

# Exhibit 18

## Tumwater Town Center STREET DESIGN



*FINAL REPORT*  
*September 5, 2003*



Adopted by Ordinance O2004-003 by the City Council on June 15, 2004 as an amendment to the City of Tumwater Development Guide

Amended by Ordinance No. O2019-004, on December 3, 2019



# TUMWATER TOWN CENTER

## STREET DESIGN PLAN

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Prepared for: City of Tumwater

**MAKERS** worked with the Tumwater Town Center Advisory Committee from November 2002 to August 2003 to prepare this plan. Committee members are listed below.

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# TUMWATER TOWN CENTER

## STREET DESIGN

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# Executive Summary

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The Tumwater Comprehensive Plan envisions a town center evolving on 190 acres bordered by Interstate 5, Tumwater Boulevard SW, Nicholas Street SE, and Israel Road SW. The vision for this area includes the creation of a downtown, a community gathering place, a broad mix of uses and open space to create a true town center. The town center should contain a cohesive residential neighborhood, a cultural focus, a business core, and the critical mass necessary for public transportation.

The City began an ambitious effort in the spring of 2000 to realize this vision by establishing an advisory committee consisting of citizens and property owners, tasked with preparing new development standards for the area. The committee completed the first phase of its work program in August 2001 by preparing draft zoning standards. The City Council adopted these standards into the Tumwater Zoning Code in May 2002. Building and site design standards were then prepared by the committee and subsequently adopted by the City Council in January 2003.

The committee and its consultant team kicked off the project's third phase, developing a street design plan, at a meeting on November 7, 2002. The first open house was held on December 5. Over 50 participants attended the open house. Participants defined objectives, opportunities, challenges, and their visual preferences.

During follow-up meetings, the committee reviewed the results of the open house and discussed strategy that led to the development of three town center development alternatives. These alternatives, with examples of streetscape cross-sections and renderings, were presented to the public at a second open house on March 6, 2003, at which over 60 participants evaluated the options.

The committee and consultant team then prepared a preferred alternative combining selected features of the original three alternatives. A third open house was held on June 5, 2003 to present the preferred alternative to the public. The advisory committee considered public input to refine the plan at a follow-up meeting prior to forwarding the Tumwater Town Center Street Design Plan to the Tumwater Planning Commission for review.



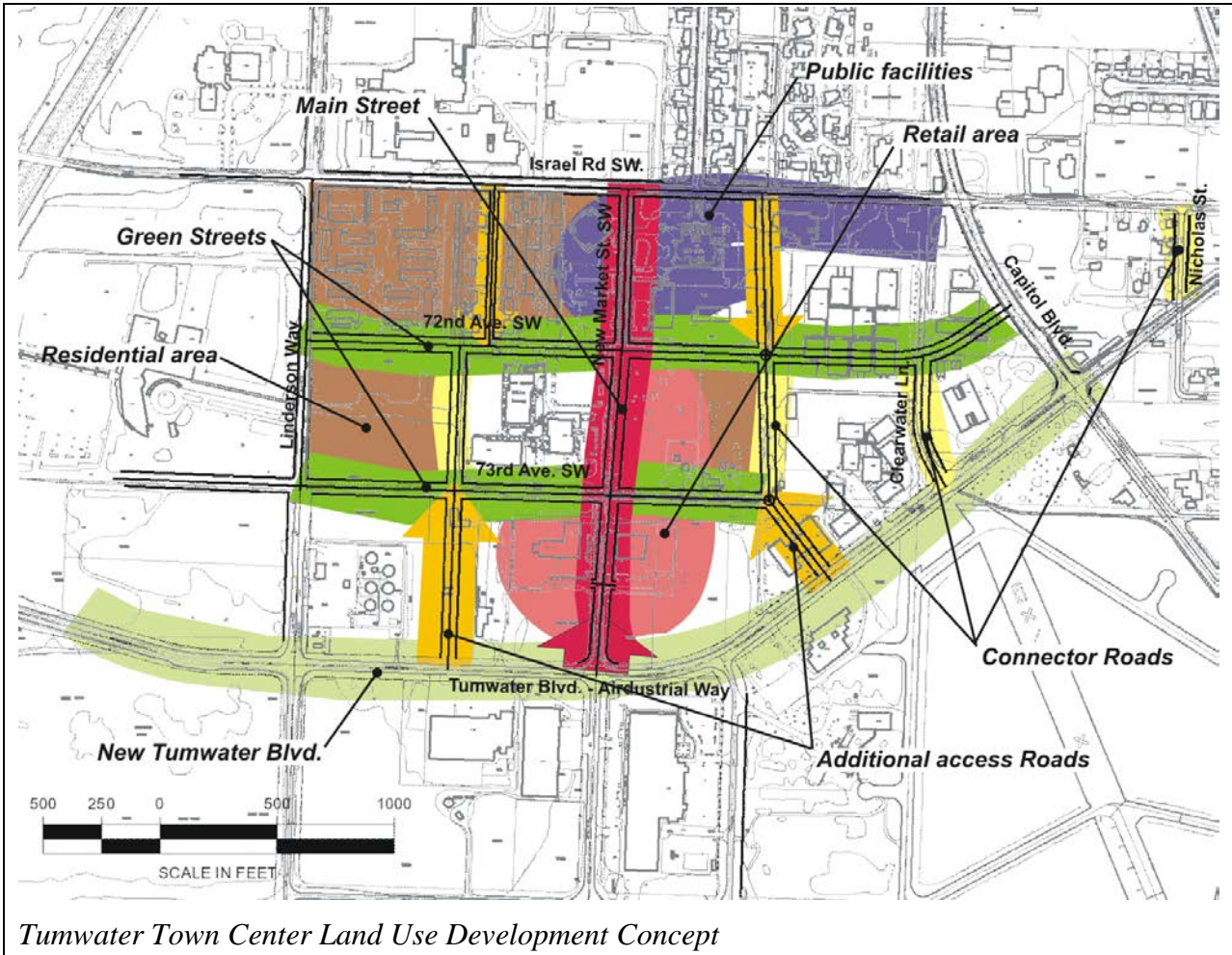
*Open house participants discuss alternative concepts for the town center. Mike Matlock-Director Planning and Facilities (top left); John Fedor-Property Owner (top center); and Glenn Wells-Vine Street (top right)*

## Land Use Development Concept

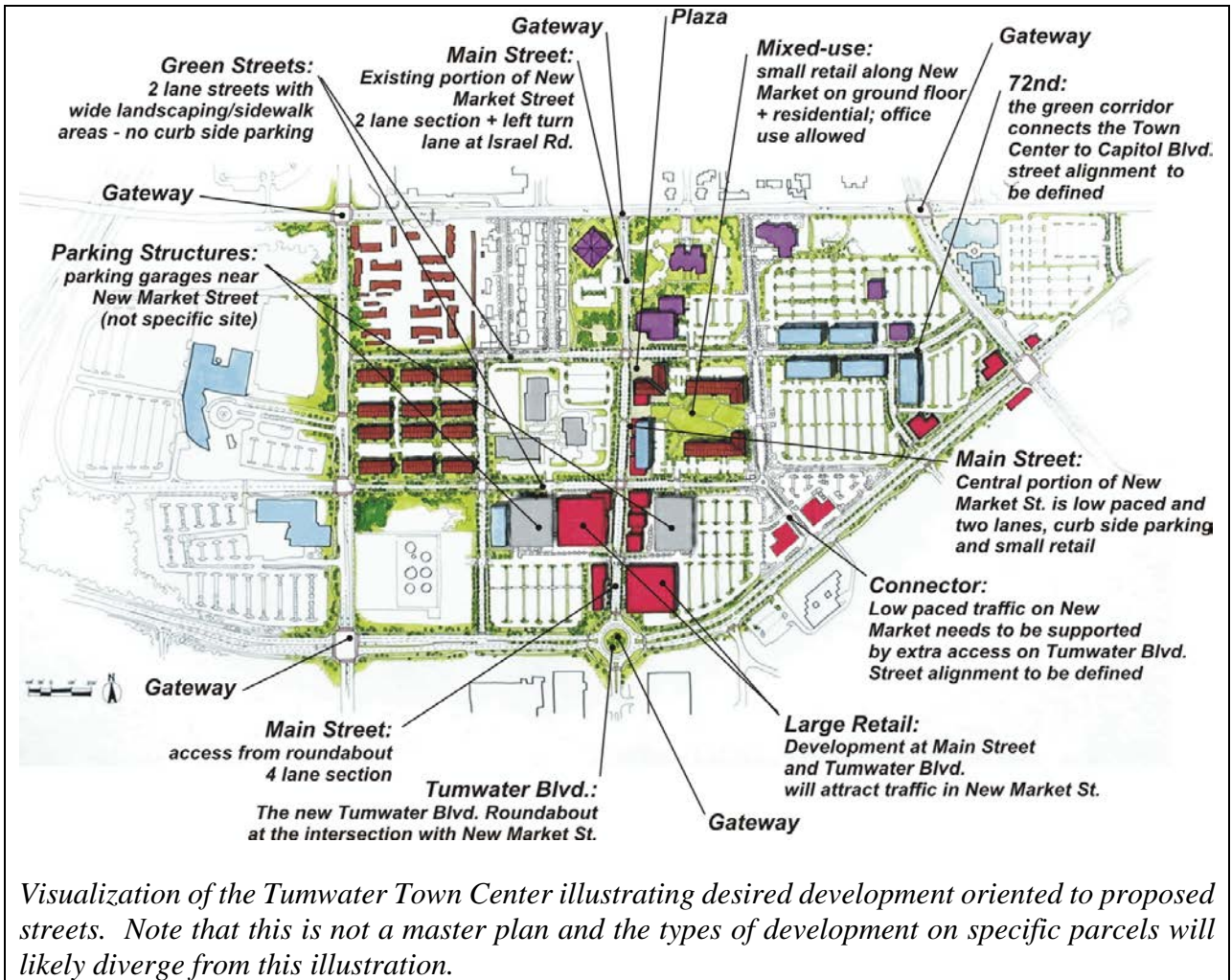
The street network must encourage and support the development pattern desired by the community. Building on its earlier work, the committee identified preferred uses and development character in the town center. These uses are identified in the illustrations below. The committee determined that the best area to foster retail activities is in the south where visibility from Tumwater Boulevard SW is an important asset. Mixed retail, office, and residential development will bring life and activity to the town center and will be most feasible along New Market Street



SW (“Main Street”) stretching between the envisioned retail in the south and the civic center in the north. Residential uses will be most appropriate in the western sector, away from the airport, while office uses are already planned for much of the area east of New Market Street SW.



*Tumwater Town Center Land Use Development Concept*



*Visualization of the Tumwater Town Center illustrating desired development oriented to proposed streets. Note that this is not a master plan and the types of development on specific parcels will likely diverge from this illustration.*

## Street Development Concept

The street design plan concept described below is designed to support the land use development concept. Its principle elements include:

- **Main Street**

The main street (New Market Street SW) will form the town center’s activity spine, linking public facilities at the north to mixed-use and retail business at the south. It is envisioned as a traditional main street, with curbside parking and small retail on the first floor of zero-setback mixed-use buildings. In order to attract businesses and customers along this corridor and to interface with fast-paced Tumwater Boulevard SW, the southern part of the town center should develop as larger retail stores, with excellent visibility and access from Tumwater Boulevard SW.

New Market Street SW will provide an excellent pedestrian environment with extended sidewalks (curb bulbs) at intersections and mid-block crosswalks. Small-scale street trees, street furniture, landscaping and accent paving will enhance the pedestrian experience.

- **East/West Green Streets**

The east/west green corridors (72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW) will be the opposite of the main street in character. The wide right-of-way will be mainly dedicated to landscaping and pedestrian and bicycle traffic. The corridors will provide the residences and offices with an attractive setting and connect them to the highly active main street. With heavy, informal landscaping, these corridors will provide a more peaceful *promenade* environment, a unique feature in a town center of this size.

- **Connector Streets**

Connector streets that provide convenient access and, in some cases, on-street parking complete the proposed street grid. In terms of design character, these streets serve to unify the town center with uniform street trees and paving.

- **Gateways**

Gateways are recommended at the intersections of Israel Road/Capitol Boulevard, Israel Road SW/New Market Street SW, New Market Street SW/Tumwater Boulevard SW, Tumwater Boulevard SW/Linderson Way SW, and Linderson Way SW/Israel Road SW. Gateways should reflect the traditional character of the town center’s public buildings, and the general design should be adaptable to the configurations of the different intersections.

- **Streetscape Elements**

Streetscape elements will provide both continuity and variety. Traditional-styled street lights, colored crosswalk pavements, concrete sidewalks, and standardized street furniture finished in Tumwater’s signature dark green color will be the unifying elements. To provide variety, the main street will feature special accent pavements, small-scale street trees, raised planters, banners and trellises. Contrasting informal landscaping and, if possible in some instances, gently curving sidewalks will give the green streets a more campus-like character.

## **Implementation**

The plan’s recommendations are comprehensive in nature and encompass a 20-year horizon, including both short- and long-term actions.

Extending New Market Street SW would be an excellent initial action, as it would immediately facilitate circulation, provide diverse settings for new development, and “set the tone” for future work.

Completing the proposed town center street network is an ambitious effort. Besides the considerable construction costs, securing right-of-way and integrating roadways with private development will be challenging. But, building a new town center, basically from scratch, also provides the City with a unique opportunity to determine its own future.

