

SE CAPITOL BOULEVARD NEIGHBORHOOD

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- Area east of Peter G. Schmidt Elementary School
- Area south of Dennis Street, east of Elm Street
- Area between "T" Street and "V" Street east of Bell Court

Single-Family Residential Medium Density Designation (6-9 DU/Acre)

- Areas east of Capitol Boulevard
- Areas west of Capitol Boulevard

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

- Area north of Peter G. Schmidt Elementary School

Multi-Family Residential High Density Designation (16-29 DU/Acre)

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 - _ Area along Capitol Boulevard
 - _ Areas east of Linderson Way

- Light Industrial Designation**
 - _ Area south of Dennis Street, east of Bonniewood Drive

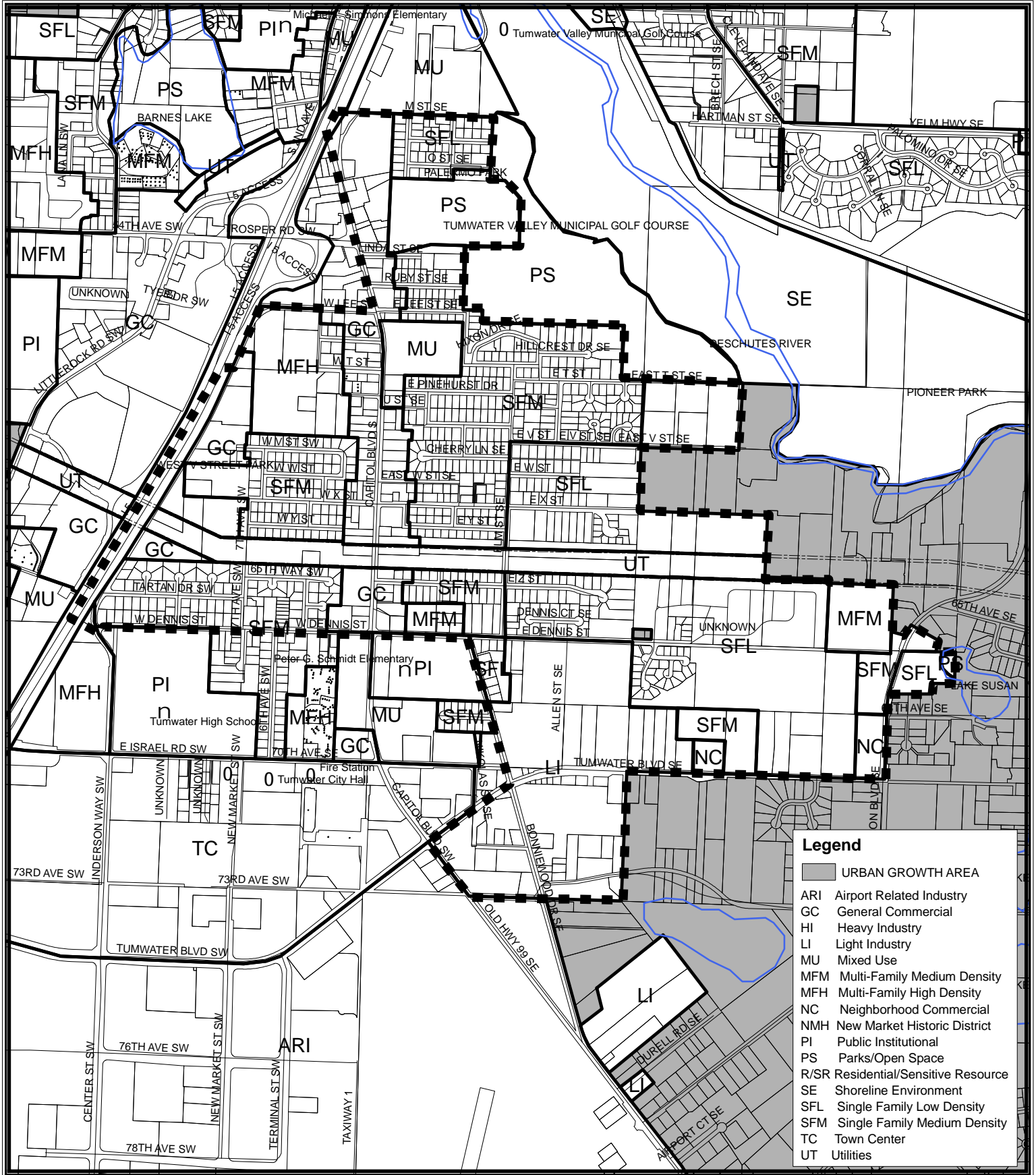
- Utilities Designation**
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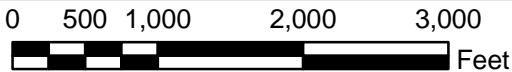
- Plans Associated with the SE Capitol Boulevard Neighborhood**
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 - _ Parks and Recreation Plan
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 - _ Northern Thurston County Groundwater Management Plan
 - _ Conservation Plan
 - _ Tumwater Stormwater Comprehensive Plan Update
 - _ Drainage Design and Erosion Control Manual for Tumwater
 - _ Thurston Regional Transportation Plan
 - _ Cities of Lacey, Olympia & Tumwater Urban Trails Plan (partial)
 - _ Deschutes River Special Area Management Plan
 - _ Port of Olympia Comprehensive Plans

