

### 3.6 RELATIONSHIP TO EXISTING PLANS AND POLICIES

This section of the Draft EIS evaluates the consistency of the Proposed Action and alternatives with relevant plans, policies, and regulations. Key plans that are summarized and evaluated include Thurston County's Countywide Planning Policies, the City's Comprehensive Plan, the Littlerock Road Subarea Plan, the 1990 Economic Development Plan, and the Tumwater Municipal Code. The relationship of the proposed project to the City Council's adoption of a moratorium on certain retail development in the Littlerock Road Subarea, in December 2004, is also discussed.

#### Growth Management Act and Thurston County Countywide Planning Policies

The Growth Management Act (GMA) (RCW 36.70A), adopted in 1990 and subsequently amended, provides a comprehensive framework for managing growth and coordinating land use planning with the provision of infrastructure. The general goals of the GMA include, in part: directing growth to urban areas; reducing sprawl; encouraging economic development consistent with adopted comprehensive plans; protecting private property rights; providing efficient multi-modal transportation systems; encouraging a variety of housing types and densities affordable to all economic segments of the population; protecting the environment; and ensuring that public facilities and services necessary to support development meet locally established minimum standards at the time development is in place (RCW 36.70A.020).

Counties must designate urban growth areas (UGA) as areas within which urban growth and densities are permitted and public services and facilities are available and/or planned to be available (RCW 36.70A.110). Within designated UGAs, residential and employment densities are to be sufficient to accommodate 20-year forecasts.

Jurisdictions subject to GMA must prepare and adopt: countywide planning policies; comprehensive plans containing policies with specific elements for land use, transportation, housing, capital facilities, utilities, rural lands, and economic development; and development regulations implementing those plans. Jurisdictions subject to GMA must also have regulations governing the use of environmentally sensitive areas. The GMA also authorizes the imposition of impact fees for specified public services and facilities, including roads, schools, parks and recreation facilities, and fire protection facilities.

Specific Countywide Planning Policies were developed by Thurston County in collaboration with its cities and towns. These Policies provide a framework for ensuring coordination and consistency between county and municipal comprehensive planning and plan update efforts.

In order to accommodate the majority of the county's population and employment in urban growth areas, Countywide Planning Policies encourage infilling in areas already characterized by urban growth that have the capacity to provide public services and facilities to serve urban development. The City of Tumwater is one of these areas.

***Discussion:*** *Consistent with the GMA and Countywide Planning Policies (described below), the City of Tumwater has adopted a Comprehensive Plan to guide future development and fulfill the City's responsibilities under GMA. The Proposed Action, as identified in Chapter 2, Description of Proposed Action and Alternatives, is intended to result in growth of retail*

*development and employment within the UGA of the City of Tumwater, and is consistent with the GMA goals and policies outlined above. The relationship of the Proposed Action to the Tumwater Comprehensive Plan is discussed in greater detail below.*

*The proposed project site is located within an area that has been designated for commercial retail uses since 1993, where adequate utility and service capacities exist. The site is located in the Littlerock Road Subarea, in an area that has been designated by the City for development of retail businesses, in part because of the availability of existing infill area, availability of services, and proximity to I-5 and major transportation facilities. Local services and utilities have been upgraded over the years in anticipation of major retail development.*

## City of Tumwater Comprehensive Plan (Updated 2004)

### **Tumwater Land Use Plan – Goals, Policies, and Objectives**

The Land Use Plan portion of the City's Comprehensive Plan enumerates a number of goals, policies, and objectives intended to guide the direction of future growth in Tumwater for the next 20-year planning horizon. This discussion focuses on the specific goals, policies, and objectives that are relevant to the land use context and characteristics of the proposed project.

Goal #2 – Ensure that development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, preserve open space, and reduce sprawl.

Policy 2.1 – Encourage the highest intensity growth to locate within the City's corporate limits.

Objective 2.1.1 – Implement the Goals and associated Policies and Objectives of the Economic Development Plan.

***Discussion:*** *The proposed project calls for commercial development in an area that is designated for such use; the project site is located adjacent to other commercial uses and transportation facilities. The proposed project would represent an efficient use of land and would not result in sprawl. Further, the proposed project would be consistent with the current version of the Economic Development Plan (see discussion of the Economic Development Plan later in this section.).*

Goal #3 – Ensure that adequate public services, facilities, and publicly-owned utilities are available to proposed and existing development.

Policy 3.2 – Ensure that development is in conformance with the Comprehensive Water plan and Comprehensive Sanitary Sewer Plan.

Policy 3.3 – All proposed development should be analyzed for anticipated impact on services, either as an element of site plan review, or as part of environmental impact assessment.

