land use designation to this pipeline corridor is within the City of Tumwater. The Joint Plan land use designation for this corridor should be Utilities as a way to help to notify nearby property owners of its existence, protect life and property, and to prevent incompatible development

A fuel pipeline is located on the border of the north central portion of the Joint Plan area. The pipeline crosses under the Deschutes River and lies parallel with and adjacent to 88th Avenue, Armstrong Road, 83rd Avenue, and then Center Street in the City of Tumwater. It was previously utilized for the tank farm (fuel depot) that was located at the northeast corner of Tumwater Boulevard and Linderson Way. This facility was removed several years ago due to it being a prohibited use within a wellhead protection area of the City.

After reviewing the June 2006 report *Land Use Planning in Proximity to Natural Gas and Hazardous Liquid Transmission Pipelines in Washington State* prepared by the Washington Utilities and Transportation Commission Pipeline Safety Program, the City assigned the Utilities land use designation to this pipeline corridor is within the City of Tumwater. The Joint Plan land use designation for this corridor should be Utilities as a way to help to notify nearby property owners of its existence, protect life and property, and to prevent incompatible development.

- **Parks/Open Space**

—The 100-yearThe only area within the southern subarea that is designated Parks/Open Space is the one-percent floodplain of the Deschutes River—is designated Parks/Open Space. This designation is consistent with the goals, policies, and actions of the Joint Plan. The floodplain boundary has been

determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. ~~and objectives of this plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. The~~ The intent of this plan and its future land use map the Joint Plan and the Joint Plan Future Land Use Map is to designate as ~~parks/open space~~ Parks/Open Space those areas within the ~~100-year one-percent~~ floodplain. Surveys and other additional information used during implementation of ~~this plan~~ the Joint Plan may more precisely locate the ~~100-year one-percent~~ floodplain boundary. Areas that are not within the ~~100-year one-percent~~ floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

Because of the dynamic nature of the Deschutes River and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space land use designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.

~~Because of the dynamic nature of the river and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.~~

3.5.5 Western Subarea

3.5.5.1 Introduction

~~The majority of the western subarea generally was annexed to the City of Tumwater in 2008. What is left includes the area between the current Tumwater city limits and a fringe area along the eastern shore of Black Lake, and an area south of Tumwater Boulevard between Littlerock Road and Interstate 5. It also includes several areas of unincorporated "islands" of land that are currently surrounded by incorporated portions of the City of Tumwater. The subarea extends north to the urban growth boundary separating the Tumwater and Olympia urban growth areas, and south to the vicinity of 88th Street north towards the City of Olympia on the west side of the gravel mining operation located on Black Lake Boulevard. The subarea terminates at the City of Olympia limits that are about a mile southwest of the US 101 and Black Lake Boulevard interchange.~~

In 2015, the County completed a watershed study of the Black Lake bBasin, the *Black Lake Basin Water Resource Protection Study*, which included a number of recommendations related to this subarea, including to remove from the Tumwater

UGA the area along the shoreline of Black Lake south of 61st Ct. and rezoneremoving from the Joint Plan area the part along the shoreline of Black Lake south of 61st Ct. and rezoning to a lower density. This issue will require further discussion, as the area is currently accessed by only one road and that goes through the City of Tumwater, raising issues of how best to provide effective police, fire, and emergency medical service response.

~~—The 19942016 zoning in Thurston County for the western subarea is shown in Map 3-8. 199411. The 2014 land use is illustrated in Map 12. It should be noted that the land uses shown on this map are based on Thurston County A tax-assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this subsection. Additionally, Thurston County A tax-assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. 3-9. It should be noted that the land uses shown on this map are based on tax-assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this section. Additionally, tax-assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed.~~ Thus, for example, an entire 40-acre parcel may be shown on Map 3-912 as being in residential use, even though only one residence may currently be located on that parcel.

~~—The major existing transportation routes, as of 1994, through the western subarea are Littlerock Road, which angles generally northeast-southwest through a small portion of the southern portion of the subarea, and Black Lake Boulevard, which runs through a small portion of the northwestern part of the subarea. at the north end of Black Lake. Other major transportation routes include 66th Avenue, 70th Avenue and Trosper Road, all of which run east-west through the subarea, and Black LakeBlack Lake-Belmore Road, which runs north-south and 49th Avenue, which becomes Trosper Road in the City of Tumwater.~~

~~—For future road alignments in the western subarea, particularly in the areasouthern portion of the Black Hills High SchoolWestern Subarea, refer to the BlackhillsBlack Hills Subarea Study whichthat was adopted into the City of Tumwater Transportation Plan in 2003. This detailed plan analyzes and incorporated into the 2008-2010 Transportation Plan update. Many of the study's recommendations are included in the 2016 update to the Transportation Plan. The Black Hills Subarea Study was a joint effort between the City of Tumwater, Thurston County, the Tumwater School District, and the Doelman family that owned roughly 200 acres of developable land next to Black Hills High School. The study analyzed the existing transportation system in the area-and provides, identified deficiencies and other problems, incorporated comments, and direction from the public and final product provided guidance for future road projects. The Littlerock Road Subarea~~

Plan also recommends several new roads and connections within the area south of Tumwater Boulevard.

—There is an existing Burlington Northern Railroad line bisecting the western subarea from north to south. The portion of ~~this~~the line south of the Belmore area is a candidate for possible future use as a recreational trail. Thurston County has acquired the southern portion of this railroad and it plans to convert it ~~into~~ a ~~recreational~~ trail in the future. The ~~remaining~~northern portion of ~~this rail~~the line is expected to remain in railroad use.

—The City of Tumwater currently provides water service to Kenneydell Park and the ~~Black Lake Elementary School area through a water line extension~~properties along 760th Avenue Kirsop Road 66th Avenue to Black Lake Belmore Road. Water service is also provided to the Black Hawk and Black Lake Park subdivisions and the Black Hills High School. City water is also available to many of the unincorporated "islands" that are part of this subarea. ~~Municipal sewer service is currently provided to the Black Hills High School. Sewer is also available along most of 70th Avenue and is currently being extended along Kirsop Road to 66th Avenue. Most notable is the mobile home park at the northwest corner of Rural Road and Trosper Road that has been on City water since the early 2000s. Due to numerous urban residential developments over the past couple of decades, sewer and water are located throughout the areas of the City of Tumwater adjacent to the Western Subarea. Currently, there are not any notable sewer extensions into the subarea, only the water lines already described above.~~

—The primary physical limitations to development in the western subarea are numerous wetlands and an extremely sensitive aquifer. Trosper Lake, Black Lake, and portions of the Black River and Black Lake Drainage Ditch are under the jurisdiction of the Shoreline Management Act and subject to the provisions of the ~~Shoreline Master Program of Thurston County.~~ Shoreline Master Program. Some of the subarea, especially the southern portion, is subject to periodic high groundwater flooding.

—Most of the southern part of this subarea is characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development due to the nature of groundwater in this area. ~~Soil types vary greatly throughout the area and, in many places, the existing soil type drains poorly. During long periods of rainfall, or very intense rain events, these soils can become saturated. Saturation of the upper soil layer can lead to periodic flooding, even in areas that may not be designated as flood-plains or wetlands.~~

—~~The City of Tumwater and Thurston County should jointly determine appropriate methods for managing stormwater in this subarea in advance of~~

urban development. Consideration should be given to the insertion of special development standards in the *Drainage Design and Erosion Control Manual for the Thurston Region*. Such standards could apply in areas where soil investigations demonstrate the presence of extremely poorly drained soils that may preclude effective functioning of a stormwater infiltration system. Examples of soil types in this area that may possess these characteristics (as defined and mapped in the *Soil Survey of Thurston County*) include:

- McKenna gravelly silt loam
- Mukilteo muck
- Norma silt loam
- Shalear variant muck
- Tilsch silt loam
- Everson clay loam

—— The City of Tumwater and Thurston County jointly adopted the *Salmon Creek Drainage Basin Plan* in 2004 after several years of work. There are now special regulations for development in, and near, areas of high groundwater.

The City of Tumwater Tumwater Economic Development Plan, ~~an element of the Tumwater Comprehensive Plan~~, makes several recommendations for the portion of this subarea along the west side of Interstate 5. ~~This plan~~ The Joint Plan incorporates these ~~Economic Development Plan~~ recommendations. A frontage road is recommended to connect Tumwater Boulevard and Prine Road just west of Interstate 5. This road is envisioned to provide access to a mix of office and commercial uses in this area. The plan also includes a future bridge over Interstate 5 connecting Prine Road to Kimmie Road on the east side of the Interstate, thus improving access to this area.

3.5.5.21 Future Land Uses

—— Future land use designations for the western subarea are shown on Map ~~3-1013~~. These land use designations will be implemented as described in Chapter ~~1011 of this plan~~, Implementation. Complete descriptions of the land use designations are contained in Subsection 3.5.1 of this chapter, Definitions and Criteria for Land Use Designations. They should be used in conjunction with Map ~~3-10-13~~, Western Subarea 2020 Existing Land Use. The remainder of this subsection is a discussion of each of the land use designations as they are applied within the west side subarea.

- —— Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)

~~Several portions of this~~ The only areas in the subarea are designated Residential/Sensitive Resource ~~because development within these areas may affect sensitive environmental resources.~~ are four small, unincorporated “islands” surrounded by the City of Tumwater. These “islands” are located near Sapp Road Southwest and Rural Road Southwest. These areas have received this designation because they meet some or all of the following criteria:

- ~~— Unique open space character~~
- ~~— Sensitivity to environmental disturbance~~
- ~~— Stream corridors, lakes, wetlands~~
- ~~— Only for exceptional places~~
- ~~— Areas not subject to the protection of the Shoreline Management Act~~
- ~~— Areas not already built out~~
- ~~— Intensive urban development that would adversely affect resource~~
- ~~— Soils and natural systems capable of supporting density with urban services without degradation of sensitive areas~~
- ~~— A full range of urban services will be available in the near future based on the Capital Facilities Plan~~
- ~~— Densities adequate to ensure sewer provision~~
- ~~— Contain environmentally hazardous areas such as high groundwater flooding areas~~

~~One area that has been designated Residential/Sensitive Resource is generally located south of Trospen Road, north of 66th Avenue (extended), west of the existing city limits, and east of the BPA transmission lines. This area is appropriate for this designation because it includes Fishpond Creek and a relatively large area of associated wetlands.~~

~~There are several additional areas that are designated Residential/Sensitive Resource. There are three unincorporated “islands” located on Sapp Road.~~ Due to the unique open space and rural character of this area, as well as its environmental sensitivity due to its proximity to Percival Creek, it is appropriate for the Residential/Sensitive Resource designation.

~~The unincorporated “island” on the south side of Linwood Avenue just west of Lakepark Drive also is appropriate for the Residential/Sensitive Resource designation. Much of this “island” contains environmentally sensitive wetlands.~~

A parcel at the northwest corner of the intersection of Trospen and Rural Roads, which is also part of an unincorporated island, is currently occupied by an older mobile-manufactured home park. ~~This parcel is bisected by Percival Creek.~~ Percival Creek bisects this parcel. It is designated Residential/Sensitive Resource to be consistent with ~~this plan's~~ the Joint Plan's policy direction for lower

density, single family land uses in the areas near Percival Creek, which is a sensitive resource of importance to the community. This designation does not allow mobile ~~and~~ manufactured home parks. Its application to this parcel establishes the future land use direction toward lower density land uses in this area along Percival Creek.

- ~~Single Family Residential Low Density (4-7 Dwelling Units Per Acre)~~

~~Several areas within~~ Some portions of the western subarea are suitable for the Single Family Residential Low Density designation because of existing development patterns and natural and physical constraints.

~~The area east of Littlerock Road in the southern part of the subarea is designated Single Family Residential Low Density, as is most of the area west of along the power line easement which runs north-south from Littlerock Road to the substation on Trospen Road. A few areas in the vicinity eastern shore of Trospen Road west of Trospen Black Lake and in the vicinity of Kirsop Road also are designated Single Family Residential Low Density. All of these. These~~ areas are located over a ~~n extremely~~ sensitive aquifer. These areas are characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development in some areas because saturation of the upper soil layer can lead to periodic flooding. ~~Additionally, numerous wetlands are located in these areas.~~

These environmental conditions pose possible ~~environmental~~ constraints to intense development. Much of these areas are currently developed with a rural level of residential development. The Single Family Residential Low Density designation best accomplishes the goals of preserving the existing neighborhoods while providing for development that is sensitive to the inherent limitations of the topography.

~~The area on the north side of 70th Avenue west of the existing city limits is characterized primarily by low, urban density single family development. These are established neighborhoods and should be protected and preserved. In order to protect the residential atmosphere, and promote neighborhood stability and continuity, this area is designated Single Family Residential Low Density.~~

~~The unincorporated island that includes the Glenwood subdivision and Trospen Lake is developed with low-density single-family housing, as are the two islands north of Linwood Avenue and the island at the southeast corner of the intersection of Rural Road and Linwood Avenue. These neighborhoods should be preserved and protected. The Single Family Residential Low Density designation best~~

accomplishes the goals of preserving the existing neighborhoods and promoting compatibility with surrounding development.

There are several places in the southern subarea where the Single Family Residential Low Density designation abuts an area designated Light Industrial. Where this occurs, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~ separate the different uses. visually.