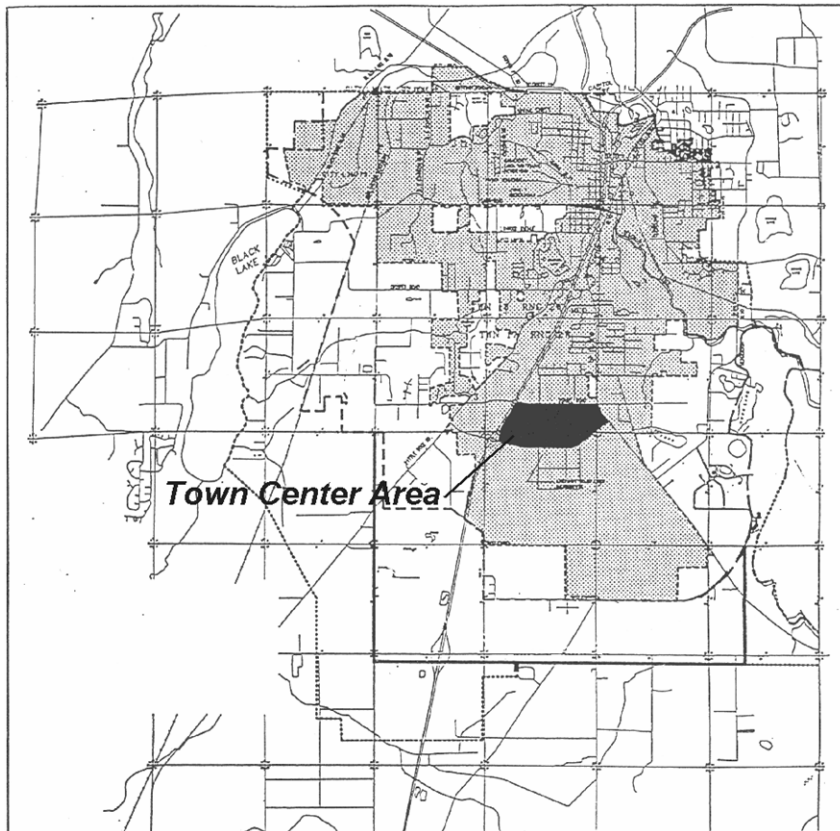
# Background and Purpose

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## Background

The 1991 Master Plan for the Capitol of the State of Washington sets forth a vision for the entire capital area. This includes not only the formal Capitol campus, but also the capital community, identified as the cities of Olympia, Tumwater, and Lacey. The Master Plan's vision recognizes that it is more appropriate for some agencies to be located outside of the main Capitol campus to provide better public access to their services. Moreover, the Capitol campus cannot accommodate all of the significant evolution expected in state government employment over the next two decades.

That potential expansion led to the Master Plan for the Capitol of the State of Washington, a 20-year guide to acquisition, development, and construction of property in the capital city of Olympia as well as in Tumwater and Lacey, together identified as the capital community. The Master Plan is a concept for the 1990s and beyond, with its coordination of government facility needs with adjoining communities through urban redevelopment and creation of the Tumwater and Lacey satellite areas.

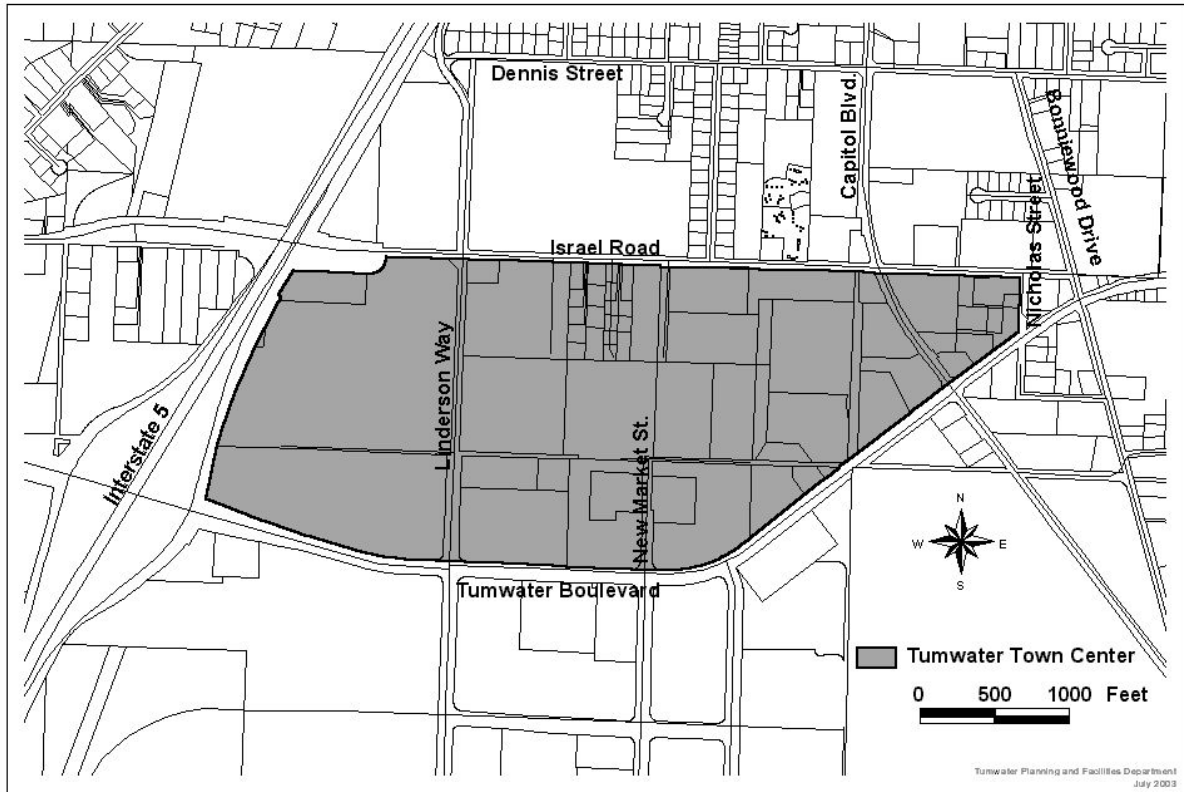


The 1991 Master Plan for the Capitol of the State of Washington had identified a 190-acre "preferred development area" in Tumwater. One major goal was for the preferred development area to replace the Tumwater town center lost by the construction of Interstate 5 in the late 1950s.

Tumwater's Comprehensive Plan also calls for a new town center. The plan identifies the same 190 acres of land, located between Tumwater Boulevard SW, Israel Road SW, Nicholas Street SE, and Interstate 5, as the preferred area for developing the Tumwater Town Center.



The Comprehensive Plan seeks to create an environment that encourages pedestrian activity and interest along the streets. Land uses envisioned for the area include mixed-use commercial and residential, high-density residential, retail, educational and civic services, parks, pedestrian plazas, and other open space areas.

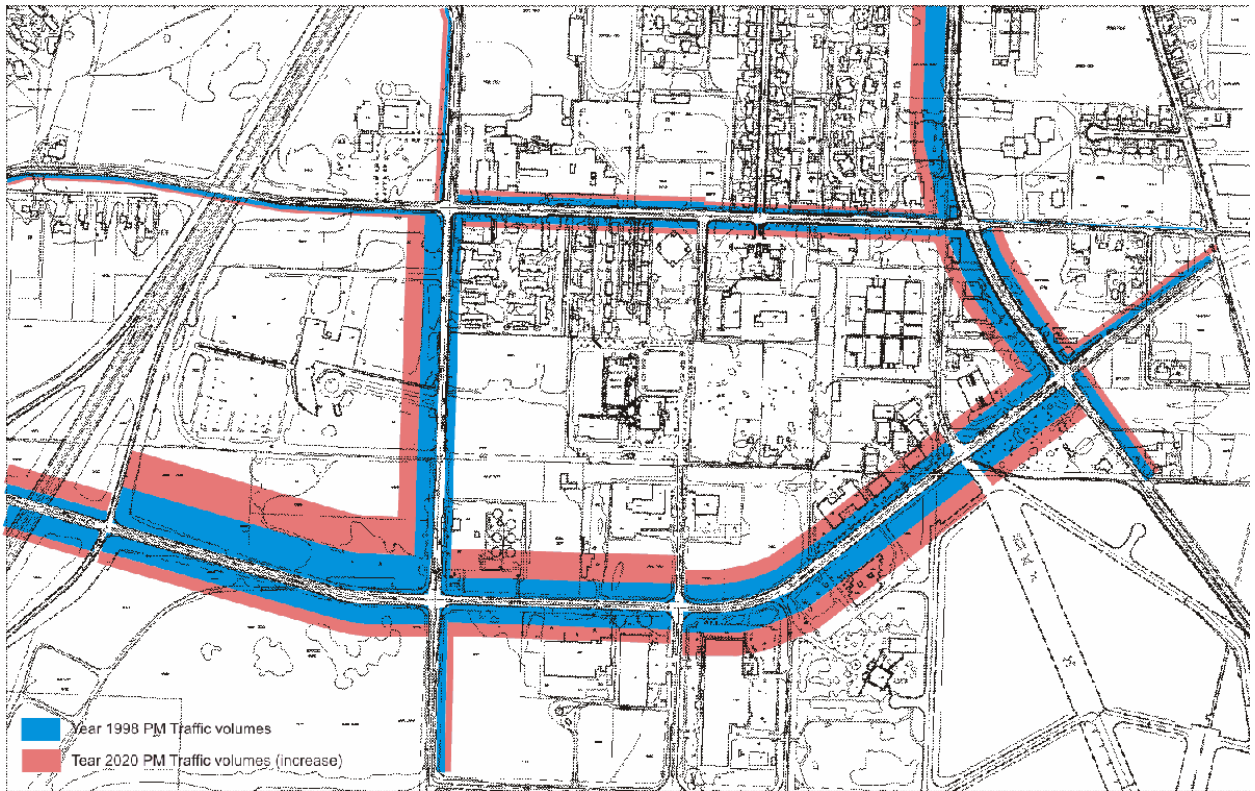


The Comprehensive Plan recognizes that new tools are needed to implement the Town Center vision. In the spring of 2000, the City established an advisory committee consisting of citizens and property owners to begin work on new development standards for the area. The committee completed the first phase of its work program in August 2001 by preparing draft zoning standards. The City Council adopted these standards into the Tumwater Zoning Code in May 2002. Building and site design standards were then prepared by the committee and subsequently adopted by the City Council in January 2003.

The third phase of the work program is the development of a Town Center street design plan. The City hired Makers Architecture and Urban Design to assist with this phase by working with the committee and the community to identify the character and function of the Town Center streets. The committee is also interested in evaluating the current plan for access and circulation to determine whether the plan is consistent with future growth and development patterns envisioned for the area.



*Aerial Photo of Site—Year 2000*



*1998 and Projected Traffic Volumes*

# Goal and Objectives

The citizens of Tumwater envision a future downtown on 190 acres of the Tumwater Town Center Neighborhood, bordered by Interstate 5, Tumwater Boulevard SW, Nicholas Street SE, and Israel Road SW. Chapter 12 of the Tumwater Land Use Plan provides a framework for a mixed-use, urban-density, transit-supported community services center, which would be a true downtown for a city whose urban nucleus was divided by freeway construction in the late 1950s. This area is called the Tumwater Town Center, and it represents a component of the Tumwater Town Center Neighborhood.

The vision for this area includes creation of a downtown and community gathering place, a broad mix of uses, clustered development to create a critical mass for public transportation, and continuing responsiveness to regional goals for growth management and environmental protection.

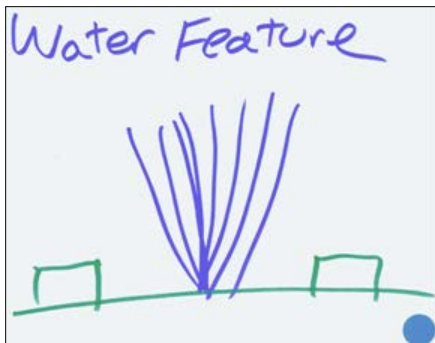
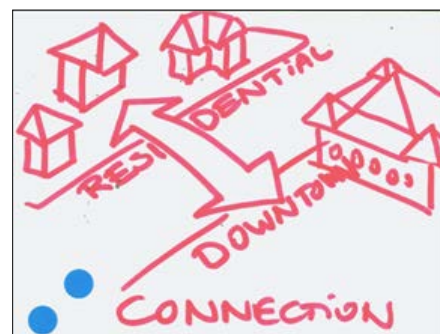
In addition to the major goal of replacing the town center lost by the construction of Interstate 5, other goals of this Tumwater Town Center plan are to:

1. Create a mixed-use Town Center consisting of commercial developments of office, retail and service businesses, residential, educational, civic services, support facilities, and public assembly facilities.
2. Site and develop new professional office facilities to build a "critical mass" of employment sufficient to encourage high-capacity public transit and discourage the use of single-occupant vehicles.
3. Create open space and park areas to preserve the area's natural resources and beauty.

More specific plan directions came from a charrette exercise conducted with the public during the first open house (December 5, 2002) of the street planning process.

The participants of the charrette placed high priority on the Town Center being pedestrian-friendly, family-oriented, and open to mixed-use development. Participants also noted that the Town Center should be well connected with bus/transit.

Good connection with the surrounding residential areas, easy access for after work gathering, and bike/pedestrian accessibility also received high priority.