***Discussion:*** *The proposed project has been sited and designed to conform with both the Comprehensive Water and Sanitary Sewer Plans (see **Section 3.13, Utilities** of this Draft EIS for further discussion). In order to provide service to the proposed project, onsite water and sewer utility extensions would be completed; capacity is available to adequately serve the project. In addition, the anticipated impacts of the project on applicable city services are analyzed as part of this Draft EIS (see **Section 3.12, Public Services** of this Draft EIS).*

Goal #5 – Ensure that development patterns that encourage efficient multi-modal transportation systems are coordinated with regional, City, and County transportation plans.

Policy 5.4 – Pedestrian and bicycle trail links with various parts of Tumwater and within the business area should be established.

Policy 5.5 – Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.

Policy 5.8 – Ensure that proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.

Policy 5.12 – Encourage subdivision and commercial/retail project design that facilitates cost-effective transit and emergency service delivery.

***Discussion:*** *The retail and service opportunities offered by the proposed project would be accessible to public transportation, pedestrians and bicyclists. Pedestrian walkways and connections would be provided throughout the project site, allowing convenient access to/from the retail store and public transit facilities along Littlerock Road. The proposed project design is intended to be conducive to transit services and emergency services. Planned local improvements to transportation systems (i.e. the Littlerock Road improvement project) will enhance public transit opportunities to/from the site. Capacity improvements and mitigation for the proposed project would be geared to serve contiguous development, and would not result in leapfrog development.*

Goal #6 – Reduce impacts from flooding; encourage efficient stormwater management; and ensure that the groundwater of Tumwater is protected and preserved.

Policy 6.1 – Ensure that new development is in conformance with the requirements and standards of the North Thurston Groundwater Protection Plan.

Policy 6.2 – Ensure that new development is in conformance with the requirements and standards of the Drainage Design and Erosion Control Manual for Tumwater.

***Discussion:*** *The proposed project has been designed in conformance with both the Groundwater Protection Plan and the City's drainage manual listed above. The project would not result in significant impacts to surface or groundwater resources. Erosion control measures would be implemented during construction; stormwater would be treated prior to discharge to an onsite infiltration facility, sized to accommodate runoff from the site's impervious surfaces. Development in this area would adhere to applicable requirements regarding minimum separation between the bottom of the infiltration facility and the seasonal high groundwater elevation. Given groundwater depth and flow characteristics at the site, impacts to area wells would not be anticipated (see **Section 3.2, Water Resources** of this Draft EIS for further discussion).*

Goal #10 – Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.

Policy 10.2 – Developers shall be encouraged to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.

Policy 10.3 – Commercial, industrial, and manufacturing uses should be grouped into centers rather than dispersed throughout the City. These centers shall have a landscaped, urban park quality.

Policy 10.6 – Commercial and industrial structures, where practical, should be low profile and should provide landscaping including lawns, trees and shrubs.

Policy 10.7 – Commercial and industrial land uses should be located close to arterial routes and freeway access and rail facilities.

***Discussion:*** *The proposed project has been designed in accordance with the City's policies and regulations pertaining to commercial uses in the GC zone. The specific siting of this project is intended to be consistent with policies pertaining to concentrating non-residential uses in an integrated commercial center. The project site is located adjacent to commercial uses and would represent a continuation of planned retail development in the Littlerock Road area. The proposed project includes provisions for retention of certain trees onsite and planting of new trees, and features a landscaping plan with varied form and species (see **Figure 2-5A** for the proposed landscape plan). The proposed retail structure would have a low-rise profile surrounded with a defined landscaping element. The proposed project is located on a local arterial route, with convenient access to/from the freeway.*

## **Tumwater Land Use Plan – Land Use Designations**

The project site is located in an area that is designated General Commercial (GC) in the City of Tumwater Land Use Plan. The intent of the GC designation is to support and implement the goals of the Tumwater Economic Development Plan that was adopted in 1990. These goals include (1) the establishment of a new commercial center for the City of Tumwater, (2) the preservation for commercial facilities of areas which make use of their close proximity to Interstate 5, and (3) the minimization of undesirable impacts that such uses may have on the residential neighborhoods which they serve.

The GC designation replaces the previous designation of Commercial Development (CD) that is referred to in the Economic Plan. The GC zoning designation replaced the CD zoning designation in 1995, and provides the basis for implementing zoning in areas that are designated General Commercial in the Land Use Plan.

Landscape and architectural design and development guidelines are applied to commercial development to ensure that proposed development projects are compatible with surrounding uses and the general community character.

