



# **TUMWATER TOWN CENTER**

## **LAND USE PLAN**

*December 2004*





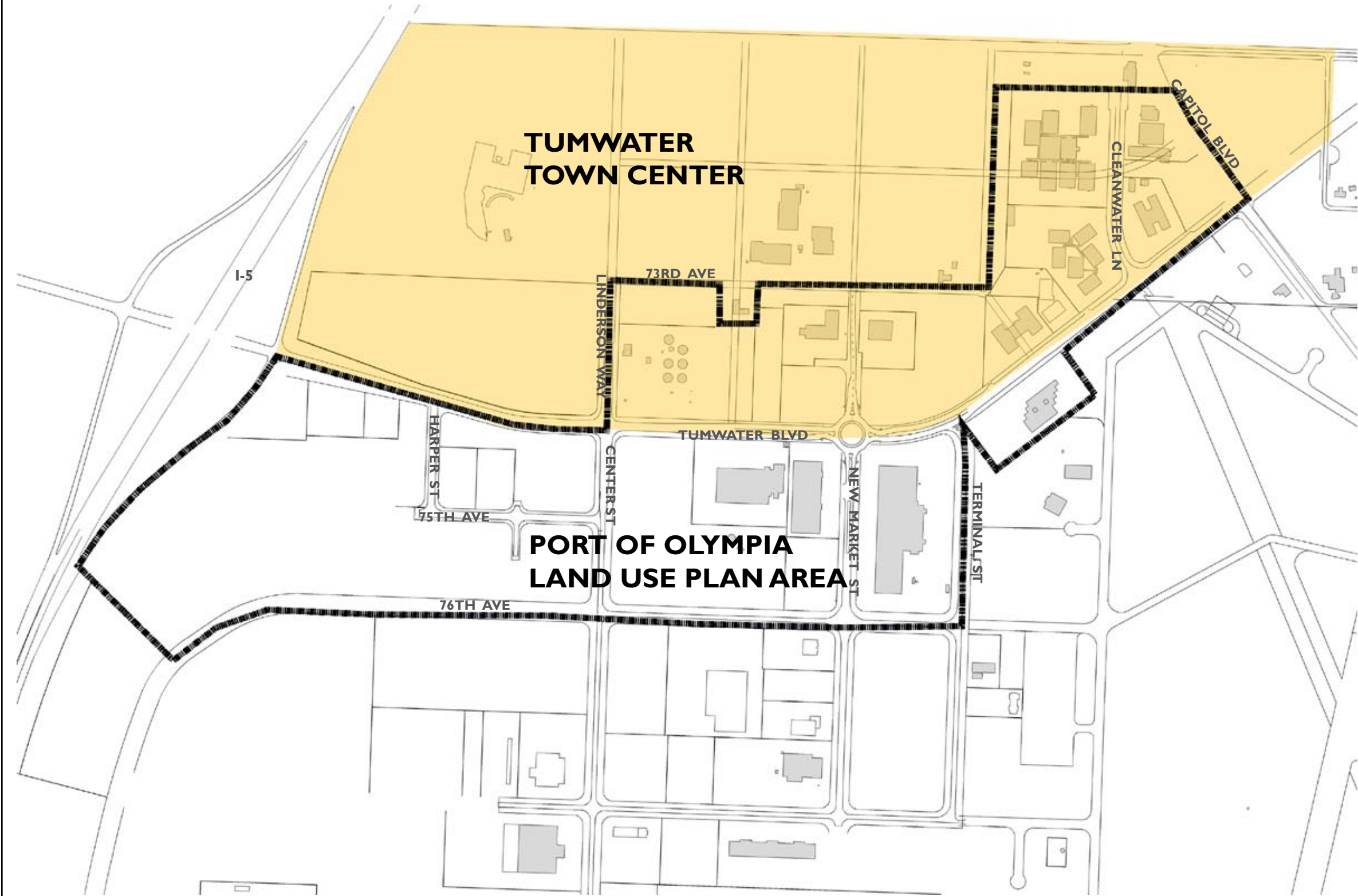
Introduction

In coordination with the planning endeavors put forth by the City of Tumwater for the Tumwater Town Center and improvements to Tumwater Boulevard, the Port of Olympia has designated a section of property adjacent to these areas for the development of a land use plan.

The Port of Olympia owns and manages an area in the southernmost part of the City of Tumwater, divided into two strategic planning areas known as Airdustrial Park and the Olympia Airport. The current *Port of Olympia Comprehensive Plan* (May 1995) includes the Airdustrial Park Land Use Plan and Olympia Airport Master Plan.

The study area for this land use plan consists of about 150 acres in the northern section of Airdustrial Park, including 60 acres within the Tumwater Town Center (shown this page).

The purpose of the land use plan is to promote future development that reflects the pattern of the emerging Town Center, and provide a smooth transition to the fabric of development within the industrial park and airport properties. Related to the land use plan are the *Design Guidelines for the Tumwater Properties* (2003) and the Port's administrative process of design review for the properties in the land use plan area.





Leased Parcels

The Port of Olympia currently divides and leases their Tumwater properties by binding site plans. The diagram to the right shows the existing leased properties and the years of lease expiration (including extension options). This information illustrates a future pattern of redevelopment and provides a potential timeline for implementing a master development plan.

The striped area indicates mostly greenfield or untouched properties that are available for development. The land use plan could be implemented immediately in these areas.





## Objectives



- Develop a distinct, strong, cohesive identity for the area, establishing subdistricts that correspond to intended patterns of growth.
- Maximize the urban intensity by structuring and encouraging growth toward a more concentrated, pedestrian friendly, and transit supportive area.
- Creatively combine objectives to coordinate and implement both the City of Tumwater's and Port of Olympia's Comprehensive Plans.
- Facilitate economic development and marketability by attracting new interest, investors, and customers to the area.
- Implement development practices in the area that embody environmentally sustainable principles.
- Provide necessary infrastructure, public facilities and services for the area, including accommodation of truck traffic.
- Establish guiding principles that support a master development plan.



