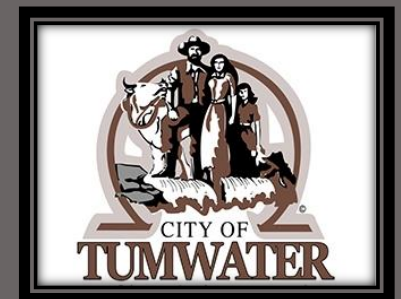


Planned Unit Development Amendments

Tumwater Development Guide Amendments
Ordinance No. O2022-006

July 7, 2022
Public Works Committee Briefing



Issue

- The City's planned unit development regulations were last substantially updated in 2000
- In other jurisdictions, planned unit developments provide a quantifiable public benefit in exchange for flexibility in addressing existing regulations

Issue – Benefits & Flexibility

- Currently, planned unit developments in the City provide a benefit to developers by giving flexibility in addressing existing regulations, but have not provided a quantifiable benefit to the public
- The proposed amendments provide developers flexibility in addressing existing regulations in exchange for requiring quantifiable public benefits

Issue – Private Streets

- Current regulations do not clearly address the requirements for private streets as part of planned unit developments
- The amendments would:
 - Provide more specificity in regards to when and how private streets are allowed
 - Amend the definition of a private street in TMC Title 17 to be consistent with the *Tumwater Development Guide* and amend the sections of the *Tumwater Development Guide* that addresses private streets as needed

Summary of Amendments

1. Private Streets

- a. Amend the definition of private street in TMC 17.04.385 to read:

“Private street” means a privately owned and maintained vehicular access serving property, which is provided for by an access tract, easement, or other legal means.

Summary of Amendments

1. Private Streets

b. Tumwater Development Guide

CHAPTER THREE

Section 3.4.A (Page 3-4)

GENERAL ENGINEERING CONSIDERATIONS

3.4 Definitions and Terms

[...]

"PRIVATE STREET" - A privately owned and maintained vehicular access serving property, which is provided for by an access tract, easement, or other legal means~~Private vehicular access provided for by an access tract, easement, or other legal means, to serve property that is privately owned and maintained.~~

[...]

Staff Notes: The definition in Section 3.4 of the Tumwater Development Guide for "private street" is amended to be consistent with the amended definition of "private street" in TMC 17.04.385 Private Street.

Summary of Amendments

1. Private Streets

b. Tumwater Development Guide

Section 4.8 Private Streets (Pages 4-6 and 4-7)

STREETS

4.8 Private Streets

See definition of private street in Section 3.4.

A. Private streets may be allowed under the following conditions:

1. ~~A private street may be p~~Permanently established by tract or easement ~~to provide~~ing legal access to serve no more than four dwelling units. If all of the dwelling units in a development meet the federal definition of low income, then the private street may serve up to nine detached single family dwellings or up to thirty-five attached single family or multifamily dwelling units. A private street may serve up to four businesses on separate parcels, or four businesses situated on one parcel, or businesses on four separate parcels, or unlimited dwelling units or businesses situated on one parcel and sufficient to accommodate required improvements, to include provisions for future use by adjacent property owners when applicable. The four parcel restriction does not apply to private streets in the Port of Olympia Airdustrial Park private roadsNew Market Industrial Center due to Federal Aviation Administration requirements. ~~In addition, private streets may be allowed as part of an approved PUD, if conditions 2-5, below, are met.~~

Summary of Amendments

1. Private Streets

b. Tumwater Development Guide

2. ~~In addition, private streets may be allowed as part of an approved PUD, if conditions 2-5, below, are met.~~ Meet the minimum design standards for private streets in ~~Table 1~~ the Street Section Design table in Section 4.4.
3. Accessible at all times for emergency and public service vehicle use.
4. ~~Will not result in landlocking~~ of present or future parcels nor obstruct public street circulation.
5. ~~Covenants have been approved, recorded, and verified with the City, which provide for maintenance of the private streets and associated parking areas by the owner or homeowners association or other legal entity.~~
6. Private streets must include provisions for future use by adjacent property owners when applicable.
- 5.7. Private streets may be allowed as part of an approved planned unit development, if the requirements of TMC 18.36.100(B) are met.

B. Acceptance as Public Streets.

Acceptance of private streets as public streets will be considered only if the street(s) meet all applicable public street standards, including right-of-way widths. The developers engineer shall provide as built designs and testing to confirm proper construction standards.

Staff Notes: Amendments to this section match proposed amendments to the Planned Unit Development Chapter in TMC 18.36.

Summary of Amendments

1. Private Streets

b. Tumwater Development Guide

Section 3.18 (Page 3-15 and 3-16)

GENERAL ENGINEERING CONSIDERATIONS

3.18 Utility Extension

- A. Anyone who wishes to extend any City utility should contact the ~~Development Services~~Transportation and Engineering Department for an Extension/Connection Fee Estimate and any special extension requirements.
- B. Utility mains shall be required to be extended to and along all frontages, including private roads, any property being developed for loop closures and/or future development as determined by the City. Size shall be as shown on comprehensive plans or as required to serve future development but not less than the minimums required elsewhere in this document.
- C. In the case of a property being developed and, upon the determination of the ~~Development Services~~Transportation and Engineering Director, not being required to connect to the city utility for reasons typically associated with the property's lack of proximity to existing utilities or location outside city limits, but within the urban growth area, the owner may be allowed the option, at the discretion of the ~~Development Services~~Transportation and Engineering Director, of paying a fee in lieu of actual installation of the otherwise required extensions. The fee in lieu payment will be equal to 50% of the estimated cost for the city to install the extensions.
- D. For utility extensions outside the City limits, all infrastructure improvements should be made at the more restrictive jurisdictional requirements.
- E. For more specific information regarding utilities, please refer to the appropriate chapter in this Guide.

Staff Notes: Section 3.18 is updated to reflect the current structure of the City Departments and the Growth Management Act requirements about limiting urban services to the City and its urban growth area.

Summary of Amendments

2. Public streets are required in a planned unit development, except private streets are allowed:
 - a. When serving 4 or fewer residential dwelling units, unless all of the dwelling units are low income, then private streets may serve up to 9 detached single family dwellings or up to 25 attached single family or multifamily dwelling units
 - b. When serving up to 4 businesses on separate parcels, or up to 4 businesses situated on 1 parcel
 - c. The private street must meet the minimum design standards and requirements for private streets in the *Tumwater Development Guide*

Recommendation

Planning Commission recommends approval of the proposed amendments as shown in Ordinance No. O2022-006

Next Steps

City Council

- Public Works Committee briefing – July 7, 2022
- General Government Committee briefing – July 13, 2022
- Worksession – July 26, 2022
- Consideration – August 1, 2022