

Land Use Element

Part 2 – Technical Information

City of Tumwater 2025 Comprehensive Plan

Balancing Nature and Community: Tumwater's Path to Sustainable Growth

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Abbreviations Used in Document

- RCW** – Revised Code of Washington
- TMC** – Tumwater Municipal Code
- WAC** – Washington Administrative Code

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1. Introduction

A. Background

The Land Use Element is part of Tumwater's Comprehensive Plan and was prepared in response to the state Growth Management Act (Chapter 36.70A RCW).

As part of Tumwater's Comprehensive Plan, the Land Use Element covers the 20-year planning period from 2025 to 2045, and designates the proposed general distribution, location, and extent of all land use types.

Part 2 of the Land Use Element provides the technical analysis to address the requirements of RCW 36.70A.070(1) for land use elements. It analyzes Tumwater's:

- Physical features.
- Existing land use patterns.
- Land use growth targets.
- Land use capacity estimates.
- Land use plan.
- Other considerations.

The assessment supports the development of the Land Use Element's goals, policies, and draft implementation actions found in Part 1 of the Element.

The Land Use Element goals and policies guide the type, distribution, and location of land uses that direct Tumwater's physical development. It provides the policy context for TMC Title 18 Zoning, development regulations, administrative processes, and investment decisions such as capital improvements and work plans for City

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State requirements (WAC 365-196-405) that the Comprehensive Plan must meet:

- Designation of the proposed general distribution and general location and extent of the uses of land, where appropriate, for agricultural, timber, and mineral production, for housing, commerce, industry, recreation, open spaces, public utilities, public facilities, general aviation airports, military bases, rural uses, and other land uses.
- Population densities, building intensities, and estimates of future population growth.
- Provisions for protection of the quality and quantity of ground water used for public water supplies.
- Wherever possible, consideration of urban planning approaches to promote physical activity.
- Where applicable, a review of drainage, flooding, and stormwater runoff in the area covered by the plan and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

staff, the Planning Commission, City Council, and community and agency partners.

Tumwater is planning for future growth for the City and its urban growth area together, so land

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use in Tumwater and its urban growth area are evaluated together.

The Land Use Maps represent the general future land use patterns intended for Tumwater and its

urban growth area within the 20-year planning period and are a graphic expression of the land use goals and policies found in Part 1 of the Element.

B. How to Read this Part of the Element

Part 2 of the Land Use Element consists of the following chapters.

- **Chapter 2 – Physical Features:** Provides a summary of the prominent geographic features and water resources that define the physical landscape of Tumwater.
- **Chapter 3 – Existing Land Use Patterns:** Offers a summary of existing land use distribution within Tumwater that has emerged from the physical features discussed in Chapter 2.
- **Chapter 4 – Land Use Growth Targets:** Discusses the existing and 2045 forecasted population and employment figures that will guide future land use and the Comprehensive Plan for the next 20 years.
- **Chapter 5 – Land Use Capacity Estimates:** Provides a summary of Tumwater's land use capacity that is needed to

accommodate the land use growth targets in Chapter 4.

- **Chapter 6 – Land Use Plan:** Reviews Tumwater's approach to accommodating the 2045 land use growth targets and land use capacity for residential, commercial, industrial, and parks, open space, & public and institutional land uses.
- **Chapter 7 – Neighborhoods:** Provides the land use context, and discusses future land uses, challenges, and recommendation for each neighborhood in Tumwater.
- **Chapter 8 – Other Considerations:** Summarizes other relevant land use matters.
- **Appendix:** The appendix includes the following:

Appendix A – Summary of Foundational Documents.

C. Connections with Other Elements

The Land Use Element connects all the other Elements of the Comprehensive Plan together locationally.

Figure LU-1 illustrates how the Land Use Element relates to various Tumwater community concerns.

Coordination with all the Elements of the Comprehensive Plan is important to be able to ensure orderly, cost-efficient development that is phased outward from the urban core and transit corridors. All Elements of the Comprehensive Plan are consistent with the Land Use Element.

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As some examples, the Land Use Element works with the Conservation and Lands for Public Purposes Elements to protect the quality and quantity of groundwater used for public water

supplies and account for drainage, flooding, and storm water run-off by assigning the appropriate land use designations to environmentally sensitive areas.

Figure LU-1. Land Use Element's Connections to Tumwater Community Concerns.



In addition, the Land Use Element works with the Housing Element to allocate sufficient land to ensure an adequate supply of buildable land for housing that serves every income group and supports the Climate Element by encouraging compact urban development to reduce carbon

emissions and addresses natural hazards to increase resilience.

Land within Tumwater's urban growth area is addressed through the Tumwater and Thurston County Joint Plan in accordance with adopted County-Wide Planning Policies.

D. Community Profile

The place that became Tumwater at the point where the Deschutes River cascades into Puget Sound at its most southerly point has been inhabited for many centuries.

The Coastal Salish Indian groups, whose descendants are members of the tribes now known as Nisqually, Squaxin Island, and Chehalis, gathered shellfish and frequented the inlets and prairies of the south Puget Sound for

centuries before Euro-American exploration and settlement.

The rivers of the region, such as the Deschutes River, were long-established sites for salmon harvesting, the prairies, such as Bush Prairie, were popular hunting and plant harvesting sites, and the beaches were replete with shellfish, harvested by native peoples.

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In 1845, Michael T. Simmons, led the first group of permanent American settlers to Tumwater Falls. He settled in the area that would become Tumwater while others in the party, including George Bush, a man of mixed race, and his family, settled in the rich prairies to the south.

The decision of the group to settle north of the Columbia River was made in part because of the black exclusion laws of Oregon's Provisional Government that were not actively enforced north of the Columbia. The 31 members of the Simmons party laboriously cut a wagon trail that became the northern branch of the Oregon Trail. Others followed, with the establishment of Olympia in 1850 and settlement of the natural prairies and river bottom lands throughout the county in the 1850s.

By the mid-1800s, Tumwater was known as the end of the Oregon Trail and was the oldest European settlement north of the Columbia River.

When Tumwater was founded in 1845, it was named New Market. In 1847, the name was changed to Tumwater, as it likened the sound of "throbbing or noisy" water, which was expressed in native languages as Tum Chuck.

Tumwater was the starting point for further American settlements in other points on Puget Sound. It was from Puget Sound that the movement to divide Oregon grew, resulting in the creation of the Washington Territory in 1853.

Tumwater's early growth and development was influenced by its proximity to the power-

generating falls of the Deschutes River, the nearby saltwater access for transportation and communication, and the abundance of timber in the area. The town developed on the lands around the mouth of the river, and homes and sawmills were built along its banks.

On November 25, 1869, Tumwater was officially incorporated as a fourth-class town. In 1964, the voters of Tumwater elected to change the classification to a third-class City with a Mayor-Council form of government. In 1994, the Tumwater City Council voted to change the classification to a code city but retain the Mayor-Council form of government.

Interstate 5 was constructed in 1959 and resulted in the demolition of most of Tumwater's historic downtown. The freeway divides Tumwater into western and eastern halves.

An additional historical influence on the development pattern of Tumwater is the Olympia Regional Airport and the associated New Market Industrial Campus that are located at the southern end of Tumwater. The Airport was started in the early part of the 20th century and has been owned and operated by the Port of Olympia since 1963.

Tumwater is contiguous with Olympia to the north and northeast and stretches for approximately six miles to the south and a similar distance from the Deschutes River in the east to almost to Black Lake in the west. The area of Tumwater is approximately 18 square miles or 11,378 acres.

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E. Neighborhoods

Land Use Element divides Tumwater into eleven neighborhoods recognizing different land use planning needs:

- Airport
- Brewery District
- Bush Prairie
- Deschutes
- Littlerock
- Mottman
- New Market
- SE Capitol Boulevard
- SW Tumwater

- Trosper
- Tumwater Hill

Chapter 7 contains data about current land use and trends for each neighborhood.

Policy recommendations for each specific Neighborhood are also included. The neighborhood maps graphically represent policy recommendations for future land uses for each neighborhood in Tumwater for the 20-year planning period.

Map LU-2 is the Neighborhoods Map and Maps LU-3 to LU-14 are the future land use maps for each individual neighborhood.

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2. Physical Features

A. Geographic Features

1) Topography

Elevation in Tumwater ranges from close to sea level where the Deschutes River enters Capitol Lake to more than 500 feet in elevation at the top of Bush Mountain.

In the northern part of Tumwater, the Deschutes River valley separates the northeastern part of Tumwater from the rest of the City. The eastern edge of the Deschutes River valley is 160 feet in elevation, while the valley floor above Tumwater Falls is 60 feet in elevation.

Moving west from Deschutes River in the northwestern part of the Tumwater, Tumwater Hill rises to 461 feet in elevation directly west of the Deschutes River. Separated by Percival Creek to the southwest, Bush Mountain is over 500 feet in elevation. Farther west is flat at around 190 to 200 feet in elevation which is divided by the Black River Drainage Ditch and the and then the eastern slope of Black Hill in the northwest corner of Tumwater.

The southern half of Tumwater is flat at around 190 to 200 feet in elevation with Bush Prairie occupying the area centered on the Olympia Regional Airport and New Market Industrial Park.

2) Soils

The soil in the Tumwater is predominantly Nisqually loamy fine sand, Cagay loamy sand, and Indianola loamy sand. There are areas of peat in the western part of Tumwater near Percival Creek and the wetland complexes in the

western part of Tumwater and granite underlying the hills in the northwest part of Tumwater.

More information on soils is found in Appendix B of Part 2 of the Conservation Element.

3) High Erosion or Landslide Potential

Areas of erosion hazard and landslide hazard are found in the northern half of Tumwater on the edges of the Deschutes River as well Tumwater Hill, Bush Mountain, and Black Hill.

A map of geologically hazardous areas is found in Part 2 of the Conservation Element.

4) Seismic Hazard Areas

The entire Puget Sound Region is considered seismically active and is characterized by a history of major earthquake frequency. Seismic hazards are those areas within the region that are subject to the most severe level of earthquake response due to slope of the land and soil density.

Seismic hazard areas are mapped in those areas that have been filled in the Deschutes River valley and around Percival Creek north of Trosper Road. Areas of peat in the western part of Tumwater near Percival Creek and the wetland complexes in the western part of Tumwater are also seismic hazard areas.

A map of seismic hazard areas is found in Part 2 of the Conservation Element.

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B. Water Resources

1) Watersheds

Tumwater covers both the Water Resource Inventory Areas 13 (Deschutes watershed) and 23 (Upper Chehalis watershed). The dividing line between the watersheds follows a northwest to southeast line diagonally through the Tumwater.

The Deschutes watershed includes:

- Deschutes River
- Percival Creek
- Unclassified Creek and pond in the western part of Tumwater
- Black Lake Drainage Ditch
- Barnes Lake
- Lake Susan
- Munn Lake
- Trails End Lake
- Trospen Lake

The Upper Chehalis watershed includes:

- Black Lake
- Fish Pond Creek and associated wetland complex

A map of rivers, creeks, and lakes, including shorelines of the state, is found in Part 2 of the Conservation Element.

The Shoreline Master Program describes Tumwater's shorelines of the state in more detail.

2) Wetlands

Wetlands are classified and protected on a descending scale of sensitivity and habitat score in TMC 16.28. While wetlands are mapped throughout Tumwater the larger wetland complexes are associated with the Deschutes River and Fish Pond Creek and associated wetland complex.

Part 2 of the Conservation Element describes Tumwater's wetlands in more detail and contains a map of major wetlands.

3) Public Drinking Water Aquifers

All of Tumwater's drinking water supply comes from underground aquifer areas beneath Tumwater. Most of Tumwater is within a critical aquifer recharge area and there are wellhead protection areas around Tumwater's Bush Wellfield, Lakeland Manor Water System, Palermo Wellfield, Port Wellfield, and southwest wellfield.

A map of the critical aquifer recharge area and wellhead protection areas is found in Part 2 of the Conservation Element.

4) Areas that Flood

Part 2 of the Conservation Element describes Tumwater's frequently flooded areas in more detail and contains a map of frequently flooded areas.

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3. Existing Land Use Patterns

A. Existing Land Use Distribution, Land Use Designations, & Zone Districts

To plan effectively for the twenty-year planning period, it is necessary to understand existing urban land use distribution and trends. To accomplish this, Thurston Regional Planning Council maintains a land use database for Tumwater.

The types of land uses employed to identify presently existing land uses in Chapter 3 of the

Land Use Element are different from the land use designations that will be used to identify future land uses on the Land Use Maps or the zone districts that are found in TMC Title 18 Zoning or the Official Zoning Map for Tumwater and the Urban Growth Area.

Table LU-1 and Figure LU-2 illustrate the results of the inventory citywide.

B. Land Use Distribution

Table LU-1 shows the amount of land in Tumwater and its urban growth area in comparison to Thurston County as a whole.

While Lacey and Olympia's urban growth areas are larger than Tumwater's, their total land areas are comparable to Tumwater.

Table LU-1. Land Area in Tumwater & Its Urban Growth Area.

Jurisdiction	Acres	Square Miles	Percent of County
Tumwater – City Only	11,578	18.1	2.5%
Tumwater – Urban Growth Area	2,652	4.1	0.6%
Thurston County	471,394	736.6	100%

Source: Thurston Regional Planning Council, Table 1-01A: Land Area, April 1, 2025.

Table LU-2 and Figure LU-2 summarize existing land use distribution in Tumwater as a whole. The largest percentage of acreage in Tumwater is taken up by residential uses at 34 percent.

Vacant land represents 17 percent of Tumwater's land area, while Public and

Institutional comprise the third most predominant land use in Tumwater at 16 percent. The Olympia Regional Airport takes up the majority of Public and Institutional acreage followed by state facilities and public schools.

Table LU-2. Summary of Existing Land Use in Tumwater.

Type of Land Use	Acreage	Percentage
Residential	4,802	34%
Commercial	208	1%
Industrial	722	5%
Public and Institutional	2,299	16%
Parks and Open Space	1,260	9%

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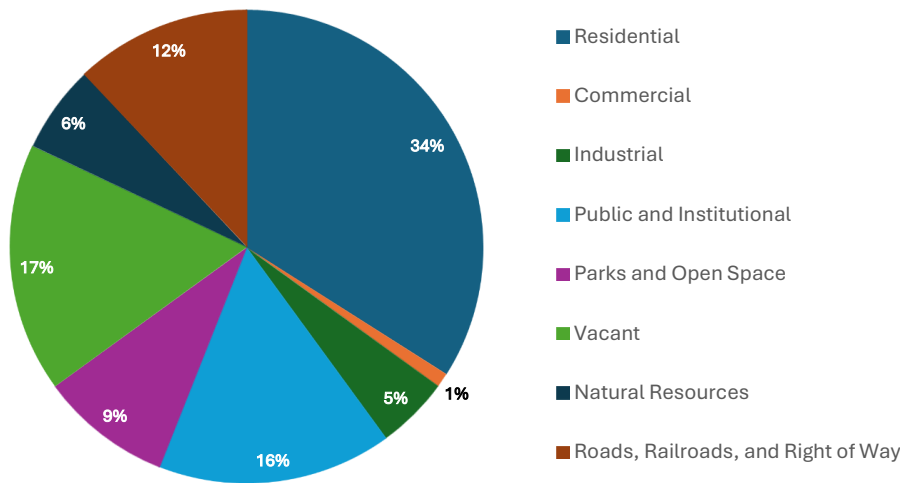


Type of Land Use	Acreage	Percentage
Vacant	2,371	17%
Natural Resources	886	6%
Roads, Railroads, and Rights of Way	1,702	12%
Total	14,248	100%

Source: Thurston Regional Planning Council, Tumwater Land Use Alternative Analysis, 2025.