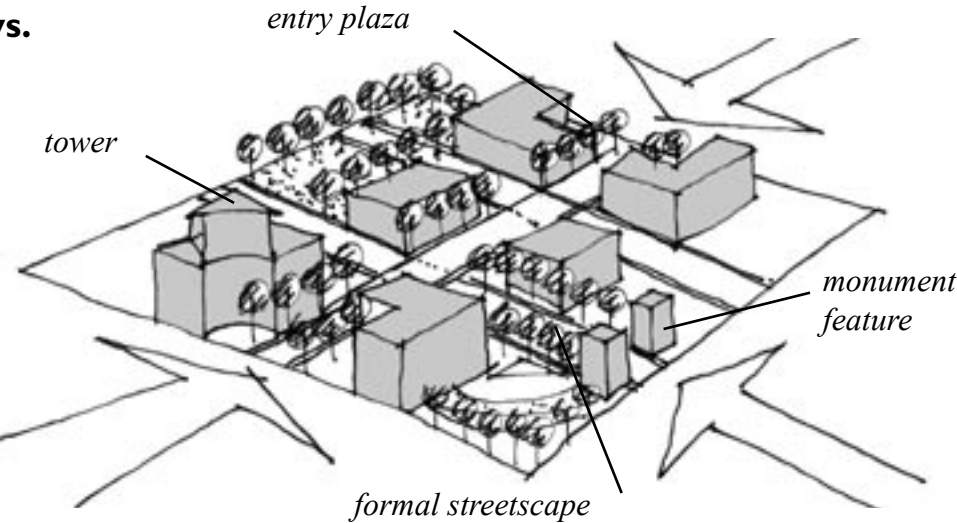
Principles

- 1. Establish Identity**  
Develop and create an identity for the Port properties that corresponds to the Tumwater Town Center and is realized through site-sensitive building design, a pedestrian-friendly environment, and subtle unifying elements such as landscaping and signage.
- 2. Reinforce Gateways**  
At designated gateways around Port properties, development should include visually prominent and attractive features, including aspects of the streetscape, site design and building design.
- 3. Offer Multiple Choices of Pedestrian Movement**  
Development should contribute to the network of sidewalks, walkways and trails, and access to transit.
- 4. Create a variety of Public Spaces and Connections**  
Development should contribute to and connect with existing landscape, recreation, and open space areas (such as small corner plazas and parks) to create a network of usable green corridors and spaces.

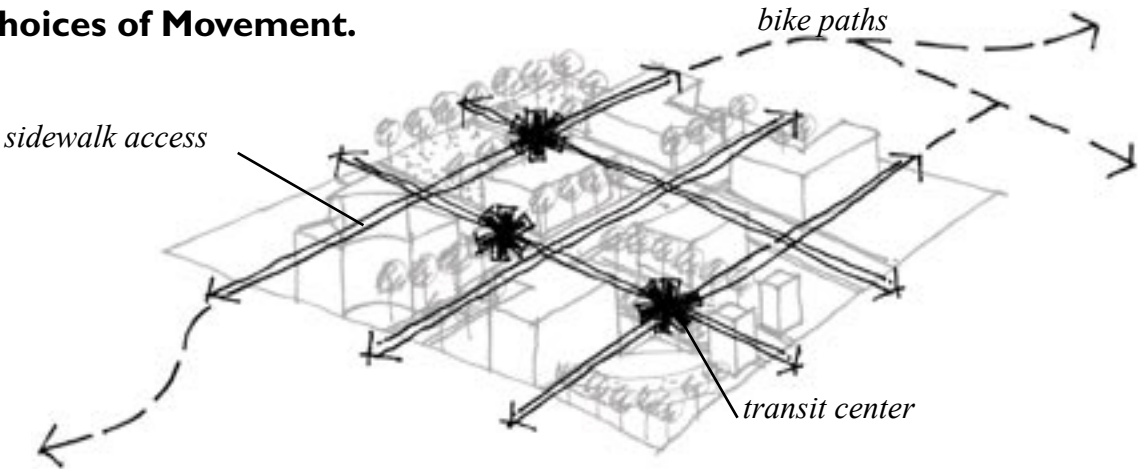


Community Identity.

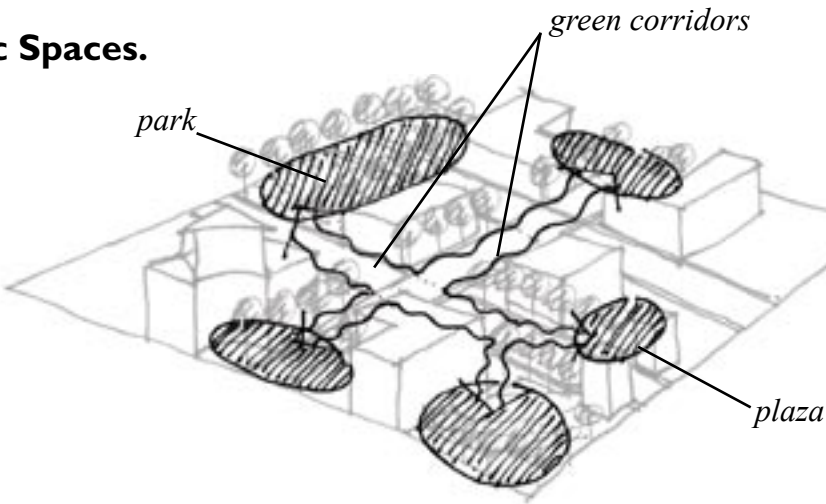
Gateways.



Choices of Movement.



Public Spaces.