- **Single Family Residential Medium Density (6-9 Dwelling Units Per Acre)**

~~Two areas along Littlerock Road, from Prine Road to a location just south of~~
~~The portion of this subarea along the south side of 70th Avenue west of~~
~~Littlerock Road is characterized by rural residential single-family development.~~
~~These neighborhoods should remain residential in character, continuing to in-fill~~
~~as densities increase over time. In order to maintain the residential atmosphere~~
~~and provide a variety of affordable housing types, the Single Family Residential~~
~~Medium Density designation is appropriate for this area.~~

~~The area designated Single Family Residential Medium Density that is west~~
~~of the Black Hills High School (Public Institutional designation just west of~~
~~Littlerock Road) is a portion of a large area under one ownership known as the~~
~~Doelman farm. This property extends from Littlerock Road west to the Burlington~~
~~Northern railroad corridor, and has received a mix of land use designations. The~~
~~portion of this property designated Single Family Residential Medium Density~~
~~should receive a planned unit development overlay zone to ensure its consistency~~
~~with the overall development of this property. A more detailed discussion of~~
~~policies for development of this property is contained near the end of the next~~
~~section, Multi Family Residential Medium Density.~~

~~Several areas along both sides of Littlerock Road south of Tumwater Boulevard~~
~~also 81st Avenue, are designated Single Family Residential Medium Density.~~
~~These neighborhoods are established with rural residential uses and should be~~
~~encouraged to infill with similar, compatible types of residential uses in order to~~
~~provide a mixture of housing types for all income levels in this portion of the~~
~~subarea. These areas are close to the high school just west of Littlerock Road, and~~
~~to a node of commercially designated land on the west side of Littlerock Road.~~
~~Littlerock Road also is anticipated to be a primary transit route in this area. It is~~
~~important to provide a mixture of housing types close to these needed services.~~
~~To accomplish this, Single Family and Multi Family Residential Medium Density~~
~~areas are interspersed along this portion of Littlerock Road.~~

~~—A portion of an unincorporated island immediately south of the Tumwater Middle School on Littlerock Road is appropriate for the Single Family Residential Medium Density designation because it is already partially characterized by medium density single family and duplex development.~~

A small unincorporated “island” located north of Linwood Avenue on the east side of Pioneer Street is also designated Single Family Residential Medium Density. This designation is appropriate because the site is already characterized by medium density single-family development and it is surrounded by land designated for medium density single-family development in the City of Tumwater Land Use Plan Element.

A small area near 52nd Avenue west of Black Lake-Belmore Road is designated Single Family Residential Medium Density. ~~It~~The area contains existing development of this type and it should be allowed to in-fill with similar development. This area also will provide a transition between the ~~multi-family~~multifamily development to the north and the low-density single-family development to the south. Because of ~~this the~~ area's proximity to Black Lake, care should be taken in siting and design of future development. The Thurston County Shoreline Master Program for the Thurston Region includes guidelines for development in this area.

- ~~—Multi-Family~~Multifamily Residential Medium Density (9-15 Dwelling Units Per Acre)

~~—Several areas of~~An area located between Littlerock Road and Prine Road has been designated ~~Multi-Family~~Multifamily Residential Medium Density ~~development have been located along Littlerock Road. Two of these areas are.~~ This area is close to the high school just west of Littlerock Road, and to a node of commercially designated land on the west side of Littlerock Road. Littlerock Road is anticipated to be a primary transit route in this area. It is important to provide a mixture of housing types close to these needed services. To accomplish this, ~~Multi-Family~~Multifamily Residential Medium Density areas are interspersed with Single Family Residential Medium Density along this portion of Littlerock Road. ~~Both of these areas, located on either side of Littlerock Road, also contain~~This area already contains existing ~~multi-family~~multifamily and mobile home park uses.

~~—The Multi-Family Residential Medium Density area on the east side of Littlerock Road extends to Prine Road. This designation will help provide affordable housing units close to employment opportunities on the east side of~~

~~Prine Road along Interstate 5, and in the Mixed Use designated area along Tumwater Boulevard. Where multi-family~~multifamily residential development abuts general commercial, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to ~~visually~~ separate the different uses.visually.

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

~~A small, single lot island of unincorporated land on the south side of Trospen Road west of Littlerock Road is designated Multi-Family Residential Medium Density. This area is appropriate for this designation because it is surrounded by land designated for multi-family development in the Tumwater Land Use Plan, and is located on a probable major transit route (Trospen Road).~~

~~Several areas of the west side subarea have been designated Multi-Family~~Multifamily Residential Medium Density because of existing development. These areas include ~~property at the intersection of Kirsop Road and 66th Avenue;~~ a parcel on the west side of Fairview Drive; and two areas on the west side of Black Lake-Belmore Road - one north of 52nd Avenue and one several hundred feet south of 52nd Avenue. The existing uses in these areas are established and should be allowed to continue.

~~An area west of Littlerock Road has also been designated Multi-Family Residential Medium Density. This is a portion of a large area under one ownership and known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. These include Mixed-Use, Multi-Family Residential High and Medium Density, Single Family Residential Low and Medium Density, Utilities and Public Institutional. In the past, this property has been a part of the Doelman dairy farming operation, and has been used primarily for growing feed and winter cattle storage. Land use designations have been assigned to this property with the purpose of creating a framework for the development of a mixed-use "village" which would provide a variety of housing types close to needed services, such as commercial establishments, a high school and a transit route along Littlerock Road.~~

~~To facilitate the development of the Doelman property according to this stated purpose, it is recommended that the multi-family designated portions of the~~

~~property be developed as a planned unit development (PUD). It is also recommended that development near the several wetland areas and utility transmission corridors on the property also receive an overlay zone to ensure they are developed under PUD standards. The PUD standards require public hearings for any development that would be proposed for these areas. Clustering and density transfers using a PUD approach should be considered where limitations for development exist. This land, developed as a PUD, could be ideally suited for cluster construction of small lots with large open spaces of undeveloped area to preserve natural features and avoid siting residences close to high-voltage utility transmission lines.~~

- ~~Special attention should be paid during the design review process to maintaining a similar quality and appearance of construction throughout the "village" envisioned for the Doelman property.~~
- ~~Multiple access routes should be provided for automobile, transit, pedestrian and bicycle transportation into the Doelman property from Littlerock Road; 81st, 70th and 66th Avenues; and Kirsop Road to ensure adequate traffic circulation through the "village". Within the village, pedestrian and bicycle routes should be emphasized to encourage their use. Street patterns should provide for numerous circulation routes through the village, and should be designed to discourage automobile travel at speeds that are not compatible with safe pedestrian use. A pedestrian/bicycle trail should be encouraged in the Burlington Northern railroad corridor in the western portion of the property.~~
- ~~All multi-family multifamily development in Tumwater the subarea should be subject to the City of Tumwater Citywide specific multi-family urban Design standards Guidelines, which would assure compatibility of the development with the surrounding neighborhoods.~~

~~Mixed Use Multi-Family Residential High Density (14-29 Dwelling Units Per Acre)~~

- ~~One area is designated Multi-Family Residential High Density in the western subarea. That area is south of the high school (Public Institutional designation just west of Littlerock Road), and is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. The portion of this property designated Multi-Family Residential High Density should receive a planned unit development (PUD) overlay zone to ensure its consistency with the overall development of this property and to avoid adverse impacts to wetland areas in this area. A PUD~~

~~overlay zone would also allow clustering of housing units away from overhead high-voltage transmission lines which bisect this area. A more detailed discussion of policies for development of this property is contained near the end of the previous section, Multi-Family Residential Medium Density.~~

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

~~Mixed Use~~

The area just south of the intersection of Tumwater Boulevard and Littlerock Road has been designated for mixed-use development. The Mixed Use designation would provide an opportunity to develop and infill this area in a way that provides for affordable housing close to needed services and quality community design. This designation is a continuation of the area to the north, which is designated Mixed Use in the City of Tumwater Land Use Plan Element. It also reaffirms the recommendations of the City of Tumwater – Tumwater Economic Development Plan for mixed use, office and retail development on the west side of Interstate 5 ~~in the vicinity of~~ near Tumwater Boulevard. ~~{A subarea plan was completed for this area by the City of Tumwater in 1997~~ and updated in both 2006 and 2013 to provide a more detailed plan for this area. The Littlerock Road Subarea Plan should be referenced for development, future land use, and transportation guidance for this area.

~~—The Littlerock Road Subarea Plan should be referenced as a refinement of this plan for this area.]^{1,2}~~

~~[New development in this area should take place with strict land use controls and design standards.]~~

~~—One other Mixed Use area in the western subarea is on the west side of Littlerock Road south of the Black Hills High School. This area is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. This designation is included as part of this mix of land uses in order to provide and/or serve the needs of the surrounding neighborhood and to provide a variety of affordable housing. A more detailed discussion of policies for development of this property is contained near the end of a previous section, Multi-Family Residential Medium Density.~~

~~One of the Mixed Use designation properties located south of the high school is not owned by the Doelman family. In 2002, Thurston County designated this entire property as Mixed Use. However, the City of Tumwater designated the western portion of this property as single Family Medium Density and the eastern portion as Mixed Use to more closely match the property located directly to the south. The section line was used as the dividing line between the zones.~~

- ~~—Neighborhood Commercial~~

¹-Bracketed, underlined text was adopted by the Tumwater City Council in October 1998. Bracketed, bold text was retained by the Thurston County Board of Commissioners, but was deleted by the Tumwater City Council.

²-The Thurston County Board of Commissioners considered amendments in 1998 to apply provisions of the Littlerock SubArea Plan in the joint plan and rezone the area for mixed use. Due to flooding in 1997 from high ground water levels, the Board decided not to adopt any of the changes in 1998. The Board said it would not be appropriate to allow new residential development in an area with extremely high ground water and frequent flooding, to avoid the serious losses of personal property and dangers to health and safety associated with such flooding. The Board may reconsider the proposed changes upon the conclusion of studies and actions to remedy the flooding hazards.

—This designation is intended to provide small-scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. ~~In the western subarea, this designation has been applied to two locations. The first is at the intersection of 70th Avenue and Kirsop Road. There are two properties at this location with a Neighborhood Commercial designation; one is at the northeast corner of the intersection and the other property is located directly to the north on Kirsop Road. In 2002, Thurston County designated the majority of the corner property as Single Family Medium Density Residential. The County retained the Neighborhood Commercial designation on one acre of the site located at the northwest corner of the parcel nearest the other of the two properties with~~ In the western subarea, this designation has been applied to one location. It is located on the western side of the intersection of Black Lake-Belmore Road and 49th Avenue. There is currently a gas station and convenience store located on one of the two parcels with this designation. ~~Neighborhood Commercial designations. The City of Tumwater retained the designation of Neighborhood Commercial for the entire property (See Map 3-10). This intersection will likely become a focus of activity in the future as residential development continues in the area, raising the need for neighborhood commercial uses in the area. The second area designated neighborhood commercial, on Black Lake-Belmore Road, is partially occupied by a neighborhood commercial use. This use should be allowed to continue and expand to serve surrounding residential development, which is likely to increase in density in the future.~~

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

- **—General Commercial**

—The only area designated General Commercial is east and south of Prine Road along the west side of Interstate 5. This designation will provide for retail and office development just south of the Interstate 5 and Tumwater Boulevard interchange, as recommended in the City of Tumwater Tumwater Economic Development Plan. This designation takes advantage of the resource of the interchange and the freeway frontage provided in this area. Access to this area should be provided via a frontage road proceeding south from Tumwater Boulevard along the west side of Interstate 5 south to 93rd Avenue ~~(, possibly including part of Prine Road),~~ as recommended by the Economic Development Plan.

—The area west of Interstate 5 may have some areas with poor drainage. Special care should be taken during the development review process to ~~adequately~~ mitigate stormwater drainage impacts adequately.

—Care should be taken to ensure that commercial development is compatible with surrounding residential development. Commercial uses adjacent to residential uses should be screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

~~Light Industrial~~

—The ~~Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan,~~ recommends that a frontage road be constructed to connect Tumwater Boulevard and Prine Road just west of Interstate 5. This road is envisioned to provide access to a mix of office and commercial uses in this area. It would also provide convenient freeway access to development with frontage on the west side of Interstate 5 along Prine Road. ~~The Economic Development Plan also includes a future bridge over Interstate 5 connecting Prine Road to Kimmie Road on the east side of the Interstate, thus improving access to this area and providing a connection to the Port of Olympia's New Market Industrial Campus.~~

• Light Industrial

The Light Industrial designation has been applied to the area along the west side of Interstate 5 south of the General Commercial area along Prine Road and the portion of this subarea east of Interstate 5. This designation is appropriate because of the City of Tumwater Economic Development Plan's recommendations for improved access to Interstate 5, the New Market Industrial Campus, and the Olympia Regional Airport. This area's Interstate 5 frontage and flat topography are advantageous to light industrial development. It is close to the city limits, and can be served by municipal utilities in the near future.

~~—The area west of Interstate 5 does have some potential constraints to this type of development, including areas with poor drainage and sensitive aquifers. To provide for flexibility of design and detailed site planning, it is recommended that the light industrial area south along the west side of Interstate 5, south of the General Commercial area and north of the pond adjacent to the freeway, be given a zone of Business Park (BP) upon annexation into Tumwater. This zone requires that all development proposals be done through a planned unit development (PUD) process, and limits buildings and structures from occupying more than 50%~~

of the property. It is intended for large (greater than 10 acres) properties such as this, so that the flexibility it provides can be fully utilized.

— Another area designated light industrial is located near the BPA transmission station on Trosper Road. This area is currently zoned for industrial use in Thurston County, and contains one existing industrial use on the southern parcel. The area has rail access, which is expected to continue to the north and could be advantageous to industrial development. Automobile and truck access should be provided north to Trosper Road, rather than south to 66th Avenue, to minimize impacts to established residential neighborhoods as trucks travel to and from the freeway system. The railroad tracks help to provide a buffer to the residential uses to the west; however, light industrial uses adjacent to residential areas also should be buffered from adjacent residential development using required setbacks, landscaping, walls or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely affected by noise, light, dust, traffic or other impacts that may be associated with industrial development.

— ~~The~~ The ~~Tumwater~~ *Economic Development Plan* recommends industrial development for the Black Lake Boulevard area. The Light Industrial designation supports this recommendation in the area north and west of Black Lake Boulevard. This area is adjacent to a Light Industrial designated area within the city limits. It also is appropriate for this area because of its proximity to heavy industrial uses to the south such as the rock quarry operation.

- — **Heavy Industrial**

— The area west of Black Lake Boulevard contains an area that is presently being used for the mining of high quality basalt rock. The City of Tumwater Conservation Plan Element identifies this area as being a mineral resource area classified as MRA-2. This classification is used by the Washington State Department of Natural Resources to identify areas where known mineral resources exist. Mineral extraction in this area should be allowed to continue in this area; thus, the Heavy Industrial designation has been applied to the portion of this area that is in the western subarea. An adjacent area inside the city limits is also designated Heavy Industrial.