A lot of attention was placed on the character of the area as well. The new Town Center should be attractive (artistic street lighting), with water features and attractions for kids. It should accommodate hi-tech utilities, attract retail and other businesses, and be highly visible.

The core of the Town Center should be intimate and attractive and feature public art. The visual impact of parking areas should be minimized; curb side parking is a plus. There should be park facilities with good pedestrian access. Storm water collection/treatment is a concern as well.

Specific details regarding the goals of the Tumwater Comprehensive Plan are listed below, followed by a list of the comments received at the December 5, 2002 open house, organized into the same eight categories. Items followed by an asterisk (\*) occur in both lists.

## **Comprehensive Plan Objectives**

### **1. Land Use**

- Encourage a mix of land uses. Target mix is Office – 45%; retail – 40% and Residential - 15%; plus civic uses.\*
- Create an activity focus with pedestrian-oriented uses and spaces.

### **2. Density and Scale**

- Encourage multi-story buildings with the greatest intensity along the main streets.
- Create a critical mass of potential transit ridership.

### **3. Architectural Character**

- Create an “urban character.”
- Front buildings along the streets.
- Minimize the impacts of parking.\*
- Provide amenities.\*
- Create high-quality buildings; adopt design standards.

### **4. Landscaping and Open Space**

- Provide a town plaza or center “commons.”
- Provide a neighborhood park for passive recreation.\*
- Provide open space corridors with trails.\*
- Consider consolidation of open space rather than small mini-parks.

### **5. Lighting and Signage**

- Create a consistent system of lighting, transit shelters, and signage.\*

### **6. Circulation**

- Plan for multiple transportation modes.
- Build a continuous New Market Street SW.
- Build east-west connections between Linderson Way SW and Cleanwater Lane SW.
- Provide generous, pedestrian-friendly sidewalks.\*



## 7. Utilities

- Utilities are currently available.
- Since groundwater is located near the surface and the soil is permeable, consider a variety of methods for handling storm water.\*
- Make drainage facilities attractive and safe.
- Accommodate underground hi-tech utilities.

## 8. Street Design

- Consider the cross-section design of all streets.
- Provide all streets with plantings, street furniture, and bus stops in scale with the street.\*
- Provide wide sidewalks with pedestrian lighting and special paving along key streets.\*
- Provide curb side parking.

## Open House Objectives

### 1. Land Use

- Encourage a mix of land uses.\*
- Encourage activities for the whole family.
- Encourage after-work activities.
- Integrate uses with open space.
- Attract retail.
- Create green spaces.



### 2. Density and Scale

- Do not create streets or spaces that are like “dark canyons.”

### 3. Architectural Character

- Minimize the impacts of parking\*
- Provide amenities,\* perhaps a water feature.
- Use high quality, “low-key” building materials.
- Ensure that parking garages are safe and attractive.
- Encourage window displays.



### 4. Landscaping and Open Space

- Provide a neighborhood park for passive recreation.\*
- Provide open space corridors with trails.\*
- Protect some natural areas.
- Encourage shared parking.
- Encourage use of street public art.

## 5. Lighting and Signage

- Create a consistent system of lighting, transit shelters, and signage.\*
- Install decorative pedestrian lights.
- Install directional signs to encourage people to enter the Town Center.

## 6. Circulation

- Provide generous, pedestrian-friendly sidewalks.\*
- Provide bicycle trails.
- Consider pedestrian-friendly alleys.
- Give priority to pedestrian movement.
- Link the Town Center to surrounding neighborhoods.
- Create a bus/transit center.

## 7. Utilities

- Since groundwater is located near the surface and the soil is permeable, consider a variety of methods for handling storm water.\*

## 8. Street Design

- Provide all streets with plantings, street furniture, and bus stops in scale with the street.\*
- Provide wide sidewalks with pedestrian lighting and special paving along key streets.\*

# Planning Process

MAKERS and the Town Center Advisory Committee kicked off the project at a meeting on November 7, 2002 to discuss the planning process, problems, potentials, strengths and issues and to plan the first open house. Over 50 participants attended the December 5, 2002 open house held at the Tumwater Timberland Library. After a brief introduction about the project background and the purpose of the open house, MAKERS gave a quick slide show describing what street design can do to help a Town Center development; the open house continued with a brainstorming design charrette to allow participants to identify problems, opportunities, goals and objectives. Afterward the participants split up into groups to conduct a map and a visual preference exercise.



*Group discussion during the map and visual preference exercise at the first open house. Mike Matlock-Director Planning and Facilities (top left); John Fedor-Property Owner (top center); and Glenn Wells-Vine Street (top right)*

During the following meetings (January 9 and February 6, 2002), the committee sorted the results of the first open house and discussed the plan strategy; MAKERS began to prepare a few development scenarios that led to the preparation of three vision alternatives. These alternatives

and examples of streetscape cross-sections and renderings were presented to the public at the March 6, 2003 open house. More than 60 people attended the meeting; most of them completed surveys and evaluated the options.

TUMWATER TOWN CENTER STREET STANDARDS Street Characters - Result			
	OPTION	SCORE	COMMENTS
	A-1 Main street with median	2	<ul style="list-style-type: none"> <li>Since turn lanes are necessary, a median is the best solution, some like it</li> <li>Too wide; some really don't like it, consider diagonal parking</li> </ul>
	A-2 Main street without median (left turn lane at intersection)	3	<ul style="list-style-type: none"> <li>need bike lanes; consider 11' lanes; consider diagonal parking, some liked the idea of bulge out at the intersections</li> </ul>
	B-1 Green street formal	3	<ul style="list-style-type: none"> <li>liked the idea of tree lines as a buffer; liked large trees</li> </ul>
	B-2 Green street informal	3.5	<ul style="list-style-type: none"> <li>more natural looking; easier to maintain; with parking on side?</li> <li>Not much advantage over B-1</li> </ul>
	C-1 Connector street with on-street parking	3.5	<ul style="list-style-type: none"> <li>good to have on street parking, more character</li> <li>don't like added sidewalk, better a planting strip</li> </ul>
	C-2 Connector street without on-street parking	2.5	<ul style="list-style-type: none"> <li>more inviting with the planting strip; more neighborhood-like look</li> </ul>

MAKERS architecture and urban design  
1000 1st Avenue, Seattle, WA 98101

TUMWATER TOWN CENTER STREET STANDARDS Development/Street Network Alternatives Evaluation - Result			
	ALTERNATIVE/ELEMENT	SCORE	COMMENTS
<b>MAIN STREET</b>			
	a. Major retail along south New Market	5	<ul style="list-style-type: none"> <li>The concentration of big retail is considered good as an attractor to the downtown area</li> <li>No big box retail</li> </ul>
	b. Fiscal plaza at south New Market with surrounding retail office	4	<ul style="list-style-type: none"> <li>Great appreciation for the idea of a central plaza; location can either be on 73rd or (maybe better) on 72nd</li> <li>too close to big retail - high density area, better near green spaces at 73rd corner block</li> </ul>
	c. Accommodate recent development proposals	2	<ul style="list-style-type: none"> <li>Allow proposal to move forward</li> <li>Too much parking surface; impediment to best accommodation for town center</li> </ul>
<b>EAST AVENUE</b>			
	a. Retail/office/retail mix could help sustain small retail; allow transition between retail and civic uses; still add vitality to downtown	3	<ul style="list-style-type: none"> <li>retail office would mark higher, not interesting</li> </ul>
	b. Office development at south and east	2.5	<ul style="list-style-type: none"> <li>Like better office East as in Main Street development</li> </ul>
	c. Emphasis on east/west (72nd and 73rd) streets	3	<ul style="list-style-type: none"> <li>Minimize or eliminate North/South traffic; central focus/plaza on 72nd is better</li> <li>not a good idea</li> </ul>
<b>THE GRID</b>			
	a. Dispersed development	1	<ul style="list-style-type: none"> <li>No focus; too much dispersive</li> </ul>
	b. Buildings oriented to street, parking behind	4	<ul style="list-style-type: none"> <li>good idea, should be used in all alternatives</li> </ul>
	c. Uniform street grid with developable blocks	1.5	<ul style="list-style-type: none"> <li>more neighborhood streets; want more N/S street parallel to New Market</li> <li>No variety;</li> </ul>

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1000 1st Avenue, Seattle, WA 98101

*Second open house alternatives evaluation and street character results*

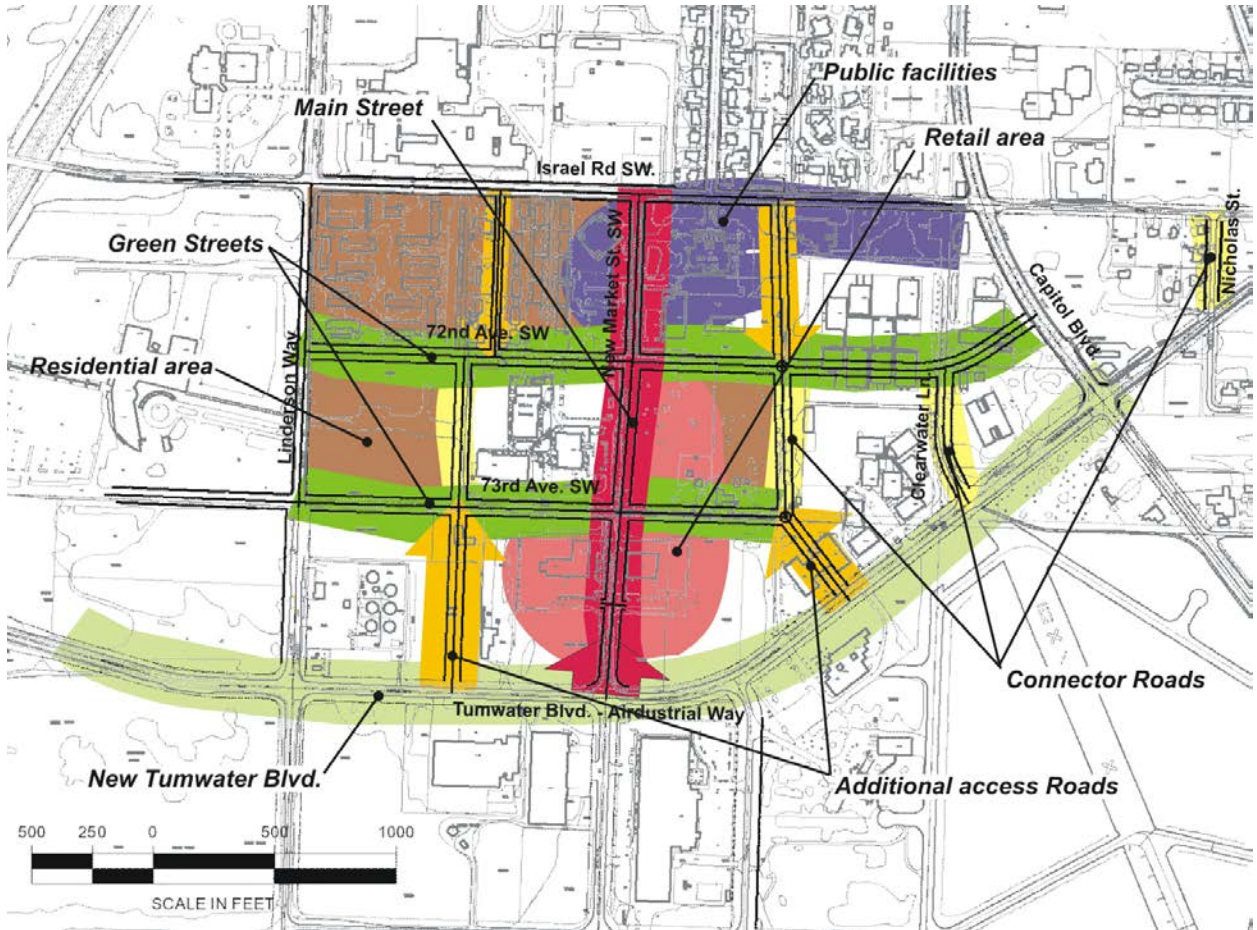
MAKERS and the committee met again on April 3, 2003 to discuss the results of the workshop and the next steps to prepare the plan. A preferred alternative and a set of streetscape design characters were discussed during the following advisory committee meeting on May 1, 2003 and refined to be presented and reviewed to the third open house on June 5, 2003.

The advisory committee and City staff reviewed and refined the draft plan in July and August. The committee completed their work on the Tumwater Town Center Street Design Plan at their final meeting on August 21, 2003.