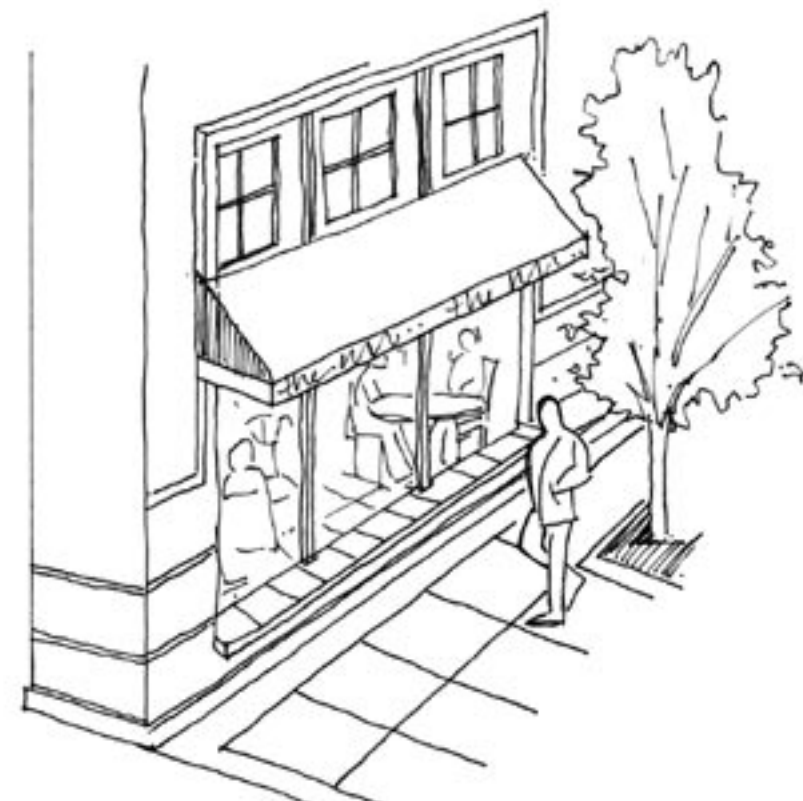




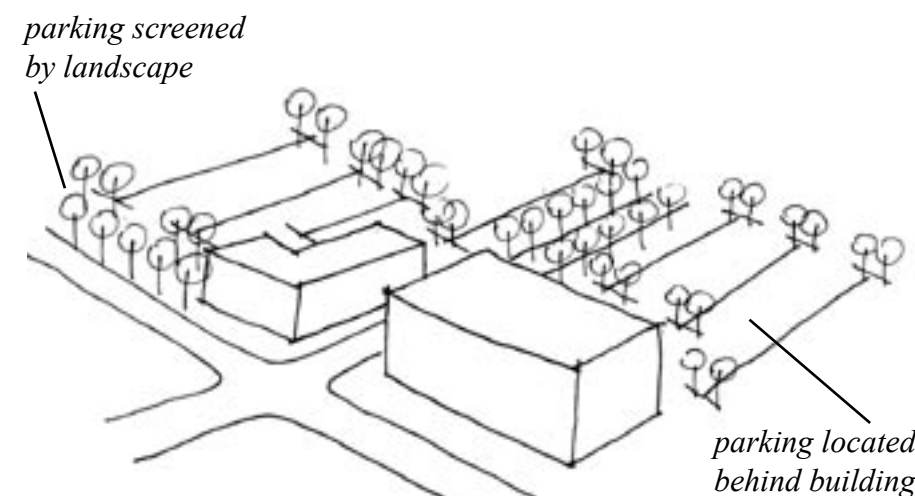
**Pedestrian Realm.**



**Creative Building Forms.**



**No “back sides” to buildings.**



**Unobtrusive Parking.**

## Principles

### 5. Strengthen the Pedestrian Realm

Paving materials, landscaping, lighting, site furnishings, and ground floor building façades should contribute to the scale and character of the pedestrian environment in order to create a safe, convenient, and attractive setting for people on foot.

### 6. Encourage Creative Building Forms

New development should display quality and character through materials and architectural expression such as massing, articulation, and roof forms.

### 7. Treat all Faces of Buildings

Buildings should not display blank, unattractive walls to the adjacent street or residential areas.

### 8. Incorporate Environmentally Responsible Development Practices

Development and infrastructure should be sensitive to environmental conditions and consider such techniques as green building design, xeriscaping, and stormwater retention.

### 9. Support Transit

Transit riders and existing and future transit routes should be accommodated by providing shelters and connections.

### 10. Locate Parking Unobtrusively

Surface parking lots should be located so that buildings and vegetation are emphasized.



Districts

The land use plan area has been divided into three districts according to land use emphasis. The purpose of these districts is to:

- focus certain types of development,
- extend the Town Center,
- promote pedestrian-oriented development,
- and allow for seamless transitional development adjacent to the Town Center.

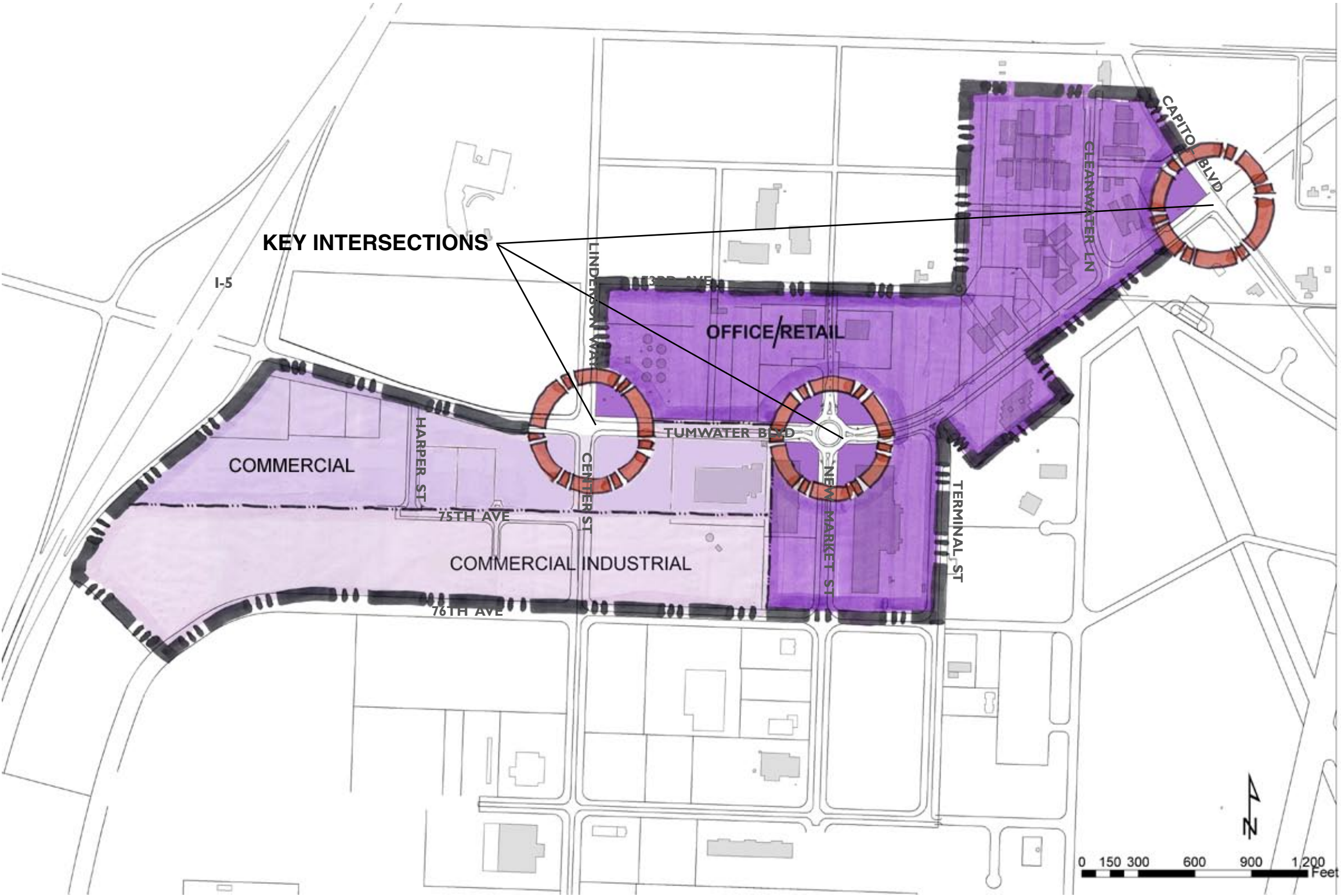
The **Commercial District**, which includes parcels adjacent to I-5, will consist of freeway-oriented commercial, including retail, office, and hotel uses. Signage will be freeway-oriented.