— As portions of ~~the~~ this mineral resource area are mined, reclamation of the mined areas should take place. Lighter intensity industrial uses such as warehousing and light manufacturing should be encouraged to locate in reclaimed areas. During future updates to the ~~is~~ Joint Plan, this area should be reexamined for potential redesignation to Light Industrial to provide for this transition of reclaimed areas.

- Utilities

~~There are numerous Bonneville Power Administration (BPA) and Puget Sound Energy transmission line easements crossing this subarea. There is also a large BPA transmission station located on Trosper Road. These facilities have been The transmission lines branch out in several directions. Two of the large high voltage lines traverse the northern part of the subarea. These corridors should be designated Utilities to reflect their use. The Tumwater Utilities Plan, which, As is adopted by reference in Chapter 5 of this Joint Plan, provides information on future improvements, if any, that are planned for these areas done inside the City, the underlying zoning can stay the same.~~ Future electrical facilities should be developed in accordance with the policies contained in the City of Tumwater Tumwater Utilities Plan Element.

- ~~Shoreline Environment~~Parks/Open Space

The ~~Shoreline Environment~~Parks/Open Space designation has been applied to areas subject to jurisdiction of the Thurston County Shoreline Management Act along the Black Lake Drainage Ditch, Black River, and Trosper Lake to achieve consistency with the Thurston County Shoreline Master Program ~~for the Thurston Region~~. The shoreline regulations from the Thurston County Shoreline Master Program this document take precedence when they are more restrictive than local zoning regulations. The Thurston County Shoreline Master Program ~~for the Thurston Region~~ should be referenced for more specific land use recommendations and regulations for these areas.

~~Parks/Open Space~~

A large area on the east shore of Black Lake near the intersection of 66th Avenue and Fairview Drive has been designated ~~for parks/open space use.~~Parks/Open Space. The southernmost lot is owned by Thurston County has been developed as a County park (Kenneydell Park). ~~The remainder of the area is owned and occupied by a church camp organization.~~ Because of ~~this~~the existing park use, the Parks/Open Space designation is appropriate for this area. The remainder of the area is owned and occupied by a church camp organization.

~~Just to the south along Fairview Drive is a single lot that is operated by the State of Washington as a public boat ramp. It~~Therefore, it is, ~~therefore,~~ designated for ~~parks/open space~~Parks/Open Space use.

—The floodplain of Percival Creek is designated Parks/Open Space, consistent with the goals, policies, and ~~objectives~~actions of ~~this plan~~the Joint Plan. The floodplain boundary has been determined using the Flood Insurance Rate maps produced by the Federal Emergency Management Agency. The intent of ~~this plan~~the Joint Plan and its future land use map is to designate as Parks/Open Space those areas within the ~~100-year~~one-percent floodplain. Surveys and other additional information used during implementation of ~~this plan~~the Joint Plan may more precisely locate the ~~100-year~~one-percent floodplain boundary. Areas that are not within the ~~100-year~~one-percent floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

—Because of the dynamic nature of ~~the~~Percival Creek and the environmental benefits it provides, most development is inappropriate in its floodplain. This designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.

4. LANDS FOR PUBLIC PURPOSES/ESSENTIAL PUBLIC FACILITIES

4.1 Background

This chapter ~~of the Joint Plan~~ addresses two elements required ~~by~~ the ~~Washington State~~ Growth Management Act ~~(GMA)~~: Lands for Public Purposes and Essential Public Facilities that are found in the City of Tumwater Comprehensive Plan as the Lands for Public Purposes Element. The main goal of the ~~element~~ Lands for Public Purposes Plan is to determine the need for public facilities in the City of Tumwater and the Joint Plan area for the 20-year planning period. ~~The purpose of the Essential Public Facilities Plan is~~ and to provide a process for identifying and siting public facilities that are necessary, but are typically difficult to site.

~~The element~~ City of Tumwater Lands for Public Purposes/Essential Public Facilities Plan meets the ~~GMA~~ Growth Management Act requirements for the current city limits and the ~~area being addressed by this Joint Plan area~~. ~~That plan~~ The element, as amended, ~~therefore~~, is hereby incorporated as the Lands for Public Purposes/~~Essential Public Facilities element of this~~ Element of the Joint Plan by reference. ~~It is also included~~ and as Appendix D in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

4.2 Summary

The City of Tumwater ~~Tumwater~~ Lands for Public Purposes/Essential Public Facilities Plan Element is divided into ~~two~~ four chapters ~~as follows~~:

Chapter 1 describes federal, state, and city regulations that affect the element as well as the foundational documents that were used to create the element.

Chapter 2 is an inventory of capital facilities that already exist in the City of Tumwater and the Joint Plan area.

~~Chapter~~ Chapter 1 addresses how the plan complies with the County-Wide Planning Policies, discusses population forecasts and methodology, and addresses lands needed for utility corridors, transportation corridors, landfills, sewage treatment facilities/sanitary sewer systems, stormwater systems/facilities, water systems/facilities, parks and recreation facilities, fire and police protection, schools, library and city hall services.

~~Chapter 2~~ defines and identifies ~~a~~ 3 outlines the process for siting and expanding essential public facilities ~~in~~.

Chapter 4 lists the goals, policies, and actions that the City of ~~Tumwater and the~~ Tumwater ~~Urban Growth Area~~ has created to improve essential public facilities.

5. UTILITIES

5.1 Background

The Growth Management Act of 1990 required a "...utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunications lines, and gas lines." The City of Tumwater Comprehensive Plan contains a Utilities Element that fulfills this requirement. Staff in cooperation with the affected utilities drafted this element, which addresses the City of Tumwater and the area being addressed by the Joint Plan. The element, as amended, is hereby incorporated as the Utilities Element of the Joint Plan by reference. It is also included as Appendix E in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan. ~~The City of Tumwater Comprehensive Plan contains a Utilities element that fulfills this requirement. This plan element was drafted by staff in cooperation with the affected utilities. It addresses the entire Tumwater urban growth area, including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater Utilities Plan, as amended, therefore, is hereby incorporated as the utilities element of this Joint Plan by reference. It is also included as Appendix E in the Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.~~

5.2 Summary

~~The Tumwater Utilities Plan is divided into five chapters as follows:~~

~~**Chapter 1** concerns the legal and regulatory context under which private utility companies operate. It explains the various agencies that regulate utilities, provides overall policies for siting utilities, and demonstrates compliance with the Growth Management Act Goals and County Wide Planning Policies.~~

~~**Chapter 2** pertains to natural gas facilities, including the sources of gas, transmission, storage and distribution. It also identifies existing and proposed natural gas facilities and concludes that Puget Sound Energy is adequately serving its existing customer base and will continue to do so over the twenty year planning period.~~

~~**Chapter 3** deals with electricity, including generation, bulk transmission, and transmission systems. Proposed transmission improvements and distribution facility improvements are discussed in this chapter.~~

~~**Chapter 4** regards phone service in Tumwater and is necessarily brief because phone companies consider much of their system information to be proprietary for competitive reasons.~~

~~**Chapter 5** concerns cable television service in Tumwater. Currently, all of Tumwater is served by cable, primarily through Comcast Cable. Because the main trunk cable is located on Capitol Boulevard and has a functional capacity of 14-16 miles, all of Tumwater and its urban growth area over the next twenty years will be adequately served.~~

5.2 Summary

The City of Tumwater Utilities Element is divided into eight chapters.

Chapter 1 describes federal, state, and city regulations that affect the element as well as the foundational documents that were used to create the element.

Chapters 2 to 5 are inventories of natural gas, electricity, utility pipelines, and telecommunication facilities and providers with system analyses describing pricing and usage trends.

Chapter 6 provides employment, population, and housing forecasts and policies to meet future demand.

Chapter 7 discusses the potential impacts of climate change upon utility provision and usage.

Chapter 8 lists the goals, policies, and actions that the City of Tumwater has created to improve the efficiency of utility provision.

6. HOUSING

6.1 ~~Background~~Introduction

The Growth Management Act ~~RCW 36.70A~~, requires a housing plan that makes available adequate affordable housing for all economic segments of the City of Tumwater. The City of Tumwater Comprehensive Plan contains a ~~housing element~~Housing Element that fulfills this requirement. ~~It was in many ways a difficult element of the Comprehensive Plan to write-prepare~~ because many facets of the ~~GMA~~Growth Management Act, such as critical areas protection, impact fees, and concurrency requirements, do not tend to make housing more affordable. In addition, there are ~~a limited amount of~~ avenues available to a municipality to influence the price of housing. The ~~Tumwater eHousing Plan~~element examines all known methods available to a local government to reduce the price of housing. ~~The plan also and~~ recognizes that the provision of housing is primarily provided by the private sector; therefore, market forces mainly influence housing prices ~~are mainly influenced by market forces~~.

The ~~Tumwater Housing Planelement~~ addresses the entire City of Tumwater urban growth area, including the current city limits and the ~~Joint Plan areaarea being addressed by this Joint Plan~~. The City of Tumwater Tumwater Housing PlanElement, as amended, ~~therefore~~, is hereby incorporated as the ~~housing element~~Housing Element of ~~this~~the Joint Plan by reference. It is also included as Appendix F in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

6.2 Summary

The City of Tumwater Tumwater Housing PlanElement is divided into nine chapters; ~~each analyzing different facets of the issue of housing affordability. The following is a brief synopsis of each chapter:~~

Chapter 1 ~~is an introduction to the Housing Plan. It demonstrates compliance with both the GMA goalsdescribes federal, state, and the County Wide Planning Policy goals. All relevant goals of bothcity regulations that affect the element, foundational documents are met by this Housing Plan. In addition, this chapter identifies a that were used to create the element, the definition forof affordable housing used in the document, goals, and the review and amendment process for the element.~~

Chapters 2 identifiesand 3 outline the existing housing distribution and investment profile in the City of Tumwater and the Joint Plan area, ~~as of 2000. There are 5,953 dwelling units within the Tumwater city limits, and 3,089 in the Urban Growth Area.~~

~~Chapter 3 of the Tumwater Housing Plan concerns the existing housing investment profile. This chapter provides a summary of federal, state, and local housing financing programs.~~

~~Chapter 4 addresses the assesses affordable housing needs of low and moderate income people. Private, homelessness issues, and the private and public entities that provide subsidized housing is discussed, and definitions of low and moderate income are provided. Service agencies that provide assistance to low and moderate income clients are discussed.~~

~~Chapter 5 lists the housing goals, policies, and objectives actions that define the goals City of the entire Housing Plan, Tumwater has created to support and identifies specific policies and objectives to meet these goals improve the existing housing stock as well as the generation of new housing.~~

~~Chapter 6 regards the is a regulatory barrier assessment. Put simply, this chapter is a critical look at our own policies, practices, and procedures that adversely impact the cost of housing. Specific recommendations for improvements are made the provision of affordable housing.~~

~~Chapter 7 deals with examines citywide housing needs including the needs of middle and upper income people in Tumwater class housing.~~

~~Chapter 8 identifies sufficient land for a variety of housing in the City of Tumwater, in conjunction with the Land Use Plan, and in the Tumwater urban growth area. This chapter recognizes that providing sufficient, buildable land types over the next 20 years and analyzes current vacancy rates for housing is one of the most important determinants of housing affordability within our control.~~

~~Chapter 9 is basically a summary provides several solutions to meet housing needs for both the current and future population of the City of Tumwater and the Joint Plan area Housing Plan. It also includes a section on the impact of real wages and real housing prices in Thurston County and their impact on housing affordability.~~

7. PARKS, RECREATION, AND OPEN SPACE

7.1 Background

~~A park and recreation element~~The *Parks, Recreation, and Open Space Plan* is an optional component of ~~a comprehensive plan~~ the City of Tumwater Comprehensive Plan prepared under the provisions of the Growth Management Act (GMA) of 1990. ~~The City of Tumwater adopted the~~ The current City of Tumwater Comprehensive Plan contains a parks and recreation element *Parks, Recreation, and Open Space Plan* that was adopted in 1998 and amended the plan in 2004, 2008, and 2016. ~~It that~~ fulfills the requirements of ~~GMA~~ Growth Management Act, and all elements required by the Washington State Interagency Committee for Outdoor Recreation ~~(IAC)~~.

The ~~current City of Tumwater Comprehensive Plan also contains a separate open space element and non-motorized trails element.~~

~~This Park, Recreation, & Open Space (PROS)~~ *Parks, Recreation, and Open Space Plan of 2007* contains goals and policies that will preserve, acquire, develop, operate, and maintain a coordinated series of ~~PROS plan elements~~ components that consolidates and includes parks, recreation, open space, and non-motorized trails within the document. ~~The goals of the PROS~~ *Parks, Recreation, and Open Space Plan of 2007* include will:

- Creating effective and efficient methods of acquiring, developing, operating, and maintaining parks and recreation facilities, services, and programs that equitably distribute costs and benefits to public and private interests.
- Developing high quality recreational programs, and services for all ages, income levels, skill and fitness levels, physical and mental abilities, and cultures that meet community needs.
- Developing a high quality, diversified parks system that provides facilities for all ages, abilities and interests with a long-term goal of providing an active or passive recreational opportunity within walking distance (1/2 mile) of all residential neighborhoods and employment centers.
- Developing a high quality, diversified park system that preserves significant historical opportunity areas and features.
- Developing a community-based arts program that highlights the fine, visual, performing, and applied arts for social, cultural, economic, health, educational, and psychological benefits.

- Taking advantage of unique opportunities and partnerships to create special places and programs that add value to the community and help implement the other goals of the *Parks, Recreation, and Open Space Plan*. An example is the City of Tumwater's recent partnership with Garden Raised Bounty at the City of Tumwater Linwood property.
- ~~conserve environmental and historical features;~~
- ~~develop resource-oriented parks for waterfront access, boating, and camping;~~
- ~~develop a trail system including multipurpose, on and off road hike and bike trails;~~
- ~~develop a coordinated system of park and school recreational courts and fields;~~
- ~~support use of a coordinated system of public and non-profit community centers and services;~~
- ~~operate a coordinated recreational program of services between the city and other public, non-profit, and private providers and user groups; and~~
- ~~provide adequate administration and maintenance facilities.~~

~~This updated PROS Plan of 2007 also proposes specific site improvements to existing and potential parks including the proposed acquisition and restoration of the Old Tumwater Brewery across from Historical Park; and the eventual replacement of Old Town Center with the development of a multipurpose community and recreational center including an aquatic pool, among others.~~

~~This updated~~The PROS*Parks, Recreation, and Open Space Plan of 2007* coordinates the existing and proposed resources of the City of Tumwater, Washington State Department of Fish ~~&and~~ Wildlife and General Administration, Thurston County, Tumwater School District, Boys ~~&and~~ Girls Club, YMCA, Olympia-Tumwater Foundation, Valley Athletic Center, and numerous other public, non-profit, and private facility providers and user groups.