S.E. Capitol Boulevard Neighborhood Future Land Use



Legend

	URBAN GROWTH AREA
ARI	Airport Related Industry
GC	General Commercial
HI	Heavy Industry
LI	Light Industry
MU	Mixed Use
MFM	Multi-Family Medium Density
MFH	Multi-Family High Density
NC	Neighborhood Commercial
NMH	New Market Historic District
PI	Public Institutional
PS	Parks/Open Space
R/SR	Residential/Sensitive Resource
SE	Shoreline Environment
SFL	Single Family Low Density
SFM	Single Family Medium Density
TC	Town Center
UT	Utilities



1 inch equals 1,320 feet



8. SE CAPITOL BOULEVARD NEIGHBORHOOD

8.1 Introduction

The SE Capitol Boulevard Neighborhood is generally located east of Interstate 5, south of "M" Street and north of the Olympia Regional Airport. The eastern boundary of the neighborhood generally follows the bluff overlooking the Deschutes River and includes the Thunderbird Mobile Estates mobile home park.

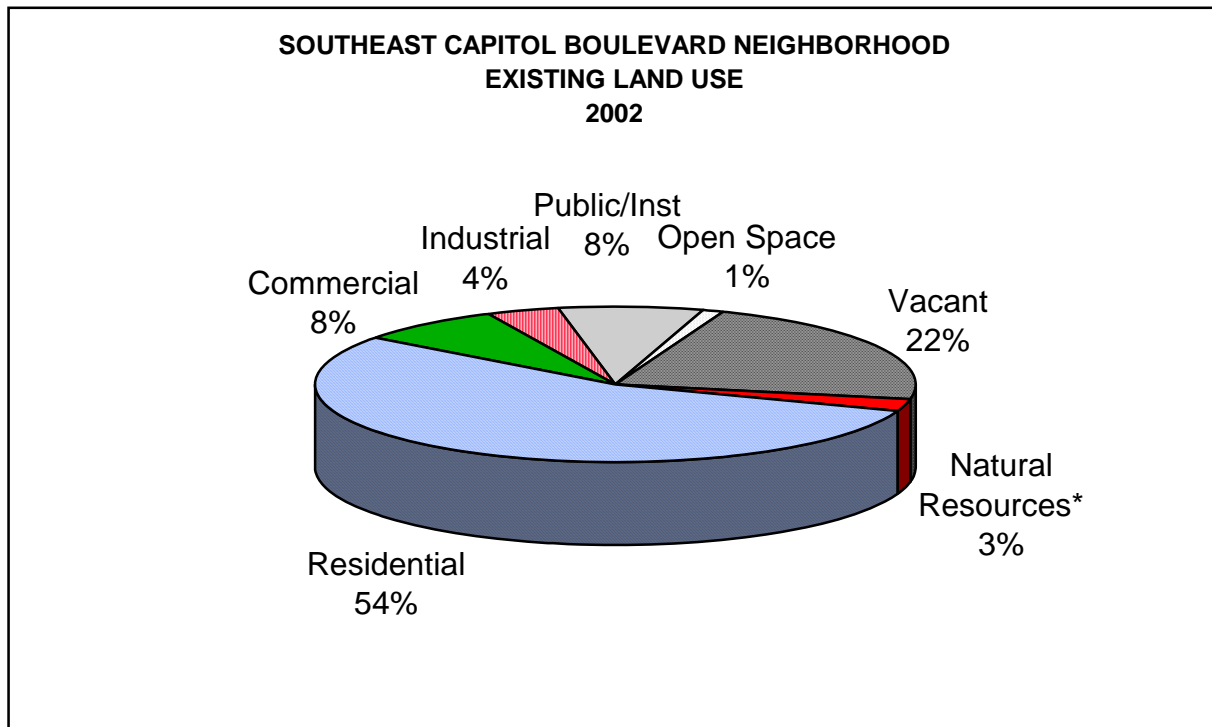


Figure 21

*Includes agriculture, forestry, and mining.