The **Commercial Industrial District**, located south of Tumwater Boulevard, will include commercial, office, warehousing and light industrial. The signage type will be appropriate to its arterial orientation.

The **Office / Retail District**, overlapping the City of Tumwater’s designated Town Center, will include commercial, office, and retail uses. This may include mixed-use development, especially north of Tumwater Boulevard. In keeping with the massing, design, and intent of this district, signage will be pedestrian-oriented.

Key intersections are indicated along Tumwater Boulevard at Center and Linderson, New Market St, and Capitol Blvd. These locations act as gateways to both the Town Center and the Port properties and deserve special visual treatment. Any of various design methods shall be used, such as unusual or prominent building forms, pedestrian plazas, and special landscaping (see the *Design Guidelines for the Tumwater Properties*).

	Commercial	Commercial Industrial	Office / Retail
Uses (Port of Olympia Comp. Plan, May 1995)	freeway-oriented commercial, retail, office, hotel	commercial, office, warehousing, light industrial	commercial, office, retail
Signage	freeway-oriented signage	arterial-oriented signage	pedestrian-oriented signage





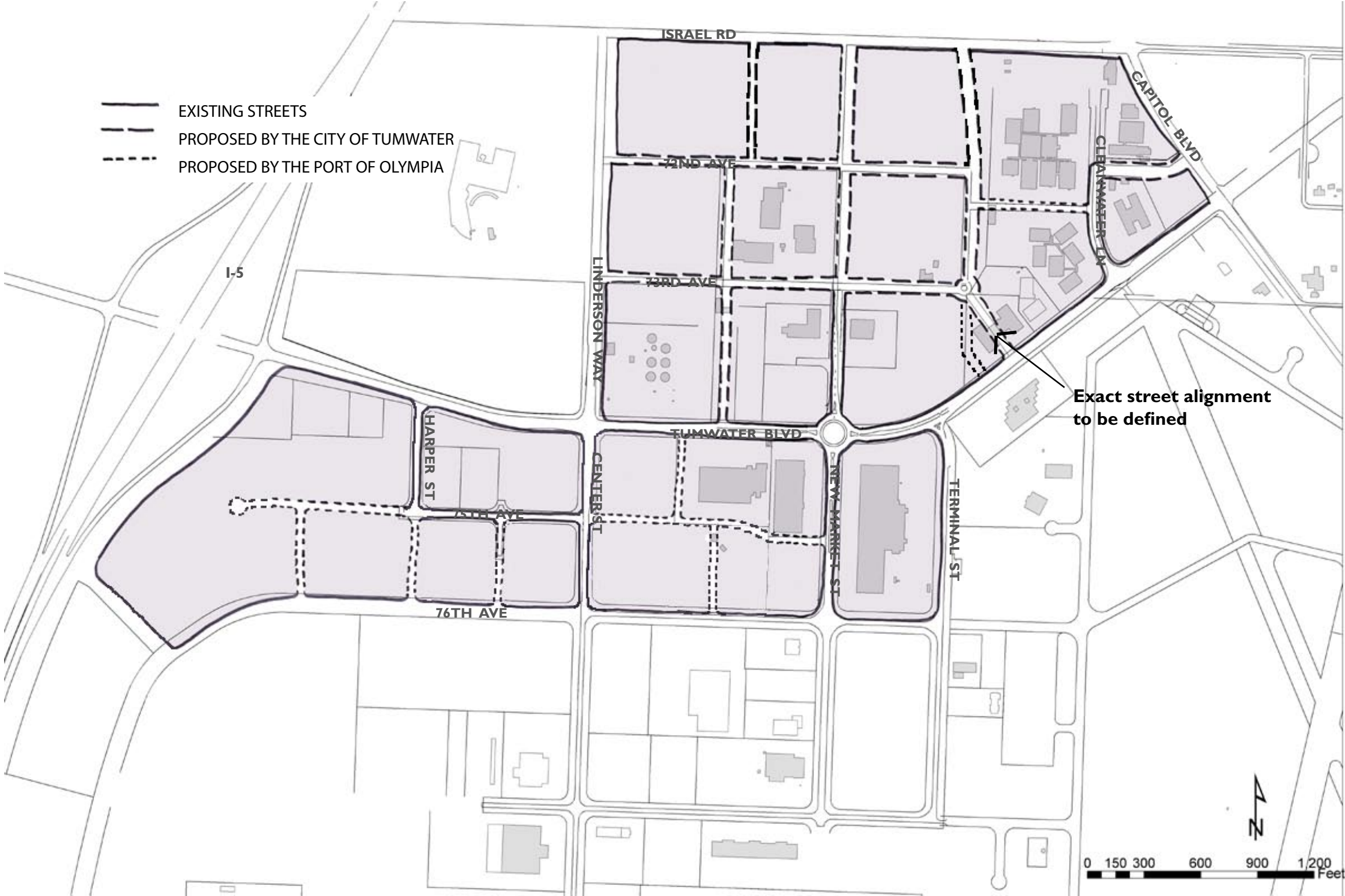
Streets and Block Pattern

The land use plan calls for a number of new streets, resulting in new city blocks. Overall the streets and blocks system works to:

- break down the scale of superblocks,
- provide better access and circulation,
- enhance movement,
- and create more exposure and visibility for development.

The streets and block pattern diagram (left) takes into account the grid north of Tumwater Boulevard proposed in the *Tumwater Town Center Street Design Final Report* (September 2003). These ~600 ft long blocks are rather large for extensive pedestrian activity, even with a wealth of amenities.

Pedestrian mobility around concentrated development is a Port objective. The block pattern proposed for south of Tumwater Boulevard reflects a generally smaller scale that also corresponds to existing leased properties and potential vehicle accessibility for future development.