~~The PROS~~The *Parks, Recreation, and Open Space Plan* outlines policies for coordinating public, non-profit, and private lands and facilities, as well as recreational program services to increase public access but avoid duplication or dilution of program resources.

~~Theis updated PROS~~*Parks, Recreation, and Open Space Plan of 2007* addresses the entire City of Tumwater Urban Growth Area (UGA),urban growth area, including the current city limits and the Joint Plan area~~the area being addressed by this Joint Plan~~. The ~~City of Tumwater PROS plan, Plan as amended, of 2007, therefore,~~ is hereby incorporated as the ~~parks, recreation, open space~~Parks, Recreation, and non-motorized trails elementOpen Space Element of ~~this~~the Joint Plan by reference. It is also included as Appendix G in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

~~7.2~~ Summary

~~Following is a summary of the key recommendations contained in the City of Tumwater PROS Plan of 2007. Each recommendation contains a reference to the PROS Plan page that addresses that issue.~~

~~Goals and Objectives and Program Elements~~

~~1. Defines the strategic roles and responsibilities the City of Tumwater will have in planning, owning and developing, maintaining, and operating environments, trails, resource parks, athletic parks, community centers, special facilities, and recreational programs in relation to other participants including Thurston County, Tumwater School District, Washington State Departments of Fish & Wildlife and General Administration, Port of Olympia, Boys & Girls Club, YMCA, Olympia-Tumwater Foundation, Valley Athletic Club, and other public, non-profit, and private providers and user groups (page 4).~~

~~2. Establishes a recreational programming model with which to determine how the various public, non-profit, and private providers and user groups will be coordinated by the City of Tumwater Parks & Recreation Department (page 14).~~

~~3. Illustrates a program formula model the city may use to determine which programs the city provides versus other public, non-profit, and private providers, and how to determine an equitable pricing model including full subsidy, merit pricing, and full cost recovery (page 16).~~

~~4. Defines the site or facility location and cost recovery goal the city will use to deliver interpretive activities, outdoor recreational activities, athletic events, special events, community center activities, and volunteer opportunities (page 17-18).~~

~~Plan Elements~~

~~5. Conservancies for natural resource areas will conserve, including through possible acquisitions, the extensive wetlands, riparian corridors, and floodplains within the Tumwater UGA (page 21).~~

~~6. Conservancies for historical areas will recognize, and in some instances actively conserve, important historical, cultural, and architectural landmarks within the Tumwater UGA (page 24).~~

~~7. Resource parks waterfront access will acquire more waterfront access sites onto wetland bodies, Black Lake, and the Deschutes River (page 28).~~

~~8. Hand-carry launch sites will develop more hand-carry craft launching sites onto Black Lake, Trosper Lake, Henderson Pond, and the Deschutes River (page 32).~~

~~9. — Picnic tables — will develop picnicking activities on resource parks, playgrounds, and other park areas to provide service within 0.5 miles of neighborhood residential areas of the UGA (page 37).~~

~~10. — Picnic shelters — will develop group picnic activity areas with shelters on major community park sites to provide service within 3.0 miles of neighborhood residential areas of the UGA (page 40).~~

~~11. — Multipurpose trails — will develop a system of hike and bike trails through the UGA linking environmental areas, parks, and community facilities with the BPA Powerline, Airport Loop, Capitol Way, Deschutes River, BNSF, Gate to Belmore, and Willams Gas Trails (page 45).~~

~~12. — Streetscape and gateways — will develop streetscape and gateway amenities on major UGA arterials and parkways including Deschutes Way, Israel Road, Tumwater Boulevard, 93rd Avenue, Littlerock Road, Capitol Boulevard, Henderson Boulevard, and Yelm Highway, among others (page 50).~~

~~13. — Artworks — will install artworks and other cultural improvements at major community parks and landmark sites including Historical Park, Old Brewery, Tumwater Falls Park, Pioneer Park, Gateway Park, Town Center, and the Commons, among others (page 52).~~

8. ECONOMIC DEVELOPMENT

8.1 Summary

The 2010 City of Tumwater *Economic Development Plan*, updated in 2019, identifies the 20-year projected economic development needs in the City of Tumwater and the Joint Plan area. The *Economic Development Plan* provides for economic and employment growth.

The Economic Development **Plan** contains goals and policies for the City of Tumwater and the Joint Plan area that implements and is consistent with the other elements of the Joint Plan. The *Economic Development Plan*, as amended, is hereby incorporated as the Economic Development Plan Element of the Joint Plan by reference. It is also included as Appendix I in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

9. TRANSPORTATION

9.1 Summary

The City of Tumwater *Transportation Plan* identifies the 20-year projected transportation needs in the City of Tumwater and the Joint Plan area. The *Transportation Plan* provides for an overall balanced transportation system including major roadway improvements as well as better transit and non-motorized alternatives.

Federal and state planning regulations require a coordinated planning program for regional transportation systems and facilities throughout the state. Regional transportation plans are required and have been developed by the Thurston Regional Planning Council. A transportation plan is also required, which must be coordinated with and be consistent with the regional plan.

The *Transportation Plan* is consistent with the regional transportation plan. It presents a future, comprehensive transportation system for the City of Tumwater and the Joint Plan area that implements and is consistent with the other elements of the Joint Plan. The City of Tumwater *Transportation Plan*, as amended, is hereby incorporated as the Transportation Element of the Joint Plan by reference. It is also included as Appendix H in the City of Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

Notes:

- ~~1) The Thurston County Planning Commission requested Map 8-1 that identifies the connections between bicycle routes described in the Transportation Plan and multipurpose trails set forth in the City's Park, Recreation and Open Space Plan.~~
- ~~2) The Tumwater Planning Commission requested that the County's planned improvement to the Deschutes River bridge on Henderson Boulevard be referenced herein. According to the County's adopted six-year Transportation Improvement Plan, the bridge is planned for rehabilitation. This includes widening for shoulders.~~

910.0**PUBLIC FACILITIES AND SERVICES****910.1 Introduction**

This chapter ~~of the Joint Plan~~ identifies the 20-year projected needs for public facilities and services in the ~~Joint Plan~~Tumwater urban growth area. The ~~Washington State~~ Growth Management Act (~~GMA~~) identifies cities as the preferred provider of public services within urban growth boundaries; therefore, the City of Tumwater should be the long-term public service provider within the urban growth area, which includes the City and the Joint Plan area.

Currently, most of the ~~Joint Plan urban growth~~ area receives rural levels of public services from a variety of service providers. Existing public facilities and services are described in Chapter 2, Description of this plan Joint Plan Area, and are listed in more detail in the *Capital Facilities Plans (CFP's)* for ~~Thurston County and~~ the City of Tumwater, and Thurston County. As ~~the~~this area ~~transitions~~makes the transition from a rural to urban level of development, public facilities and services also should shift to urban levels. Many of these urban services will ultimately be provided by the City of Tumwater.

The ~~GMA~~Growth Management Act requires that a *Capital Facilities Plan* be prepared as an ~~ee~~lement of each affected local government's comprehensive plan. Both ~~Thurston County and~~ the City of Tumwater and Thurston County have adopted a ~~CFP~~Capital Facilities Plan as part of their ~~comprehensive plans~~Comprehensive Plans. These ~~CFP's~~Capital Facilities Plans are updated by each jurisdiction. These two jurisdictions coordinate the development of their respective ~~CFP's~~Capital Facilities Plans in order to ensure that the appropriate level of public facilities and services for ~~with which~~ they are responsible is provided.

This chapter includes goals and policies for the provision of public facilities and services in the ~~Joint Plan urban growth~~ area. This chapter ~~of the Joint Plan~~ is *not* the ~~CFP element~~Capital Facilities Plan Element of either ~~Thurston County's or~~ the City of ~~Tumwater's~~Tumwater or Thurston County's Comprehensive Plan. Both jurisdictions have adopted a ~~CFP~~Capital Facilities Plan as a separate ~~ee~~lement of their ~~comprehensive plans~~Comprehensive Plans. The goals and policies of this chapter supplement the ~~County's and City's CFP~~City of Tumwater or Thurston County's Capital Facilities Plan goals and 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 3, Land Use, Section 3.2, Goals and Policies, and Subsection

3.5.1. Definitions and Criteria for Land Use Designations. These are meant to work together as a whole.

910.2 Goals and Policies**GOAL #1—**

Provide public involvement ~~should be provided~~ in all phases of public facilities and services planning.

Policies:

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

GOAL #2—

Prepare public service plans ~~should be prepared~~ and construct facilities ~~constructed~~ 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.~~
- 2.12.4 ~~1.~~ Correctly time and size public utility services to provide adequate growth capacity and to avoid expensive remedial action.
- 2.22.5 ~~Ensure that p~~ ~~2.~~ Public utility and service plans, including the ~~Thurston County and~~ City of Tumwater and Thurston County *Capital Facilities Plans*, are consistent ~~should be consistent~~ with the Joint Plan.

- 2.32.6 Review the Joint Plan, land use designations, and zone districts ~~3.~~
~~when~~Where the Joint Plan designates urban levels of land
 uses ~~against~~and subsequently adopted long-range plans for public
 utilities ~~show that~~to ensure that urban levels of utilities are ~~not~~
 feasible, ~~the Joint Plan and zoning designations should be reviewed.~~
- 2.42.7 ~~4.~~ Provide the eExtension of services and construction of
 public capital facilities ~~should be provided~~ at levels consistent with
 development intensity identified in the Joint Plan.
- 2.52.8 ~~5.~~ Phase public utility services within the Joint Plan
~~are~~growth areas ~~should be phased~~ outward from the urbanizing core
 as that core becomes substantially developed, ~~in order~~ to concentrate
 urban growth and infilling.
- 2.62.9 ~~6.~~ ~~Thurston County and the~~Coordinate the City of Tumwater
 and Thurston County ~~will coordinate their capital facilities plans~~Capital
Facilities Plans for the Joint Plan area~~urban growth area.~~
- 2.10 Assist school districts with the creation of new facilities to accommodate
 growing student populations.
- 2.72.11 Establish and maintain ~~7.~~ ~~m~~Mechanisms and procedures ~~should~~
~~be established and maintained~~ 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. ~~—~~
- 2.82.12 ~~8.~~ Coordinate future economic activity with planning for
 public facilities and services.
- 2.13 ~~9.~~ ~~Integrate s~~Satellite water and sewage disposal systems
~~should be integrated~~ 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.

2.92.16 Support the fulfillment of citizen and community 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, procedures should be followed to mitigate adverse impacts on the environment and other public facilities.

Policies:

- 3.1 ~~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 ~~2.~~ Site public facilities ~~should be sited~~ with the least disruption of natural habitat, floodplains, wetlands, geologically hazardous areas, resource lands, and other environmentally sensitive areas.
- 3.3 ~~3.~~ Promote efficient and joint use of facilities with neighboring governments and ~~private citizens~~ communities 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 ~~4.~~ Explore regional funding strategies for capital facilities to support ~~comprehensive plans~~ Comprehensive Plans developed under the Growth Management Act.
- 3.5 ~~5.~~ Develop a ~~Agreements should be developed~~ between the City of Tumwater and Thurston County ~~and City~~ addressing the planning and financing of capital facilities in the ~~Urban Growth Area~~ Joint Plan area as annexations occur.
- 3.6 ~~6.~~ The ~~Coordinate~~ City of Tumwater and Thurston County ~~and City should coordinate~~ utilities review during land-use project permit review.

GOAL #4

Provide pPublic facilities and services ~~should be provided~~ consistent with adopted growth management ~~comprehensive plans~~Comprehensive Plans, public facility and service plans, interlocal agreements and other adopted policies.

Policies:

- 4.1 ~~1.~~ Provide public utilities and services consistent with adopted County-Wide Planning Policies.
- 4.2 ~~2.~~ Allow municipal sewer and water service to be extended; ~~consistent with the City's annexation policies;~~ to serve development within the urban growth ~~boundary~~boundary, consistent with the City of Tumwater Annexation Policies.
- 4.3 ~~3.~~ ~~County~~Coordinate the updating of City of Tumwater and City capital facilities plansThurston County's Capital Facilities Plans ~~should be coordinated and should be updated. They should be~~ consistent with the other ~~eelements~~ of adopted City of Tumwater and Thurston County comprehensive plansComprehensive Plans to ensure that appropriate new facilities are provided as development occurs.

GOAL #5—

~~Consider all~~ All factors and impacts ~~should be considered~~ in determining appropriate methods for providing needed public facilities and services.

Policies:

- 5.1 ~~Determine~~ ~~1. Waste water~~ ~~wastewater~~ disposal methods ~~should be determined~~ by considering all factors, such as environmental impacts, long-term effects, technical feasibility, cost effectiveness, and especially the maintenance and improvement of water quality.
- ~~0. 2. Alternate modes of sewage treatment and disposal should be encouraged where feasible, where water quality can be protected and where appropriate operation and maintenance are provided.~~
- 5.2 ~~3. The County should~~ 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 ~~ground water~~ groundwater.
- 5.3 ~~4. Provide~~ Drinking water service inside ~~the urban growth area~~ Joint Plan areas ~~should be provided by cities~~ the City of Tumwater or private utility systems which are the designated service providers through coordinated water system planning.
- 5.4 ~~5. The County and City should~~ Coordinate with other jurisdictions that share stormwater drainage basins to provide stormwater facilities and related management programs to protect surface and ~~ground water~~ groundwater quality and habitat, prevent chronic flooding from stormwater, maintain natural stream hydrology, and protect aquatic resources.