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--Land Use by Planning Area.

Figure 21 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. Vacant land is the next most predominant use. Portions of the neighborhood are in the Airport Overlay Zone. Future development of land in the Airport Overlay Zone is subject to the overlay zone development standards in Chapter 18.32 of the Tumwater Zoning Code. The intent of

the overlay zone is to protect the viability of the Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards.

Commercial uses consist mostly of businesses along Capitol Boulevard. Lastly, most of the industrial category consists of the Dart Container Corporation located at the corner of Israel Road and Bonniewood Drive.

Capitol Boulevard, which is classified as a major arterial in the Tumwater Transportation Plan, serves as the major transportation corridor in the SE Capitol Boulevard Neighborhood. Linderson Way, classified as a major collector, serves as an additional north-south corridor along the west side of the neighborhood. Israel Road, also classified as a major collector, provides east-west circulation in the neighborhood. Tumwater Boulevard, classified as a minor arterial, provides an additional east-west link in the neighborhood. Trooper Road and Lee Street also provide important east-west access to the SE Capitol Boulevard Neighborhood.

Sewer service is available to most areas of the SE Capitol Boulevard Neighborhood. Water service is available to all of the developed areas of this neighborhood.

The SE Capitol Boulevard Neighborhood has few limitations for development with the exception of the hillsides and ravines along the eastern edge of the neighborhood. There one finds steep, heavily wooded slopes and low-lying areas subject to flooding and seasonal high water tables, with severe settling problems from the under-lying geology, and soils offering severe limitations for roads, buildings, and septic tanks. This neighborhood also includes a small cluster of homes on the flood plain of the Deschutes River, off of "M" Street, known as the Palermo neighborhood. This area is subject to flooding and seasonal high water tables, has severe settling problems, and soils with severe limitations for roads, buildings, and septic tanks.

Land uses surrounding the SE Capitol Boulevard Neighborhood include residential and office/light industrial uses to the south, open space and rural residential uses to the east, Interstate 5 to the west and open space and commercial uses to the north. The proposed Tumwater Town Center is located to the southwest and will have a substantial impact on development within the neighborhood. This area is planned to be a major civic and employment center in Tumwater and will develop as Tumwater's central urban core.

The Olympia Regional Airport is located to the south and an airport overlay zone extends northerly from the airport to cover a portion of the SE Capitol Boulevard Neighborhood. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

The Tumwater Economic Development Plan makes specific recommendations for the commercial area along Capitol Boulevard, the commercial area along Linderson Way and the industrial/commercial area south of Israel Road. These recommendations are outlined in more detail in the description of areas with the General Commercial designation.

The SE Capitol Boulevard Neighborhood is outside of the jurisdiction of the Deschutes River Special Area Management Plan. However, there are a few areas in the neighborhood that, if developed inappropriately, could have an adverse effect on the Deschutes River and the goals of Deschutes River Special Area Management Plan.

These special areas of concern include the bluffs overlooking the river and the Palermo residential neighborhood. The Palermo neighborhood is well established and unlikely to change in the near future. However, the bluffs overlooking the river are, for the most part, undeveloped. The Deschutes River Special Area Management Plan makes recommendations for this bluff area.

8.2 Single-Family Residential Low Density Designation (4-7 DU/Acre)

Several areas within the SE Capitol Boulevard Neighborhood are suitable for the Single-Family Residential Low Density designation because of constraints placed on the eastern portion of the neighborhood as a result of operations at the Olympia Regional Airport and constraints in the Deschutes River valley.

The Palermo neighborhood is an area of about 50 single family homes located in the northern part of the SE Capitol Boulevard Neighborhood, north of the Tumwater water shed in the Deschutes valley. This neighborhood should be preserved and protected and the Low Density Residential designation best accomplishes this goal.

The area east of Elm Street from East "V" Street has been designated Single-Family Residential Low Density. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource

to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

The area north of "V" Street, south of "T" Street, and east of Bell Court has been designated Single-Family Residential Low Density. This area is located on the bluff of the Deschutes River and is subject to environmental constraints including steep slopes and unstable soils. In light of this, a lower density residential designation would be appropriate for this area.

There are steep slopes and other environmental constraints along the eastern edge of these areas. Development should be of a lower density in these areas with strict development controls to insure a careful regard for inherent limitations of topography and to assure neighborhood compatibility.