# Plan Concept

## Plan Rationale

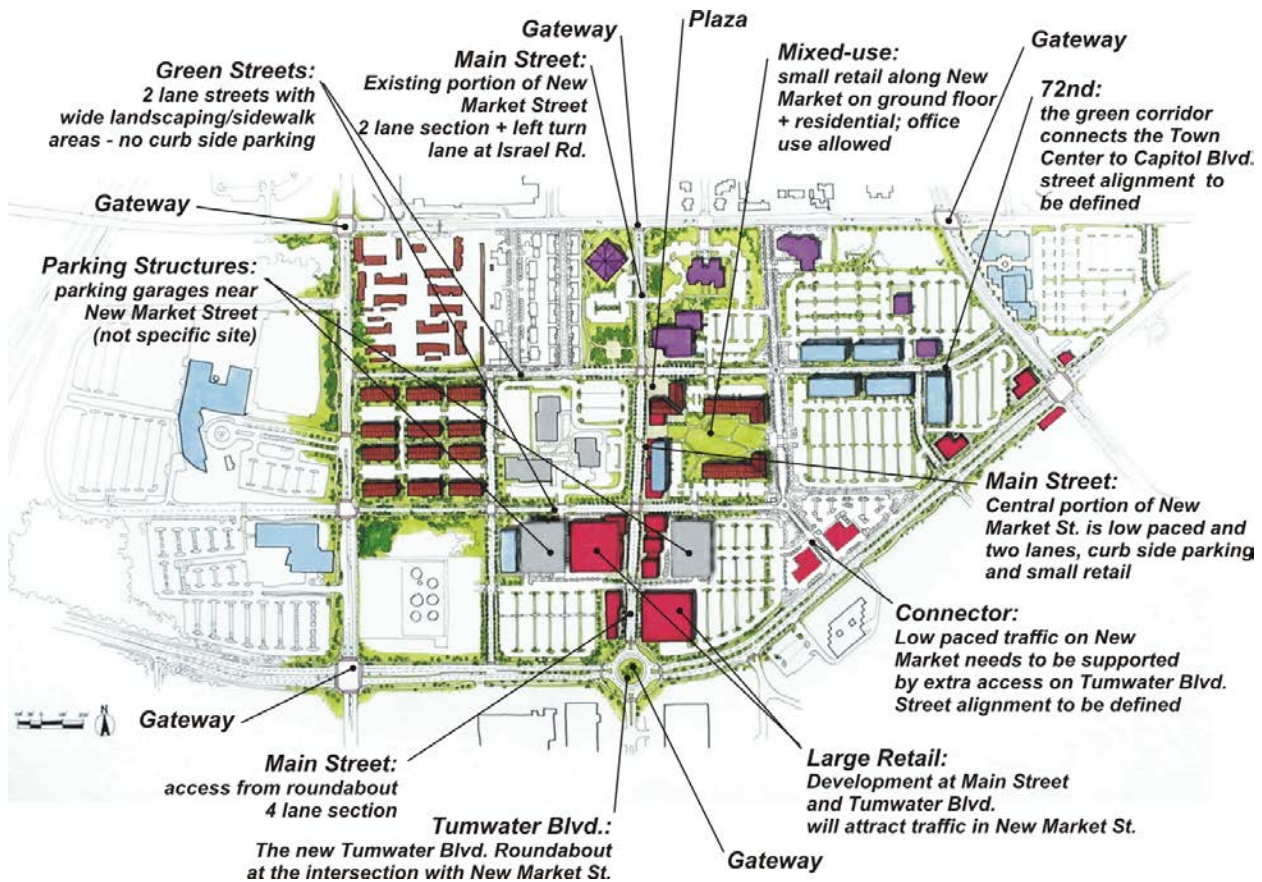
The development plan for the Town Center area, as envisioned by the Town Center Advisory Committee and the public who participated in the open houses, is based on two concepts: the N/S Main Street and the double E/W Green Corridors.



*Tumwater Town Center Land Use Development Concept*



The *Main Street* (New Market Street SW) will form the Town Center’s activity spine, linking public facilities at the north to mixed-use and retail business at the south. It is envisioned as a slow-paced traditional Main Street with curbside parking and small retail on the first floor of zero-setback mixed-use buildings. In order to attract businesses and customers along this corridor and to interface with fast-paced Tumwater Boulevard SW, the southern part of the Town Center should develop as larger retail stores, with excellent visibility and access from the high-traffic boulevard.



Visualization of the Tumwater Town Center illustrating desired development oriented to proposed streets. Note that this is not a master plan and the types of development on specific parcels will likely diverge from this illustration.

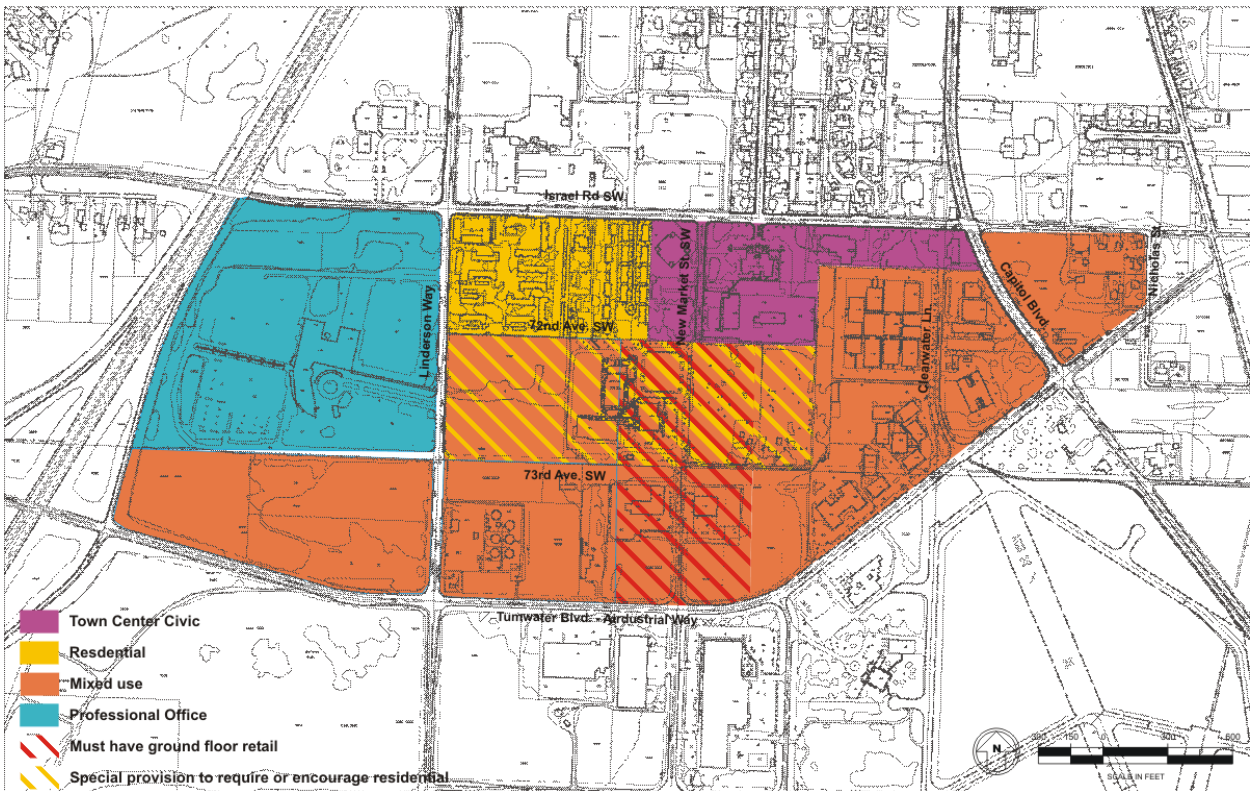
The desire to obtain a slow-paced, dense downtown street defines the choice of two lanes for the core sector of the Main Street. The absence of a turn lane along New Market Street SW, though, creates the need to support access with two connector streets, one on each side of New Market Street SW, opening onto Tumwater Boulevard SW. To allow full access from Tumwater Boulevard SW, these connectors should be placed a good distance from the roundabout and other main intersections. Therefore, the proposed location for the connector east of New Market Street SW opens onto Tumwater Boulevard SW next to the midpoint between the roundabout and the intersection with Capitol Boulevard.

The *E/W green corridors* (72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW) are, in a sense, thought to be the opposite of a dense-traffic Main Street. The wide right-of-way is mainly dedicated to landscaping and pedestrian and bike traffic. The corridors’ function is a lot more “local” than the Main Street; they connect the residential and office areas to the highly active Main Street, but also represent an island of peaceful *promenade* environment, a unique feature of the character of this Town Center area.

To achieve the goals of the new development, it will be necessary to apply a few modifications to the existing Land Use Plan.

All the undeveloped and potentially redeveloping areas in the Town Center are marked generically as Mixed-use in the Land Use Plan. Although this land use is fairly consistent with this plan’s goals, it will be necessary to specify a couple of restrictions on part of the area.

To make sure that the new Main Street developments will provide the required retail character, the areas adjacent to the portion of New Market Street SW from 72<sup>nd</sup> Avenue SW to Tumwater Boulevard SW should be developed with ground floor retail. To provide the sought-after amount of residential use in the Town Center, the area between 72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW from Linderson Way SW to the limit of the Port of Olympia properties east of New Market Street SW should—ideally—include residential use.



Land use recommendations to meet development goals. Gateways are recommended at the intersections of Israel Road/Capitol Boulevard, Israel Road SW/New Market Street SW, New Market Street SW/Tumwater Boulevard SW, Tumwater Boulevard SW/Linderson Way SW, and



Linderson Way SW/Israel Road SW. The gateways should reflect the traditional character of the Town Center’s public buildings, and the general design should be adaptable to the configurations of the different intersections.



*Example of a possible gateway concept.*

The Town Center concept also illustrates public parking garages to support nearby activities and businesses. The City may consider providing parking as an incentive to private development and to “bank” land for future development.

Transit service will be very important to the Town Center’s success. While it is too early to know where bus routes will ultimately extend, the plan envisions buses running the length of New Market Street SW. The City should consult with the transit service provider during the final street design to determine locations for bus stops and other transit vehicle needs. Construction of an on-street transit center may be desirable as the town center develops.

Locations for information kiosks, bus shelters and other pedestrian amenities at or near bus stops should also be determined during final street design. Incorporating building facade features or street furniture that can accommodate these types of amenities should be considered as well. Care should be taken to providing and maintaining American with Disabilities Act (ADA) access at bus stops and throughout the Town Center.

# Applicability of Plan Recommendations

This plan defines a proposed street network for the Tumwater Town Center and recommends general street layout, design, and streetscape standards. It is comprehensive in nature and encompasses a 20-year horizon; including both short- and long-term actions. However, the recommendations are not based on specific site surveys, soils data, or detailed site condition reports. Additionally, many of the alignments run through private property, and street construction depends on right-of-way acquisition. Although the roadway alignments in the plan were configured to account for new development, in these instances it may be advisable to adjust the alignment to accommodate more specific site development proposals.

In 2015, the development of a new Washington State Employees Credit Union directly south of the City Facilities shop (southwest corner of Capitol Boulevard and Israel Road SW) necessitated the moving of 72<sup>nd</sup> Avenue SW a couple hundred feet to the north. The existing portion of 72<sup>nd</sup> Avenue SW was vacated and removed. The new street section to the north is called 71<sup>st</sup> Avenue SW.

Some of the proposed roadway alignments have a greater degree of certainty than others, as described in the notes below:

- The illustrated New Market Street SW (Main Street) alignment running straight from 72<sup>nd</sup> Avenue SW to Tumwater Boulevard SW appears to be the most workable, although some adjustment may be necessary to address adjacent property development.
- The alignments for 72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW, both west of New Market Street SW, appear workable, as do the routes for the north-south road from Tumwater Boulevard SW to 72<sup>nd</sup> Avenue SW. (**CS1**, **CS2**, and **CS4**)
- The exact routes for the 72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW east of New Market Street SW, as well as those for **CS3** and **CS6**, are less certain since their construction is more tied to the development of large parcels.
- **CS5** runs directly through an existing building so that its construction will wait for the redevelopment of that site. However, in the long run, some north south connection to Tumwater Boulevard SW is needed in that vicinity. If this connection is needed before the building is demolished, then another alignment slightly to the west should be considered. Likewise, the site configuration of the redevelopment may make another alignment preferable.
- **CS8** runs directly west of the new fire station, and the City must determine its alignment depending on the relationship to municipal facilities.

**Note:** A 2015 report called the Tumwater Civic Center Master Plan (TCCMP) should be referenced for additional guidance on this street.

- **CS9** is illustrated running along an existing driveway, and it is likely that it will be converted to a dedicated right-of-way for through traffic only after redevelopment of nearby properties. Both **CS8** and **CS9** should be configured to discourage cut-through traffic traversing the Town Center.