Notes: The Port of Olympia's Olympia Regional Airport and New Market Industrial area are classified as Public/Institutional or Industrial. Tumwater Golf Course is classified as Parks and Open Space. The former Olympia Brewery properties are classified as Industrial.

Figure LU-2. Existing Land Use in Tumwater.



Source: Thurston Regional Planning Council, Tumwater Land Use Alternative Analysis, 2025.

Notes: The Port of Olympia's Olympia Regional Airport and New Market Industrial area are classified as Public/Institutional or Industrial. Tumwater Golf Course is classified as Parks and Open Space. The former Olympia Brewery properties are classified as Industrial.

Roads, railroads, and rights-of-way comprise 12 percent of the land area, while parks and open space are the fifth most predominant land use at nine percent. Open space uses consist mostly of areas presently having a zone district such as Greenbelt or Open Space. The Tumwater Valley Municipal Golf Course, Pioneer Park, Barnes Lake, and Trosper Lake have a land use land use designation of Parks/Open Space.

Natural Resources are the sixth most predominant land use at six percent. Most of the land in this land use is made up of the Black Lake Quarry at the northwest corner of Tumwater.

Industrial and commercial acreage are the seventh and eighth largest land uses at eight percent. The Port of Olympia New Market

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Industrial Park and the Mottman Industrial Park take up a large portion of the industrial acreage. Much of the commercial uses are located along Capitol Boulevard between Custer Way and Israel Road and along Littlerock Road south of Trosper Road.

Tables LU-3 and LU-4 summarize the existing land use by neighborhood.

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Table LU-3. Percentage of the Area of Existing Land Use by Neighborhood in Tumwater.

Neighborhood	Residential	Commercial	Industrial	Public and Institutional	Parks, Preserves, and Open Space	Vacant	Natural Resources	Roads, Railroads, and Right of Way
Airport	4%	6%	30%	63%	9%	9%	2%	11%
Brewery	0%	13%	1%	4%	5%	1%	0%	7%
Bush Prairie	10%	0%	1%	8%	18%	4%	4%	5%
Deschutes	6%	0%	0%	0%	28%	7%	0%	5%
Little Rock	16%	54%	2%	6%	9%	16%	34%	12%
Mottman / Black Lake	5%	0%	27%	1%	1%	5%	22%	3%
New Market	1%	0%	0%	7%	0%	2%	0%	3%
SE Capital Boulevard	7%	12%	0%	2%	1%	2%	0%	6%
SW Tumwater	1%	0%	21%	3%	8%	12%	0%	6%
Trosper	9%	0%	4%	1%	2%	10%	5%	4%
Tumwater Hill	13%	13%	2%	3%	12%	4%	0%	13%
Urban Growth Area	28%	1%	11%	3%	6%	27%	33%	8%

Source: Thurston Regional Planning Council, Tumwater Land Use Alternatives Analysis, 2025.

Notes: The Port of Olympia's Olympia Regional Airport and New Market Industrial area are classified as Public/Institutional or Industrial. Tumwater Golf Course is classified as Parks and Open Space. The former Olympia Brewery properties are classified as Industrial. Commercial and Industrial were separated, assuming uses aligned with land use designation.

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Table LU-4. Area of Existing Land Use by Neighborhood in Tumwater by Acres.

Neighborhood	Residential	Commercial	Industrial	Public and Institutional	Parks, Preserves, and Open Space	Vacant	Natural Resources	Roads, Railroads, and Right of Way	Total
Airport	173	13	219	1447	115	211	14	195	2,195
Brewery	11	27	4	93	64	29	0	116	230
Bush Prairie	502	0	8	180	224	106	38	92	1,062
Deschutes	283	1	0	0	354	161	0	85	803
Little Rock	777	112	13	132	119	378	297	204	1,851
Mottman / Black Lake	224	0	197	31	14	123	194	53	787
New Market	49	0	0	164	0	51	0	53	264
SE Capital Boulevard	328	24	0	35	12	58	0	104	458
SW Tumwater	32	0	153	64	101	294	0	99	645
Trosper	436	1	32	31	20	228	47	65	798
Tumwater Hills	628	27	14	61	155	86	0	216	980
Urban Growth Area	1447	3	87	65	87	688	315	142	2834
Total	3,443	205	640	2,238	1,178	1,725	590	1,569	14,422

Source: Thurston Regional Planning Council, Tumwater Land Use Alternatives Analysis, 2025.

Notes: The Port of Olympia's Olympia Regional Airport and New Market Industrial area are classified as Public/Institutional or Industrial. Tumwater Golf Course is classified as Parks and Open Space. The former Olympia Brewery properties are classified as Industrial. Commercial and Industrial were separated, assuming uses aligned with land use designation.

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4. Land Use Growth Targets

A. Population – Existing & Target

Population growth is driven by two factors: net migration, people moving in minus people moving out, and natural increases, births minus deaths. Since 1960, the growth in Thurston County has primarily been the result of net migration.

Between 2003-04 and 2023-24, an average of 3,368 people moved to Thurston County every year, which is 80.3 percent of total County population growth.

While most in migration is primarily due to the stable economy in Thurston County, the increasing cost of living in the Seattle metropolitan area played a role as well, as

individuals from the metropolitan area looked for ways to reduce escalating costs of living, particularly in housing.

The natural increase of population in Thurston County has been declining every year from 2016-17 to 2023 with 956 more births than deaths in 2017 and 53 more deaths than births in 2022-23.

Tumwater's population in 2000 of 12,698 increased to 27,470 by 2024, an increase of 216 percent. The population is expected to see similar growth over the next 20 years, reaching approximately 46,070 people in Tumwater and its urban growth area as shown in Table LU-5.

Table LU-5. Tumwater & Its Urban Growth Area Population Forecasts, 2020-45.

Population	
Population (2020)	28,707
Projected Population Increase (2020-2045)	17,363
Projected Population (2045)	46,070

Source: 2020 Population includes the 2020 U.S. Census calibrated numbers both within Tumwater (25,573) and its urban growth area (3,134). Thurston Regional Planning Council, Table 3. Population Estimates and Forecast Thurston County Cities, Urban Growth Areas, and Reservations 2010-2045.

The U.S. Census Bureau estimated in 2020 that Tumwater's population was 25,573 and its urban growth area's population was calibrated as 3,134. The Washington State Office of Financial Management estimated that Tumwater's population as of April 1, 2024, was 27,470 and the Thurston Regional Planning Council estimated that Tumwater's urban growth area was 3,100 in 2024 for a total of 30,570 residents.

Figure LU-3 shows the change in Tumwater's population since 1970. Between 1970 and 2020, Tumwater's population more than quadrupled, growing 476 percent over 50 years. Over the next 25 years from 2020 to 2045, Tumwater and its urban growth area population are anticipated to grow by 17,360 to reach 46,070 residents in Tumwater and its urban growth area by 2045.

Table LU-6 shows the population of Tumwater and its urban growth area since 2010. The population

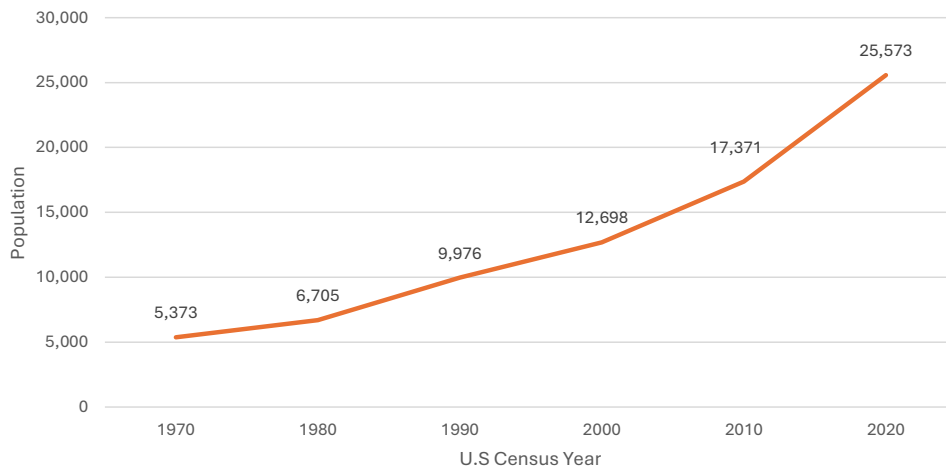
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of Tumwater has increased, and its urban growth area decreased since 2010 in part due to annexations.

Figure LU-3. Tumwater Population, 1970-2020.



Sources: Washington State Office of Financial Management, 2020 Decennial U.S. Census Counts of Population for the State, Counties, Cities and Towns and Thurston Regional Planning Council, Small Area Population Estimates and Forecast, 2024.

Table LU-6. Population of Tumwater & Its Urban Growth Area, 2010-24.

	2010	2020	2021	2022	2023	2024
City	17,371	25,573	26,050	26,360	27,100	27,470
Urban Growth Area	6,350	3,134	3,290	3,300	2,890	3,100
Total	23,720	28,707	29,340	29,660	29,990	30,570

Source: Thurston Regional Planning Council, Small Area Population Estimates and Forecast, 2024.

B. Employment – Existing & Target

Employment quantity and quality is an important consideration when considering housing affordability. The availability of jobs that pay a wage adequate to enable people to afford housing is important. Much of the information included in this section is compiled from The Profile, assembled by the Thurston Regional Planning Council.

1) County Employment Base

Industries and businesses that produce goods that are exported to surrounding areas, such as other countries, states, and communities, are referred to as basic industries. These firms form the backbone of the local economy by exporting goods out of the area and importing dollars into the area.

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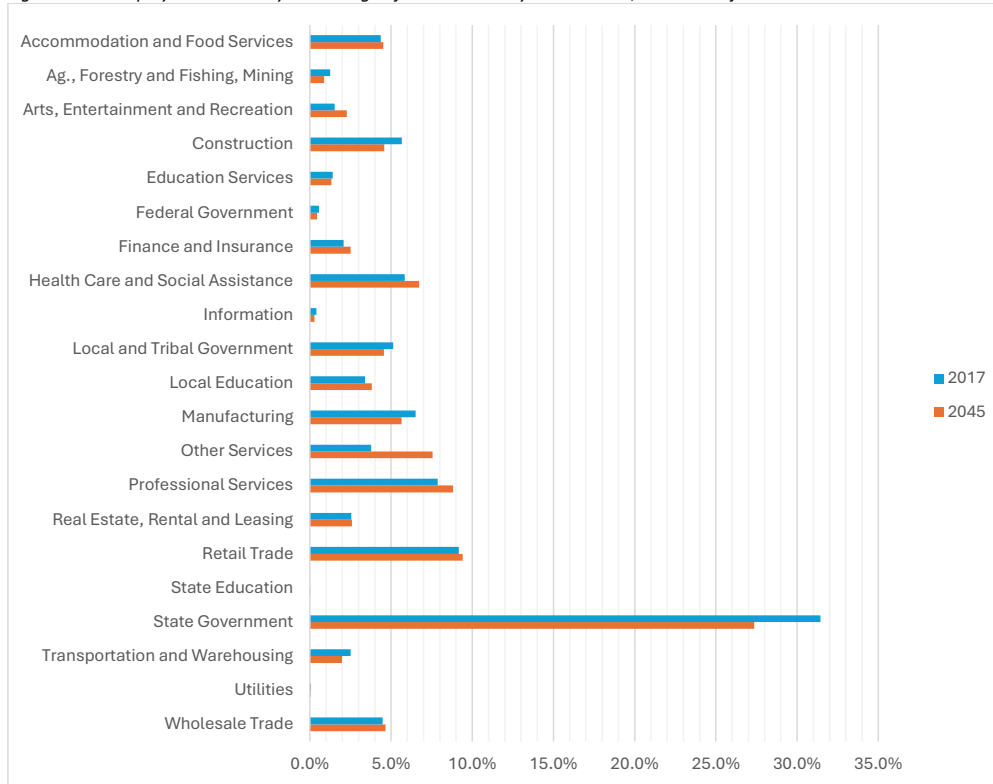


An excellent example of a basic industry in Tumwater is Cardinal CG Glass. A non-basic industry is in a support role to the basic industries in a community. An example of a non-basic industry is a shopping center that provides goods to basic industries and their employees.

Figures LU-4 and LU-5 show the percentage and number of jobs by sector in Tumwater.

In Thurston County, State government is the largest basic industry, comprising over 25 percent of the jobs in the county. The proportion of people employed in government jobs in Thurston County is more than double the percentage of the entire State, with local, State, and federal employment together, which is common in counties that have the seat of state government.

Figure LU-4. Employment Bases by Percentage of Jobs in Industry in Tumwater, 2017 & Projected 2045



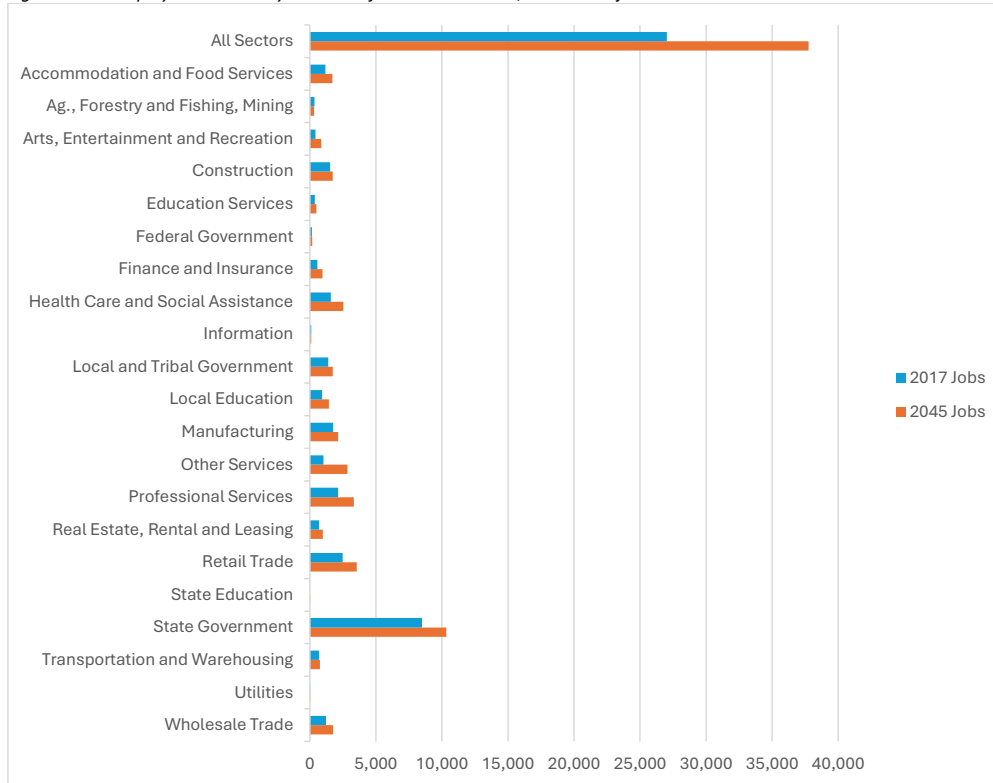
Source: Thurston Regional Planning Council, Population and Employment Forecast (2018 Update).