910.3 Projected Needs for Public Facilities and Services

Projections for additional public facilities and services that are needed to serve the ~~urban growth area~~ Joint Plan area over the 20-year period are located in both the City of Tumwater and Thurston County Capital Facilities Plans (CFP). Facilities Plan.

910.3.1 General Governmental

—The General Governmental category of facilities and services includes parks and recreation, police, fire, public buildings, and public schools. Parks and recreation facilities needed to serve the ~~urban growth area~~ Joint Plan area over the 20-year planning period are shown in the ~~Tumwater Parks and Recreation Plan, and Open Space Plan~~, which is summarized in Chapter 7 ~~of this Joint Plan~~, Parks, Recreation, and Open Space. Facility needs for police, fire, and public buildings and schools are described in the City of Tumwater Tumwater Lands for Public Purposes ~~Essential Public Facilities Plan Element~~, which is summarized in Chapter 4 ~~of this Joint Plan~~, Lands for Public Purposes.

910.3.2 Potable Water

Drinking water related projects are described in detail in the City of Tumwater ~~Comprehensive~~ Water System Plan. The Water ~~Comprehensive~~ System Plan may undergo periodic updates in the future.

910.3.3 Sanitary Sewer

Sewer related projects are described in more detail in the City of Tumwater ~~Comprehensive~~ Sanitary Sewer Comprehensive Plan. The ~~Comprehensive~~ Sanitary Sewer Comprehensive Plan may undergo periodic updates in the future.

910.3.4 Stormwater

Development occurring in the ~~urban growth area~~ Joint Plan area must meet the standards and requirements contained in the Thurston County Drainage Design and Erosion Control Manual ~~Drainage Design and Erosion Control Manual for the Thurston Region~~. Additional facilities projected to be needed to serve parts of the ~~urban growth area~~ Joint Plan area may be contained in the City of Tumwater 2002 Comprehensive Stormwater Implementation Program Plan and the Percival Creek Comprehensive Drainage Basin Plan, which was developed jointly by the Cities of Tumwater and Olympia and Thurston County. The Comprehensive Stormwater Implementation Program Plan may undergo periodic updates in the future. In accordance with State law, low impact development standards were integrated into the Thurston County Drainage Design and Erosion Control Manual.

910.3.5 Transportation

Projected needs for roads and other transportation facilities and services are described in Chapter ~~89 of this plan~~, Transportation.

110.0 IMPLEMENTATION

Successful implementation of the concepts, goals, and policies of ~~this plan~~the Joint Plan may require changes in regulations, procedures, programs, capital investments, and other activities on the part of Thurston County and/or the City of Tumwater. This chapter lists actions needed by these two jurisdictions, ~~that~~which may be changes from existing practice, to achieve the stated goals and policies of ~~this plan~~the Joint Plan as found in Section 3.2, Goals and Policies. Each implementation action is briefly described with reference to the corresponding policy or recommendation in the Joint Plan ~~which~~that it addresses. For each action, the jurisdiction primarily responsible for its implementation is identified. Where both jurisdictions are identified, the action should be a cooperative effort.

11.1 Implementation Actions Tables

	Thurston	City of
Implementation Action	County	Tumwater
1. Develop future City zoning designations, to be applied upon annexation, for the entire urban growth area. (Section 3.2, Policy 2.4.1 & 2.4.2)		X
2. Modify existing County zoning and land use regulations, as necessary:		
• Apply the County zoning designation that is consistent with the Joint Plan future land use designation, or adopt the City zoning designations consistent with the Joint Plan as applied under #1 above as part of the County zoning map and code. (Section 3.2, Policy 2.2.3)		X
• In areas designated single-family residential in the Joint Plan, ensure the implementing zoning designation requires that development be configured so these areas may eventually infill and develop at the future urban density identified in the Joint Plan. (Section 3.2, Policy 2.2.4)		X

Implementation Action	Thurston County	City of Tumwater
<ul style="list-style-type: none"> In areas in the former long-term urban growth area (established by the 1988 Urban Growth Management Agreement) that have been excluded from the Joint Plan long-term urban growth area, apply an appropriate rural zoning designation concurrent with or following adoption of this plan. (Section 2.2) 	X	
<p>3. Review and modify, as necessary, existing plans to ensure consistency with the Joint Plan. (Section 3.2, Goal 1)</p>	X	
<p>4. Amend development regulations as necessary to implement Joint Plan policies and recommendations. (Section 3.2, Policy 1.5.1)</p>	X	X
<ul style="list-style-type: none"> Revise development regulations to encourage the use of innovative housing and land use techniques, such as cluster housing, density bonuses, transfer of development rights, planned unit developments, etc. (Section 3.2, Policy 2.3; Section 3.5.2) 	X	X
<ul style="list-style-type: none"> Negotiate and adopt an intergovernmental agreement to apply specific City development standards within the urban growth area prior to annexation. (Section 3.2, Policy 1.5.2) Consider inclusion of City tree preservation and commercial landscaping ordinances as part of these standards. (Section 3.2, Policies 8.5 & 10.6.1) 	X	X
<ul style="list-style-type: none"> Ensure that manufactured homes are allowed in all single-family residential zones and in mobile home parks. (Section 3.2, Policy 4.3; Chapter 6) 		X
Implementation Action	Thurston County	City of Tumwater

~~5. Ensure that subdivision regulations require specific amount of land is set aside as open space in a configuration that is useable for specific desired purposes (e.g., recreation). (Section 3.2, Policy 7.3.1)~~ ~~X~~ ~~X~~

~~6. Participate in an annual joint capital facilities planning process to ensure the provision of adequate facilities and services for projected growth, as identified in the Joint Plan. (Chapters 8 & 9; Section 3.2, Policy 3.1)~~ ~~X~~ ~~X~~

~~7. If necessary, modify land use regulatory review, permitting and approval systems to ensure predictability, and to allow for the processing of development permits in a timely and fair manner. (Section 3.2, Policy 2.6)~~ ~~X~~ ~~X~~

~~8. Consider adoption or amendment of ordinances and regulations as necessary to implement a wellhead protection program that is currently being developed. (Section 3.2, Policies 6.4 & 6.5)~~ ~~X~~ ~~X~~

~~9. Determine appropriate methods for stormwater management in advance of development in areas where existing soils may make drainage difficult, particularly in the area south of 70th Avenue and west of Interstate 5. (Section 3.5.4.1)~~ ~~X~~ ~~X~~

~~10. Complete a geologic/critical area study and mapping program. (Section 3.2, Policies 7.2.1, 8.1.1 and 8.3.1)~~ ~~X~~ ~~X~~

	Thurston	City of
Implementation Action	County	Tumwater

~~11. Coordinate critical areas regulations to make them as consistent as possible between~~ ~~X~~ ~~X~~

~~jurisdictions as they are applied within the urban growth area and to all portions of natural features that form the urban growth boundary (e.g., Deschutes River, Black Lake). (Section 3.2, Policy 6.9)~~

~~12. Review and update Joint Plan as necessary to ensure its consistency and to reflect changing conditions. (Section 3.1.3; Section 3.2, Policy 2.2.2) Continue public involvement in the planning process so that decisions are reflective of general community goals and sensitive to the special interests of affected parties.~~ ~~X~~ ~~X~~

Notes for Figures 19 through 25:

1. “X” indicates who the responsible jurisdiction is for the implementation item. If there is an “X” under both the City of Tumwater and Thurston County, responsibility is shared.
2. The words “Ongoing” or “Completed” indicate the status of the implementation item.

11.1.1 Comprehensive Planning Actions

Numbering in Figure 19 is for reference only, no priority is assigned by the numbers.

[Staff Note: Need to discuss which items to prioritize.]

[Staff Note: Should we add a “Schedule” column to Figure 19?]

Figure 19. Comprehensive Planning Implementation Actions

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>1</u>	<u>Continue to review and, as appropriate, revise the Joint Plan to ensure consistency and to address changing conditions.</u>	<u>Section 3.2, Goal #1, Policies 1.1 and 1.4</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>2</u>	<u>Continue to review and, as appropriate, revise existing City of Tumwater and Thurston County plans to ensure consistency with the Joint Plan.</u>	<u>Section 3.2, Goal #1, Policy 1.4</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>3</u>	<u>Continue to review and, as appropriate, revise land use designations in the Joint Plan area to allow for greater mix of uses and densities to support efficient provision of services.</u>	<u>Section 3.2, Goal #1, Policies 1.1, 1.2, and 1.4</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>4</u>	<u>Implement the County-Wide Planning Policies.</u>	<u>Section 3.2, Goal #1, Policy 1.1 and Goal #2, Policy 2.2</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>5</u>	<u>Implement specific Sustainable Thurston goals identified in the City of Tumwater Land Use Element Section 1.6, Sustainable Thurston Goals.</u>	<u>Section 3.2, Goal #1, Policy 1.2; and Goal #2, Policy 2.8; and Goal #5, Policy 5.2</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>6</u>	<u>Coordinate the implementation of the goals and associated policies and actions the City of Tumwater and Thurston County Parks, Recreation, and Open Space Plans.</u>	<u>Section 3.2, Goal #1, Policy 1.4; Goal #5, Policy 5.12; and Goal #7, Policies 7.1 through 7.4</u> <u>Section 10.2, Goal #2, Policy 2.16 and Goal #3, Policy 3.3</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>7</u>	<u>Implement goals and associated policies and actions of the City of Tumwater Economic Development Element.</u>	<u>Section 3.2, Goal #1, Policy 1.4; Goal #2, Policies 2.7; and Goal #10, Policies 10.1 and 10.14</u> <u>Section 10.2, Goal #2, Policy 2.12</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>8</u>	<u>Implement the actions of the Thurston Climate Mitigation Plan</u>	<u>Section 3.2, Goal #8, Policy 8.6</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>9</u>	<u>Implement the goals, objectives, policies of the Tumwater Urban Forestry Management Plan</u>	<u>Section 3.2, Goal #8, Policy 8.7</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>10</u>	<u>Continue to review and, as appropriate, revise the Memorandum of Understanding between the City of Tumwater and Thurston County addressing Joint Plan area Zoning and Development Standards so that it remains current for the Joint Plan area.</u>	<u>Section 3.2, Goal #1, Policy 1.9</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

11.1.2 Urban Growth Boundaries and Annexations Actions

Numbering in Figure 20 is for reference only, no priority is assigned by the numbers.

[Staff Note: Need to discuss which items to prioritize.]

[Staff Note: Should we add a “Schedule” column to Figure 20?]

Figure 20. Urban Growth Boundaries and Annexations Implementation Actions

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>1</u>	<u>Continue to review and, as appropriate, revise urban growth boundaries.</u>	<u>Section 3.2, Goal #1, Policies 1.1, 1.2, and 1.4 and Goal #2, Policy 2.4</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>2</u>	<u>Continue Thurston County zoning consistent with the Joint Plan for annexed properties for at least one year following an annexation.</u>	<u>Section 3.2, Goal #2, Policy 2.5</u>	<u>X</u>	
<u>3</u>	<u>Continue land use designations shown on the Joint Plan Land Use Map for annexed properties for at least one year following annexation.</u>	<u>Section 3.2, Goal #2, Policy 2.5</u>	<u>X</u>	
<u>4</u>	<u>Limit annexations to those areas that lie completely within the urban growth boundary established in the Joint Plan and which are consistent with the policies of the Joint Plan.</u>	<u>Section 3.2, Goal #2, Policy 2.5</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

11.1.3 Comprehensive Plan Land Use Designations Actions

Numbering in Figure 21 is for reference only, no priority is assigned by the numbers.

[Staff Note: Need to discuss which items to prioritize.]

[Staff Note: Should we add a “Schedule” column to Figure 21?]

Figure 21. Comprehensive Plan Land Use Designations Implementation Actions

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>1</u>	<u>Revise Thurston County land use designations and zone districts to be compatible with the future land use designations shown on the Joint Plan Land Use Map.</u>	<u>Section 3.2, Goal #1, Policies 1.4, 1.6, and 1.7</u>		<u>X</u>
<u>2</u>	<u>Apply the Utilities land use designation to power line substations and transmission corridors and natural gas and fuel transmission pipeline corridors to protect life and property, prevent incompatible development, and to notify nearby property owners of its existence.</u>	<u>Section 3.2, Goal #1, Policy 1.4</u>		<u>X</u>
<u>3</u>	<u>Replace the Shoreline Environment land use designation with the Parks/Open Space land use designation.¹⁰</u>	<u>Section 3.2, Goal #1, Policies 1.4, 1.6, and 1.7</u>		<u>X</u>
<u>4</u>	<u>Refine and update the Neighborhood Commercial land use designation and zone district to reflect changing conditions and market realities.</u>	<u>Section 3.2, Goal #1, Policies 1.4 and 1.7; and Goal #10, Policy 10.10</u>	<u>X</u>	<u>X</u>

11.1.4 Public Involvement Actions

Numbering in Figure 22 is for reference only, no priority is assigned by the numbers.

¹⁰ In 2016, City of Tumwater replaced the Shoreline Environment designation with the Parks/Open Space designation in the Land Use Element of the City of Tumwater Comprehensive Plan. This change does not affect the application of rules and regulations of the Thurston County Shoreline Master Program in the Urban Growth Area.

[Staff Note: Need to discuss which items to prioritize.]

[Staff Note: Should we add a “Schedule” column to Figure 22?]

Figure 22. Public Involvement Implementation Actions

#	Implementation Action	Joint Plan Policy Basis	Responsible Jurisdiction and Status	
			City of Tumwater	Thurston County
1	Continue public involvement in the Joint Plan update process so decisions reflect general community goals and are sensitive to the interests of affected parties.	Section 3.2, Goal #1, Policy 1.3 Section 10.2, Goal #1, Policies 1.1 and 1.2	X Ongoing	X Ongoing
2	Involve neighborhoods when conducting area planning, answer questions up front, and encourage sharing of ideas and information with the goal of creating clarity and predictability about outcomes.	Section 3.2, Goal #1, Policy 1.3 Section 10.2, Goal #1, Policies 1.1 and 1.2	X Ongoing	X Ongoing

11.1.5 Capital Facilities Actions

Numbering in Figure 23 is for reference only, no priority is assigned by the numbers.