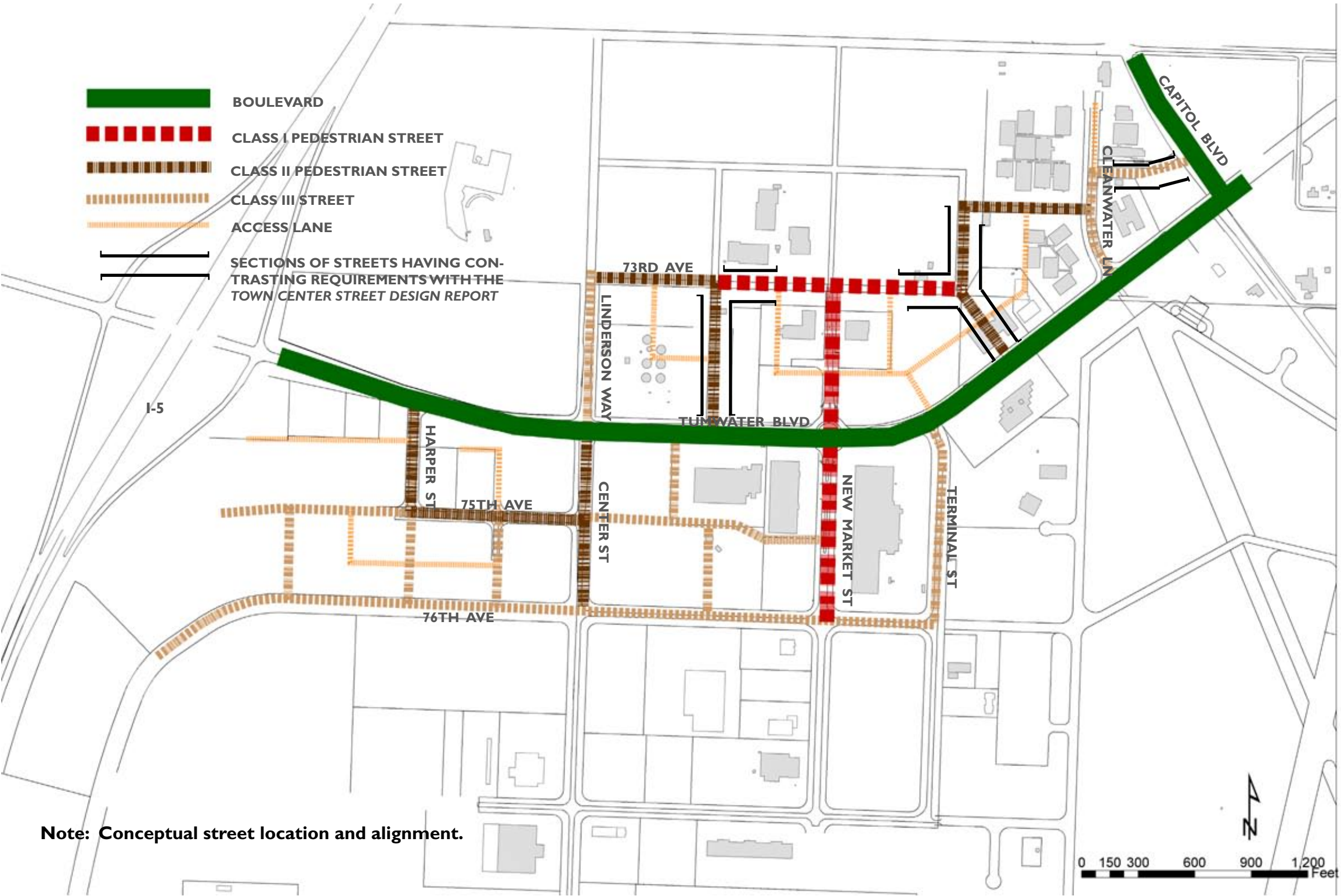


Street Types

The street class system is a method of assigning development patterns and pedestrian-oriented characteristics according to a hierarchy of streets. The class system is used to strategically develop the character of a planned area through design guidelines that support different levels of pedestrian activity. Guidelines address building and entrance orientation, ground floor details and transparency, weather protection, pedestrian signage, street trees and sidewalks, and lighting and furniture.

Street types shown here (Boulevard, Class I Pedestrian Street, Class II Pedestrian Street, and Class III Street) are described in the *Design Guidelines for the Tumwater Properties* (2003), under “Street Class System”, and outlined here on page 11.

Additional Access Lanes are illustrated on the map to the right, and are intended to specify intra-block vehicular access for parking and service, including truck traffic. For more specific guidelines pertaining to street types, refer to the *Design Guidelines for the Tumwater Properties*.





Street Types					
	Boulevard	Class I Pedestrian (Town Center “Main Street”)	Class II Pedestrian (Town Center “Green Street”)	Class III	Interior Block Access
<b>Location</b> (refer to diagram page 8: “Street Types”)	Tumwater Blvd, Capitol Blvd	New Market St, 73rd Ave.	Harper St, Center St, 75th Ave (+ proposed streets)	all other streets (+ proposed streets)	through block parking access
<b>Street Trees</b> (trees specified in <i>Tumwater Town Center Street Design</i> Final Report, 2003)	required	required	generally required	encouraged	encouraged
<b>Street Walls</b> Buildings set to sidewalk	required for Tumwater Blvd @: 1. Center/ Linderson 2. New Market St 3. Capitol Blvd	required	generally required	not required	not required
<b>Sidewalk Width</b> (corresponds to <i>Tumwater Town Center Street Design</i> Final Report, 2003)	6’ plus planting strip at back of curb	<b>New Market St:</b> 15’ with tree grates <b>73rd St:</b> 12’ with tree grates	8’ with 6’ planting on each side	6’ plus planting strip at back of curb	6’
<b>Upper Level Setbacks</b> For buildings over 3 stories that are set to sidewalk	required	required	encouraged	not required	not required
<b>Parking Location</b>	rear, side and front of building allowed except at key intersections (see “Street Wall”)	parking allowed only in rear of building and on-street	rear and side of building allowed	rear, side and front of building allowed	n/a
<b>Perimeter Planting</b>	required in all cases where parking abuts street	not applicable - parking will not abut street	required in all cases where parking abuts street	encouraged	encouraged
<b>Lighting</b>	Properties located in Town Center should follow guidelines specified in <i>Tumwater Town Center Street Design</i> Final Report, 2003				
<b>Street Furniture</b> Located in high activity areas, i.e. bus stops, intersections, mid-block crosswalks	required	required	generally required	encouraged	n/a



Street Trees

Street trees are an important asset to an area by providing:

- a sense of unity and identity,
- shade and comfort for pedestrians along the sidewalk,
- and a buffer between the sidewalk and street that also acts to calm traffic.