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Figure LU-5. Employment Bases by Number of Jobs in Tumwater, 2017 & Projected 2045.



Source: Thurston Regional Planning Council, Population and Employment Forecast (2018 Update).

Unemployment rates continue in a downward trend in municipalities and payrolls expand with 20,860 new jobs from January 2015 to January 2025. Figure LU-6 shows the unemployment rate since 2015 for Olympia, Lacey and Tumwater.

In Tumwater alone there were 27,030 jobs in 2017. Compared to 2015, overall employment for the Olympia, Lacey and Tumwater municipalities in 2025 increased by two percent and unemployment has decreased by two percent. As of April 2025, the unemployment rate was 4.3 percent.

Non-farm employment has increased over the past 10 years by twenty percent. Government employment has expanded slightly (0.5 percent) since 2010. Wholesale, Trade, Transportation and Warehousing as well as Manufacturing jobs are also expected to increase into 2045. Professional and Business Services was the fastest growing industry and added 5,000 jobs in the past 10 years, making up 11 percent of the workforce in January 2025

Increasing taxable sales since 2010 were especially notable in e-commerce up 107 percent,

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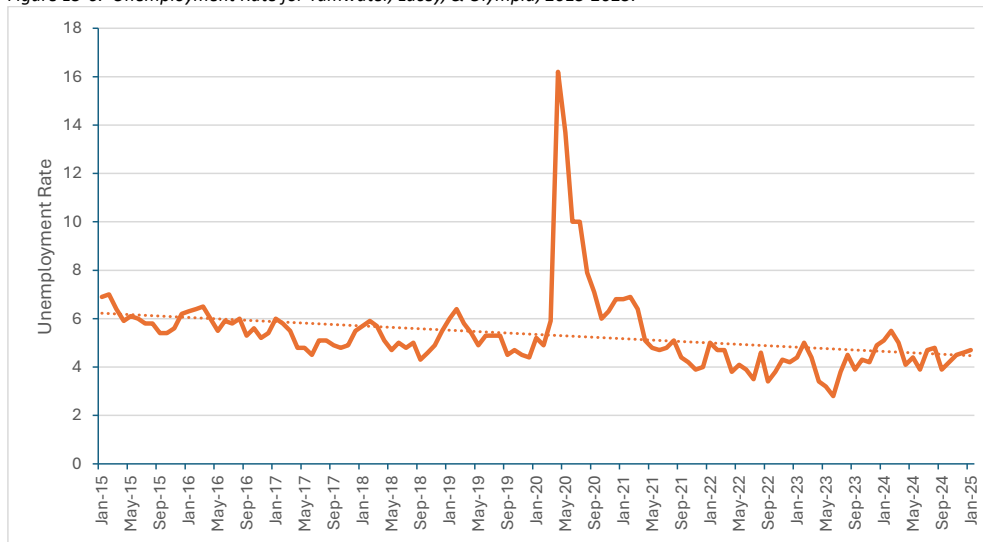


transportation and warehousing up 93 percent, specialty food and beverage stores up 107 percent and professional, scientific, and technical services up 57 percent. Sales for all industries were up two percent.

Median Household Income in Tumwater has increased 30 percent from \$65,167 to \$93,635 since 2014 while the number of households has increased 14 percent.

Commented [DB1]: An update to this information from the Tumwater Finance department is pending.

Figure LU-6. Unemployment Rate for Tumwater, Lacey, & Olympia, 2015-2025.



Source: Bureau of Labor Statistics, Unemployment Rates for Metropolitan Areas. February 2025.

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5. Land Use Capacity Estimates

A. Introduction

The purpose of the urban land supply analysis is to determine how much residential, commercial, and industrial land Tumwater will need to have to accommodate at least 20 years of projected growth.

Under the Growth Management Act, the State Office of Financial Management gives counties planning under the Growth Management Act a 20-year population projection, which in turn are used to designate their urban growth areas. Thurston County and all the cities and towns within it must accommodate at least the population projected by the State Office of Financial Management.

County-Wide Policy XI addresses population distribution in Tumwater and is found in Appendix B of the Plan Introduction.

Following the housing unit allocation process established under House Bill 1220 (Chapter 254, Laws of 2021) that took the housing dwelling units allocated by the state to Thurston County and then in turn to the individual jurisdictions in the county, the Thurston Regional Planning Council forecasted that Tumwater and its urban growth area will need to add 9,192 net new

housing units between 2020 and 2045 in Tumwater and its urban growth area.

Taking the 9,192 net new housing unit allocation over the next 20 years and factoring in the household size for Tumwater from the 2020 U.S. Census, staff found that Thurston Regional Planning Council adopted population forecast from 2018 for 2045 of 46,070 for Tumwater and its urban growth area would not reflect the likely population growth resulting from the 2025 housing allocation process. Therefore, the projected population growth forecast for Tumwater and its urban growth area was adjusted upwards as shown in Table LU-6.

Table LU-7 shows base and 2045 forecasts of Tumwater and its urban growth area for housing, population, and jobs.

The 2045 Comprehensive Plan update is using these forecasts to determine the type, size, and characteristics of the land use designations and associated zone districts are needed to accommodate expected growth. The 2045 forecasts are then in turn used to guide the development of the other elements in the 2045 Comprehensive Plan update.

Table LU-7. Tumwater & Urban Growth Area Population, Housing, and Employment Growth Forecasts.

Type	Number
Housing	
Housing Units Needed (2020-2045)	9,192 Units
Population	
Population (2020) ¹	28,707

¹ 2020 Population includes the 2020 U.S. Census calibrated numbers both within the City of Tumwater (25,573) and its urban growth area (3,134).

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Type	Number
Projected Population Increase (2020-2045)	17,363
Projected Population (2045)	46,070
Jobs	
Employment Estimate (First Quarter, 2017)	27,030 Jobs
Projected Employment Increase (2017-2045)	10,730 Jobs
Employment Forecast (2045)	37,760 Jobs

Sources: 2020 Population includes the 2020 U.S. Census calibrated numbers both within Tumwater (25,573) and its urban growth area (3,134). Thurston Regional Planning Council, Table 3. Population Estimates and Forecast Thurston County Cities, Urban Growth Areas, and Reservations 2010-2045. U.S. Census Bureau, and Thurston Regional Planning Council, Total Employment Estimates and Forecast, Thurston County Urban Areas, 2019.

Table LU-8 shows the breakdown of the projection of population growth for Tumwater and its urban growth area from 2020 to 2045.

Table LU-8. Tumwater & Its Urban Growth Area 20-Year Population Projection.

	2020 Population	2045 Population	Population Increase	Increase 2025- 2045
Tumwater	25,573	37,380	11,807	46%
Urban Growth Area	3,134	8,690	5,556	177%
Combined Areas	28,707	46,070	17,363	60%

Source: Thurston Regional Planning Council, Small Area Population Estimates and Forecast, 2024.

The data in Table LU-8 shows that the total population for Tumwater's current city limits will be 42,408 in 2045 with another 8,268 in its urban growth areas. In 2020, the population within Tumwater was 25,573 with 3,134 in its urban growth area. An additional population of 16,835 must be accommodated within Tumwater and 5,134 within its urban growth area during the 20-year planning period.

The first step in performing an urban land supply analysis is to determine what land uses are in Tumwater through a land use inventory and land use database. The Thurston Regional Planning Council completed work for Tumwater through the Buildable Lands Program.

B. Partially Used & Under-Utilized Land Supply Analysis

It is particularly difficult to determine the build out of partially used and under-utilized land due to several factors such as current economic conditions, property owners holding property from the market for an anticipated increase in value, businesses retaining property for future

expansion, and residential property owners holding property to retain privacy around an existing unit. Thurston Regional Planning Council has incorporated these factors into the Buildable Lands Report for Thurston County (2021).

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C. Developable or Re-Developable Land Supply Analysis

Not all the vacant land in Tumwater is available for development. Land might not be available for development for some or all the following reasons:

1. The land is undevelopable due to environmental constraints such as geological hazards and wetlands. These constraints are discussed in the Conservation Element. Previously, a factor of 20 percent was used to estimate the amount of this type of undevelopable land. However, new data and mapping systems allow most environmental constraints to be mapped and calculated more accurately. The Thurston Regional Planning Council incorporated the information into the Buildable Lands Report for Thurston County (2021).

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

2. A certain amount of vacant land will be developed into uses other than residential. These uses include churches, parks, schools, and daycares, all of which are currently allowed within residential land use designations. Thurston Regional Planning Council estimates that these uses will consume varying amounts of land within different residential land use designations.

Thurston Regional Planning Council based its estimates on the assumption related to a market factor but with a variable depending on parcel size that 10 to 25 percent of the vacant developable land, which is being held out of the marketplace for investment, future expansion, or personal use, will be available for development every five years.

It was assumed that some of the vacant land will be available for development at one time or another during the 20-year planning period. The assumption included a range since a larger parcel is more likely to redevelop than a smaller parcel due to its potential value and wider range of development options.

Commercial and Industrial uses were combined in the analysis as land use can vary within those broad categories. State guidance allowed Tumwater to determine how best to calculate buildable lands for commercial and industrial purposes.

The analysis also considered the lands that will be required under future conditions if a habitat conservation plan addressing federally protected species is adopted by City Council. Lands suitable for mitigation were removed from calculations as they will be preserved without development as permanent open space.

Generally, land with the fewest site constraints will develop first because it is less expensive and more convenient to develop. Remaining vacant land has more site constraints and will be more difficult to develop.

When the preceding factors are taken into consideration, there may be less land available

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for development or re-development than is initially apparent. Table LU-9 shows the buildable land in acres below.

Table LU-9. Buildable Land in Acres in Tumwater.

Land Use Designation		Residential Uses	Commercial/Industrial
City	Airport Related Industrial	-	6.7
	Brewery District	1.5	8.7
	Capitol Boulevard Community	3.0	5.1
	General Commercial	27.1	80.9
	Heavy Industrial	-	-
	High Density Residential	7.0	-
	Light Industrial	-	256.3
	Low Density Residential	604.3	35.9
	Manufactured Home Park	0.9	-
	Medium Density Residential	50.7	-
	Mixed Use	-	16.4
	Neighborhood Commercial	-	2.1
	New Market Historic District	-	0.5
	Parks and Open Space	-	-
	Public and Institutional	-	0.4
	Residential/Sensitive Resource	159.8	-
	Tumwater Town Center	0.3	29.9
	Utilities	-	-
	City Total	854.6	436.2
Urban Growth Area	General Commercial	7.2	29.6
	Heavy Industrial	-	-
	Light Industrial	-	215.3
	Low Density Residential	647.6	18.1
	Medium Density Residential	118.4	11.3
	Mixed Use	0.6	17.9
	Residential/Sensitive Resource	28.1	-
	Neighborhood Commercial	-	1.2
	Urban Growth Area Total	801.9	293.4

Commented [BM2]: The number from the TRPC February 26, 2025 memorandum seems very low in comparison to the 200+ acres of land known to be considered for development now in the ARI.

Do we adjust?

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Land Use Designation	Residential Uses	Commercial/Industrial
TOTAL	1,656.5	729.6

Source: Thurston Regional Planning Council. Tumwater Land Use Alternatives Analysis. 2025.

Notes: ¹ Land with moderate to high likelihood of intensifying uses.

D. Analysis of Population Accommodation

To determine whether Tumwater has the capacity to accommodate the projected population, an analysis of all the proposed residential land use designations was performed. The study identified vacant or infill land and land that is underutilized and could be redeveloped at higher densities and calculated the allowable dwelling units given the density in each land use designation.

Each land use designation intended for residential uses utilizes a minimum density policy that requires development to be configured so that infill may occur in the future and would ensure that valuable urban land is not developed at extremely low densities. The minimum density policy is one of the main tools to accommodate future population in the Land Use Element.

Similarly to the buildable lands analysis, the data includes reductions for lands that are desirable for habitat mitigation. Only land use designations which allow residential uses are included in Table LU-10.

House Bill 1220 (Chapter 254, Laws of 2021) amended the Growth Management Act housing goal to plan for and accommodate housing for all income levels. The requirement necessitated a shift to assessing housing demand as it is related to the housing types which would be affordable to each area median income bracket in Tumwater.

Note that Table LU-10 is the total capacity for future dwelling units in Tumwater by land use designation, not necessarily the appropriate type of dwelling unit that would be affordable by area median income group. This is addressed in more detail in the Housing Element.

Table LU-10. Capacity for Total Future Dwelling Units on Vacant, Infill or Redeveloped Lots in Tumwater.

City or Urban Growth Area	Land Use Designation	Dwelling Units Available from Vacant or Infill Development	Dwelling Units Available from Redevelopment
City	Brewery District	621	30
	Capitol Boulevard Community	390	338
	General Commercial	1,230	306
	Manufactured Home Park	8	0
	Mixed Use	0	35
	High Density Residential	206	0
	Low Density Residential	3,755	0

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City or Urban Growth Area	Land Use Designation	Dwelling Units Available from Vacant or Infill Development	Dwelling Units Available from Redevelopment
	Medium Density Residential	634	0
	Neighborhood Commercial	0	3
	Residential/Sensitive Resource	486	0
	Town Center	6	38
	City Total	7,336	750
Urban Growth Area	General Commercial	290	18
	Mixed Use	11	13
	Low Density Residential	3,970	0
	Medium Density Residential	1,397	0
	Neighborhood Commercial	0	1
	Residential/Sensitive Resource	76	0
	Urban Growth Area Total	5,744	32
TOTAL		13,080	782

Source: Thurston Regional Planning Council. Tumwater Land Use Alternative Analysis. 2025.

Thurston Regional Planning Council completed a land capacity analysis as part of the Planning for and Accommodating Housing Needs in Thurston County in 2025. The final step of the land capacity analysis was to compare the allocated housing need allocated to Tumwater and its urban growth area to its capacity for new housing.

A summary of the difference between the allocated housing need and the capacity for potential number of new dwelling units that could be built on a parcel based on zoning,

development regulations, development trends, and market factors is shown in Table LU-11 and in more detail by area median income level and residential land use designation in Table LU-12.

A positive number indicated that there is a surplus in Tumwater's capacity for new housing units, which is sufficient capacity to accommodate the allocated housing need for a given income level while a negative number indicated that there is a deficit, which is insufficient capacity.

Table LU-11. Summary of Housing Surplus or Deficit in Tumwater & Its Urban Growth Area in 2045.

Aggregate Housing		Capacity		Need Surplus / Deficit	
0-80% AMI	80-120% AMI	0-80% AMI	80-120% AMI	0-80% AMI	80-120% AMI
5,694	1,937	5,729	3,692	35	1,755

Source: Thurston Regional Planning Council, Planning for and Accommodating Housing Needs in Thurston County, 2025.

Note: A positive number (surplus) indicates that there is sufficient capacity to accommodate the allocated housing need for a given income level while a negative number (deficit) indicates that there is insufficient capacity. AMI is area median income.

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Table LU-12. Residential Land Supply & Demand in Tumwater & Its Urban Growth Area in 2045.