[Staff Note: Need to discuss which items to prioritize.]

[Staff Note: Should we add a “Schedule” column to Figure 23?]

Figure 23. Capital Facilities Implementation Actions

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>1</u>	<u>Make capital budget decisions in conformance with the Joint Plan in accordance with RCW 36.70A.120.</u>	<u>Section 3.2, Goal #1, Policy 1.4 and Goal #3, Policy 3.1</u> <u>Section 10.2, Goal #2, Policy 2.2</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>2</u>	<u>Ensure that the <i>Capital Facilities Plans</i> can be implemented through the Joint Plan projected land use densities and direction in the Joint Plan Lands for Public Purpose Element.</u>	<u>Section 3.2, Goal #1, Policy 1.4 and Goal #3, Policy 3.1</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>3</u>	<u>Participate in an annual joint capital facilities planning process to ensure the provision of adequate facilities and services for projected growth, as identified in the Joint Plan.</u>	<u>Section 3.2, Goal #1, Policy 1.4 and Goal #3, Policy 3.1</u> <u>Section 10.2, Goal #4, Policy 4.3</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>4</u>	<u>Allow public sewer and water service to be extended, consistent with the City of Tumwater Annexation Policies, to serve development within the urban growth boundary.¹¹</u>	<u>Section 3.2, Goal #2, Policy 2.5 and Goal #3, Policies 3.1, 3.4, and 3.5</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

¹¹ Extensions beyond the urban growth boundary shall only be allowed when they meet the conditions specified in the Thurston County Sewerage General Plan and implementing agreement and the Thurston County Coordinated Water System Agreement, respectively. Water systems and community on-site sewage systems in the City of Tumwater Joint Plan area that the City of Tumwater agrees to own and operate should conform to adopted utility plans and standards.

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>5</u>	<u>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.</u>	<u>Section 3.2, Goal #3, Policies 3.2 and 3.6</u> <u>Section 10.2, Goal #5, Policy 5.1</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>6</u>	<u>Support the creation of an advisory body or bodies focused on non-motorized transit options in Tumwater or the region as a whole to give bicyclists and pedestrians a stronger voice in the planning process.</u>	<u>Section 3.2, Goal #5, Policies 5.11 and 5.14</u> <u>Section 10.2, Goal #2, Policy 2.14</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>7</u>	<u>Encourage reuse and recycling to minimize solid waste production in the City.</u>	<u>Section 10.2, Goal #2, Policy 2.15</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>8</u>	<u>Coordinate with local school districts to arrange the acquisition of land for new school facilities.</u>	<u>Section 10.2, Goal #2, Policies 2.10 and 2.11</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>9</u>	<u>Ensure that the land around sites of future school facilities is compatible with the intended usage by considering factors the City can influence such as the level of transit accessibility to the site, provision of public services, connections to surrounding neighborhoods, and the zoning of the surrounding area.</u>	<u>Section 10.2, Goal #2, Policies 2.10 and 2.11</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>10</u>	<u>Create facilities the public has identified as needs in surveys and public comment.</u>	<u>Section 3.2, Goal #1, Policy 1.3</u> <u>Section 10.2, Goal #1, Policies 1.1 and 1.2; and Goal #2, Policy 2.16</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

11.1.6 Zoning and Development Regulations Actions

Numbering in Figure 24 is for reference only, no priority is assigned by the numbers.

[Staff Note: Need to discuss which items to prioritize.]

[Staff Note: Should we add a “Schedule” column to Figure 24?]

Figure 24. Zoning and Development Regulations Implementation Actions

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>1</u>	<u>Continue to review and, as appropriate, revise Thurston County development regulations to ensure implementation of Joint Plan policies and recommendations to become consistent with the Tumwater Municipal Code by adopting the list of amendments to the Thurston County Code found in Figure 25, Recommended Changes to the Thurston County Code for Consistency with the Tumwater Municipal Code below.</u>	<u>Section 3.2, Goal #1, Policies 1.4 and 1.7</u>		<u>X</u>
<u>2</u>	<u>Continue to review and, as appropriate, revise zone districts and land use regulations in the Join Plan area to allow for greater mix of uses and densities to support efficient provision of services.</u>	<u>Section 3.2, Goal #1, Policies 1.4 and 1.7</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>3</u>	<u>Adopt the City of Tumwater open space dedication requirements to make certain that areas of developments dedicated to open space provide the functions intended.</u>	<u>Section 3.2, Goal #1, Policy 1.4 and Goal #7, Policies 7.1 and 7.2</u>		<u>X</u>
<u>4</u>	<u>Adopt Mixed Use zone district and standards.</u>	<u>Section 3.2, Goal #1, Policy 1.7</u>		<u>X</u>

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>5</u>	<u>Implement Thurston County zoning regulations that require properties designated for residential land uses within the Joint Plan area to be configured so those areas may eventually infill at urban densities.</u>	<u>Section 3.2, Goal #1, Policy 1.7 and Goal #2, Policies 2.1 and 2.2</u>		<u>X</u>
<u>6</u>	<u>Expand the countywide transfer of development rights program.</u>	<u>Section 3.2, Goal #2, Policy 2.3</u>	<u>X</u>	<u>X</u>
<u>7</u>	<u>Continue to review and, as appropriate, revise the Tumwater Municipal Code and Thurston County Code to provide sufficient land for manufactured housing as affordable housing and an alternative construction method in accordance with the Growth Management Act.</u>	<u>Section 3.2, Goal #1, Policy 1.7 and Goal #4, Policies 4.3 and 4.6</u>	<u>X Ongoing</u>	<u>X Ongoing</u>
<u>8</u>	<u>Adopt or reference the City of Tumwater Citywide Design Guidelines.</u>	<u>Section 3.2, Goal #1, Policy 1.7; Goal #2, Policy 2.6; and Goal #10, Policy 10.6</u>		<u>X</u>
<u>9</u>	<u>Coordinate critical areas regulations to make them as consistent as possible within the Joint Plan area and to all portions of natural features that form the urban growth boundary, such as the Deschutes River, Black Lake, and the Salmon Creek Basin.</u>	<u>Section 3.2, Goal #1, Policy 1.7; Goal #6, Policies 6.8 and 6.11; and Goal #8, Policy 8.5</u>	<u>X Ongoing</u>	<u>X Ongoing</u>

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>11</u>	<u>Incorporate the development review process within the <i>Salmon Creek Comprehensive Drainage Basin Plan</i> into the City of Tumwater and Thurston County development codes.</u>	<u>Section 3.2, Goal #1, Policy 1.7; Goal #6, Policies 6.5 and 6.11</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>12</u>	<u>Review, inventory, and, as appropriate, periodically update critical area maps and regulations for the Joint Plan area.¹²</u>	<u>Section 3.2, Goal #1, Policy 1.7; Goal #6, Policy 6.11; and Goal #8, Policy 8.5</u> <u>Section 10.2, Goal #3, Policies 3.1 and 3.2</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>

¹² This includes addressing:

1. Geologically hazardous areas
 - a. Erosion hazard areas
 - b. Landslide hazard areas
 - c. Mine hazard areas
 - d. Seismic hazard areas
 - e. Volcanic hazard areas
2. Aquatic hazard areas
 - a. Floodways
 - b. Floodplains, one-percent
 - c. Floodplains, 0.2 percent
3. Wetlands
4. Protected fish and wildlife habitat areas
5. Aquifer recharge areas
6. Wellhead protection areas
7. Shoreline management areas
8. Groundwater flooding in the Salmon Creek Basin and other areas that experience groundwater flooding

#	<u>Implementation Action</u>	<u>Joint Plan Policy Basis</u>	<u>Responsible Jurisdiction and Status</u>	
			<u>City of Tumwater</u>	<u>Thurston County</u>
<u>13</u>	<u>Consider measures to allow and encourage farm stands supplying fresh food in residential areas.</u>	<u>Section 3.2, Goal #1, Policy 1.7</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>14</u>	<u>Consider measures to encourage the creation of healthy corner stores within residential areas.</u>	<u>Section 3.2, Goal #1, Policy 1.7</u>	<u>X</u> <u>Ongoing</u>	<u>X</u> <u>Ongoing</u>
<u>15</u>	<u>Amend Thurston County Code to regulate land uses within the Airport Hazard Overlay to ensure they are compatible with the Olympia Regional Airport activities and protect the health and safety of employees and citizensresidents in this area.¹³</u>	<u>Section 3.2, Goal #1, Policies 1.4, 1.5, and 1.7; and Goal #13, Policies 13.1 through 13.3</u>		<u>X</u>

11.1.6 Recommended Amendments to Thurston County Code

Numbering in Figure 25 is for reference only, no priority is assigned by the numbers.

[Staff Note: Need to discuss which items to prioritize.]

¹³ These actions include:

- Prohibiting 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
- Determining appropriate land uses and the intensity of land uses that are compatible with airport and aviation uses. Consider methods for developing contiguous open space areas within the Airport Hazard 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
- Requiring a note to be recorded with the Thurston County Auditor for each lot when subdivision, short subdivision, binding site plan, building permit or other development activity is located within the Airport Hazard Overlay Zone stating that the property is located within the Airport Hazard 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.

[Staff Note: Should we add a “Schedule” column to Figure 25?]

Figure 25. Recommended Changes to the Thurston County Code for Consistency with the Tumwater Municipal Code