Regularly spaced street trees are required for Boulevards and Class I Pedestrian Streets (see Street Types chart on page 11). The *Town Center Street Design Final Report* (2003) specifies size and type of trees for the Town Center, which should be continued on required streets south of Tumwater Boulevard. For other streets in the Port land use plan where street trees are generally required or encouraged, street trees should be both visually unifying and diverse in species, with preference given to sturdy native species that require low maintenance.

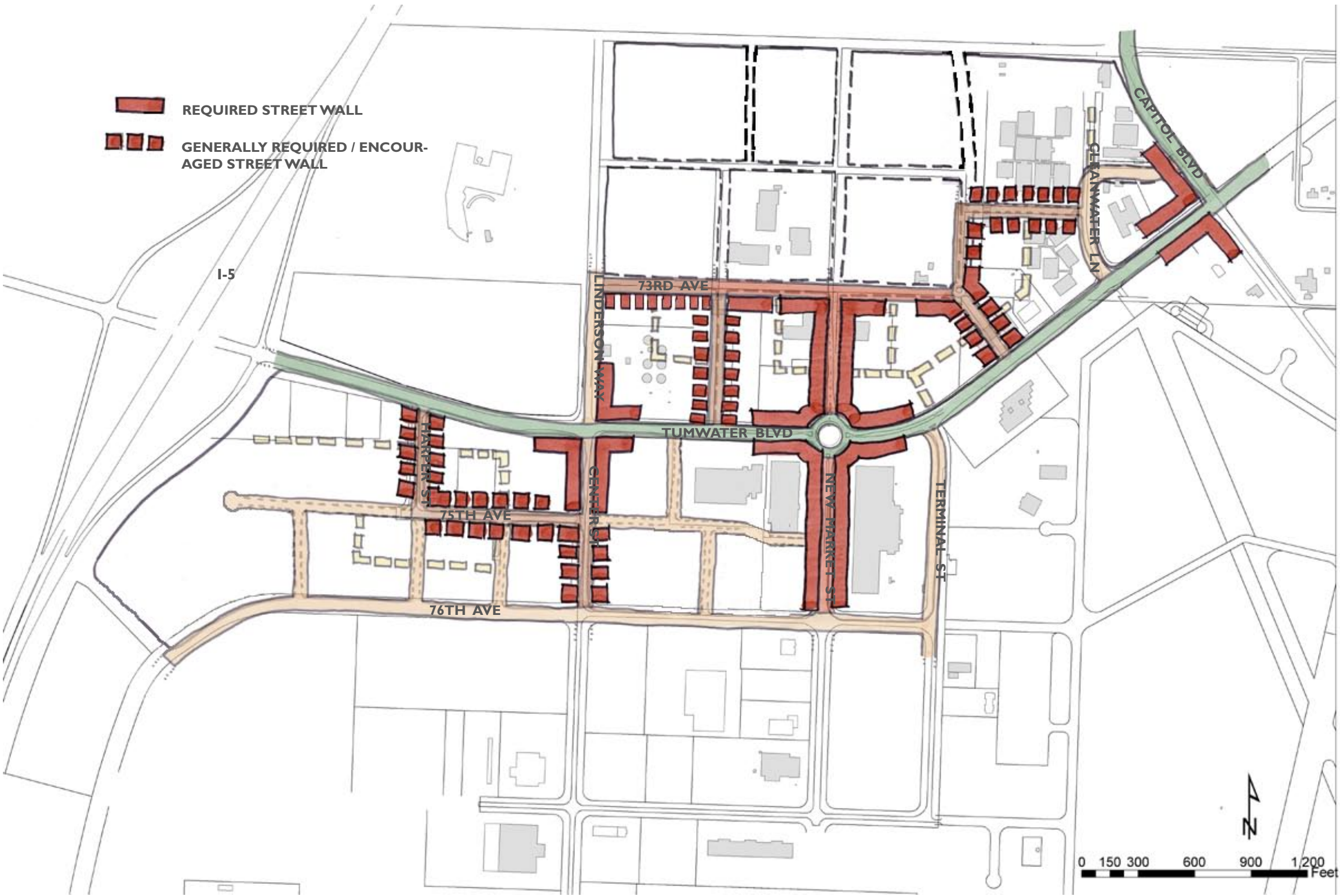




Street Walls

Street walls are building façades that are located in close proximity to the nearest sidewalk, in a manner that contains and frames the street. This development technique provides a sense of urban intensity, generally slowing vehicular movement and facilitating pedestrian activity.

Street wall requirements by street type are outlined in the Street Types chart on page 11.