Income Level	Land Use Designations Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	• High Intensity	723	5,694	5,729	35
0-30% Other		1,736			
30-50%		1,309			
50-80%		1,926			
80-100%	• Moderate Intensity	1,140	1,937	3,692	1,755
100-120%		798			
120% +	• Low Intensity	1,561	1,561	2,441	880
Total Housing Units		9,192	9,192	11,861	2,670
Emergency Housing (Beds Needed)		184	184	2,842	2,658

Source: Thurston Regional Planning Council, Planning for and Accommodating Housing Needs in Thurston County, 2025.

Notes: Income level is the area median income level. A positive number indicates that there is a surplus, which is sufficient capacity to accommodate the allocated housing need for a given income level while a negative number indicates that there is a deficit, which is insufficient capacity. High intensity land use designations are those that allow for multifamily dwelling (5+ dwelling units), moderate intensity land use designations are those that allow for middle housing dwelling (2 to 4 dwelling units), and low intensity land use designations are those that allow for single family dwellings.

While the land capacity analysis found no deficits in Tumwater and its urban growth area in the ability for Tumwater's current land use designations to accommodate future housing demand, in looking at the detailed findings shown in Table LU-12 under the Surplus or Deficit columns the margin between aggregate housing need and the total capacity to accommodate the housing needs for those less than 80 percent area median income was very small.

Given the small margin, the uncertainty around the amount of developable land that will be available without the Endangered Species Act restrictions, and the limited land use designations that could accommodate housing

for the category, under the Land Use Element residential densities land use designations have been increased and the range of potential uses allowed have been expanded.

Figure LU-7 shows the relationship in Tumwater and its urban growth area between area median income, the housing allocation for each of the income groups, the housing types most affordable for the income groups, and housing tenure.

The information will inform the density ranges and permitted types of residential uses in land use designations and zone districts in the Land Use Element and Tumwater's development regulations.

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Figure LU-7. 2045 Tumwater & Urban Growth Area Housing Need Allocation by Area Median Income, Housing Type, & Tenure.

0-30% AMI	30-50% AMI	50-80% AMI	80-120% AMI	Above 120% AMI
Housing Allocation: 1,724 units 26% of total	Housing Allocation: 1,033 units 15% of total	Housing Allocation: 541 units 8% of total	Housing Allocation: 1,036 units 16% of total	Housing Allocation: 2,342 units 35% of total
Housing Type: Low-rise and Mid-rise Multifamily (5+ housing Units)	Housing Type: Low-rise and Mid-rise Multifamily (5+ housing Units)	Housing Type: Low-rise and Mid-rise Multifamily (5+ housing Units) or Middle Housing	Housing Type: Low-rise and Mid-rise Multifamily (5+ housing Units) or Middle Housing	Housing Type: Single- Family or Middle Housing
Rental: Public support needed	Rental: Public support needed	Rental: Incentives needed Home Ownership: Subsidy or incentives needed	Rental or Home Ownership: Incentives or zoning flexibility needed	Market Rent and Home Ownership

Source: Thurston Regional Planning Council, Planning for and Accommodating Housing Needs in Thurston County, 2025.

Notes: PSH is permanently supported housing and AMI is area median income. Numbers may not add to totals due to rounding.

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6. Land Use Plan

A. Introduction

The Land Use Element identifies characteristics of lands in Tumwater to determine the best use in each neighborhood based on physical and environmental factors, historical use, existing use, community concerns and goals. In most cases, recommendations for future land use are broad and applied at the city level.

Tumwater is also divided up into neighborhoods, particularly where historic development occurred. Where special consideration is required, specific recommendations have been made for the eleven neighborhoods within Tumwater. Neighborhoods are defined in Map LU-2 Neighborhoods Map and additional information is found in Chapter 7.

The chapter defines the purpose for each land use designation and identifies the criteria for their use. Additionally, land use designation criteria are used in conjunction with Part 1, Land Use Goals, Policies, and Actions.

Development within each land use designation is subject to design review based upon the Citywide Design Guidelines and any applicable subarea design guidelines such as the Brewery District, Capitol Boulevard Community, and Town Center Design Guidelines.

Table LU-13 shows all the land use categories and designations that were applied in the Land Use Element. The land use designations are meant to address all existing land uses and potential land uses that could occur in Tumwater.

The land use categories in Table LU-13 are a general guide to the land use designations discussed in Chapter 6. In many cases, multiple types of land use can occur in the same land use designation, such as commercial and residential in the General Commercial land use designation, but there is a predominant land use, such as commercial. The chapter is organized around the predominant land use of a land use category.

Table LU-13. Tumwater Land Use Designations

Land Use Category	Land Use Designation
Residential	Residential/Sensitive Resource
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Manufactured Home Park
Commercial	General Commercial
	Neighborhood Commercial

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Land Use Category	Land Use Designation
Mixed Use	Brewery District
	Capitol Boulevard Community
	Mixed Use
	New Market Historic District
	Tumwater Town Center
Industrial	Airport Related Industrial
	Light Industrial
	Heavy Industrial
	Utilities
Parks, Open Space, & Public and Institutional	Parks and Open Space
	Public Institutional

1) City-Wide Future Land Use Map

Map LU-1, the City-Wide Future Land Use Map, represents the general future land use patterns that are desired for Tumwater within the 20-year planning period. The Land Use Element implements the land use designations on the Land Use Map. The land use designations, the goals and policies in Part 1 of the Land Use Element, and the additional information in Part 2 are based on several factors, including:

- The unique topographical, ecological, social, and economic characteristics of a neighborhood.
- The type of existing development.
- Existing zoning regulations.
- Ownership patterns.

- The condition of existing structures.
- Subarea, district, and corridor plans previously adopted by Tumwater that guide land use patterns within specific neighborhoods. These plans include the Littlerock Road Subarea Plan, Brewery District Plan, and Capitol Boulevard Corridor Plan.

The City-Wide Future Land Use Map is meant to be used to evaluate individual land use proposals and is a guide for both public and private actions affecting the growth and development of Tumwater.

The City-Wide Future Land Use Map, in turn is the basis for the Official Zoning Map for Tumwater and the Urban Growth Area and the land use designations are the foundation for Tumwater's development codes and guidelines.

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In many cases, more than one zone district would be consistent with the policy recommendations of a particular land use designation.

The City-Wide Future Land Use Map along with the land use designations intended to indicate the type of future development that is desired for neighborhoods, while allowing flexibility where possible to accommodate previously approved development.

B. Residential

1) Introduction

Where Tumwater's residents live helps define the character of the community. The residential land use category provides a variety of land use designations that provide a broad range of housing choices to meet the needs of all income groups and ages in the community.

Residential developments should be established with the following guidelines:

- Provide for a dynamic mix of housing types to accommodate the many diverse housing needs of all income groups of Tumwater residents.
- Provide open spaces. Wall to wall development is not acceptable.
- Ensure that housing is compatible in quality, design, and intensity with surrounding land uses, traffic patterns, public facilities, and environmentally sensitive areas.
- Ensure that new residential development promotes diversity in housing types.

The Land Use Element addresses a twenty-year period. The changes that result from the policy recommendations in the Element and the rest of the Comprehensive Plan will take place slowly over time and will result in incremental changes.

The following sections provide specific definitions for each land use category and designation and the criteria for their use.

- Support the stability and vitality of established residential areas.
- Support incentives for housing ownership and rental housing.
- Enhance the appearance of and maintain public spaces in residential areas.
- Promote community involvement to achieve neighborhood improvement.
- Limit closed loops and favor options for multiple travel paths for emergency access and connectivity to other areas and services.

Legally established mobile and manufactured home parks should have the Manufactured Home Park land use designation applied to them to ensure a sufficient supply of land for manufactured homes in parks.

Several land use designations for residential land use were developed to meet the goals of the Growth Management Act and the Land Use and Housing Elements. Each of these land use designations has specific criteria and characteristics related to development in each land use designation.

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Table LU-14 shows every land use designation that allows residential uses with implementing zone district and their minimum and maximum net dwelling units per acre.

The density ranges for residential land use designations are based on net density. Net density means the total number of dwelling units divided by the net area of the site or area. Net area typically excludes streets, streams, ponds and other water areas, and areas with environmental constraints such as flood plains,

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

Gross density means the total number of dwelling units divided by the total land area of the site or area with no exclusions. The difference between gross and net density is critical. Roads and parking, both included in gross density, often use 20 percent of a site. Using net density also increases flexibility for habitat mitigation where required.

Table LU-14. Land Use Designation with Implementing Zone District & Minimum & Maximum Net Dwelling Units per Acre.

Land Use Designation	Implementing Zone District	Net Dwelling Units Per Acre
Residential Land Uses		
Residential/Sensitive Resource	RSR Residential/Sensitive Resource	Minimum: 2 Maximum: 4
Low Density Residential	LDR Low Density Residential	Minimum: 6 Maximum: 9
Medium Density Residential	MDR Medium Density Residential	Minimum: 10 Maximum: 19 ¹
High Density Residential	HDR High Density Residential	Minimum: 20 Maximum: None
Manufactured Home Park	MHP Manufactured Home Park	Minimum: 6 Maximum: 9
Commercial Land Uses		
General Commercial	GC General Commercial	Minimum: 40 Maximum: None
Neighborhood Commercial	NC Neighborhood Commercial	Minimum: 6 Maximum: 9
Mixed Use Land Uses		
Brewery District	BD Brewery District	Minimum: 8 to 30, depending on subdistrict ² Maximum: None
Capitol Boulevard Community	CBC Capitol Boulevard Community	Minimum: 30 Maximum: None
Mixed Use	MU Mixed Use	Minimum: 20 Maximum: None

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Land Use Designation	Implementing Zone District	Net Dwelling Units Per Acre
New Market Historic District	HC Historic Commercial	Minimum: 10 Maximum: None
Tumwater Town Center	TC Town Center	Minimum: 20 to 30, depending on subdistrict ³ Maximum: None

Notes: ¹ Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Medium Density Residential land use designation would be allowed to exceed the maximum density stated in Table LU-14 up to a new maximum density of 24 dwelling units per acre.

² In the Brewery District, the following minimum densities of net dwelling units per acre apply to the subdistricts. There are no maximum densities.

- Bates Neighborhood North – Minimum: 20
- Bates Neighborhood South – Minimum: 8
- Bluff – Minimum: 10
- Deschutes – Minimum: 20
- Knoll – Minimum: 30
- Triangle – Minimum: 20.

³ In the Tumwater Town Center, the following minimum densities of net dwelling units per acre apply to the subdistricts. There are no maximum densities.

- Town Center Mixed Use – Minimum: 30
- Town Center Residential – Minimum: 20.

2) Commercial Uses in Residential Land Use Designations

Some neighborhood-scale commercial uses are appropriate in residential land use designations to serve the needs of the local neighborhood. These uses may include neighborhood-scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses.

Such uses should be allowed in all residential land use designations except those designated Residential/Sensitive Resource. Neighborhood-scale commercial uses should only be allowed as conditional uses to ensure that the uses demonstrate compatibility with the existing neighborhood.

Compatibility of neighborhood-scale commercial uses with residential uses should be achieved using buildings that are sized and

designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout, which screens residential areas from excessive noise, lights, storage, and parking areas. Neighborhood-scale commercial uses should be oriented primarily towards pedestrian and bicycle use. Uses, which would result in excessive automobile traffic, should be discouraged, such as gas stations or drive-thru restaurants.

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

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3) Residential/Sensitive Resource

The purpose of the Residential/Sensitive Resource land use designation is to recognize areas of unique open space character and sensitivity to environmental disturbance such as around stream corridors, lakes, and wetlands within Tumwater and its urban growth area.

The Residential/Sensitive Resource land use designation is intended to be used only for exceptional areas within Tumwater and its urban growth area that are not protected by the Shoreline Management Act and are not already built out. Intensive urban development would adversely affect ground or surface waters or environmentally sensitive areas.

Development in Residential/Sensitive Resource land use designation should be low density and clustered. Clustering means grouping development onto part of a property so that the remainder can be preserved as unbuilt open space. The intent of clustering development is to preserve open space along environmentally sensitive areas and provide lot configurations that allow for the preservation of the specified amount of open space and also allows for future applied density to be achieved over the 20-year time period of the Land Use Element.

Where clustering is used, it should be applied in the following manner:

- Clustering is recommended for development proposals in the Residential/Sensitive Resource land use designation.
- Open space preserved through clustering should be at least 30 percent of the gross area of the site. Of the 30 percent, at least half should be useable for passive

recreational purposes. Passive recreational uses include activities such as hiking, bicycling, horseback riding, and fishing; and areas that provide access to shorelines and other recreational uses. If half of the 30 percent preserved for open space on a lot or development proposal is not useable for passive recreational purposes, then an additional amount of open space should be set aside to make the amount of area usable for passive recreational purposes, which should be equal to the amount of open space area that is not useable for passive recreational purposes.

In addition to clustering, other methods of preserving open space shall be strongly encouraged to guide development into less environmentally sensitive portions of the land, such as purchase or donation, easements or deed restrictions, covenants, land exchanges, and transfer of development rights as a method of preserving open space.

The minimum density for residential development in the Residential/Sensitive Resource land use designation is two dwelling units per acre and the maximum density of six dwelling units per acre.

Densities in the Residential/Sensitive Resource land use designation should be two to four dwelling units per acre.

To protect groundwater resources from contamination by failing septic tanks and to ensure that urban services can be provided in a cost-efficient manner, a minimum density policy of two dwelling units per acre is established.

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It is not the intent of the policy to prohibit construction on lots larger than are required for minimum density. What is important is that the property has the capacity to be developed at the minimum density in the future.

For example, if a property owner proposes to construct a house on a five-acre lot and the minimum density is two dwelling units per acre, they would not be prohibited from doing so. However, the house must be sited on a five-acre lot such that other houses could be built on the site in the future if needed.

Soil and other natural systems should be capable of supporting densities of up to four dwelling units per acre with urban services without resulting in the degradation of environmentally sensitive areas such as stream corridors, lakes, and critical aquifers.

The full range of urban services should be available or be planned in the near future in accordance with the Lands for Public Purposes Element and Capital Facilities Plan.

Construction activities in the Residential/Sensitive Resource land use designation should only occur in the drier months of the year to protect Percival Creek from sedimentation and construction-associated runoff.

Density transfer in the Planned Unit Development overlay is not appropriate in the land use designation due to the extreme sensitivity of the area to environmental disturbance.

Accessory units should be permitted in the land use designation on lots with sewer connections, except where the Health Department has approved septic systems. Accessory units will

provide affordable housing and extra income for homeowners.

Designated manufactured housing should be permitted on single lots in the land use designation.

4) Low Density Residential

The minimum density for residential development in the Low Density Residential land use designation is six dwelling units per acre and the maximum density of nine dwelling units per acre.

The density of new development in the Low Density Residential land use designation should be averaged over the entire site to reach the maximum densities required to accommodate future population. It is not the intent of Tumwater to require that lots be of a specific size but that densities are met as an average of the overall site.

Clustering should be considered in the Low Density Residential land use designation to protect environmentally sensitive areas yet still accommodate residential development.

Designated manufactured housing should be permitted on single lots in the land use designation.

Accessory units should be permitted in the land use designation on lots with sewer connections, except where the Health Department has approved septic systems. Accessory units will provide affordable housing and extra income for homeowners.

It is envisioned that the zone district implementing the land use designation would permit housing types such as single family and

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middle housing such as townhomes, cottage housing, duplexes, triplexes, and quadplexes. For these housing types to be used, there must be mechanisms to ensure neighborhood compatibility and design quality.