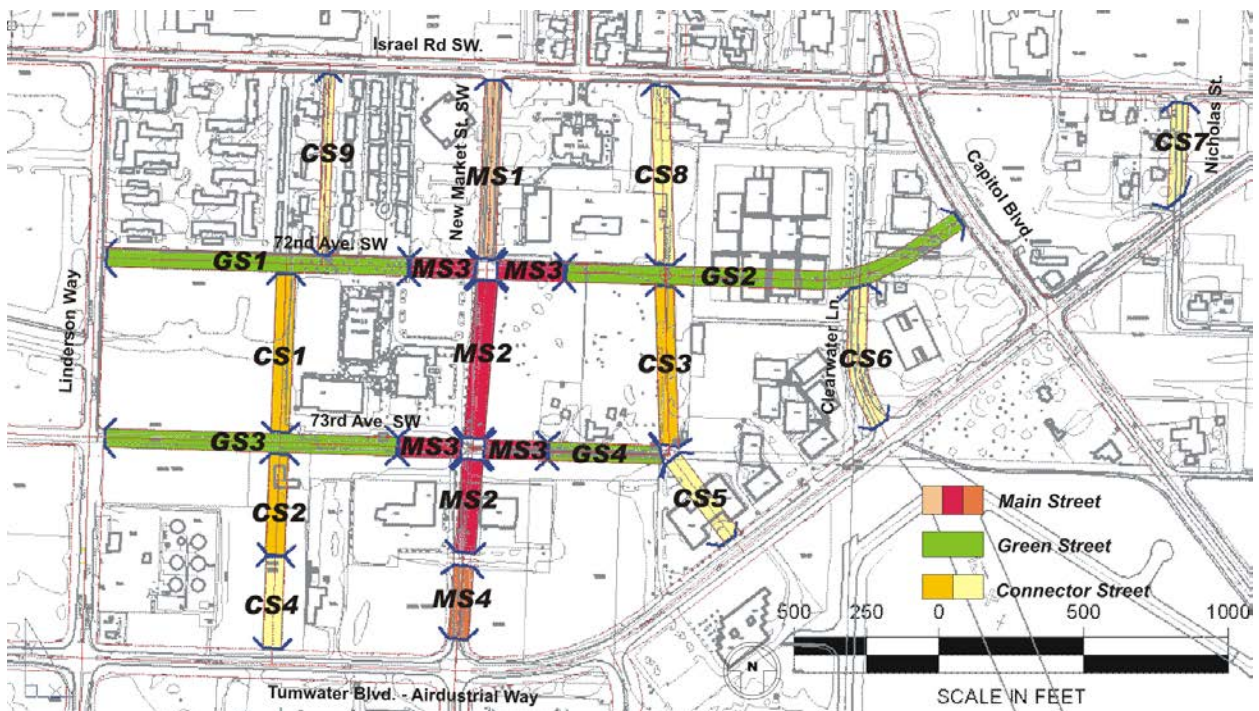


**Note:** In 2019, the City of Tumwater carefully reconsidered the benefits and costs associated with this street connection. The City determined that the costs and impacts caused by the street far outweigh the minor benefits that might be gleaned from its installation. The impacts of installing the street, as proposed in the original plan, would include the potential for significant amounts of disruptive cut-through traffic, the misalignment with the high school east parking lot entrance/intersection with Israel Road SW, and the high volumes of traffic on Israel Road SW during start and stop times for the school and during peak am/pm times. This street should not be installed due to the aforementioned reasons.

# Street Character

The new Town Center development street network emerging from this plan vision can be organized into three families of streets sharing the same character:

- Main Street, organized along a north-south axis from Israel Road SW to Tumwater Boulevard SW, including the existing New Market Street SW.
- Green Streets, referring to the two east-west green corridors of 72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW.
- Connector Streets, including the segments, mostly north-south oriented, that feed the main cross structure of the Main Street and the Green Streets.



*Right-of-way / street sector scheme.*

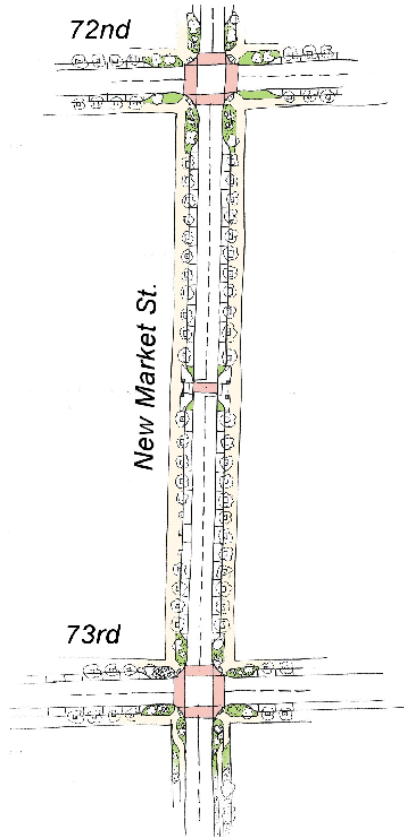
Notes:

1. Connector Street **CS9** is not recommended due to the potential negative impacts on neighboring properties and land uses. See section immediately above titled “Applicability of Plan Recommendations” for further explanation.
2. The City’s policy in regards to bike lanes has changed since this plan was adopted and now they are recommended to be included on more streets.
3. The portion of **GS2** (72<sup>nd</sup> Avenue SW) that is located between **CS6** (Cleanwater Drive SW) and Capitol Boulevard has been vacated and removed due to development of a credit union. The new street, located a couple hundred feet to the north, is named 71<sup>st</sup> Avenue SW.

4. The portion of **GS2** between **CS8** and **CS6** is located approximately 180 feet further south than was proposed in the illustration above.

1. The **Main Street** group includes different street sectors with slightly different cross-sections and features.

The first sector of the Main Street, designated **MS1**, is the existing part of New Market Street SW along the Library and the City Hall. The street section varies from two lanes, at the intersection with 72<sup>nd</sup> Avenue SW, to three lanes at Israel Road SW, where there is a left-turn lane. Unlike the central part of the Main Street development, **MS1** does not include curbside parking currently, but it may be desirable to add this feature in the future.

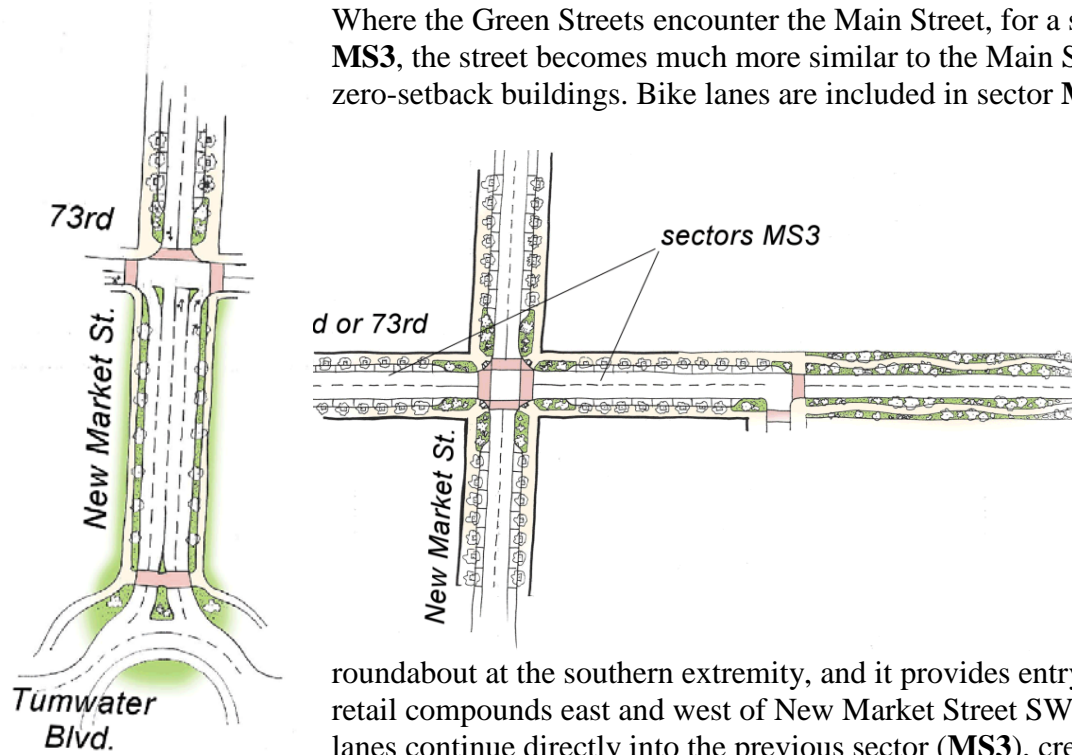


The central portion of New Market Street SW, sector **MS2**, represents the core of the Main Street.

With zero building setback and retail-oriented land use at the ground floor, this portion of the Main Street provides both a highly pedestrian-oriented and an easy car and bike access environment. The street section for the Main Street, as for many other roads in this Town Center, is not influenced by the presence of pre-existing buildings. Its section accommodates two 12-foot lanes for car traffic, curbside parking, and wide sidewalks. Slow-speed traffic and mid-block crossing bulbs create a highly active and safe street.

This central sector of the Main Street was identified as the best location for a pedestrian plaza. Although several suggestions for a specific plaza location came out (including a mid-block one), the preferred location was recognized at the intersection with 72<sup>nd</sup> Avenue SW, in such a way as to create a fulcrum of interaction of the many public facilities between 72<sup>nd</sup> Avenue SW and Israel Road SW and the retail area just below.

Where the Green Streets encounter the Main Street, for a small portion, called sector **MS3**, the street becomes much more similar to the Main Street, with curbside parking and zero-setback buildings. Bike lanes are included in sector **MS3** as well.



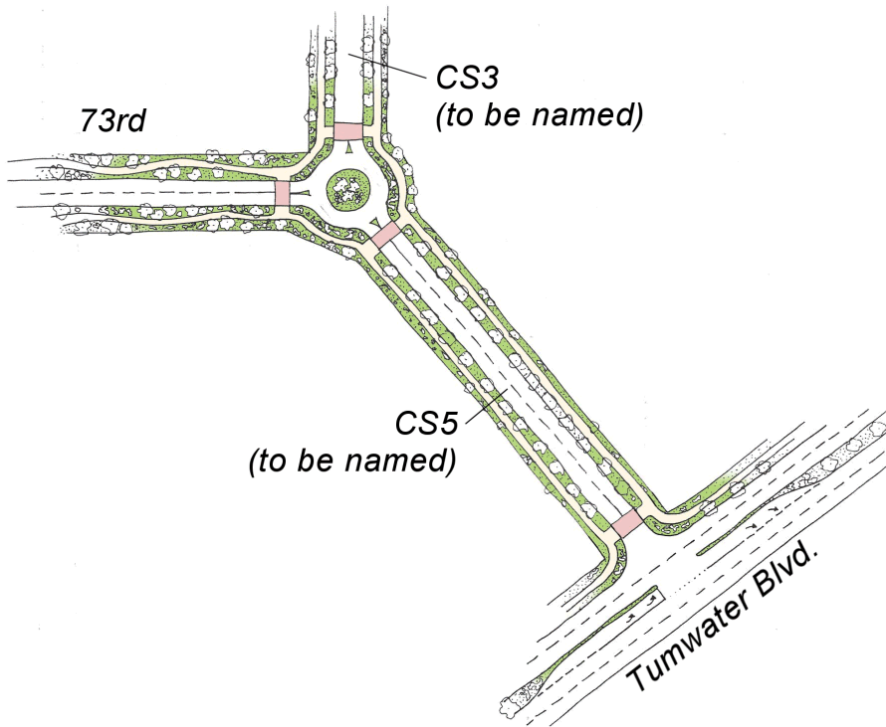
The southernmost portion of the Main Street, denominated **MS4**, provides four lanes for greater capacity to better interface with Tumwater Boulevard SW and to provide a good access to the large retail adjacent to it.

The increase in number of lanes allows a smoother blending with the new Tumwater Boulevard SW roundabout at the southern extremity, and it provides entry and exit lanes to and from the retail compounds east and west of New Market Street SW. The remaining two center lanes continue directly into the previous sector (**MS3**), creating a smooth transition from the high-speed Tumwater Boulevard SW to the slower Main Street. Bike lanes are included in **MS4** as well.

2. The **Green Streets** group includes sectors **GS1**, **GS2**, **GS3**, and **GS4**. **GS1**, **GS2**, and **GS3** share a common design, with two 11-foot wide lanes for car traffic, two 5-foot bike lanes, a 6-foot planter strip, and a 6-foot sidewalk. **GS3** development started when the New Market Skills Center (NMSC) expanded and constructed frontage improvements on 73<sup>rd</sup> Avenue SW (**GS3**). The earlier version of this plan called for a 20-foot wide area in which there would be two planting strips and a meandering sidewalk. To be consistent, the north side of 73<sup>rd</sup> Avenue SW (**GS3**) between New Market Street SW and Linderson Way SW should be improved with a similar design. It should include a 20-foot wide pedestrian area that includes two planter strips and a meandering sidewalk, similar to what the NMSC already installed.



The character of the Green Streets is very different from the Main Street. The buildings surrounding these streets do not necessarily have a strong interaction with the street or the sidewalk. The street does not provide curbside parking and the sidewalk is isolated from the street traffic by the bike lane and a continuous 6-foot wide planter strip.



**3. The Connector Streets** group includes two different street sections.

The first group includes street sectors **CS1, CS2, and CS3**. These connectors have a high level of interaction with the surrounding buildings but do not carry a very high level of traffic. The street section includes two lanes and curbside parking, even though the sidewalk area is not as emphasized as in the Main Street.

The second group of Connector Streets,

including **CS4, CS5, CS6, CS7, CS8 and CS9**, does not include street parking, and particular attention is given to the role of the traffic interface toward Tumwater Boulevard SW and the relative traffic flow.