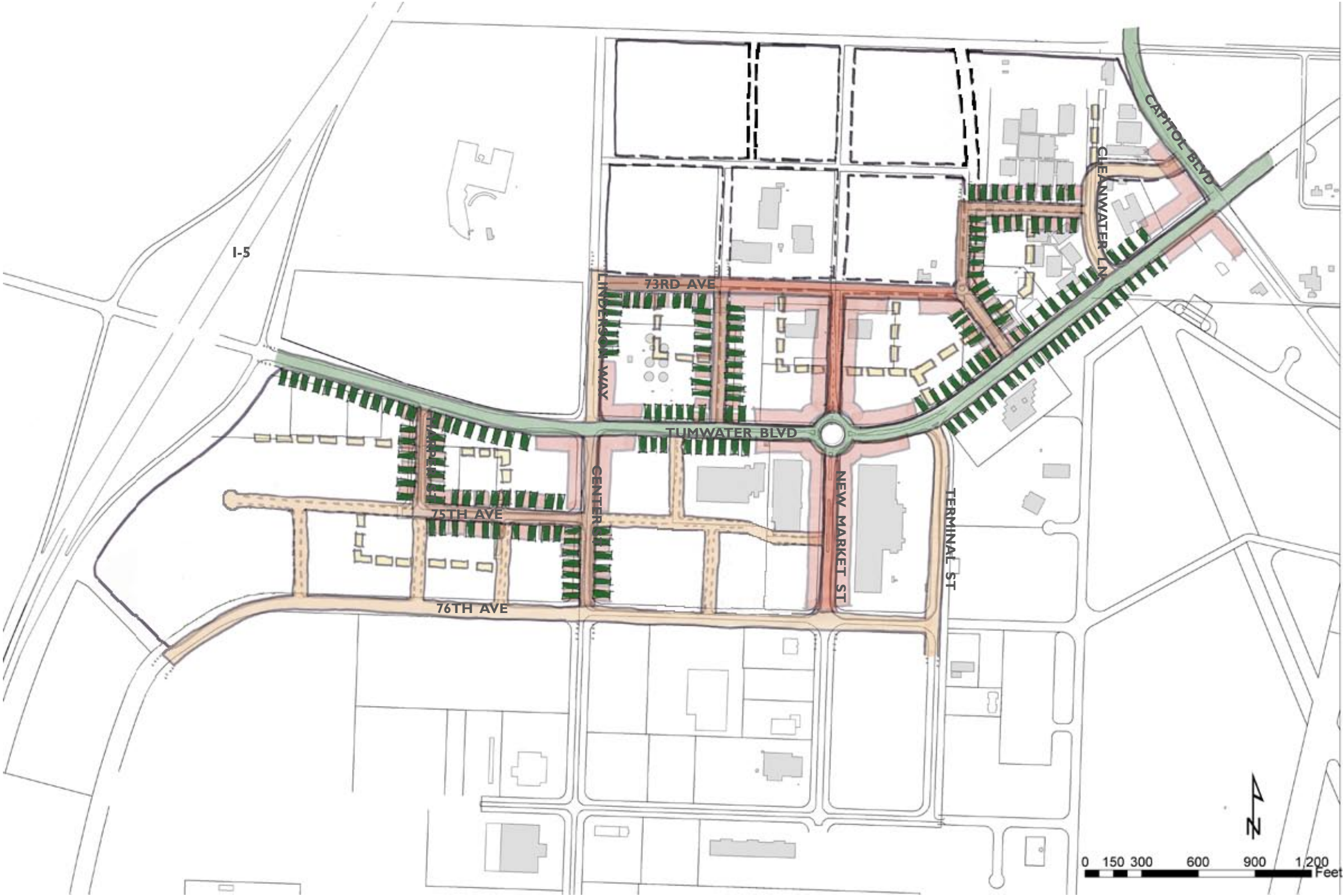
Perimeter Planting

Perimeter planting refers to landscaping treatment at the edges of developments where they do not have buildings set close to the street (note that the diagram corresponds to the previous Street Walls diagram). The purpose of perimeter planting is to:

- provide a natural screening for parking lots,
- enhance the pedestrian experience,
- and maintain a green, park-like setting.

Perimeter planting will be required in some areas where parking abuts the street (as allowed). For specific guidelines on perimeter planting, see *Design Guidelines for the Tumwater Properties*, “Parking Lots: Screening.”

Perimeter planting requirements by street type are outlined in the Street Types chart on page 11.





Parking Concept

Adequate parking must be provided with new and re-development, and location of parking is key. The benefits of planning for parking are:

- the efficiency of access and the possibility of shared use,
- understanding the feasibility of structured parking,
- to allow buildings to be prominent and accessible from the street,
- and to improve the pedestrian experience.

The Port parking concept, illustrated on the left, distinguishes between the areas where parking lots are *allowed* and where they are *preferred* by the Port to be located. It is understood that parking will not be located in *all* of the allowed or preferred areas, but will be positioned in a portion anywhere within the areas. The diagram to the left also shows the location of on-street parking, which takes into account the *Town Center Street Design* report, as well as potential parking structure locations. Parking structures require 125' - 250' widths and may be stand alone structures or incorporated into buildings along Class I and II Pedestrian Streets.

Allowed surface parking locations within developments are specified in the Street Types chart on page 11.





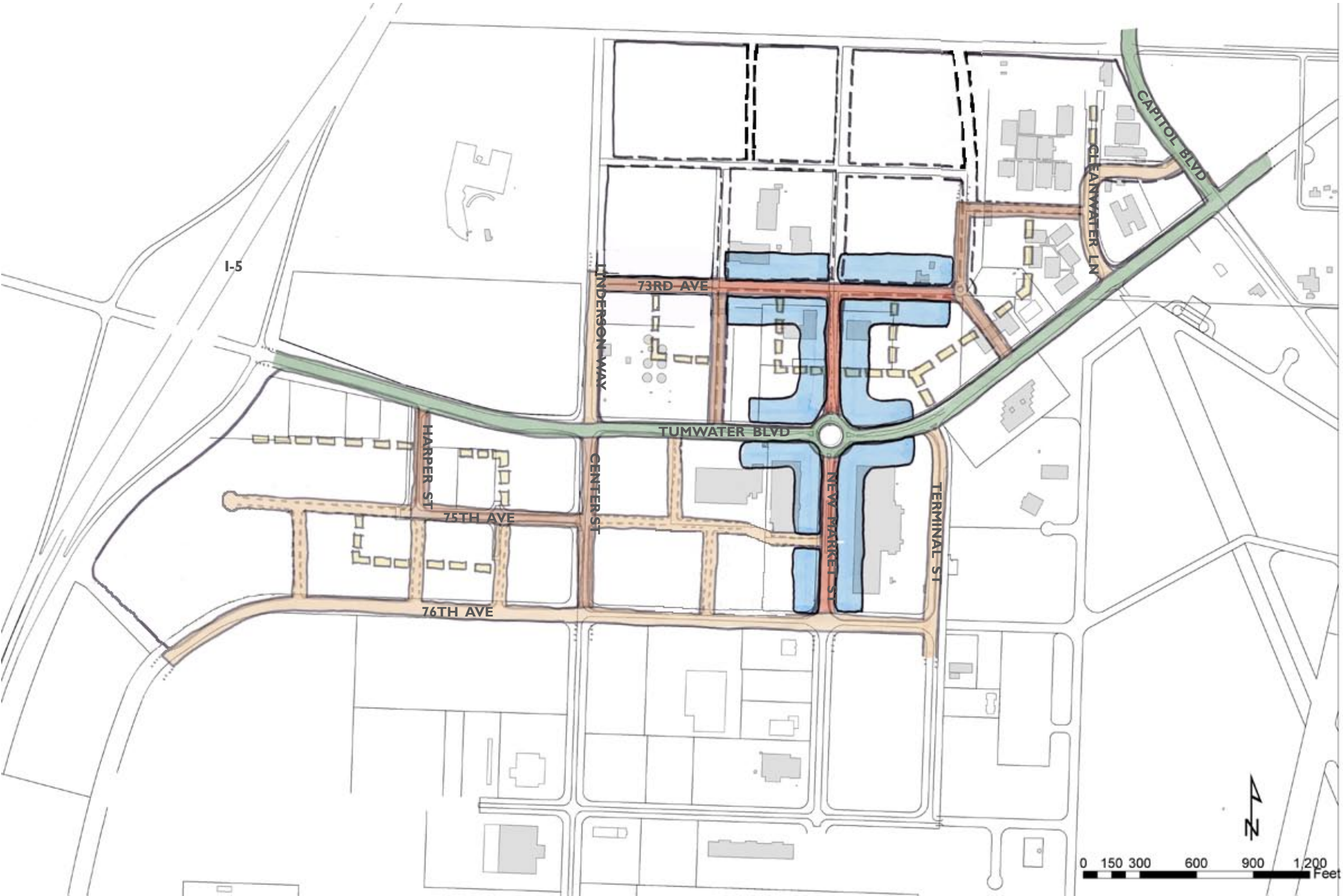
Upper Level Stepbacks

Upper level stepbacks on taller buildings enhance the street-level experience by:

- visually reducing the bulk and massing of buildings,
- preventing a wind tunnel effect along the street,
- and allowing more light and air to reach the street and sidewalks.