All housing types should be permitted in the land use designation subject to Citywide Design Standards. Designated manufactured housing should be permitted on single lots in the land use designation.

The residential land use designation should provide a mix of housing types to provide affordable housing and ensure neighborhood stability.

5) Medium Density Residential

The minimum density for residential development in the Medium Density Residential land use designation is ten dwelling units per acre and the maximum density of 19 dwelling units per acre.

The density of new development in the Medium Density Residential land use designation should be averaged over the entire site to reach the maximum densities required to accommodate future population. This way lots are not limited to a specific size, but different sized units may be constructed to meet density requirements as an average of the overall site.

Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Medium Density Residential land use designation would be allowed to exceed the maximum density stated in Table LU-14 up to a new maximum density of 24 dwelling units per acre.

The Medium Density Residential land use designation can accommodate middle housing such as townhomes, cottage housing, duplexes, triplexes, and quadplexes, and multifamily housing if the overall site meets the density goals of the land use designation. The intent of the policy is to ensure diversity in housing types in these areas.

Designated manufactured housing should be permitted on single lots in the land use designation.

Manufactured home parks are permitted in the Medium Density Residential land use designation subject to City standards and site plan review by the Hearing Examiner.

Additionally, Medium Density Residential designated areas should be accompanied by open space, environmental protection for environmentally sensitive areas and mass transit linkage to make these higher densities viable and compatible with the community.

Clustering should be considered in the residential land use designation to protect environmentally sensitive areas yet still accommodate residential development.

6) High Density Residential

The minimum density for residential development in the High Density Residential land use designation is 20 dwelling units per acre and there is no maximum density of dwelling units per acre.

The density of new development in the High Density Residential land use designation should be averaged over the entire site to reach the maximum densities required to accommodate future population. This way lots are not limited

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to a specific size, but different sized units may be constructed to meet density requirements as an average of the overall site.

The High Density Residential land use designation should be applied in areas that are planned for major transportation corridors and areas adjacent to the center of Tumwater.

Clustering should be considered in the High Density Residential land use designation to protect environmentally sensitive areas yet still accommodate residential development.

The High Density Residential land use designation should include significant open spaces, protection for environmentally sensitive areas, and mass transit linkage to make these higher densities viable and compatible with the community.

7) Manufactured Home Park

The Manufactured Home Park land use designation is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires sufficient land be available for all types of housing including manufactured housing.

The minimum density for residential development in the Manufactured Home Park land use designation is six dwelling units per acre and the maximum density of nine dwelling units per acre.

Manufactured home parks are permitted in the land use designation subject to City development standards and site plan review.

Existing manufactured home parks should be maintained and included in the land use designation to protect them from changes into other uses.

Designated manufactured housing should be permitted on pre-existing single lots of record in this land use designation.

The residential land use designation should help to provide sufficient land for manufactured housing in manufactured home parks and ensure neighborhood stability.

Uses that are incompatible or inconsistent with the goal of protecting and preserving manufactured home parks should not be allowed.

The land use designation should be accompanied by open space and protection for environmentally sensitive areas to make these areas compatible with the community.

Subdivision and platting of properties for residential purposes, including condominiums, should not be allowed.

Additionally, land use designation should be located along or near mass transit linkages and close to urban services.

C. Commercial

1) Introduction

Where Tumwater's residents shop helps make the community unique. The commercial land use category provides a broad range of land use designations that support retail and

employment opportunities to meet the needs of all income groups and ages in the community as well as support and implement the goals of the Tumwater Economic Development Plan.

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2) General Commercial

The intent of the General Commercial land use designation is to provide places for more intense retail space that support and implement the goals of the Tumwater Economic Development Plan.

The General Commercial land use designation should be established with the following guidelines:

- The establishment of a new intense use commercial center for Tumwater;
- The preservation of areas for commercial facilities, which make use of the closeness to Interstate 5, and;
- Minimizing the undesirable impacts of commercial uses on the residential neighborhoods which they serve.

To ensure commercial development is compatible with surrounding uses and the general character of the community, architectural and landscaping design and development guidelines should apply to commercial development. Allowing residential uses amongst commercial development provides opportunities for walkable communities to develop.

Mixed use structures with residential uses are allowed in the land use designation if they are built at a density of 40 dwelling units per acre or greater. Development would be of the same scale as surrounding developments and would support housing that is affordable, transit orientated, and pedestrian friendly. These

developments should also offer community open space and provide a sense of belonging and identity due to quality design.

3) Neighborhood Commercial

Some non-residential uses, such as neighborhood-scale retail uses and personal services, are appropriate in residential areas when they serve the needs of the local neighborhood. The Neighborhood Commercial land use designation is an additional method for allowing neighborhood scale retail uses, personal services, and professional offices next to residential areas where local demand, community support, and design solutions demonstrate compatibility with the neighborhood.

Areas designated Neighborhood Commercial should be of a low intensity and minimally affect adjacent residential areas. The Neighborhood Commercial land use designation should provide a buffer area between adjacent residential uses. The buffer should consist of landscaping and sound barriers. Uses that produce nuisances such as light and glare, and excessive noise and traffic should be discouraged. The buffer should also allow for bicycle and pedestrian access to encourage the use of adjacent services without requiring a car trip.

The minimum density for residential development in the Neighborhood Commercial land use designation is six dwelling units per acre and the maximum density of nine dwelling units per acre.

D. Mixed Use

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1) Introduction

The Mixed Use land use category provides land use designations with a combination of land uses in close proximity. Mixed use can include development of a parcel or structure with one or more different land uses, such as a combination of residential, office, retail, public, or entertainment in a single or physically integrated group of structures.

The mixed use land use designations provide an opportunity to develop neighborhoods and subareas that are transit oriented and pedestrian-friendly while still accommodating automobiles and provide affordable housing and quality community design.

2) Brewery District

The intent of the Brewery District land use designation is to create a multi-modal activity center. Over time, areas with the land use designation will transform from an auto-oriented commercial node into a lively, walkable, and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses in accordance with the Brewery District Plan, Economic and Strategic Plans, and the Final Report for the Community Visioning Project for the Former Olympia Brewery.

The Brewery District land use designation is intended to foster development that:

- Creates a stronger sense of place by facilitating pedestrian access, establishing gathering places for residents, and fostering a distinct District identity;

- Improves transportation options, safety, and access within and across the District;
- Expands economic opportunity and activity;
- Improves the function and appearance of the built environment; and
- Guides redevelopment of the former brewery site and integration into the surrounding neighborhood.

The minimum density for residential development in the Brewery District land use designation is eight to 30 dwelling units per acre depending on the subdistrict and there is no maximum density of dwelling units per acre.

To implement the goals, policies, and actions of the land use designation, matching zoning and special design guidelines were adopted.

3) Capitol Boulevard Community

It is the intent of the Capitol Boulevard Community land use designation to provide for a broad spectrum of compatible, mutually supporting uses nearby. Over time, the area with the land use designation is envisioned to change from strip commercial development and other low-intensity or non-pedestrian-oriented uses incrementally into a mixed-use, pedestrian, auto, and transit-oriented corridor.

The Capitol Boulevard Community land use designation is intended to foster development that:

- Creates vibrant places and increases business activity, especially for pedestrian oriented businesses;
- Increases security;

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- Promotes efficient use of facilities;
- Encourages a variety of businesses, especially those that appeal to pedestrians and serve the needs of the surrounding neighborhood;
- Balances all modes of transportation by increasing access for pedestrians, bicycles, and transit and by providing commercial services, recreation facilities, and employment opportunities near to residences, thus lessening the need to drive;
- Provides affordable housing by reducing development costs and encouraging a greater variety of housing options;
- Creates a pedestrian and bicycle-friendly environment with well-designed streets and public open spaces; and
- Provides a sense of community and place with quality community design.

The minimum density for residential development in the Capitol Boulevard Community land use designation is 30 dwelling units per acre and there is no maximum density of dwelling units per acre.

To implement the goals, policies, and actions of the land use designation, matching the zone district and special design guidelines were adopted. The Capitol Boulevard Corridor Plan should be referenced for more in-depth guidance on the land use designation.

4) Mixed Use

The intent of the Mixed Use land use designation is to have a mixture of commercial and residential uses on the same site. Mixed-use can

include but is not limited to mixed-use buildings with retail or office uses on the first floor and residential above or separate buildings with different uses on the same site.

The Mixed Use land use designation provides an opportunity to develop areas that are transit oriented and pedestrian friendly while still accommodating automobiles, supporting small businesses and consumers, and providing affordable housing and quality community design. With architectural design and creative site planning, it is possible to provide dwelling units that are mixed in with commercial uses.

The minimum density for residential development in the Mixed Use land use designation is 20 dwelling units per acre and there is no maximum density of dwelling units per acre.

The Mixed Use land use designation, when developed with design and development guidelines have characteristics that include:

- Transit orientation that lessens traffic impacts by providing ready access to mass transit and provides places to work and shop adjacent to living spaces, thus lessening the need to drive;
- The provision of affordable housing by providing more building lots available to develop at a lower cost;
- A pedestrian friendly environment due to well-designed streets, parks, and public open spaces; and
- The provision of a sense of community and place due to quality community design.

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Areas designated Mixed Use should be developed with design and development guidelines that promote quality community design. Design and development guidelines can supplement zoning codes. Incompatible uses such as industrial, warehousing and distribution, chemical handling, and those uses that generate significant noise or are heavily truck dependent should not be permitted in the Mixed Use land use designation.

Mixed-use areas should be dense and compact. The proximity of employment, residential and commercial activities, and public uses will provide residents and workers with a realistic and convenient choice of walking or cycling to work, home, or shopping, thus lessening dependence on the automobile.

Integral to the success of mixed-use areas will be good urban design. Urban design not only refers to the appearance and attractiveness of development, but also to its function. It is important that there be well-designed buildings to maintain compatibility with surrounding development, as well as site design that provides for pathways, open community spaces, and other connecting features that facilitate easy access between developments and inspire a sense of unity.

To ensure that mixed-use development occurs where it is desired, Tumwater should consider providing incentives for such development.

5) New Market Historic District

The New Market Historic District land use designation is applied in a limited area in Tumwater that includes the Tumwater Historical Park, the Tumwater Falls Park, and the site of the Old Tumwater Brewhouse on the east side of the

Deschutes River. The focus of the area is the Old Tumwater Brewhouse.

The New Market Historic District Master Plan was adopted by the City Council in November 1993. The Master Plan included input from the public and experts in the field of historic area design, and provisions addressing aesthetics, vegetation, fish and wildlife habitat, historic and prehistoric archeological significance, public access, environmental sensitivity, architecture and community design, traffic and public education. The Master Plan is sufficiently detailed to determine whether specific proposed structures, uses, and structural revisions are in accordance with the purposes and intent of the District.

All development that occurs in the area designated Historic Commercial is subject to the standards and recommendations of the Master Plan.

The minimum density for residential development in the New Market Historic District land use designation is 10 dwelling units per acre and there is no maximum density of dwelling units per acre.

6) Tumwater Town Center

The Tumwater Town Center land use designation is intended to provide for a mix of public and privately owned developments that will realize Tumwater's vision of a new city center. It is envisioned to include state and local government facilities; private commercial developments of office, retail, and service businesses; residential; educational; civic services; support facilities and services, such as childcare; and public assembly facilities and outdoor spaces.

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The Tumwater Town Center is bordered by Interstate 5, Tumwater Boulevard, Nicholas Street, and Israel Road.

Development within the Tumwater Town Center land use designation should occur in a manner that is consistent with the goals and policies of the Comprehensive Plan, design guidelines, and street standards adopted for the designation.

The minimum density for residential development in the Tumwater Town Center District land use designation is 20 to 30 dwelling units per acre depending on the subdistrict and there is no maximum density of dwelling units per acre.

E. Industrial

1) Introduction

The industrial land use category provides land use designations that establish and preserve areas for manufacturing, warehousing, distribution, and other uses of such a nature

with a broad range of employment opportunities to meet the needs of all income groups and ages in the community as well as support and implement the goals of the Tumwater Economic Development Plan.

2) Airport Related Industrial

Airport Related Industrial land use designation is meant to support the Port of Olympia's aviation and industrial related uses at the Olympia Regional Airport and to reflect the unique land use activities of the Airport and associated areas.

industrial uses in certain areas of Tumwater to provide needed materials, goods, and services to ensure the economic vitality of Tumwater and the region.

The Airport Related Industrial land use designation will support the land use activities permitted in the existing Airport Related Industrial zone district and discourage incompatible uses and heights.

To augment the role of industry in Tumwater's future, it is necessary to provide a reasonable supply of land for a variety of uses consistent with the policies of the Economic Development Plan. The Light Industrial land use designation provides for the location of a broad array of activities, including manufacturing, wholesale trade, and distribution activities. The projected growth in manufacturing and distribution industries is also considered when allocating land for these uses.

3) Light Industrial

The purpose of the Light Industrial land use designation is to provide land for industrial development that will allow for attraction of new industries and expansion of existing ones while maintaining a high-quality environment. The land use designation recognizes the need for

Light industrial areas need to be located within reasonable access to truck routes, rail, freeway, or air routes. Similarly, public facilities including sewer, water, and storm drainage should either be presently available or should be easily provided during the development process. Industrial uses should be grouped into a variety

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of parcel sizes to provide coordinated development and sharing of facilities and services.

4) Heavy Industrial

The Heavy Industrial land use designation recognizes the need for heavy industrial uses in limited areas of Tumwater to provide needed materials, goods, and services to ensure the economic vitality of Tumwater and the region.

Heavy industrial uses include but are not limited to chemical processing, mining, and mineral extraction. The Jones Rock Quarry is an example of heavy industrial use in Tumwater.

Heavy industrial uses may have impacts that are difficult to control such as heavy truck traffic, noise, vibration, light, glare, or odors. Heavy industrial areas should be separated from residential and commercial uses by such methods as vegetative or lighter intensity land use buffers. Regulations should also control activities to establish compatibility with surrounding non-industrial development and to

protect them from nuisance-creating occurrences such as noise, dust, odor, vibration, and air and water pollution.

5) Utilities

The Utilities land use designation includes those areas of land devoted to the transport and provision of utilities such as electricity, natural gas, telephone, and other utilities. Since utilities are often owned and provided by other service agencies and private businesses, partnership is required to determine allowable uses that are outlined in TMC Title 18 Zoning.

Most of the areas receiving the Utilities land use designation are electrical utility easements. Utilities such as natural gas, telephone, and other utilities can be provided within areas designated for other land uses in ways that are compatible with other land uses. Utilities areas are also often compatible with path and trail connections. The Utilities Element should be referenced for specific recommendations and information on private utility provision.

F. Parks, Open Space, & Public and Institutional

1) Introduction

The Parks, Open Space, & Public and Institutional land use category provides land use designations that support publicly and privately owned facilities such as parks and open space, as well as publicly owned schools, municipal buildings, and other such facilities.

land use designation accommodates public recreational pursuits, retains views and historical features, or preserves land in a natural and open state. It also provides possibilities for urban agricultural uses on appropriate lands. A site may also provide for or contain support uses consistent with community needs, provided there is appropriate opportunity for public review and comment.