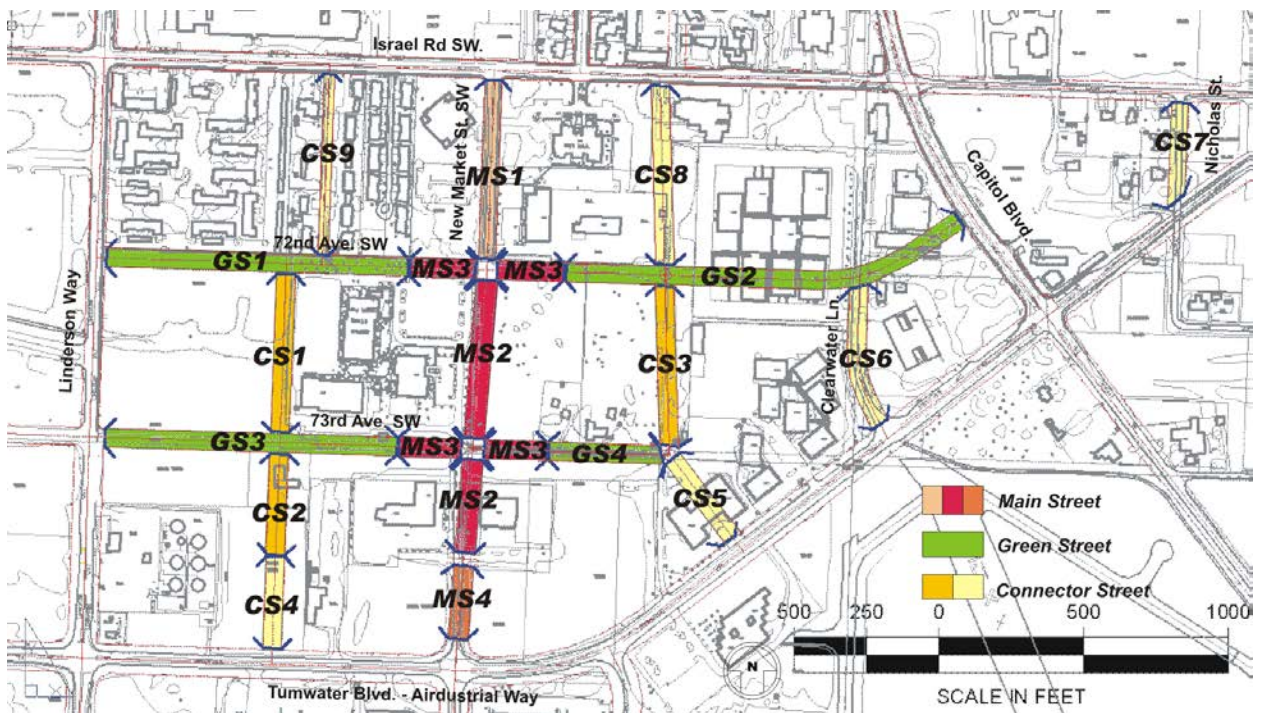
# Plan Elements

The plan concepts illustrated in the previous chapter translate into a series of design guidelines and streetscape elements with specific indications for each of the described street sectors. While some of the features of this plan will be consistent all over the Town Center, some will be specific to defined sectors.

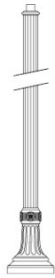
One of the goals of the plan is to create a defined and recognizable identity for the new Town Center. To accomplish this objective, many of the elements of this plan will be shared by all the street sectors. Crosswalk design, street signage, and lighting are among the features that remain consistent all over the Town Center.

Other street features—the street section, landscaping, and pedestrian facilities—change from sector to sector to help define the sought-after character.

Following is a list of the shared streetscape elements and a detailed description of each street sector's elements as shown in the graphic below.



# Town Center Shared Streetscape Elements



## Street Lights

14' high spaced to provide 2 average maintained foot-candles with a 3:1 uniformity ratio, dark green color.

*Rationale:* In 2009, the City adopted an outdoor lighting ordinance that prohibits lights that are not fully shielded. The intent was to prevent light from being wasted and rather have it shine downward and inward where it is needed.



## Crosswalks

City-standard red-colored asphalt with white edge.

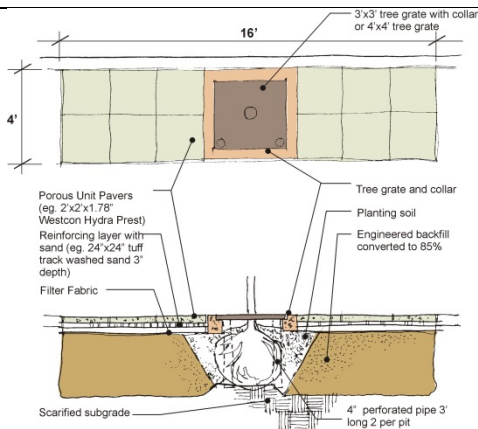
*Rationale:* Colored asphalt has proven to be a durable way to accentuate pedestrian crosswalks. Using this treatment throughout the Town Center will help unify the area.



## Sidewalk Paving

Standard concrete with 2'x2' grid. Use porous concrete for low-volume areas, including Green Streets and Connector Streets. Include 1-lb. lampblack or equivalent per cubic yard. Finish surface with a light broom texture.

*Rationale:* Standard concrete sidewalks will be less costly and easiest to repair. Use special pavements in key locations.



## Tree Pits

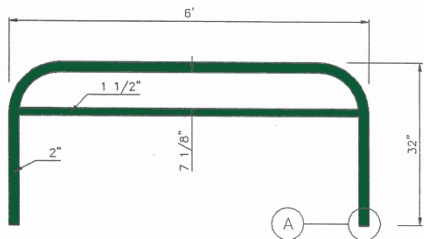
4'x4' tree pits; with special permeable pavers on both sides of the pit to increase the water supply. Typical.

*Rationale:* landscape architects and horticulturists are finding that larger, more permeable tree pits increase tree health and longevity.



### Street Furniture

Steel frame emphasizing strap construction for benches and trash cans. Several manufacturers make this style, and it has proven comfortable and durable. Galvanize and paint or powder coat old steel surfaces Tumwater-signature green.



*Standard U-shaped bike rack*



*Old Brewhouse themed bike rack at City Hall*

### Bike Rack

Place several inverted U-shaped racks in a variety of locations. Separate bike stands generally serve bicyclists on the street. Locate multi-bike racks off sidewalks at bicycle destinations. Refer to TMC 18.50 for specifics on design requirements for bicycle racks.

The inverted U-shaped racks are the minimum design for bike racks. It is strongly recommended that bike racks in visible and/or prominent locations (both in and out of the right-of-way) be given careful consideration for unique designs that pay homage to the history and culture of Tumwater. For example, the bike rack at City Hall (pictured) was hand crafted by Senior Planner David Ginther and gifted to the City of Tumwater. It was installed in 2015 at the entrance to Tumwater City Hall after being presented at a City Council meeting.





*Close up of Brewery themed bike rack at City Hall*



*Old Brewhouse*



Note the detail work in the close up photo of the bike rack that resembles the old brewhouse (pictured); the five arched windows at the top floor of the tower, the brass roof, and the metal sign plaque across the front of the tower that says “BREWHOUSE”.

There are many examples of creative or themed bike racks throughout the State, the county, and the world. The City of Prineville in Oregon uses wagon wheel shaped bike racks on city streets. Honolulu (HI), Pacific City (OR), and the City of Centralia (WA) use bicycle shaped bike racks in their downtown areas. Other jurisdictions use all sorts of different designs ranging from dinosaurs to huge paper clips to dog bones. The sky is the limit for bike rack designs, provided they meet the criteria in TMC 18.50.



### **Gateways**

Gateways are recommended at the intersections of Israel Road/Capitol Boulevard, Israel Road SW/New Market Street SW, New Market Street SW/Tumwater Boulevard SW, Tumwater Boulevard SW/Linderson Way SW, and Linderson Way SW/Israel Road SW. The gateways should reflect the traditional character of the Town Center’s public buildings, and the general design should be adaptable to the configurations of the different intersections.



### **Signage**

Unique street signs can be designed for the Town Center area. Avoid the use of steel bands to attach signs, as they scratch the paint and look sloppy. Pole and sign fabricators usually can provide “H” section or other connector that can be bolted in place.



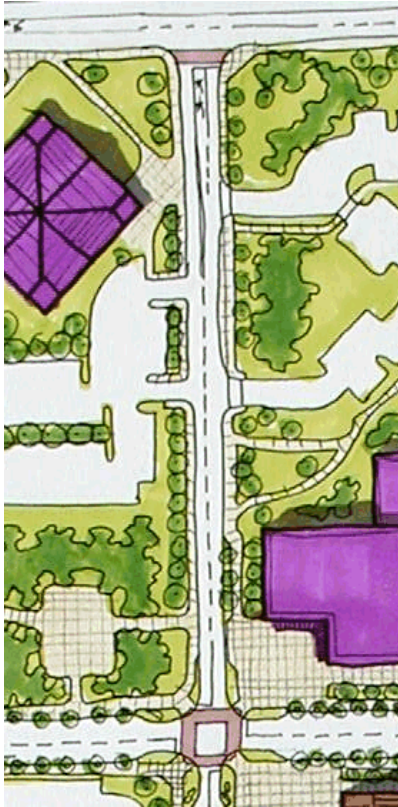
## Main Street – MS1

### Street Section



70' right-of-way – Only 44' is being utilized at the moment - 2 x 12' travel lanes – no curb side parking – 5' bike lane – 5' sidewalk

Note: Illustration description amended in 2019 to more accurately describe the built street measurements compared to the right-of-way width.



**General Layout**

This sector of New Market Street SW already exists. Its current layout will interface fairly easily with the adjacent street sectors.

The intersection with Israel Road SW is tapered to provide a left-turn lane.

On-street parking was originally not planned for this street in the 2003 adopted version of the plan. However, over the years it has become apparent that more parking is needed in this vicinity. The City Hall Campus Master Plan should also be referenced in regards to its parking needs assessment for this area. The street could be restriped in the future to include sharrows\* instead of bike lanes and potentially parking on only one side of the street. If parking on both sides of the street is desired then the existing street will need to be reconstructed as it is currently 34 feet curb to curb with five-foot sidewalks. The existing right-of-way is 70 feet wide.

Landscaping and paving may need to be integrated next to the undeveloped areas at the south end of the street sector.

- 



**Special Paving (A)**

Brick or brick-like pavers. The combination of brick highlights and porous concrete pavers provides high permeability and keeps costs low. Good for consistent, extensive sidewalk and plaza areas.



**Special Paving (B)**





Brick combination. Indicated for plaza areas along the Main Street.

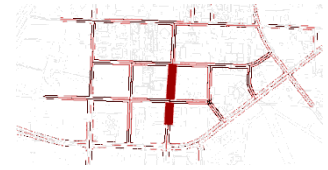


**Street Trees**

Street tree concept for Main Street: Use the same street tree to unify downtown – Pacific Sunset Maple (*Acer truncatum* x *A. platanoides* - Warrenred) 30 x 25. If not on the list of recommended tree species in the updated *Urban Forestry Management Plan* (update in process 2019) then a similar tree may be substituted.



	<p><b>Street Furniture</b></p> <p>Benches should be placed near the pedestrian path where width allows. Suggested locations: at the south intersection with 72<sup>nd</sup> Avenue SW, facing the new Police Station, and at the park-like development south of the Library.</p>
	<p><b>Art/Signage</b></p> <p>Art/banner arms attached to lighting poles all along New Market Street SW.</p>
	<p><b>Landscaping (Option A)</b></p> <p>Relatively formal plantings.</p>
	<p><b>Landscaping (Option B)</b></p> <p>Raised planters; provides embedded seating.</p>



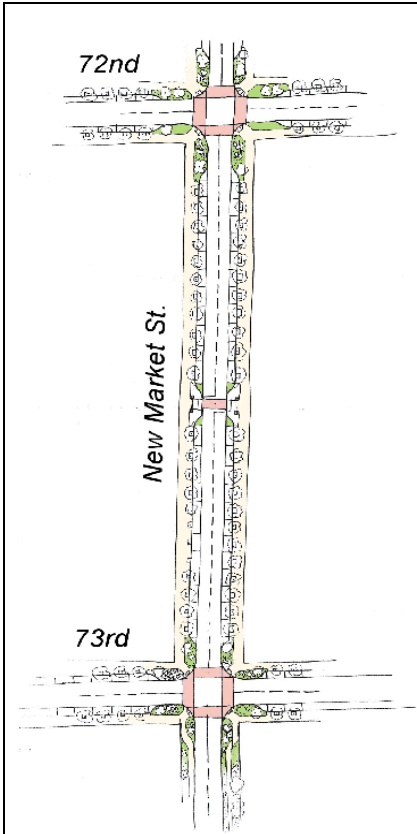
## Main Street – MS2

### Street Section



70' ROW – 2 x 12' travel lanes – 8' curbside parking – broad 15' sidewalk with planting pits

Note: Illustration amended in 2019 to add sharrows.