The area surrounding the Thunderbird Villas mobile home park on the north, west, and south is appropriate for the Single Family Residential Low Density designation. This area is already bordered by some existing single family low density residential developments such as Silver Ridge on the west and the Monaco subdivision on the south. In addition the area contains some environmentally sensitive areas. Development in these areas should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility. For the most part, the airport overlay designation generally does not apply in this area.

The area south of Dennis Street, east of Peter G. Schmidt Elementary School, has been designated Single-Family Residential Low Density due to its location in the Airport Overlay Zone.

8.3 Single-Family Residential Medium Density Designation (6-9 DU/Acre)

The residential areas east of Capitol Boulevard, and north of Dennis Street, form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to in-fill with residential uses on the good building sites that are still vacant. It is anticipated that over a twenty year time period, densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity and provide a variety of

affordable housing types, the Single-Family Medium Density designation would be appropriate for these areas. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

Two areas, one located on Tumwater Boulevard, southeast of the Silver Ridge residential subdivision, and the other area on Henderson Boulevard northwest of the intersection of Henderson Boulevard and 68th Avenue SE, have been designated Single Family Medium Density. The close proximity to the businesses and job opportunities available in the Tumwater Town Center and the neighboring Neighborhood Commercial areas make both these areas logical locations for moderately dense single family homes.

The area located between Interstate 5 and Capitol Boulevard, north of Dennis Street and south of West "V" Street is also an area of well-established single-family homes. In order to protect the residential atmosphere, promote neighborhood stability and continuity and provide a variety of affordable housing types, the Single-Family Medium Density designation would be appropriate for this area.

Commercial pressures in this area, especially areas closest to Capitol Boulevard, have been greater than areas to the east. Where commercial development is adjacent to residential areas, landscaping, screening and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation and landscaping of aesthetic value should be preserved wherever possible. The overall intent of these measures should be to visually separate the residential from the commercial uses and aid in discouraging through traffic from using the residential streets.

There is an area north of the Bonneville Power easement and east of Linderson Way that is rural in character at this time. The Single-Family Residential Medium Density designation would be appropriate for this area. The area may be a candidate for a higher density residential use in the future as the demand for housing increases. The area's proximity to Interstate 5 and adjacent commercial uses along Linderson

Way could be limiting factors to the development of this area. Additionally, access to the area may be difficult.

The area south of the Bonneville Power easement, east of Linderson, should be preserved in order to buffer the residences to the south from commercial uses. This area contains mature trees and vegetation that would provide a suitable natural buffer.

Many of the single-family areas within the SE Capitol Boulevard Neighborhood will probably experience pressures for higher density in the future as the need for housing increases in this area of Tumwater as a result of the development of the Tumwater Town Center. The Tumwater Town Center will result in a significant increase in the number of people working in the area. These people will probably be interested in obtaining housing near where they work. It is expected that pressures for commercial conversion of property will decrease due to the availability of large areas of vacant commercially-zoned properties to the west along Littlerock Road.

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

A 24 unit multi-family development (six four-plexes) is located north of the Peter G. Schmidt Elementary School on a two acre property. This area was designated Multi-Family Residential Medium Density to reflect the current use of the site. Additionally, a 10 acre parcel of land located directly to the east of the Thunderbird Villa mobile home park on Dennis Street has been designated Multi-Family Residential Medium Density.

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

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

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

The area located east of Linderson Way, south of West Lee Street, is comprised of several older apartment complexes. This area has been designated Multi-Family Residential High Density to reflect the current use of the area. This area is likely to continue to provide needed housing in Tumwater

8.6 Mixed Use Designation

The Mixed Use designation has been applied to the property currently occupied by the Washington State Department of Transportation, Region 3 and a property on Dennis Street SE located next to the small commercial development at the intersection of Dennis Street SE and Capitol Boulevard. These areas are suited for this designation because they are compact, yet large enough to allow a mixed use development supported by adjoining commercial uses and potential employment opportunities. They also have convenient access to transit. Mixed use areas, when developed with design and development guidelines, should be consistent with the objectives and goals of Section 2.2 of Chapter 2 of the Land Use Plan.

8.7 General Commercial Designation

Capitol Boulevard serves as the major commercial area in the SE Capitol Boulevard Neighborhood. Many types of commercial uses exist here including motels, fast food restaurants, auto parts stores, specialty stores and hardware stores.

Wherever commercial uses are being constructed adjacent to residential uses, there is a potential for incompatibility and conflict. Where commercial development is adjacent to residential areas, buffering that can include landscaping and screening should be used to protect the residences from possible adverse impacts. Existing trees, other vegetation and landscaping of aesthetic value should also be preserved wherever possible. The overall intent of these measures should be to visually separate the residential from the commercial uses and aid in discouraging through traffic from using the residential streets.