2) Parks & Open Space

The Parks and Open Space land use designation supports and implements the Parks, Recreation, and Open Space Plan. The Parks and Open Space

Areas designated Parks and Open Space include developed active parks, privately operated parks, designated open space, flood plains, areas of steep slopes or other physical constraints, golf

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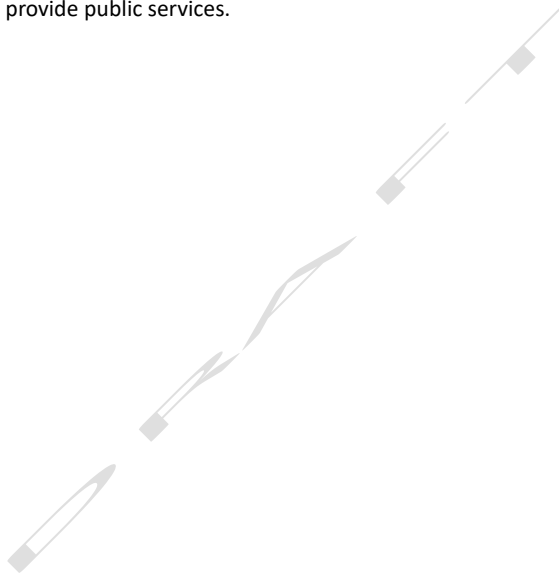
courses, delineated wetland areas and lakes not under shoreline jurisdiction, and watershed areas.

Specific recommendations for many Parks and Open Space designated areas are contained in the Parks, Recreation, and Open Space Plan.

3) Public and Institutional

The Public and Institutional land use designation recognizes those parcels and facilities currently in or planned for public ownership where their primary function is to provide public services.

The intent of the Public and Institutional land use designation is to assure continuation and potential expansion of acreage, facilities, and services at levels consistent with population requirements, and achieved in a manner that is compatible with surrounding land uses. Public and institutional uses include but are not limited to schools, fire stations, police stations, general government buildings, libraries, hospitals, and cemeteries.



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7. Neighborhoods

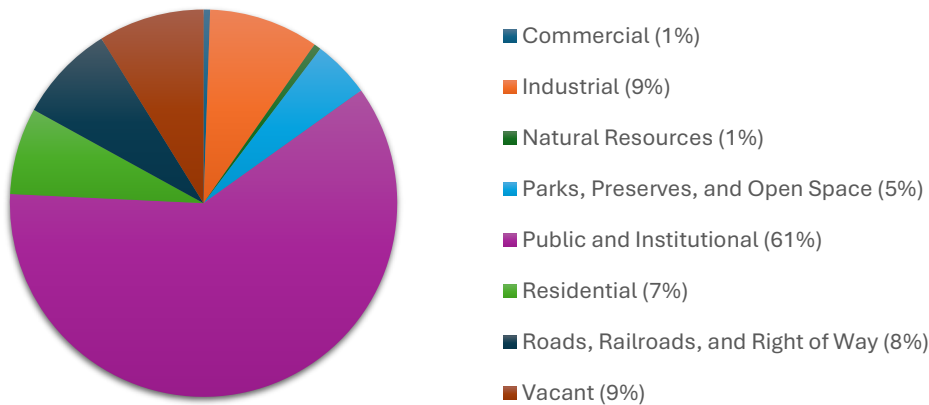
A. Airport

1) Context

As shown on Map LU-2, the Airport Neighborhood is in the south-central area of Tumwater, which is south of Tumwater Boulevard west of Capitol Boulevard/Old Highway 99, and east of Interstate 5.

Major roads in the neighborhood include Tumwater Boulevard SW, Capitol Boulevard/Old Highway 99, Center Street SW, 88th Avenue SW, Kimmie Street SW, and 83rd Avenue SW.

Figure LU-8. Airport Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-8 shows the proportion of land uses that exist in the neighborhood currently. Public and Institutional makes up the majority of land use which includes the Olympia Regional Airport, which is owned and operated by the Port of Olympia.

addressing the needs of the industrial, commercial, and residential uses that are near the airport.

Zoning will continue to support airport related industries, commercial, and low density residential uses.

2) Future Land Use

In the next 20 years, the Airport Neighborhood will continue to provide access to necessary regional transportation services while

The mixed use land use designation would provide an opportunity to redevelop the neighborhood in a way that provides space for affordable housing close to needed services and quality community design.

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3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below.

- The water source for much of Tumwater is from wells in the City with high level groundwater. These kinds of wells are more vulnerable to contamination than deeper wells.
- The Olympia Regional Airport and increasing adjacent development also create challenges. Delivering services across a large area with very low-density property to neighborhoods in the far southeast corner of Tumwater is costly.
- Significant historic and cultural resources are found in the area and may limit development and land uses.
- The prairie lands are habitat for federally protected species.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be

applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Where industrial uses are adjacent to other uses, using buffers to minimize impacts.
- Keep buried pipelines from decommissioned fuel tanks on maps to ensure safe digging.
- Land uses should be carefully considered near buried pipelines to avoid hazards.
- Work with the Port of Olympia to maintain appropriate overlays which support airport operations and meet state development requirements.
- Continue to monitor Wellhead Protection zones and follow state guidance.
- Consider programs to educate the public about cross connections and why they are prohibited.

B. Brewery

1) Context

As shown on Map LU-2, the Brewery Neighborhood is in northeastern Tumwater. Olympia forms the northern boundary; Interstate 5 and Highway 101 serve as the western boundary; M Street SE is the southern boundary; and Cleveland Avenue SE and the cemetery forms the eastern boundary.

This is the oldest part of Tumwater and includes the site of the original settlement of the town of New Market. The dominant features of this neighborhood are the Deschutes Falls and the site of the former Olympia Brewery.

Main roadways in this neighborhood include Capitol Boulevard, Cleveland Avenue SE, Custer Way SW, North Street SE, and Deschutes Way SW.

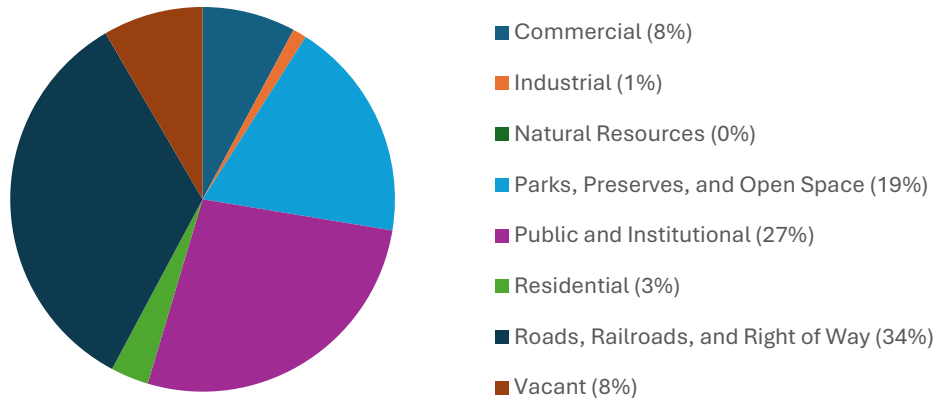
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Figure LU-9 shows the proportion of current land use in the Brewery Neighborhood.

Figure LU-9. Brewery Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

2) Future Land Use

In the next 20 years, the Brewery Neighborhood will contain more mixed use developments that add character and belonging to our community as the neighborhood brings pieces of the past into a vibrant new beginning.

Zoning will consider the unique and sensitive historic and ecological resources in the neighborhood while recognizing its importance as a major connector within Tumwater and to other adjacent municipalities.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Both an important historic resource and a brownfield with significant remediation requirements, the former Brewery properties have been difficult to redevelop and have become an attractive nuisance.
- Tumwater's Main Street and Historic Downtown were bisected when Interstate 5 was constructed.
- Significant congestion exists from limited access onto and off Interstate 5 and Highway 101.
- Steep slopes of the Deschutes River Valley make the neighborhood difficult to access. Landslides in the neighborhood have caused damage to public infrastructure in the past.
- High groundwater makes the neighborhood prone to flooding and

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increases the risk of contamination to drinking water.

- Some parts of Deschutes River Valley are identified with high liquefaction hazards.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Allow low impact, low intensity uses and development in areas with highly

sensitive ecological conditions or unstable soils.

- Continue to protect Tumwater's water wells through updates to the Wellhead Protection Plan.
- Continue to limit development on sloped or unstable soils to ensure safety from landslides and other geological hazards.
- Impose necessary mitigation to ensure proper remediation is done before permitting redevelopment.
- Review and follow guidance in planning documents such as the Shoreline Master Program and Brewery District Plan.

C. Bush Prairie

As shown on Map LU-2, the Bush Prairie Neighborhood, named after George Washington Bush, is in the southeastern area of Tumwater. The eastern, northern, and southern boundaries of the neighborhood are marked by the Deschutes River and adjacent greenbelt and open space. The western boundary is the back of the industrial areas along Old Highway 99.

George Washington Bush was an American pioneer and one of the first multiracial Irish and African American settlers in what would later become the state of Washington. The original Bush Prairie homestead, settled in 1845, is in the southwest corner of the neighborhood and was the location of the historic Bush Butternut Tree until a windstorm caused critical damage to the tree in 2021.

Major roads in this neighborhood include Old Highway 99, Henderson Boulevard SE, 73rd

Avenue SE, Tumwater Boulevard SE, and 79th Avenue SE.

Figure LU-10 shows existing land use in the Bush Prairie Neighborhood. The most prevalent land use is residential.

The neighborhood has several housing developments that were originally built in the unincorporated county and then annexed into Tumwater. For that reason, the development is low density in most areas.

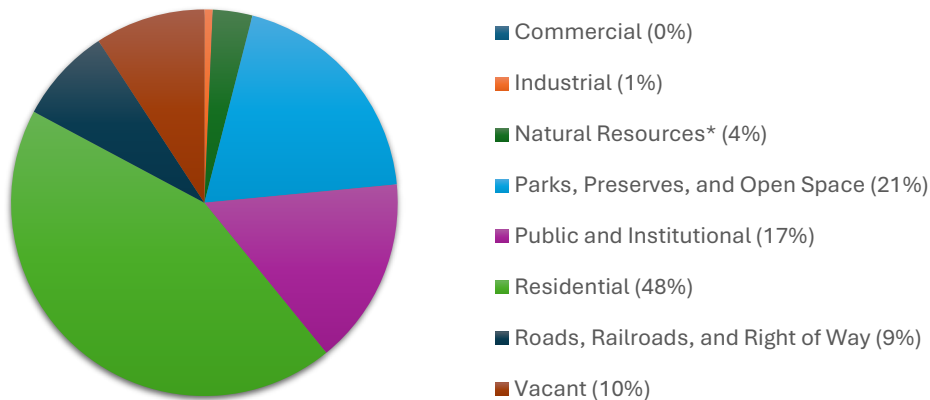
A few parcels in this neighborhood are zoned for manufactured home parks including the Thunderbird Mobile Home Park. This has provided diversity in the housing stock and options for families with different levels of income.

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Figure LU-10. Bush Prairie Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

1) Future Land Use

In the next 20 years, this neighborhood will continue to be residential. This is the most appropriate use which is compatible with current and historic uses. Increasing overall density will accommodate more housing. With an established neighborhood, increased density will provide favorable conditions for mixed use and neighborhood commercial development.

2) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Transportation connections are challenging since many of the residences were developed to county standards. The local streets have cul-de-sacs and dead ends, forcing many people through one or two entry and exit points.
- The water resources in the neighborhood, which include wetlands, critical aquifer recharge areas, the Deschutes River, Munn Lake, Lake Susan, and Trails End Lake prevent more intense forms of development.
- Airport approach zones limit the size of buildings, lighting, and uses in some areas.
- Historic Bush Homestead and the former home of the Bush Butternut Tree are found in the neighborhood which are considered valuable resources.
- Lack of services in the area forces people to drive more often and further for jobs, daily needs, and recreation.
- The prairie lands are habitat for federally protected species.

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3) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Continue to allow different housing types to further diversify the housing stock and allow families more options for housing.
- Encourage mixed use and neighborhood commercial uses in the neighborhood to decrease the number of vehicle miles traveled.
- Where possible, create new transportation connections and slow traffic to allow safe left turns.
- Encourage more office and commercial properties in Tumwater Town Center to decrease the need to commute.
- Complete the Public Works building and park that are planned for 79th Ave and Trails End Road.
- Protect water bodies and wetlands by implementing designated shoreline designations.
- Allow small scale commercial uses within residential developments.
- Provide more opportunities for recreation within the neighborhood to reduce the need to drive.
- Work with Bonneville Power Administration to determine land uses that would provide services to residents and that would be compatible with transmission lines.

D. Deschutes

1) Context

As shown on Map LU-2, the Deschutes Neighborhood is in the northeastern area of Tumwater. Tumwater's city limit with Olympia forms a complicated northern and eastern boundary and the bluffs of the Deschutes River and Tumwater's border with Thurston County form the eastern boundary.

The dominant feature of this neighborhood is the Deschutes River Valley. Recreation and open space, including Pioneer Park and the Tumwater

Valley Municipal Golf Course, are the main uses in the valley. The northern and eastern portions of the neighborhood are composed of single-family and duplex residential uses.

Major roads in the neighborhood include Henderson Boulevard SE, Yelm Highway SE, Cleveland Avenue SE, North Street SE, South Street SE, and Hoadly Street SE.

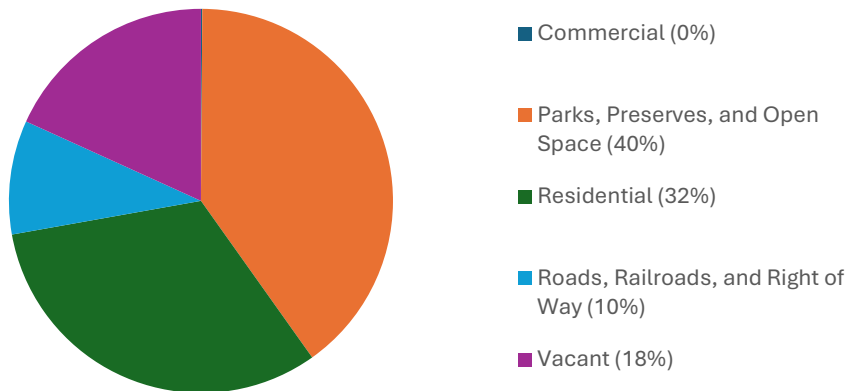
There is an active Union Pacific rail line through this neighborhood traveling north/south from the Burlington Northern Santa Fe Mainline to the Port of Olympia.

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Figure LU-11. Deschutes Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-11 shows the proportion of land uses in the Deschutes Neighborhood. Parks, preserves, and open space and residential are the dominant land uses in the neighborhood covering almost three quarters of the land. There is no space designated in this neighborhood for commercial, industrial, natural resources or public and institutional uses.

2) Future Land Use

In the next 20 years the neighborhood will continue to be predominately parks and open space with low density residential where possible. Development will continue to be low intensity since most of this neighborhood is classified as a flood plain.