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>1</u>	<u>Adopt or reference Chapter 16.08 Tumwater Municipal Code, Protection of Trees and Vegetation within Title 22, Tumwater Urban Growth Zoning, Thurston County Code.</u>
<u>2</u>	<u>Allow manufactured and modular housing in all single-family residential zones and in mobile home parks.</u>
<u>3</u>	<u>Adopt or reference O2020-015 Park & Open Space Amendments. Amending park and open space requirements.</u>
<u>4</u>	<u>Adopt or reference O2020-005 Affordable Housing Text Amendments. Various code amendments related to housing.</u>
<u>5</u>	<u>Adopt or reference O2020-004 Urban Forestry Management Plan. Adoption of the Plan goals, objectives, policies, and actions for the urban forest.</u>
<u>6</u>	<u>Adopt or reference O2020-003 2020 Annual Housekeeping Development Code Amendments. Various minor code amendments.</u>
<u>7</u>	<u>Adopt or reference O2019-020 Food Truck Regulations. Amending code to establish regulations for location of food trucks.</u>
<u>8</u>	<u>Adopt or reference O2019-019 Truck Stop Zoning. Amending code to establish regulations for the location of truck stops.</u>
<u>9</u>	<u>Adopt or reference O2019-007 2019 Development Code Housekeeping Amendments. Various minor code amendments.</u>
<u>10</u>	<u>Adopt or reference O2019-001 Aquifer Protection and Aquifer Protection Overlay amendments. Amendments to Tumwater Municipal Code Chapters 16.24 and 18.39 to reflect best available science.</u>
<u>11</u>	<u>Adopt or reference O2018-029 2018 Neighborhood Commercial Zoning Code Amendments. Amendments to update regulations within the Neighborhood Commercial Zone District.</u>
<u>12</u>	<u>Adopt or reference O2018-010 Wellhead Protection Update. Amendments to Tumwater Municipal Code to Chapter 18.26 o reflect best available science.</u>
<u>13</u>	<u>Adopt or reference O2018-007 2018 Annual Housekeeping Development Code Amendments. Various minor code amendments.</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>14</u>	<u>Adopt or reference O2017-023 Warehouse Standards, Amendments to Tumwater Municipal Code Title 18 governing the location and development standards for warehouse uses.</u>
<u>15</u>	<u>Adopt or reference O2017-022 2017 Annual Housekeeping Development Code Amendments. Various minor code amendments.</u>
<u>16</u>	<u>Adopt or reference O2017-021 Light Industrial Zone District Setbacks. Amendments to Tumwater Municipal Code Chapter 16.24 to update setbacks within the Light Industrial zone district.</u>
<u>17</u>	<u>Adopt or reference O2017-019 Drive Through Standards. Amendments to Title 18 Zoning to update the standards for drive through uses.</u>
<u>18</u>	<u>Adopt or reference O2017-018 Wetland Ratings Update. Amendments to Tumwater Municipal Code Chapter 16.28 to reflect best available science.</u>
<u>19</u>	<u>Adopt or reference O2017-017 Business Park Zone District Repeal. Amendments to remove the Business Park zone district from the municipal code.</u>
<u>20</u>	<u>Adopt or reference O2017-014 Beekeeping. Amendments to the municipal code regarding beekeeping.</u>
<u>21</u>	<u>Adopt or reference O2017-007 Sign Code Amendments. Amendments to Tumwater Municipal Code Chapter 18.44.</u>
<u>22</u>	<u>Adopt or reference O2017-003 RSR Residential/Sensitive Resource Zone District Amendments. [Tumwater Municipal Code 18.08.050] Support agricultural uses on large lots in the RSR Residential/Sensitive Resource Zone District.</u>
<u>23</u>	<u>Adopt or reference O2017-002 Cottage Housing. Title 18, Zoning, Tumwater Municipal Code, and creating a new chapter entitled "Chapter 18.51 Cottage Housing" in the Tumwater Municipal Code.</u>
<u>24</u>	<u>Adopt or reference O2016-024 Amendments to Title 16, Environment, and Chapter 17.04, Definitions, Tumwater Municipal Code, Critical Area Regulations Update. Amend Title 16, Environment, Chapter 17.04, Definitions, and Chapter 18.39, AQP Aquifer Protection Overlay, Tumwater Municipal Code to be consistent with State law as required by the Growth Management Act.</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>25</u>	<u>Adopt or reference O2016-023 Airport Related Industry, Amendments to Chapter 18.34, Airport Related Industry, Tumwater Municipal Code. Replaced the <i>Port of Olympia Airdustrial Park Land Use Plan</i> with the 2011 <i>Port of Olympia Development Guidelines</i> and adopted the City of Tumwater <i>Citywide Design Guidelines</i>.</u>
<u>26</u>	<u>Adopt or reference O2016-022. Preliminary land division approval time periods adjusted to be consistent with changes in state law.</u>
<u>27</u>	<u>Adopt or reference O2016-021. Impact fee expenditure time limits moved from six years to ten years to be consistent with changes in state law.</u>
<u>28</u>	<u>Adopt or reference O2016-010 Plat extensions for <i>Habitat Conservation Plan</i> affected properties.</u>
<u>29</u>	<u>Adopt or reference O2016-013. Apply the City of Tumwater <i>Citywide Design Guidelines</i> and Development Standards for all types of development in the Joint Plan area.</u>
<u>30</u>	<u>Adopt or reference O2014-008 Off-Street Parking.</u>
<u>31</u>	<u>Adopt or reference O2013-013 Marijuana – locations and definitions, etc.</u>
<u>32</u>	<u>Adopt or reference O2012-007 Liquor sales.</u>
<u>33</u>	<u>Adopt or reference O2011-006 Drive through use standards. Tumwater Municipal Code 18.43.075 has been changed to Tumwater Municipal Code 18.43.020. Queuing area requirements were modified as well.</u>
<u>34</u>	<u>Adopt or reference O2011-014 Homeless Encampments. Extend time in one place from 90 to 180 days.</u>
<u>35</u>	<u>Adopt or reference O2010-029 Urban Agriculture (chickens, bees, goats, fences, etc.)</u>
<u>36</u>	<u>Adopt or reference O2010-015. Electric Vehicle Infrastructure added to most zones as a permitted or accessory use. Definition added also. RCW 35A.63.</u>
<u>37</u>	<u>Adopt or reference O2010-005. Add Townhouses and row houses as a permitted use in the MFH Multifamily High Density Residential zone district (no longer any MFH Multifamily High Density Residential in the Joint Plan area).</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>38</u>	<u>Adopt or reference O2010-001 Replacement of existing mobile homes, manufactured homes, and designated homes within mobile and manufactured home parks. Addresses the use of recreational vehicles as primary residences.</u>
<u>39</u>	<u>Adopt or reference O2009-001 Exterior Illumination standards</u>
<u>40</u>	<u>Adopt or reference O2008-009. Establish Manufactured Home Park zone district.</u>
<u>41</u>	<u>Adopt or reference O2008-017 Garage setbacks, medical clinics, auto repair facilities, and crematories.</u>
<u>42</u>	<u>Adopt or reference O2008-016 Motor Vehicle Sales Facilities</u>
<u>43</u>	<u>Adopt or reference O2007-017 Homeless encampments.</u>
<u>44</u>	<u>Adopt or reference O2006-037 Distribution warehouses.</u>
<u>45</u>	<u>Adopt or reference O2006-019. Amended Title 18, Zoning, Tumwater Municipal Code to make the age limit for Senior Housing Facilities consistent with federal law (42 USC 3607). The proposal amends the code to allow off premise directional signs as a conditional use in the Airport Related Industry (ARI) zone district. The proposal also amends the off-street parking requirements for schools, medical clinics, fast food establishments, and drive-up stands, such as espresso etc.</u>
<u>46</u>	<u>Adopt or reference O2005-034 Church Zoning. Allow churches to be built on arterials and collectors. Currently churches are only allowed to be built within 300 feet of arterials.</u>
<u>47</u>	<u>Adopt or reference O2005-011. Amend regulations consistent with the requirements of RCW 35A.21.312 - <i>Authority to regulate placement or use of homes—Regulation of manufactured homes—Issuance of permits.</i></u>
<u>48</u>	<u>Adopt or reference O2004-009. Adopt the City of Tumwater Airport Overlay zone.</u>
<u>49</u>	<u>Adopt or reference O2003-005 Wellhead protection ordinance.</u>
<u>50</u>	<u>Adopt or reference O2002-013 Secure Community Transition Facilities</u>
<u>51</u>	<u>Adopt or reference O2002-010 Private Streets and gated communities.</u>
<u>52</u>	<u>Adopt or reference O2001-012. Establishes and amends definitions and permitted and conditional uses in relation to bed and breakfasts, over height structures, manufactured homes, building heights, professional and personal services, and retail sales.</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>53</u>	<u>Adopt or reference O2000-004 Wellhead Protection Standards. [Chapter 16.16 Tumwater Municipal Code] Amend Title 16, Environment, Tumwater Municipal code, Tumwater Urban Growth Zoning, and Thurston County Code to include wellhead protection standards for expansions of existing uses.</u>
<u>54</u>	<u>Adopt or reference O2000-004 Residential Density Bonus. [Tumwater Municipal Code 18.08.050, 18.10.050, and 18.12.050] Amend the density sections of the single-family residential zone districts by removing the 25% density bonus for lands that are subject to the wetland protection standards of Chapter 16.28 Tumwater Municipal Code.</u>
<u>55</u>	<u>Adopt or reference O2000-004 Residential/Sensitive Resource Zone District-Accessory Dwelling Units. [Tumwater Municipal Code 18.08.020 and 18.42.010] Amend the Residential/Sensitive Resource (R/SR) zone district to allow accessory dwelling units as permitted uses.</u>
<u>56</u>	<u>Adopt or reference O2000-004 Plat Phasing and Time Extensions. [Tumwater Municipal Code 17.14.080 and 17.14.090]. Amend Title 17, Land Division, Tumwater Municipal Code to allow large developments to be built in phases. The total time of all the phases is not to exceed eight (8) years. Also amends Title 17, Land Division, Tumwater Municipal Code to allow for up to three (3) one-year time extensions for the standard five (5) year non-phased development, provided certain criteria are met.</u>
<u>57</u>	<u>Adopt or reference O2000-004 Wrecking and Junk Yards. [Table 18.24 and Chapter 18.56, Conditional Use Permits, Tumwater Municipal Code and Tumwater Municipal Code 18.25.040 and 18.56.300]. Amend the zoning code to allow wrecking and junk yards as conditional uses in the Heavy Industrial zone district. Current code language could be interpreted as allowing wrecking yards and junk yards as permitted uses in both the Light Industrial (LI) and Heavy Industrial (HI) zone districts.</u>
<u>58</u>	<u>Adopt or reference O2000-004 Automobile Sales Areas. [Chapter 18.04, Definitions, and 18.56, Conditional Use Permits, Tumwater Municipal Code and Tumwater Municipal Code 18.04.034, 18.22.040, 18.24.020, 18.34.020, and 18.56.310]. Establishes a definition for automobile sales areas and allows them as permitted uses in the Airport Related Industry (ARI) and Light Industrial (LI) zone districts and as conditional uses in the General Commercial (GC) zone district.</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>59</u>	<u>Adopt or reference O2000-004 Recycling Collection Center. [Table 18.24 Tumwater Municipal Code and Tumwater Municipal Code 18.24.020] Add recycling collection centers to the permitted uses section of the Light Industrial (LI) chapter of the Title 18, Zoning, Tumwater Municipal Code.</u>
<u>60</u>	<u>Adopt or reference O2000-004 Sign Standards. [Tumwater Municipal Code 18.44.170]. Add to Tumwater Municipal Code 18.44.170, Exterior Lighting, the requirement that all illuminated signs within 300 feet of and visible from residential districts must be turned off at 10 PM or when the business closes, whichever is later. This amendment is the result of a number of complaints by citizensresidents living near commercial areas and businesses.</u>
<u>61</u>	<u>Adopt or reference O2000-004 Fence Heights. [Tumwater Municipal Code 18.46.030]. Allows a fence up to seventy-eight inches (78”) in one of the front yards on a “through lot” provided specific requirements are met. The current zoning code does not allow fences taller than forty-two inches (42”) in a front yard. This proposed amendment came about due to a number of recent situations where houses were built on through lots and the owners wanted a fence taller than 42” in the yard on the backside of the structure.</u>
<u>62</u>	<u>Adopt or reference O2000-004 Senior Housing Facilities. [Tumwater Municipal Code 18.14.040, 18.18.040, 18.20.030, and 18.56.125]. Allow senior housing facilities as conditional uses in the Multi Family Medium (MFM) and Neighborhood Commercial (NC) zone districts and as permitted uses in the Mixed Use (MU) zone district. They are currently allowed in the Multi Family High density (MFH) zone district as both a permitted and conditional use depending on their density.</u>
<u>63</u>	<u>Adopt or reference O2000-004 Residential Density-Administrative Flexibility. [Tumwater Municipal Code 18.08.050, 18.10.050, 18.12.050, and 18.14.050, 18.16.050]. Amend the density sections of the residential zone districts to allow the Development Services Director to authorize a reduction of the minimum density standards for small, oddly shaped, or partially developed lots if the site configuration precludes subdivision at the minimum density. This amendment would provide additional opportunities for urban infill on lots that would otherwise remain undeveloped.</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>64</u>	<u>Adopt or reference O2000-004 Stormwater and Open Space Density. [Tumwater Municipal Code 18.08.050, 18.10.050, 18.12.050, 18.14.050, and 18.16.040] Amends the density sections of the residential chapters of the zoning code to clarify that open space and park areas that also include stormwater facilities that are designed for active and/or passive recreational purposes shall not be excluded from density calculations.</u>
<u>65</u>	<u>Adopt or reference O2000-004 Neighborhood Commercial Design Guidelines. [Tumwater Municipal Code 18.43.020 and 18.43.060] Amend Chapter 18.43, Design Review Guidelines, Tumwater Municipal Code to include the Neighborhood Commercial (NC) zone district.</u>
<u>66</u>	<u>Adopt or reference O2000-004 Landscaping Requirements. [Tumwater Municipal Code 18.47.020]. Broaden the applicability of landscaping standards to include expansions of existing uses. The Development Services Department has reviewed several projects where expansions did not require compliance with the City of Tumwater’s landscaping standards.</u>
<u>67</u>	<u>Adopt or reference O2000-004 Mini-storage Parking Requirements. [Figure 18.50.070(A)]. Amends the current parking requirements for mini-storage facilities to clarify that a minimum of three (3) spaces are required. Current code language could be interpreted as not requiring any parking spaces in certain situations.</u>
<u>68</u>	<u>Adopt or reference O2000-004 Residential Care Facilities-Parking Standards. [Figure 18.50.070(A)]. Amends Figure 18.50.070.A to include parking standards for Residential Care Facilities. The current zoning code does not have parking standards for these facilities.</u>
<u>69</u>	<u>Adopt or reference O2000-004 Duplex Definition. [Tumwater Municipal Code 18.04.180]. Amend the definition of “duplex” to include only buildings which have two separate dwellings that are completely separated by an unpierced wall or ceiling. This is to prevent houses connected by breezeways or carports from being classified as duplexes.</u>
<u>70</u>	<u>Adopt or reference O2000-004 Entertainment Facilities. [Chapter 18.04 Tumwater Municipal Code, Definitions, and Tumwater Municipal Code 18.04.201]. Amend the code to create a definition for entertainment facilities. These facilities are currently allowed as permitted uses in the General Commercial (GC), Mixed Use (MU), and Community Services (CS) zone districts.</u>

#	<u>Recommended Amendments to the Thurston County Code for Consistency with the Tumwater Municipal Code</u>
<u>71</u>	<u>Adopt or reference O2000-004 Critical Areas and Density Calculation in Residential Districts. [Tumwater Municipal Code 18.08.050, 18.10.050, 18.12.050, 18.14.050, and 18.16.050] Amends the density sections of the residential zoning chapters to clarify that land prohibited from development by Title 16, Environment, Tumwater Municipal Code cannot be used in the density calculation</u>
<u>72</u>	<u>Adopt or reference O2000-004 Manufactured Homes. [Table 18.08 Tumwater Municipal Code and Tumwater Municipal Code 18.08.020, 18.10.020, 18.12.020, and 18.14.020]. Clarify that manufactured homes are allowed in all residential districts except Multi Family High density districts (MFH) when sited on individual lots. Also, clarify that designated mobile home parks are only allowed in Multi Family Medium (MFM) districts.</u>
<u>73</u>	<u>Adopt or reference O2000-004 Setbacks for Multi-Story Structures. [Tumwater Municipal Code 18.14.050, 18.16.050, 18.18.050, 18.19.010, 18.22.050, 18.24.050, and 18.25.060] Clarify the language regarding setbacks for structures over one story when located adjacent to residential zones.</u>
<u>74</u>	<u>Adopt or reference O2000-004 Wireless Communications Facilities. [Chapter 18.04, Definitions, Tumwater Municipal Code and Tumwater Municipal Code 18.04.493 and 18.04.642]. The definition of “Wireless Communications Facilities was placed incorrectly in the zoning code definitions chapter. This amendment is to move the definition to the correct place.</u>

**APPENDIX A. SUMMARY OF PROCESS AND CRITERIA USED TO
DEVELOP THE 1988 URBAN GROWTH MANAGEMENT
AGREEMENT**

**[Staff Note: Attach Summary of Process and Criteria Used to Develop the 1988
Urban Growth Management Agreement]**

**APPENDIX B. ANALYSIS OF CITY OF TUMWATER AND THURSTON
COUNTY JOINT PLAN URBAN GROWTH BOUNDARY'S
CONSISTENCY WITH COUNTY-WIDE PLANNING
POLICIES**

[Staff Note: Staff suggests that we delete this appendix and replace it with a new implementation item to adjust the current Joint Plan area boundaries.]

The City of Tumwater ~~and~~ Thurston County Joint Plan makes several adjustments to the Tumwater urban growth boundary (UGB) from the long-term UGB that was established in the 1988 Urban Growth Management Agreement between the Ceities of Lacey, Olympia, Tumwater, and Thurston County.

Two of the areas in which the Joint Plan adjusts the UGB were the subject of special notes on the 1988 Urban Growth Management Agreement (UGMA) Map. Those notes indicated that the UGB as shown on that map in those two locations was illustrative only and would be resolved through joint planning. The resolution as to the exact location of the UGB in those areas is included in the Joint Plan's UGB.

Following is a demonstration of the consistency of the Joint Plan's UGB with the criteria established by the Urban Growth Management (UGM) Committee for inclusion in the Thurston County County-Wide Planning Policies for considering amendments to urban growth boundaries. (*Note: The UGM Committee's criteria is shown in italics.*)

1.2 Amend long-term urban growth boundaries that meet the following criteria:

a. Expansion of the Long-Term Urban Growth boundary must demonstrate consistency with the following criteria:

(1) (a) For South County growth areas, the expansion area can and will be served by municipal water and transportation in the succeeding 20 years. South County jurisdictions must demonstrate that the expansion area can be served by sewage disposal methods that provide for the effective treatment of waste water in the succeeding 20 years; or

(b) For the North County growth area, the expansion area can and will be served by municipal sewer and water and transportation in the succeeding 20 years.