Upper level stepbacks apply to buildings set close to the sidewalk (see “Street Walls” diagram), and occur above the third story. There is a discrepancy with the *Town Center Building and Site Design Standards* (Chapter 18.23 in the *Tumwater Municipal Code*), which requires buildings of four or more stories along main streets in the Town Center to have an upper level stepback above the second story.

Upper level stepback requirements are outlined in the Street Types chart, page 11.





# Open Space Concept

The Port of Olympia's Land Use Plan offers several opportunities to provide a complete Open Space program. The availability of open spaces will:

- create a cohesive public identity for the Port of Olympia,
- allow passive and active recreational uses,
- and provide an opportunity for historic, civic, and cultural events.

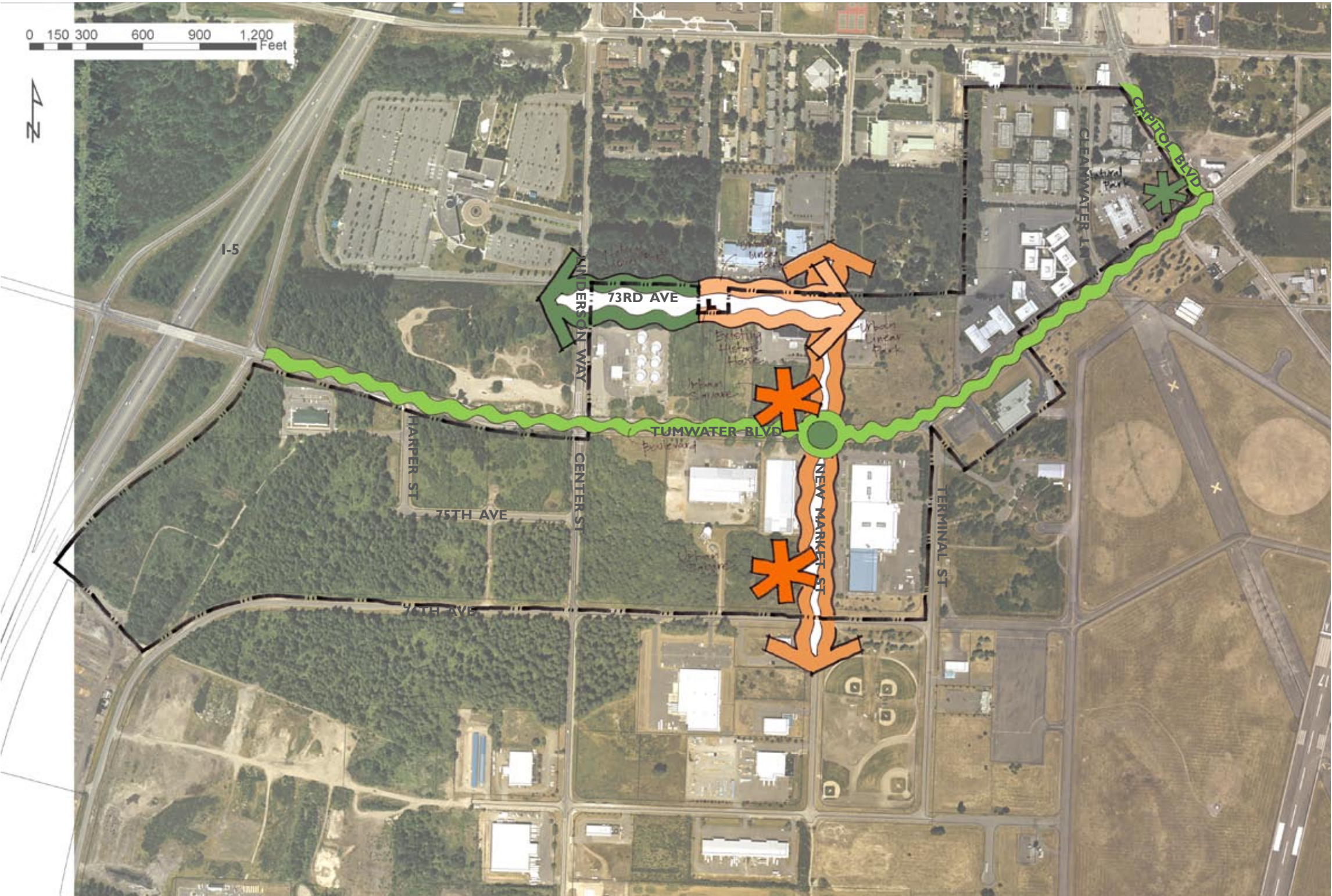
Several open space alternatives were initially proposed using various combinations of the following concepts:

The **Natural Park** concept centers on the large canopies of existing trees north of 73rd Ave, as well as the Brighton Park Grange, a local historic landmark. The natural park would comprise a low impact design and passive use, e.g. walking trails and historic and ecological markers.

The **Urban Park** concept refers to an active plaza or park with a steady pedestrian volume. The open space would be granted through a larger setback within a building envelope along New Market Street.

The **Linear Park** concept is intended to enhance the pedestrian experience, either through a natural park setting along 73rd Ave, or along New Market Street, where the streetscape would include special paving, pedestrian amenities, and the capacity to host a variety of public events, e.g. an outdoor market or parade.

The Port's preferred open space concept (this page) embraces a synthesis of the ideas generated in the alternatives to form a complete, multi-purpose Open Space Plan.





3D Models

The computer-generated models on this page illustrate the potential buildout of the study area according to the design elements set forth in this document.

Buildings in the model are oriented to the street, have gateway features, and upper level stepbacks along certain streets. Space for surface parking lots has been left in block interiors and along minor streets.

The first view (right) shows the open space concept as well as a more detailed view of New Market Street. The birdseye view below gives an overall sense of potential development for the Port of Olympia properties.



Brighton Park Grange