To reduce vehicle miles traveled and increase services near residential developments, small scale commercial uses may be allowed in optimal nodes and less sensitive areas.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Soils are unsuitable for roads, buildings and septic tanks which limits development in the neighborhood.
- Steep hillsides and unstable soils increase the risk of severe settlement and liquefaction.
- Most of the neighborhood is within critical aquifer recharge areas.
- Some areas are within the airport overlay zone of the Olympia Regional Airport which limits size, lighting, and land use.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be

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applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Continuing to limit land uses in hazard areas of the Olympia Regional Airport through an overlay zone managed with Port of Olympia.
- Continuing to implement the Shoreline Master Program for the Deschutes River.
- Protecting rail transportation as a more efficient mode for freight and passengers and reduces vehicle miles travelled.
- Continuing to permit small scale, less intense commercial uses and limit industrial uses where heavy trucks are required.
- Using vegetative buffers to screen commercial uses from residential uses to reduce impacts of light and noise.

E. Littlerock

1) Context

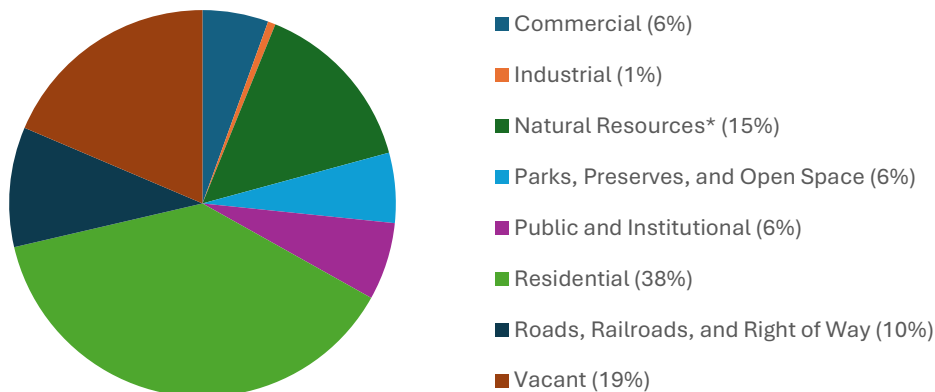
As shown on Map LU-2, the Littlerock Neighborhood is in the Southwest part of Tumwater. Work to create a village atmosphere is well underway and serves many newer developments under construction in the west part of this neighborhood.

Over the past few years, the neighborhood has been developing quickly in response to the work

done to implement recommendations in the Littlerock Subarea Plan, Economic Development Plan and Tumwater Strategic Plan.

Littlerock Road is an important connector not only within Tumwater but also connects to rural areas and acts as a gateway to Tumwater. Other important transportation corridors include 66th Avenue SW, 70th Avenue SW, Trospen Road SW, Israel Road SW, Tumwater Boulevard SW, and Interstate 5.

Figure LU-12. Littlerock Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

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Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-12 reflects the eclectic nature of land use in the neighborhood.

2) Future Land Use

In the next 20 years, the Littlerock neighborhood will be a thriving, walkable place that has the services people need near residential areas. This vision is described in the Littlerock Subarea Plan. This plan provides action steps to create a village atmosphere with residential and commercial uses that is pedestrian friendly and provides access to services for those in the south parts of Tumwater.

Because of favorable conditions for development, the neighborhood is likely to see growth more quickly than other neighborhoods. In fill in lower density developments has been occurring as public investments are constructed.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Several large wetlands and areas of high groundwater flooding make infrastructure improvements difficult and costly.
- The prairie lands are habitat for federally protected species.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Reference Salmon Creek Comprehensive Drainage Basin Plan.
- Ensuring that public infrastructure is concurrent with the demand for housing in the neighborhood.
- Ensure ecological functions are retained throughout development.
- Promote and encourage urban agriculture that is compatible with development.

F. Mottman/Black Lake

1) Context

As shown on Map LU-2, the Mottman/Black Lake Neighborhood is in the northwest area of Tumwater. The area is characterized primarily by industrial, residential, and large lot residential, a remnant of rural acreages and farms.

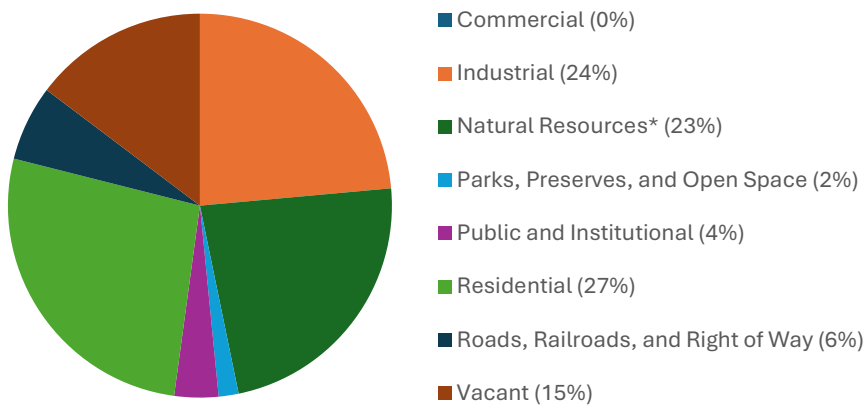
Major roads in this neighborhood include Black Lake/Belmore Road SW, R.W. Johnson Rd SW, and Sapp Road SW. A Burlington Northern Santa Fe line is also a main transportation asset that provides efficient transportation into and out of Tumwater.

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Figure LU-13. Mottman/Black Lake Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-13 shows the proportion of current land use in the Mottman/Black Lake Neighborhood. Residential and natural resources take up half of the neighborhood. The natural resource category is a large category in this neighborhood because the Jones Quarry mining operation is classified as a natural resource land use.

Several rights of way and easements run through the Mottman/Black Lake Neighborhood including those owned and managed by Bonneville Power Authority, Puget Sound Energy, and Burlington Northern Santa Fe Railway.

2) Future Land Use

In the next 20 years, the neighborhood will continue to be an important industrial space that provides the necessary materials for local development. The forestry and aggregate mining operations in the neighborhood are

protected under state Open Space designations which incentivize retention for sustainable use.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Industrial uses many impact waters in Puget Sound as Black Lake Drainage flows from the lake to Percival creek and discharges at the sound.
- Many of the properties still utilize septic systems rather than city sewer systems.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

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- Facilitate and protect Burlington Northern Santa Fe Railway for freight and potential future passenger use.
- If abandoned, explore the use of the former railroad as a recreational asset.

G. New Market

1) Introduction

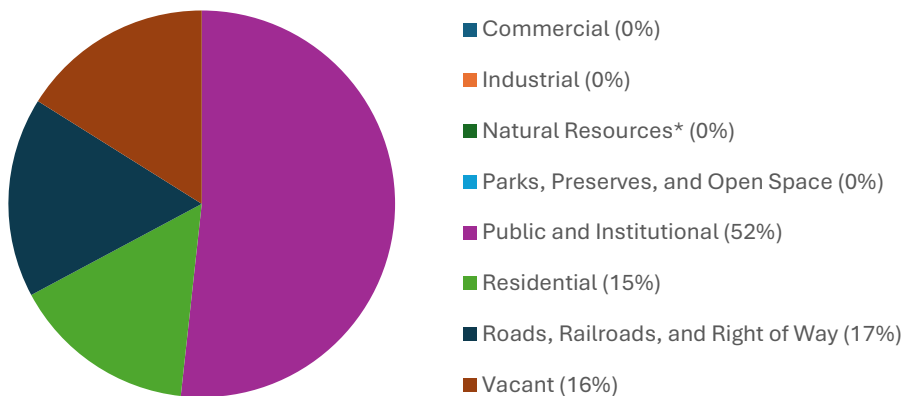
As shown on Map LU-2, the New Market Neighborhood is in the south-central area of Tumwater north of Tumwater Boulevard, south of Dennis Street, west of Bonniewood Drive SE, and east of Interstate 5.

Tumwater envisions a future downtown on 190-acres of the New Market Neighborhood bordered by Interstate 5, Tumwater Boulevard SW, Nicholas Street SW, and Israel Road SW. This

vision is cast as a true downtown for a city whose urban nucleus was decimated by freeway construction in the late 1950s. The neighborhood is called the Tumwater Town Center, and it represents a component of the New Market Neighborhood.

Tumwater Boulevard SW, Capitol Boulevard, Israel Road SW, and Linderson Way SW are the major transportation connectors in this neighborhood.

Figure LU-14. New Market Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-14 shows the proportion of current land use in the New Market Neighborhood. This neighborhood is characterized by Public and Institutional use. State owned offices, Port of Olympia properties, Tumwater School district facilities, New Market Vocational Skills Center,

Tumwater City Hall, and the Tumwater Timberland Library represent public institutional uses.

Residential uses are primarily located along Israel Road. Both multifamily developments and

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single-family dwellings exist in the neighborhood.

The area northwest of the intersection of Israel Road and Bonniewood Drive has been designated Light Industrial. Most of the neighborhood is vacant.

The Olympia Regional Airport has played an ever-increasing role in the development, or lack of development, in the neighborhood. The main runway routes aircraft directly over the south end of the neighborhood, either taking off or landing, depending on the wind conditions. As a result, the noise impacts and safety hazards have made the neighborhood less than ideal for residential use. The land use trend has been away from residential use, especially in the areas closest to the runway. The Port of Olympia itself has purchased a large amount of property that was in the clear zone.

2) Future Land Use

In the next 20 years, this neighborhood is expected to become a new downtown core with walkable streets, green belts, mixed use areas, and retail areas.

The vision for the neighborhood 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. Details for the vision can be found in the Economic Development Plan and Tumwater Town Center Street Design Plan.

With two schools in this zone currently, it is possible that vacant land may be purchased for another school as the community grows.

Keeping land available and affordable for public services such as education is something that should be considered.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- The neighborhood is the source for much of Tumwater's drinking water and consideration must be given to protect wellhead areas.
- Some parts of the neighborhood are in Port of Olympia hazard zones. An overlay limits building size, lighting, and land uses.
- The prairie lands are habitat for federally protected species.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Continuing to implement strategies from the Economic Development Plan and Tumwater Town Center Street Design Plan.
- Continue to work with Port of Olympia to ensure safety in airport hazard areas.
- Conditions in the neighborhood favor redevelopment, encouraging infill, and high density residential development.

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- Explore solutions for parking.

H. SE Capitol Boulevard

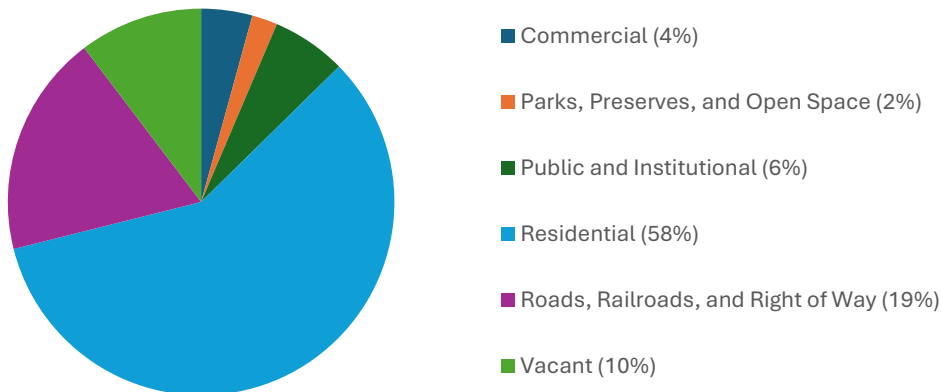
1) Context

As shown on Map LU-2, the SE Capitol Boulevard Neighborhood is located east of Interstate 5, south of M Street SE, and north of the Olympia Regional Airport. The eastern boundary of the neighborhood follows the bluff overlooking the

Deschutes River and includes the Thunderbird Village Mobile Home Park.

Major roads that serve this neighborhood include Capitol Boulevard, Israel Road SE, Tumwater Boulevard SE, Trospen Road SE, and Lee Street SE.

Figure LU-15. SE Capitol Boulevard Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-15 illustrates the existing proportion of land uses in the SE Capitol Boulevard Neighborhood. Residential uses are by far the largest use. Most of the residential uses in this neighborhood consist of well-established, single-family homes with only a small proportion of higher density uses, such as apartments more middle housing.

Center as it develops. Adding new professional offices and commercial space will put pressure on these residences to redevelop at higher densities. The Capitol Boulevard Corridor Plan outlines strategies to redevelop the commercial areas on Capitol Boulevard which will also revitalize the neighborhood and make housing here more desirable.

2) Future Land Use

In the next 20 years, the neighborhood is expected to be impacted by Tumwater Town

Some areas of this neighborhood are developed at their maximum capacity given environmental constraints and will not experience the same impacts.

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3) Challenges

Both landscape and existing development challenges occur in this neighborhood. The primary challenges are listed below:

- This neighborhood exists within an airport hazardous zone for the Olympia Regional Airport .
- The eastern edge of the neighborhood has hillsides and ravines that are difficult to develop.
- High water tables create settling issues which impact roads, buildings and septic systems.
- Low lying areas are prone to flooding.
- Impacts from the Olympia Regional Airport on neighboring uses include noise and lighting.
- Bluff areas which overlook the river in the Palermo neighborhood are sensitive sloped areas and the Shoreline Master Program has recommendations considering development.

- The prairie lands are habitat for federally protected species.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Follow the recommendations in the Shoreline Master Program to protect bluff areas along Deschutes River.
- Continue to implement the Capitol Boulevard Corridor Plan to prepare infrastructure for incoming density increases.
- Create more through roads into residential areas for better emergency access and provide alternate routes and relieve congested thoroughfares.
- Continue to provide protections for manufactured home parks to prevent redevelopment into unaffordable housing types.

I. SW Tumwater

1) Context

As shown on Map LU-2, the SW Tumwater Neighborhood is located near the Interstate 5 and 93rd Avenue interchange or Exit 99. Kimmie Street SW running north and south marks the

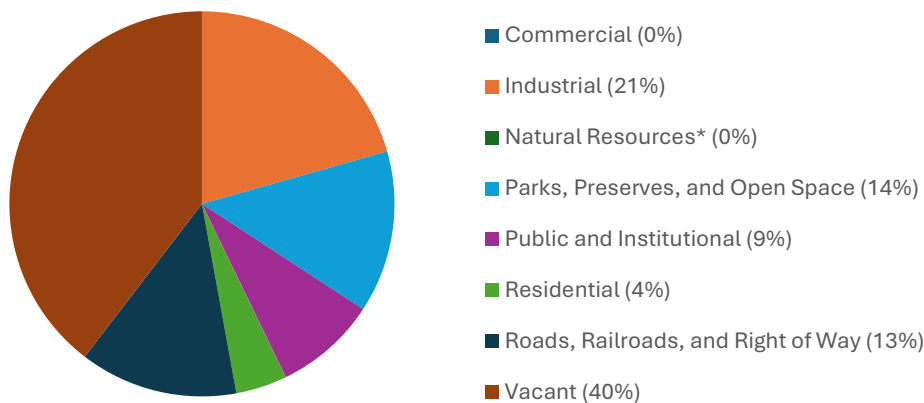
eastern boundary of the area and Blomberg Street SW marks the western boundary. The northern boundary is the Olympia Regional Airport, and the southern boundary is the city limits.

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Figure LU-16. SW Tumwater Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-16 show the majority of property in this neighborhood is vacant with the second largest use being industrial.

2) Future Land Use

The community vision for this neighborhood is light industrial development. Details about the vision and strategies to meet the vision are found in the Economic Development Plan.

With access to freight routes and air transportation and natural buffers from residential uses, the neighborhood is ideal for this purpose. Although residential use is present here, it makes up only four percent and is limited by the Airport overlay zone which protects underlying land uses from hazards related to taking off and landing aircraft.