Because Tumwater is part of the North County growth area, only (1)(b) applies to the Joint Plan UGB. The areas that expand the

1988 UGB **can** be served with municipal sewer and water and transportation in the succeeding 20 years, as shown in the City's sanitary sewer, water, and transportation plans. They **will** be served by these services as development occurs which requires these services, as ensured by the City's adopted Capital Facilities Plan concurrency element.

The City of Tumwater's adopted Comprehensive Sanitary Sewer Plan (1989) already includes planned service to the areas where the UGB is expanded. This plan identifies all future sanitary sewer system components that will be needed to serve these areas. Likewise, the 1992 Tumwater Water Comprehensive Plan and the 1994 Tumwater Transportation Plan demonstrate the ability to serve the entire proposed UGB with those services. The specific capital improvement projects needed to provide all three of these services to the proposed urban growth area are included in Chapters 8 and 9 of the Joint Plan.

The adopted Tumwater Capital Facilities Plan includes a concurrency element which ensures the provision of adequate public facilities for development which occurs in the Tumwater urban growth area. That element states, in part:

"Concurrency will be sought for public facilities as identified below. When concurrency cannot be achieved because of lack of financial resources, then the specific development upon which the concurrency test was applied will not be certified for construction or occupancy...if the City or other parties do not have adequate funding available to match funds to construct the necessary infrastructure, the developer may voluntarily finance the construction with recourse of remuneration through financing techniques such as a traditional latecomers process of future development paying back the costs assigned through fair share growth cost allocation."

Facilities requiring concurrency in the Tumwater Capital Facilities Plan include: streets, roads, highways, traffic signals, sidewalks, street and road lighting systems, mass transit, potable water, and sanitary sewer.

The Capital Facilities Plan also states: "If, in the future, capital facilities (system improvements) needed to obtain concurrency for development are not funded by the CFP due to omission or lack of

funds, one or more of five strategies must be employed to obtain consistency of plan and concurrency of necessary infrastructure:

Strategy 1: Developer pays

Strategy 2: Increase City revenues

Strategy 3: Reprioritize CFP projects

Strategy 4: Reassess land use densities

Strategy 5: Lower level of service standards"

- (2) *Urbanization of the expansion area is compatible with the use of designated resource lands and critical areas.*

The UGB expansion areas do not include, nor are they adjacent to, any Thurston County designated resource lands. The proposed expansion areas may include, or be adjacent to, some critical areas as defined by either the Thurston County or City of Tumwater critical areas ordinances. These may include the Deschutes River and its floodplain, a portion of Black Lake and possible wetlands.

The Joint Plan prohibits any new residential development in the Deschutes River floodplain and the Black Lake shoreline jurisdiction. To reflect that fact, these areas are assigned future land use designations of parks/open space and shoreline environment, respectively. Development adjacent to these areas, and any other critical areas that may be within the expansion areas, will be subject to either the Thurston County or City of Tumwater critical areas ordinance, both of which provide for protection of the critical areas from development through the establishment of undeveloped buffers.

In summary, the expansion of the UGB is compatible with the use of designated resource areas and critical areas.

- (3) *The expansion area is contiguous to an existing urban growth boundary.*

The UGB expansion areas are contiguous to the 1988 UGMA long-term UGB, as shown on Map 2-3 of the Joint Plan.

- (4) *The expansion is consistent with the County-Wide Planning Policies.*

Thurston County County-Wide Planning Policy 1.1 includes additional criteria that any proposed UGBs must meet:

a. Contain areas characterized by urban growth

The UGB expansion areas contain areas characterized by urban growth, including residential development along Fairview Road and 88th Avenue (1 to 2 DU per acre). The exceptions are an area adjacent to the Deschutes River and a strip of land south of 93rd Avenue near Old Highway 99 (see Map 2-3 in the Joint Plan). The area along the Deschutes River is included in the UGB to provide more logical boundaries for service provision and administration, and is proposed for a land use designation of parks/open space. New residential development is proposed to be prohibited in the Deschutes River floodplain area.

The expansion area south of 93rd Avenue near Old Highway 99 includes primarily the remaining portion of properties that had been divided by the 1988 UGMA long-term UGB. The expansion provides a more logical boundary along property lines, minimizing cases in which properties are divided by the UGB.

b. Are served by or are planned to be served by municipal utilities

The UGB expansion areas are planned to be served by municipal utilities, as demonstrated in 1.2.a(1) above.

c. Contain vacant land near existing urban areas that is capable of supporting urban development

The UGB includes existing urban development and vacant land capable of supporting future urban development, with the exception of potential critical areas as described in 1.2.a(2) above.

d. Are compatible with the use of designated resource lands and critical areas

The UGB expansion areas are compatible with designated resource lands and critical areas as demonstrated in 1.2.a(2) above.

e. Follow logical boundaries

The UGB expansion areas specifically provide for logical boundaries, including property lines, section or quarter-section lines, the Deschutes River, and the Black Lake shoreline. In virtually all cases, the primary reason for the expansion of the UGB is specifically to provide more logical boundaries than those in the 1988 UGB.

f. Consider citizen preferences

The UGB expansions are included as the result of ten months of public meetings of the Tumwater Joint Planning Committee with citizens of the area to develop the Draft Joint Plan. Citizen comments were taken at each meeting of the committee before action was taken by the committee. Citizen preferences were carefully considered in formulating the committee's proposed UGB. Further citizen testimony was taken at public hearings conducted by the Tumwater and Thurston County Planning Commissions, and the Tumwater City Council and Thurston County Commissioners, prior to adoption of the Joint Plan UGB.

g. Are of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.

Chapter 3 of the Joint Plan contains a land supply analysis which determines that the urban growth area does contain sufficient area and land use densities to accommodate the urban growth projections produced in accordance with the County-Wide Planning Policies.

b. Expansion of the Long-Term Urban Growth Boundary must demonstrate consistency with one of the two following criteria:

- (1) There is insufficient land within the existing Long-Term Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years; or*
- (2) An overriding public interest demonstrating a public benefit beyond the area proposed for inclusion would be served by moving the Long-Term Urban Growth Boundary related to protecting the public*

health, safety and welfare; enabling more cost-effective, efficient provision of sewer or water; and enabling the locally adopted Comprehensive Plans to more effectively meet the goals of the State Growth Management Act.

The UGB expansion meets the second of these two criteria. As mentioned several times previously in Appendix H, the UGB expansion areas are included specifically to provide for more logical boundaries. These boundaries will enable more cost-effective provision of sewer or water and enable the locally adopted comprehensive plans to be more effectively implemented in accordance with the State Growth Management Act. The following demonstrates how each of the expansion areas shown on the Joint Plan Map 2-3 meets ~~this criteria~~these criteria.

The expansion area southwest of the 1988 UGB includes all of the rights-of-way of 88th Avenue and Fairview Road to provide cost-effective and efficient sewer and water provision as shown in the Comprehensive Sewer and Water Plans. Inclusion of these areas also helps meet the first two goals of the State Growth Management Act: "(1) Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner, and (2) Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development." These areas are developing with single-family residential uses at densities that are not rural in nature (e.g., 1 DU per acre). Including them in the urban growth area will allow for the eventual provision of urban facilities to these areas, and will reduce low-density sprawl by allowing for future in-fill of these areas at more urban densities.

The expansion areas along the east and southeast sides of the 1988 UGB are included specifically to provide for more efficient service provision. The northern-most area clarifies the water and sewer service areas for the Cities of Olympia and Tumwater, as called for by a note on the 1988 Urban Growth Management Agreement Map. The area along the west side of the Deschutes River provides for all areas on that side of the river adjacent to the 1988 UGB to be included in the Joint Plan UGB. While this area is not proposed in the Joint Plan for any new development needing water or sewer service, its inclusion in the UGB will enable more efficient provision of other urban services such as police, fire and land use administration. The Deschutes River would provide for a more

easily recognizable boundary than the 1988 UGB (which follows no discernable boundary) and will not create a situation in which service personnel must pass through City jurisdiction to reach County jurisdiction, as the 1988 UGB would.

The area south of 93rd Avenue near Old Highway 99 also will create a more recognizable boundary by significantly reducing the number of properties that would be divided by the UGB in comparison with the 1988 UGB. This would enable more efficient development services and other administrative services by the City.

c. *Reduction of the Long-Term Urban Growth Boundary must demonstrate consistency with the following criteria:*

- (1) *Sufficient land will remain within the reduced Long-Term Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years.*

Reducing the 1988 UGB in the areas proposed will still provide for sufficient land within the urban growth area to accommodate the forecasted urban growth, as demonstrated in item 1.2.a(4)g above.

- (2) *The reduced Long-Term Urban Growth Boundary will include cost-effective sewer and water and transportation service areas.*

The specific reductions of the 1988 UGB will not jeopardize the cost-effective provision of sewer, water and transportation. In fact, the reduction area east of Interstate 5 is an area which only has transportation access (and existing rights-of-way) from 101st Avenue and Case Road outside of the UGB. Retaining this area in the UGB would make the provision of transportation services more difficult and less efficient than under the Joint Plan UGB.

- (3) *Reduction of the Long-Term Urban Growth Boundary is compatible with the use of the designated resource lands and with critical areas.*

The reductions to the 1988 UGB are not likely to affect Thurston County's designated resource lands because these lands are not located in the vicinity of the proposed reductions. The reduction areas do include portions of possible wetland areas, which are critical areas as defined by the Thurston County and City of Tumwater critical areas ordinances. These critical areas will be removed from the 1988 urban growth area under this plan,

removing the possibility of adjacent urban development while retaining the applicability of the Thurston County critical areas ordinance over any future permitted development in the vicinity.

APPENDIX C. THURSTON COUNTY COUNTY-WIDE PLANNING POLICIES

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

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

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

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I. GENERAL POLICIES

(Adopted November 10, 2015)

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

- 1.11 Support education, employment, commercial opportunities, cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being.
- 1.12 Champion energy efficiency and renewable energy strategies that contribute to energy independence, economic stability, reduced climate impacts, and long-term household and community health.
- 1.13 Protect the natural environment while acknowledging the interdependence of a healthy environment and a healthy economy.
- 1.14 Provide for adequate active and passive recreational opportunities.

II. URBAN GROWTH AREAS

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

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

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

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

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

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

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

systems, municipal services, parks and schools to serve growth that is planned for in adopted local comprehensive plans; and

- b. Protecting ground water supplies from contamination and maintaining ground water in adequate supply by identifying and reserving future supplies well in advance of need.

IV. JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS

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

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

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

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

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

VI. ANALYSIS OF FISCAL IMPACT

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

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

VII. ECONOMIC DEVELOPMENT AND EMPLOYMENT

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

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

- j. Adding incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.

VIII. AFFORDABLE HOUSING

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

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

IX. TRANSPORTATION

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

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

Regional Planning Council, in accordance with the provisions of the Washington State Growth Management Act.

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

X. ENVIRONMENTAL QUALITY

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

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

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

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

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

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

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

11.2 These county-wide policies will be reviewed upon the request of four jurisdictions.

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

~~CITY OF TUMWATER/THURSTON COUNTY~~CITY OF TUMWATER AND THURSTON COUNTY
JOINT PLAN
APPENDIX D CITY OF TUMWATER LANDS FOR PUBLIC PURPOSES ELEMENT
APPENDIX D. CITY OF TUMWATER LANDS FOR PUBLIC PURPOSES
ELEMENT

Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.

APPENDIX E. CITY OF TUMWATER UTILITIES ELEMENT

Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.

APPENDIX F. CITY OF TUMWATER HOUSING ELEMENT

Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.

**APPENDIX G. CITY OF TUMWATER PARKS, RECREATION, AND OPEN
SPACE PLAN**

Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.

APPENDIX H. CITY OF TUMWATER TRANSPORTATION ELEMENT

Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.

CITY OF TUMWATER ~~AND~~ THURSTON COUNTY JOINT PLAN
~~APPENDIX H~~ CITY OF TUMWATER ~~TRANSPORTATION~~ ECONOMIC DEVELOPMENT
~~ELEMENT~~ PLAN
APPENDIX I. CITY OF TUMWATER ECONOMIC DEVELOPMENT PLAN

Note: The information in this appendix is contained in its entirety as an Element of the City of Tumwater Comprehensive Plan.

CITY OF TUMWATER ~~AND~~ THURSTON COUNTY JOINT PLAN
APPENDIX ~~I~~J ~~MEMORANDUM OF UNDERSTANDING~~1983 M.O.U. ON URBAN GROWTH
MANAGEMENT
(~~JANUARY 31, 1983~~)

APPENDIX J. MEMORANDUM OF UNDERSTANDING ON URBAN
GROWTH MANAGEMENT (JANUARY 31, 1983)

[Staff Note: Attach Memorandum of Understanding on Urban Growth Management
(January 31, 1983)]

CITY OF TUMWATER ~~AND/~~ THURSTON COUNTY JOINT PLAN
APPENDIX ~~JK~~ 1988 M.O.U. ~~MEMORANDUM OF UNDERSTANDING:~~ ON URBAN GROWTH
MANAGEMENT
(JUNE 1988)

APPENDIX K. MEMORANDUM OF UNDERSTANDING ON URBAN
GROWTH MANAGEMENT (JUNE 1988)

[Staff Note: Attach Memorandum of Understanding: An Urban Growth
Management Agreement (June 1988)]

CITY OF TUMWATER ~~AND~~ THURSTON COUNTY JOINT PLAN

APPENDIX ~~KL~~

~~M.O.U. ON~~MEMORANDUM OF UNDERSTANDING:

~~ON~~ URBAN GROWTH AREA AND

DEVELOPMENT STANDARDS ~~(DECEMBER 7, 1995)~~

APPENDIX L. MEMORANDUM OF UNDERSTANDING: ON URBAN
GROWTH AREA AND DEVELOPMENT STANDARDS
(DECEMBER 7, 1995)

[Staff Note: Attach Memorandum of Understanding: Urban Growth Area Zoning and
Development Standards (December 7, 1995)]