There is an additional commercial area in the SE Capitol Boulevard Neighborhood located east of Interstate 5 along Linderson Way. An earlier comprehensive plan from the 1960's foresaw multi-family development along Linderson Way, from Lee Street all the way to Israel Road. The lack of sewers was probably a factor in the potential development of this area, and residential development has not occurred. The impacts associated with Interstate 5, including noise and air pollution, may have helped to

make Linderson Way, which borders directly on the freeway, less than desirable for residential development. Consequently, the area has been zoned Commercial. Presently, the area consists of mostly commercial warehousing uses.

The Tumwater Economic Development Plan makes the following recommendations for the commercial area along Linderson Way:

Linderson Commercial Development

- *The southerly 100 feet of the Linderson Commercial District will be the subject of enhanced buffering techniques to protect adjacent residential neighborhoods. In addition, the eastern border of the Linderson Commercial District will be subject to enhanced buffering techniques. Existing trees and vegetation in this buffer enhancement area should be retained whenever possible. Also, additional plantings will be called for in areas of the buffer which possess substandard buffering properties (i.e., Scotch broom) when development permits are issued.*

[Tumwater Economic Development Plan]

Additionally, the Economic Development Plan makes the following recommendations for the residential area east of I-5, between Israel Road and "V" St.

Special Note:

- *This plan does recognize the value of maintaining the residential uses in this area. Future development proposals must bring forward plans that will ensure compatibility with this residential area and accomplish a successful blending of commercial and residential land uses.*

[Tumwater Economic Development Plan]

Because of obvious freeway-related air quality and noise impacts, these properties should be given a zone classification which will allow low intensity business/commercial uses which will not be detrimental to nearby residential development and may actually help to soften the freeway impacts. Extremely dense buffering and/or landscaping should be provided to protect the surrounding residential uses from possible impacts of the commercial land uses.

8.8 Light Industrial Designation

The area south of Dennis Street and east of Bonniewood Drive has been designated Light Industrial to reflect existing zoning and current land uses. Most of this area is vacant. However, the Dart Container Corporation located on the corner of

Bonniewood Drive is the only manufacturing operation located in this area.

The Olympia Regional Airport has played an ever-increasing role in the development, or lack of development, in this area. The main runway routes aircraft directly over the south end of this area, either taking off or landing, depending on the wind conditions. As a result, the noise impacts and possible safety hazards have made this area 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. They are likely to develop it for tree farming and associated uses. These properties could also be used as public open space. Future plans for this area are addressed in the Port of Olympia Comprehensive Plan.

All of the area designated Light Industrial is in an area of special concern because it is part of the land over which aircraft fly when taking off or landing at the Olympia Regional Airport. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

There is a stream/wetland south of Dennis Street on the eastern boundary of this area. Much of this area is under Port of Olympia ownership and it is unlikely to be developed intensively. However, should this area be developed with light industrial uses, existing wetland areas should be protected.

The area south of Dennis Street, where an industrial designation is adjacent to a residential area, should be buffered with landscaping and screening to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. The intent of buffering Light Industrial uses from adjoining residential areas is to ensure that residential areas are not impacted by noise, light and glare, and truck traffic.

Additionally, industrial traffic generated as this area is developed should be restricted from accessing Dennis Street in order to protect residential uses along Dennis Street

from traffic impacts.

8.9 Utilities Designation

A large segment of a Bonneville Power easement crosses the SE Capitol Boulevard Neighborhood from Interstate 5 east to Henderson Boulevard. This area has been designated Utilities to reflect this use. The Utilities Plan will provide information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Plan.

8.10 Parks/Open Space Designation

The Tumwater water shed is an area, located south of the Palermo neighborhood in the Deschutes valley that is owned by the City of Tumwater. The area contains several wells and is an important open space resource in the City. The Parks/Open Space designation would best preserve this area.

Two small pocket parks are located in the SE Capitol Boulevard Neighborhood. “V” Street Park is located at the end of “V” Street, west of Capitol Boulevard. Palermo Park is located on “O” Street, east of Capitol Boulevard. These parks should be preserved. The Parks/Open Space designation best accomplishes this goal.

The Parks and Recreation Plan contains additional recommendations regarding parks, urban trails and open space in this neighborhood.

8.11 Neighborhood Commercial

This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. This designation has been applied to two locations on Tumwater Boulevard. Surrounding residential development is likely to increase in density, raising the need for neighborhood commercial uses in the immediate area.

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