3) Challenges

Both the landscape and the existing development challenges occur in this

neighborhood. The primary challenges are listed below:

- Some areas with poor drainage and aquifer protections will be limited for development into industrial uses.
- The prairie lands are habitat for federally protected species.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Further clarification is needed to define which activities are allowed here with respect to the size and intensity of industrial development.
- Continue implementing light industrial uses with consideration of adjacent incompatible land use.

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- Promote the importance of locating all utility lines before site planning to ensure historic lines are not damaged or cause damage to the environment.

Transportation within the area is two primary routes, 93rd Avenue SW running east and west

and the Interstate 5 corridor running north and south. Other major north-south corridors include Kimmie Street SW and Blomberg Street SW, which extend to the south from the Olympia Regional Airport area.

J. Trosper

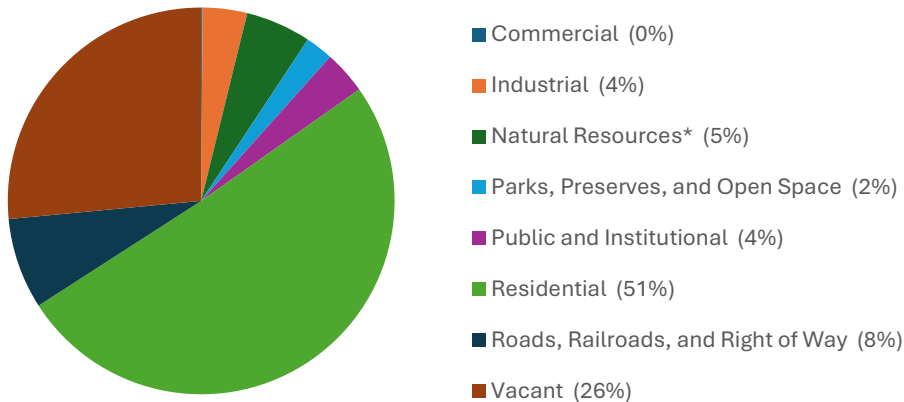
1) Introduction

As shown on Map LU-2, the Trosper Neighborhood is in the center of Tumwater, west of Interstate 5.

Trosper Road SW serves as the major transportation corridor in this neighborhood. Trosper Road SW is an arterial roadway that is used primarily to carry traffic between the Black

Lake area and Tumwater. 49th Avenue SW, Trosper Road and 54th Avenue SW are urban collectors that become Trosper Road as it nears the eastern side of the neighborhood. Littlerock Road SW and 2nd Avenue SW function as a minor arterial and serve commercial development adjacent to Interstate 5. Linwood Avenue SW and Lake Park Drive SW are major collector roads in the neighborhood and serve residential uses.

Figure LU-17. Trosper Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-17 shows the current land use in the Trosper Neighborhood. Residential is the dominant use and includes many diverse types of residential uses including single-family

homes, mobile home parks, condominiums, and apartments.

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2) Future Land Use

In the next 20 years, this neighborhood is expected to develop new residential areas slowly due to environmental constraints. Public infrastructure like stormwater systems and public roads are needed to increase access, however environmental constraints limit opportunities.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Wetland, lakes and other sensitive environments limit development.
- The Beehive Industrial Park is adjacent to sensitive habitats and residences. Stormwater runoff from industrial uses may not have the correct buffer.
- Sensitive environments around Percival Creek impact bodies of water protected by the Shoreline Management Act.

- Further screening may be needed to reduce conflicts between uses.
- Continue to develop in accordance with Thurston County Flood Hazard Mitigation Plan recommendations for limiting development in 100-year flood areas.
- The prairie lands are habitat for federally protected species.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Follow guidance in the Transportation Improvement Plan, Parks Recreation and Open Space Plan, Tumwater Stormwater Comprehensive Plan, and the Groundwater Management Plan.
- Improve transportation connections west of the railroad.

K. Tumwater Hill

1) Context

As shown on Map LU-2, the Tumwater Hill Neighborhood is in the northwestern part of Tumwater south of Highway 101, east of R.W. Johnson Boulevard SW, west of Interstate 5 and north of Linwood Avenue SW and Sapp Road SW except for a small area south of Linwood Avenue SW.

It is one of the oldest neighborhoods in Tumwater. Commanding views of Capitol Lake

and the Tumwater Valley distinguish the area. The Tumwater Hill Neighborhood received a considerable proportion of new residential development in Tumwater in the 1990s, including several large multifamily developments.

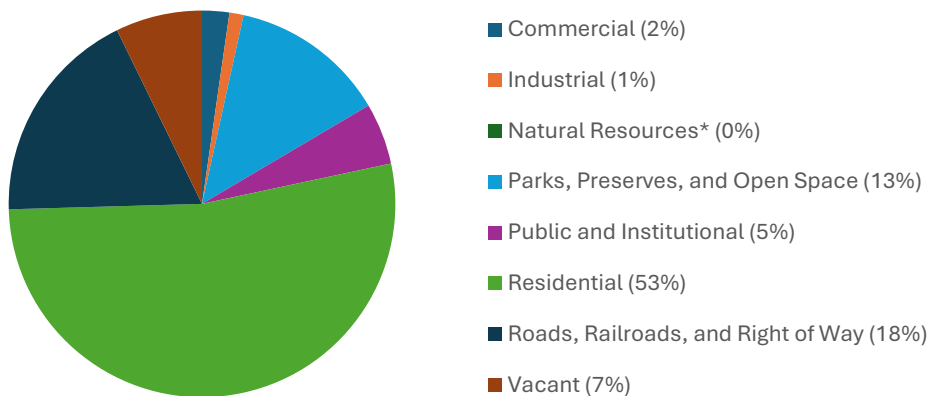
Mottman Road SW, R.W. Johnson Boulevard SW, Sapp Road SW, Linwood Avenue SW, 7th Avenue SW, Barnes Boulevard SW, Crosby Boulevard SW, Ferry Street SW, and Irving Street SW are all major roads that connect the neighborhood.

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Figure LU-18. Tumwater Hill Neighborhood Existing Land Use, 2025.



Source: Thurston Regional Planning Council Land Capacity Analysis, 2025.

Notes: Natural Resources Includes agriculture, forestry, and mining.

Figure LU-18 shows the proportion of land uses that exist in the neighborhood currently. Residential uses in this neighborhood consist of a diverse mixture of multifamily, single-family, and duplex uses.

2) Future Land Use

In the next 20 years, this neighborhood is expected to develop new residential areas slowly due to environmental constraints. Public infrastructure like stormwater systems and public roads are needed to increase access, however environmental constraints limit opportunities.

3) Challenges

Both the landscape and the existing development challenges occur in this neighborhood. The primary challenges are listed below:

- Steep slopes and unstable soils have led to historic landslides.

- Exposed bedrock can limit development of buildings and infrastructure.
- Sensitive environments around Percival Creek impact bodies of water protected by the Shoreline Management Act.
- Existing industrial and residential developments are adjacent to one another.

4) Recommendations

As further development occurs in the neighborhood, zoning and regulations will be applied to ensure uses are compatible to protect people, property and the environment. Recommendations for future land use include:

- Check building heights and landscaping to protect the scenic view at the public overlook park.
- Participate in project review for adjacent development in Olympia to ensure that

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Tumwater interests are continually protected.

- Use vegetative buffers to screen adjacent land uses.
- Follow recommendations for parks in the Parks and Open Space Plan.

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8. Other Considerations

A. Essential Public Facilities

The Land Use Element and TMC Title 18 Zoning address the identification, siting, and expansion of essential public facilities. The process adopted by the City Council as TMC 18.56.140 was developed by the Thurston Regional

Planning Council as a result of a recommendation from County-Wide Planning Policy V implementation, which originated from a requirement in the Growth Management Act.

B. Minimum & Maximum Densities

Minimum densities should be applied to all areas of Tumwater to promote more cost-efficient provision of City services, the provision of

affordable housing and the encouragement of transportation modes other than the single occupancy vehicles.

C. Clustering

Cluster development is characterized by small pockets of more intense development, surrounded by open space. Although the development is more compact, gross density does not increase.

space and environmentally sensitive areas; and lower land development costs.

The advantages of cluster development are many, including more efficient and less expensive provision of services; reduced transportation costs; the protection of open

The main purpose of clustering would be to protect and preserve environmentally sensitive areas in accordance with the Conservation Element. It should be encouraged wherever it is necessary to protect environmentally sensitive areas in all residential land use designations.

D. Modular & Manufactured Housing

In accordance with state law, manufactured homes should be allowed anywhere where site built single-family homes are allowed.

or manufactured home parks and to recognize that modular and manufactured housing on single family lots and in manufactured home parks is a viable form of housing construction.

The intent of the Land Use Element is to provide a sufficient supply of land for traditional mobile

E. Placemaking Strategies

The following provides land use recommendations related to creating spaces within Tumwater neighborhoods. Feedback

from the community favored neighborhoods that are walkable and provide a sense of connection.

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Since the downtown section of Tumwater was redeveloped to make space for the Interstate 5 corridor and connections, residents report a lack of connection to spaces that in turn leads to a lack of identity.

Housing needs are also better met when considering how development occurs. Present development patterns do not address all the housing needs of the community and are car dependent. Most new residential development that takes place is either small multifamily units or very large expensive single-family houses on large lots. To address the problem, new development should:

- Create a sense of place, of neighborhood, and of community that

builds on what is locally unique and enduring to replace the anonymity and urban and suburban sprawl.

- Provide a denser, richer, and more diverse variety of land uses, household types, building types, and socioeconomic groups.
- Provide infrastructure to increase walking, biking, and public transit to reduce dependence on the automobile wherever possible.
- Create compact communities that are built to preserve open space and natural systems and habitats.

F. Design Review

Tumwater is a designed environment. Design will influence the degree to which development is attractive and appealing, comfortable and safe, compact, efficient, encourages natural and social interaction, provides most needs within short distances, discourages environmentally disruptive influences, and is well connected with other areas. Greater awareness and appreciation of the value of design will continue, and the demand for development that demonstrates design excellence will increase.

The movement to plan comprehensively will create new partnerships to achieve community goals. Public participation and interest in design will continue to increase with greater emphasis on design in City projects. With increasing density in some areas, design will become an important factor in providing stylistic compatibility and privacy.

The Citywide Design Guidelines and the specific subarea design guidelines complement TMC Title 18 Zoning and provide a better tool for ensuring lasting value. Unlike zoning codes that can be prohibitive and exclusionary in their tone and language, Citywide Design Guidelines and the specific subarea design guidelines are illustrative, flexible, and prescriptive and have proved very effective in promoting well designed, mixed-use, new and infill development.

The intent of design review is to use the Citywide Design Guidelines and the specific subarea design guidelines to ensure lasting value through:

1. Infill and strengthening existing neighborhoods;
2. Livable neighborhoods;
3. Affordable housing;

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4. Diversity in housing types and styles; and
5. Streetscape design as well as building and site design.

The Citywide Design Guidelines and the specific subarea design guidelines establish a context for development and encourage resolution of technical planning and urban design issues such as pedestrian and traffic circulation, stormwater runoff, landscaping and buffering, and building location and design.

Functions of design review through the Citywide Design Guidelines and the specific subarea design guidelines include:

1. Establishing a community design context;
2. Creating community planning and urban design policy;
3. Assuring conformance to City plans and policies; and
4. Expediting project approval.

The design review process includes aspects such as:

1. The appearance or image of a community
2. Street layout and design
3. Incorporating transit
4. Natural and scenic resources
5. Streetscape
 - a. Street character and liveliness
 - b. Pedestrian environment
 - c. Landscape design

- d. Residence and street transition

6. Site Planning

- a. Neighborhood character
- b. Adjacent properties
- c. Siting
- d. Natural elements
- e. Transit facilitation

7. Building Design

- a. Architectural character
- b. Character and massing
- c. Architectural elements
- d. Exterior finish materials
- e. Parking garages
- f. Mixed-use buildings
- g. Conversions and additions
- h. Special needs housing

Design review is necessary to ensure that new development is compatible with existing neighborhoods; to provide guidelines for innovative land use management techniques; and to provide guidelines for special areas of Tumwater.

The Citywide Design Guidelines and the specific subarea design guidelines were developed as a follow-on implementing ordinance for the remaining areas of Tumwater after consultation with affected groups including community members, builders, and City staff and developed through a process involving substantial public participation.

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The goals and purpose of the Citywide Design Guidelines and the specific subarea design guidelines are to:

- Encourage development that considers visual impacts to the community;
- Encourage developments that will contribute to the stability and integrity of a safe and attractive neighborhood;
- Recognize that aesthetic considerations and environmental review contribute toward an enhanced environment; and
- Recognize that aesthetic considerations are appropriate to protect property values of adjacent properties and to ensure that developments contribute to desirable neighborhood character.



Appendix A Foundational Documents

Table LU-15 identifies the foundational planning documents that form the basis for the Land Use Element of the Comprehensive Plan.

Table LU-15. Foundational Documents for the Land Use Element.

Topic Index	Supporting Plans and Materials
Land Use	• Brewery Action Plan (2016) • Brewery District Plan (2014) • Capitol Boulevard Corridor Plan (2015) • Capital Facilities Plan (2024-2025) • Citywide Design Guidelines (2016) • County-Wide Planning Policies, Thurston County (2015) • Little Rock Subarea Plan (2011) • Memorandum of Understanding: An Urban Growth Management Agreement, Tumwater and Thurston County (1988) • Memorandum of Understanding: Urban Growth Area Zoning and Development Standards, Tumwater and Thurston County (1995) • Port of Olympia Master Plan (2016) • Shoreline Master Program (2019) • Sustainable Thurston, Thurston Regional Planning Council (2013) • Tumwater Historic District Master Plan (1993) • Tumwater Town Center Street Design (2004)

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Topic Index	Supporting Plans and Materials
Population and Employment	• Buildable Lands Report for Thurston County, Thurston Regional Planning Council (2021) • Land Capacity Analysis for Tumwater, Thurston Regional Planning Council (2025) • Population and Employment Forecast for Thurston County Final Report, Thurston Regional Planning Council (2017) • State Office of Financial Management Data (2025) • The Profile, Thurston Regional Planning Council (October 2024) • U.S. Bureau of Labor Statistics (2025) • U.S. Census Data (2020)
Airport Neighborhood	• Port of Olympia Airport Master Plan (2013)
Brewery Neighborhood	• Brewery District Plan (2014) • Community Visioning Project Final Report for the Former Brewery Properties (2011) • Estimated Market Value Report [For the Old Brewhouse Complex] (1997) • Final Report for the Community Visioning Project – Former Olympia Brewery (2011) • Old Brewery Long Range Plan (1996) • Olympia Brewery Report (2006) • Phase I Environmental Site Assessment [For the Old Brewhouse] (1997) • Phase II Environmental Site Assessment [For the Old Brewhouse] (1997) • Tumwater Historic District Infrastructure Analysis Summary of Findings [For the Old Brewhouse] (2005)
Littlerock Neighborhood	• Littlerock Road Subarea Plan (2006) • Littlerock-70th Avenue Annexation Area Drainage Study (2011)
New Market Neighborhood	• New Market Historic District Master Plan (1993)
SE Capitol Boulevard Neighborhood	• Capitol Boulevard Corridor Plan (2015)