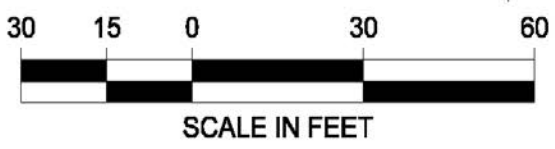
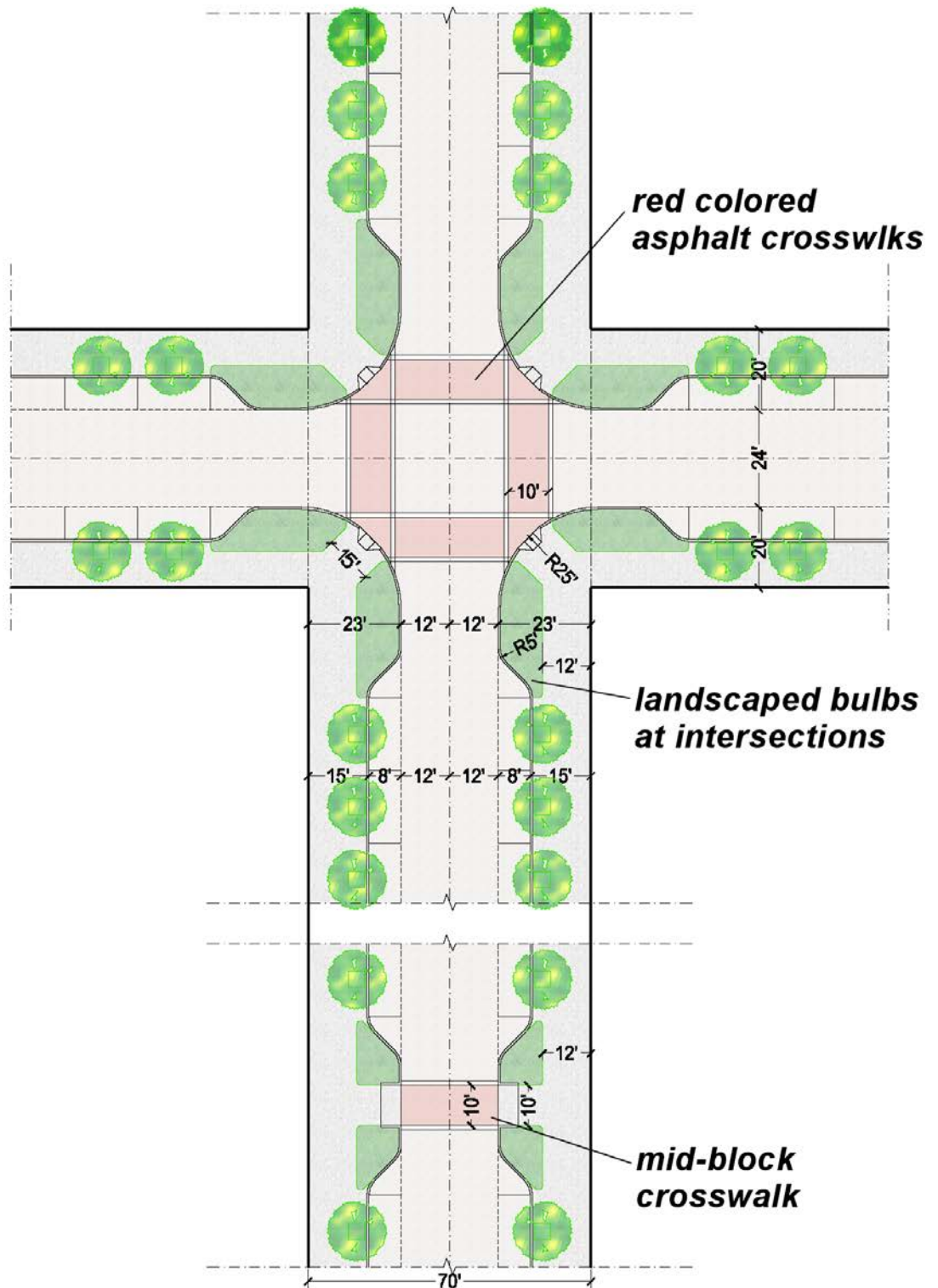
### General Layout

Curbside parking is interrupted at the intersections and at mid-block by broad landscaped bulbs to facilitate crosswalks.

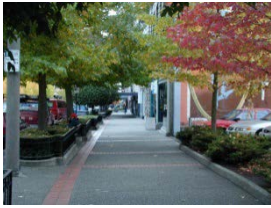




Two lanes of traffic with no turn lane. Speed design = 25 mph.




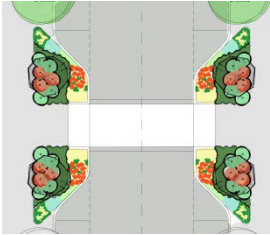
The zero setback for buildings can be interrupted by pedestrian plazas (preferred locations: at the southeast corner of the intersection with 72<sup>nd</sup> Avenue SW and on the east side at mid-block).

The parking layout is replicated on the adjacent sectors of 72<sup>nd</sup> and 73<sup>rd</sup> Avenues SW (**MS3**).





	<p><b>Special Paving (A)</b></p> <p>Brick or brick-like pavers as highlights within concrete walks. During the final street design, determine the most appropriate use for the bricks. Suggested uses include around the planting beds at the intersections and at the mid-block crosswalk.</p>
	<p><b>Special Paving (B)</b></p> <p>Brick combination; indicated for the plaza areas along Main Street.</p>
	<p><b>Street Trees</b></p> <p>Street tree concept for Main Street: Use the same street tree to unify downtown – Pacific Sunset Maple (<i>Acer truncatum x A. platanoides</i> - Warrenred) 30 x 25.</p> <p>If not on the list of recommended tree species in the updated <i>Urban Forestry Management Plan</i> (update in process 2019) then a similar tree may be substituted.</p>
	<p><b>Street Furniture</b></p> <p>Benches should be placed at likely activity centers. Near the mid-block crosswalks will likely be a good location.</p>
	<p><b>Art/Signage</b></p> <p>Art/banner arms attached to lighting poles all along New Market Street SW.</p>

	<p><b>Landscaping (Option A)</b> Relatively formal plantings.</p>
	<p><b>Landscaping (Option B)</b> Raised planters; provides embedded seating.</p>
	<p><b>Landscaping</b> An arbor or trellis on mid-block bulbs would be a unique amenity. Set back at least 3' from the curb so that pedestrians are visible to motorists.</p>
	<p><b>Landscaping</b> Planters at mid-block crosswalks; raised planters at crossings. Seasonal color in baskets hang from a pole (or trellis).</p>



# Main Street – MS3

## Street Section



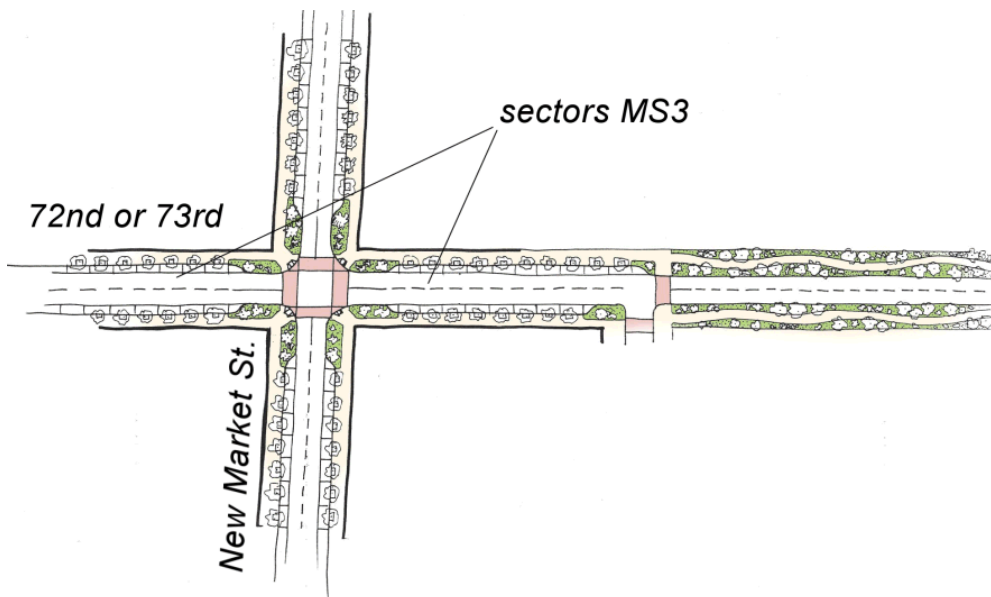
70' right-of-way – 2 x 11' travel lanes – 2 x 5' bike lanes – 7' curbside parking – 12' sidewalk with planting pits.




Note: Illustration and description amended in 2019 to include bike lanes and adjust street and parking widths.

## General Layout

These street sectors, although physically aligned with the Green Street, share most characteristics with the adjacent Main Street. The activities around them and the car and

pedestrian traffic are very similar to those on New Market Street SW.



	<p><b>Street Trees</b></p> <p>Street tree concept for Main Street: Use the same street tree to unify downtown – Pacific Sunset Maple (<i>Acer truncatum x A. platanoides</i> - Warrenred) 30 x 25.</p> <p>If not on the list of recommended tree species in the updated <i>Urban Forestry Management Plan</i> (update in process 2019) then a similar tree may be substituted.</p>
	<p><b>Art/Signage</b></p> <p>Art/banner arms attached to lighting poles.</p>
	<p><b>Landscaping</b></p> <p>Street with curbside parking. Landscaped curb bulbs at intersections to increase pedestrian safety and protect parked cars.</p>





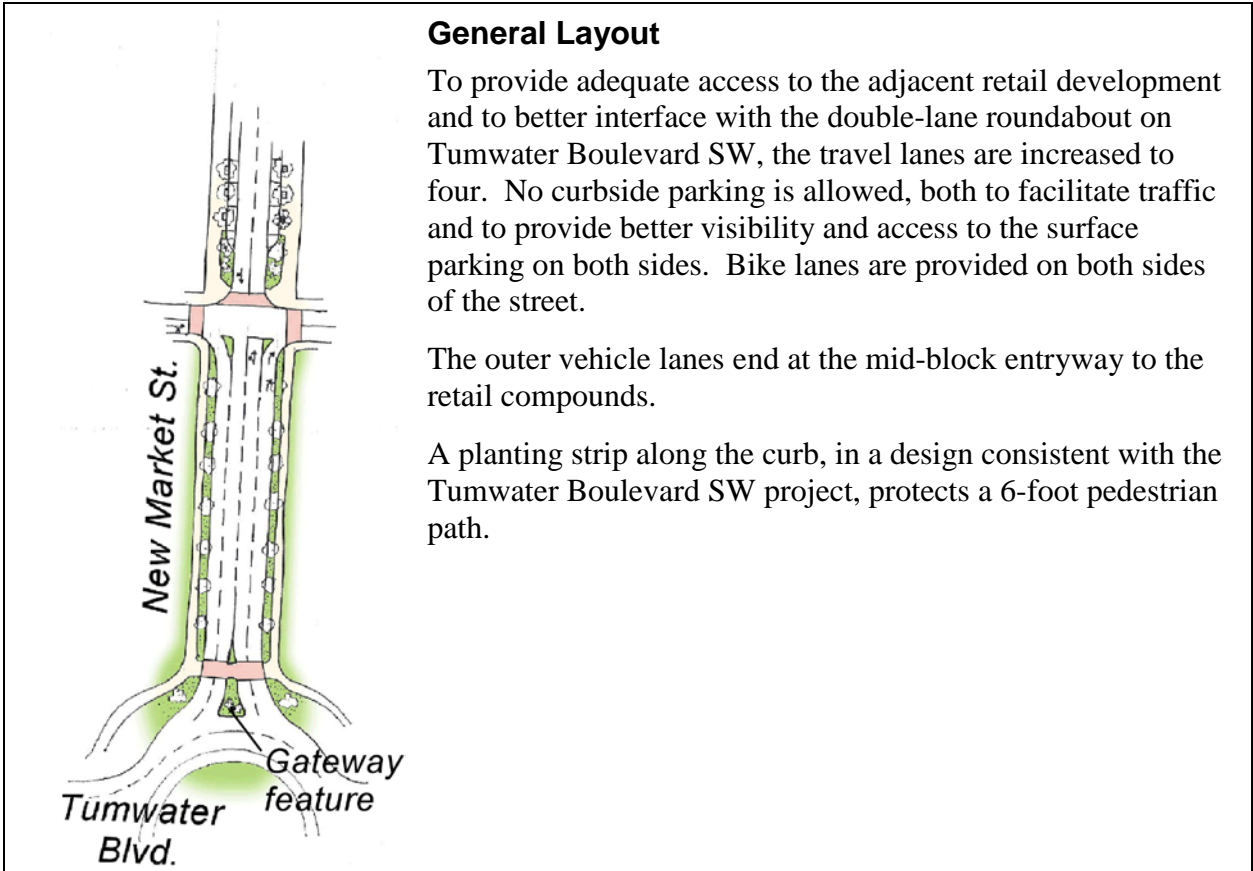
# Main Street – MS4

## Street Section



78' right-of-way – 4 x 11' travel lanes – 2 x 5' bike lanes - 6' planting strips – 6' sidewalks

Note: Illustration and description amended in 2019 to include bike lanes, lane striping and adjust widths of features.





### General Layout

To provide adequate access to the adjacent retail development and to better interface with the double-lane roundabout on Tumwater Boulevard SW, the travel lanes are increased to four. No curbside parking is allowed, both to facilitate traffic and to provide better visibility and access to the surface parking on both sides. Bike lanes are provided on both sides of the street.

The outer vehicle lanes end at the mid-block entryway to the retail compounds.

A planting strip along the curb, in a design consistent with the Tumwater Boulevard SW project, protects a 6-foot pedestrian path.

	<p><b>Street Trees</b></p> <p>Street tree concept for Main Street: Use the same street tree to unify downtown – Pacific Sunset Maple (<i>Acer truncatum x A. platanoides</i> - Warrenred) 30 x 25.</p> <p>If not on the list of recommended tree species in the updated <i>Urban Forestry Management Plan</i> (update in process 2019) then a similar tree may be substituted.</p>
	<p><b>Art/Signage</b></p> <p>Art/banner arms attached to lighting poles all along New Market Street SW.</p>
	<p><b>Landscaping</b></p> <p>The landscaped strip along the curb merges the roundabout design with the more urban environment of the Main Street.</p> <p>Landscape with formal planting of shrubs with ground covers.</p>



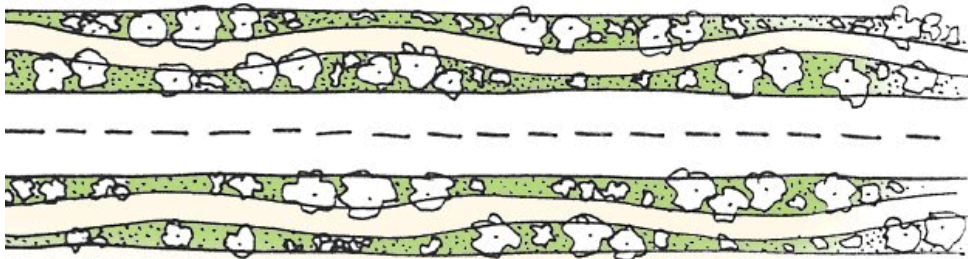
## Green Street – GS1, GS2, GS3, GS4

### Street Section



56' right-of-way – 2 x 11' travel lanes – 2 x 5' bike lanes – 6' landscaped strips with 6' sidewalks

Note: Illustration and description amended in 2019 to add striping for travel lanes, bike lanes, and adjust other feature widths.



### General Layout

Mostly oriented to accommodate local traffic and to provide a unique environment for pedestrian access to the Main Street area, these Green Streets include a continuous landscape strip between the sidewalk and the street. The pedestrians are further buffered from the vehicle traffic by the bike lanes.

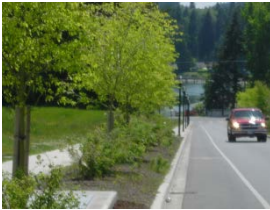


For the north side of **GS3** between New Market Street SW and Linderson Way SW, a winding path and nicely laid out landscaping will provide a relaxing, shielded area from the two lanes of traffic. See illustration above.



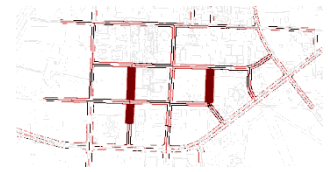
### **Street Furniture**

No street furniture should be required along the green streets. Trash cans and bike racks may be placed at major intersections on the Main Street.



### **Landscaping**

Street tree concept for green streets: Mix of deciduous and conifer trees from the City street tree selection for a naturalistic character. Use of shrubs and ground cover for low maintenance.



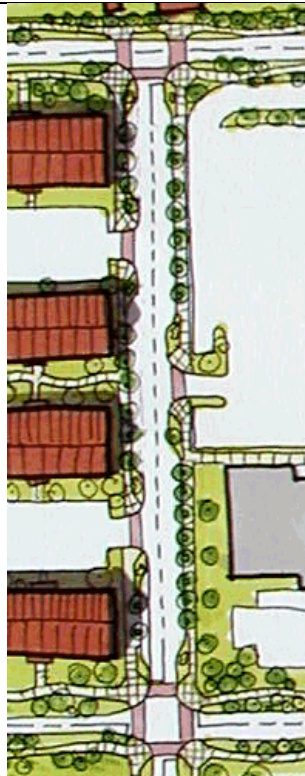
## Connector Street with Parking – CS1, CS2, CS3

### Street Section



60' right-of-way – 2 x 11' travel lanes with sharrows to indicate a shared roadway between bicyclists and motorists – 7' curbside parking – 12' sidewalks with planting pits

Note: Illustration and description amended in 2019 to add lane striping and sharrow markings as well as to adjust the other feature widths.






### General Layout

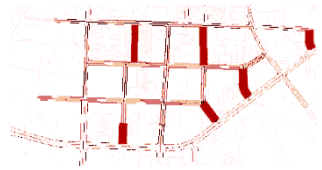
Connector Streets front a variety of developments and buildings.

The two 11-foot traffic lane structure is separated from the 12-foot sidewalk by 7 foot wide curbside parking. Bulbs provide driveway and intersection protection for pedestrians.

The streetscape character of the Connector Streets is relatively uniform in order to provide greater consistency within the Town Center.

	<p><b>Street Trees</b></p> <p>Street tree concept for Connector Streets: Autumn Purple Ash.</p> <p>If not on the list of recommended tree species in the updated <i>Urban Forestry Management Plan</i> (update in process 2019) then a similar tree may be substituted.</p>
	<p><b>Street Furniture</b></p> <p>No street furniture should be required along the Connector Streets.</p>
	<p><b>Landscaping</b></p> <p>Connector Street with curbside parking. Landscaped curb bulbs at intersections to increase pedestrian safety and protect parked cars.</p>





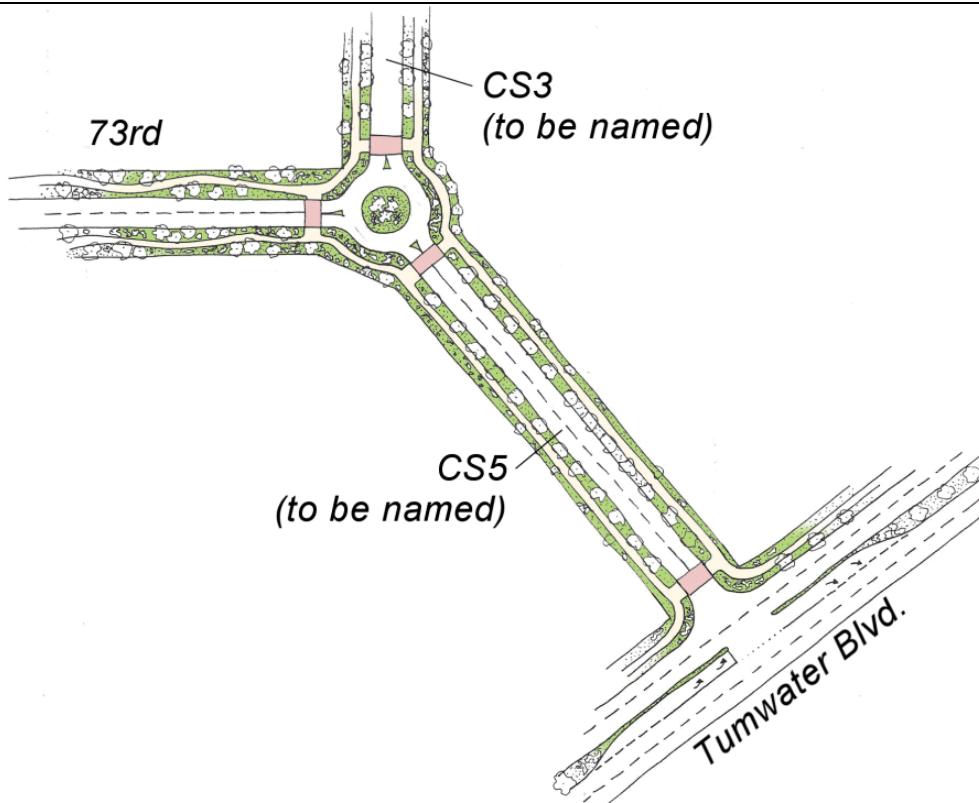
## Connector Street – CS4, CS5, CS6, CS7, CS8

### Street Section






46' right-of-way – 2 x 11' travel lanes with sharrows – 6' landscaped strips with 6' sidewalks

Note: Illustration and description amended in 2019 to add lane striping and sharrow marks and to adjust feature widths.



### General Layout

Where there will be increased traffic, parking is removed from Connector Streets. A planting strip of shrubs and groundcover separates the pedestrian traffic (that no longer needs an interaction with parked cars) from the street.

	<p><b>Street Trees</b></p> <p>Street tree concept for Connector Streets: Autumn Purple Ash.</p> <p>If not on the list of recommended tree species in the updated <i>Urban Forestry Management Plan</i> (update in process 2019) then a similar tree may be substituted.</p>
	<p><b>Street Furniture</b></p> <p>No street furniture should be required along the Connector Streets.</p>
	<p><b>Landscaping</b></p> <p>Planting strip along the curb (6 feet wide). Use of shrubs and ground cover for low maintenance.</p>

# Appendix

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## Action Strategy

Taken together, the actions recommended in this plan are an ambitious program supporting the City's efforts to create a viable, pedestrian-friendly, mixed-used Town Center. Because the plan calls for creating an urban street system, basically "from scratch," implementing the plan will require substantive funds as well as City efforts to coordinate with property owners and acquire right-of-way. Even under an aggressive schedule, this process will take several years, and it may be advisable to phase the improvements over time by tying street construction to redevelopment. Given these considerations, it is important that the City have an implementation strategy that integrates the street development activities and coordinates them with other planning and community redevelopment efforts. To this end, the plan recommends the following actions as a starting point in such a strategy.

### 1. City Zoning and Design Guidelines

Refine the City zoning and design guidelines congruent with the land use assumptions and design vision of this plan. Although this plan focuses primarily on street planning and design to support the community's Town Center vision, during the process the committee and design team necessarily considered the type of development and public facilities that the street network will support. This thinking led to certain directions regarding preferred locations for ground floor retail, residential, and other types of development. At the same time, it became clearer where the various design guidelines addressing such issues as street front orientation, open space, and pedestrian orientation were most critical. These directions are discussed in the Plan Concept section and merit further study. The City should conduct further analysis and consider revising the Comprehensive Plan, land use regulations, and design guidelines during the next applicable cycle in accordance with the streetscape plan and/or subsequent analysis. Because this step does not require construction funds and it should ideally be accomplished prior to other major development permit applications, it should be started as soon as possible.

Note: In the early 2000's, special zoning was established as well as a new neighborhood chapter within the Comprehensive Plan specific to the Town Center. Design guidelines specific to the town center were integrated into the zoning chapter at that time. The City adopted city-wide design guidelines in 2016.

### 2. Funding Sources

Ambitious street improvements generally require that money for design; land acquisition, and construction come from a variety of sources. And since, in most cases, the road system will benefit nearby property owners, it seems as though those benefiting should contribute to the costs. (See Action 3, below.) Another early action that does not require funds, the City can proceed with this step immediately.

### 3. Property Owner Participation

Establish policies and a mechanism to determine property owner participation in street construction funding and right-of-way acquisition. As noted above, it appears equitable that property owners contribute to the street development funding. This may be accomplished when the property owners develop their land, or it may be preferable to construct the roadways before the ultimate private development. In either case, the City should establish a means to secure private participation. At the same time, the City should determine a means to secure the necessary right-of-way. Because this issue may come up as soon as a project proponent applies for a permit, the policies and process for addressing the funding and land acquisition issues should be in place as soon as possible.

Note: Frontage improvements and right-of-way dedication are required as a condition of development approval.

#### **4. Support of Transit Improvements**

Successful town centers depend on multiple transportation modes: automobile, pedestrian, bicycle, and public transit. In designing the Town Center's streets, the City should coordinate with the transit service provider to ensure that the needs of public transit vehicles are considered. For example, mid-block crossings/bulb outs could, if sized properly, also function as transit bus stops for boarding and de-boarding and allow the retention of on-street parking stalls without having to set aside the required 55 – 65 feet of space needed for a curbside bus stop zone. However, if the sidewalks, crosswalks, curb radii, and other street features are modified to the detriment of pedestrian movement, the City should obtain assurances from the transit service provider that the modifications are necessary for a specific route and movement. Pedestrian safety and comfort are crucial to the Town Center and should not be compromised unless absolutely essential.

The City should consult with the transit service provider during the final street design to determine locations for bus stops and other transit vehicle needs. Construction of an on-street transit center may be desirable as the town center develops.

Locations for information kiosks, bus shelters and other pedestrian amenities at or near bus stops should also be determined during final street design. Incorporating building facade features or street furniture that can accommodate these types of amenities should be considered as well. Care should be taken to providing and maintaining American with Disabilities Act (ADA) access at bus stops and throughout the Town Center.

#### **5. Public Parking**

Adequate parking is critical to the Town Center's success. The on-street parking recommended in this plan, as well as the parking required as part of private development, should be sufficient to meet property owners' needs. However, providing additional public parking would be an incentive if properly configured and programmed to reduce private development costs. The City should consider acquiring parcels for parking. In the short term, surface lots will be most efficient. In the long term, however, structured parking, perhaps developed in conjunction with other uses, may be advisable.



## 6. Timing and Priorities for Individual Streets

Because it is unlikely that all of the street improvements can be accomplished at once, priorities for phasing should be identified. The most important through connection in encouraging positive new development is New Market (Main) Street SW. New Market Street SW must provide through access and act as a gateway at the Tumwater Boulevard SW roundabout in order to provide the exposure and access needed to attract the retail development and support the civic activities the City envisions. For this reason, New Market Street SW is one street within Town Center that should be undertaken as a unit early in the redevelopment process.

Street segments **CS2**, **CS3**, and **CS5** are important to handle the north south traffic that will occur when larger retail businesses (perhaps along with office development) occur in the south central part of the Town Center. At a minimum, these segments should be added when substantial development at the south end of New Market Street SW occurs.

The other streets can be added on an incremental basis when private development occurs. However, if portions of 72<sup>nd</sup> or 73<sup>rd</sup> Avenues SW are constructed, the whole segment from Linderson Way SW to New Market Street SW or New Market Street SW to Capitol Boulevard should be constructed so that the link becomes available and the land acquisition, funding, and construction activities are combined for greater efficiency.

## 7. Neighborhood Park

The development of a neighborhood park would benefit town center residents and visitors. The City's Land Use Plan and Parks and Recreation Plan call for a neighborhood park to be located in the town center. Potential sites for a future neighborhood park should be a consideration of the Parks and Recreation Commission during the next update to the Tumwater Parks and Recreation Plan.