***Discussion:*** *The proposed project would be consistent with the intent of the GC designation in that it would be a major component of a broader commercial center, in close proximity to I-5; it would not be directly adjacent to any concentrated residential neighborhoods, thereby minimizing potentially undesirable impacts to the areas which it serves. In addition, the project is intended to be consistent with the adopted design guidelines for commercial development in GC designated areas (see the discussion under the Tumwater Municipal Code below).*

## **Tumwater Comprehensive Plan – Capital Facilities Plan (2005-2010)**

The Tumwater Capital Facilities Plan outlines improvements that are scheduled through the year 2010. Improvements are proposed for Littlerock Road, from Trospen Road to the south City limits, to complete its conversion to full urban standards. A 5-lane roadway will be

developed fronting the commercial properties south of Costco (including the project site) to about the vicinity of the BPA power lines. A 2-lane roadway section with a landscaped median would extend from the BPA corridor south to the City limits. This project is scheduled to include bike lanes, sidewalks, and illumination. In addition, roundabouts are proposed for the intersections at Tumwater Boulevard, Israel Road, Odegard Road, and Kingswood Drive (the primary intersection at the project site)

Sanitary sewer improvements that are planned for the area include a new 10-inch sewer in Littlerock Road to provide service to the area from Israel Road to the Tumwater Middle School. This project is scheduled to coincide with proposed roadway improvements on Littlerock Road.

***Discussion:*** *The proposed project is within an area that will experience a major transportation improvement within the next few years. Such improvements will allow more efficient access to/from the site, as well as through the broader area. Overall pedestrian and bicycle safety will be enhanced, as will traffic operations. Utility improvements will increase capacity in the area.*

### Economic Development Plan (1990)

The stated purpose of the 1990 Tumwater Economic Development Plan is to “identify positive techniques for attracting new development, bolstering existing firms in their future endeavors, [and] identifying areas where commercial and industrial development are appropriate.” The Plan also seeks to lay the groundwork for supportive City government endeavors in such areas as budgeting, capital improvement planning, and interagency liaisons. Goal #8 of the plan is to encourage the development of a freeway commercial business district consisting of retail/commercial and professional land uses.

The Plan identifies seven land use areas in the City that should be targeted for commercial and/or industrial development. The first of these seven areas includes the project site area, referred to in the Plan as a Regional Shopping Center/Mixed Use area along the west side of the I-5, Trospen to Tumwater Boulevard. The preferred land uses for this area include offices, retail, and some recreational facilities such as theaters, bowling facilities, and the like. Section 18.\_\_\_\_.020<sup>1</sup> of Ordinance Number 1226, the implementing ordinance for the Economic Plan, lists the permitted uses in the site area (these uses are consistent with the uses allowed in the general commercial (GC), zone, per section 18.22.020 of the Tumwater Municipal Code).

***Discussion:*** *The proposed project would be consistent with the overall goals of the Economic Development Plan, to foster commercial development in this portion of the City. The project would incorporate several of the preferred uses permitted outright for this area, including general retail sales, appliance repair/sales, and automobile service stations.*

### Littlerock Road Subarea Plan (1997)

The Littlerock Road Subarea Plan was issued by the City in 1997. The 292-acre subarea is defined as the area immediately west of I-5 between Trospen Road on the north and Tumwater Boulevard on the south, and bounded on the west by Littlerock Road.

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<sup>1</sup> Ordinance 1226 show the referenced section as “Section 18.\_\_\_\_.020”.

The Subarea Plan is intended to serve as a guide for future development in the area, keeping with the vision of the City of Tumwater Comprehensive Plan. The stated intent of the Comprehensive Plan for this area is to create a mixed use area with a “village” atmosphere. The subarea would be “transit-oriented, pedestrian-friendly, safe, provide affordable housing and result in a well-designed community center.” The Subarea Plan was prepared to provide a specific description of how the subarea should be developed over the ensuing 20 years.

The recommended Subarea Plan provides for mixed use zoning over much of the area south of Bishop Road. This zoning would include a mix of commercial, residential and public uses in a pedestrian friendly environment which supports full time use of facilities and businesses. Higher density residential and commercial structures would be located in this area. Also, design guidelines, landscape standards, and open space would be employed to create an inviting place for many different types of activities.

Most of the subarea north of Bishop Road, where the project site is located, is recommended for general commercial zoning. This area consists of large parcels and direct vehicular access from the interstate, making it more appropriate for larger commercial developments. General commercial areas are areas that should be created as places that are desirable for many different types of activities and invite people to the area. Accessibility to several modes of transportation and provision of a visual transition into the mixed use and residential areas to the south are stated objectives of the Plan.

***Discussion:*** *The project would be consistent with the direction and guidance of the Subarea Plan. The project would be integrated with adjacent existing retail uses, and would further the concentration of large-scale general retail operations in an area designated for such uses and in proximity to the freeway. The proposed project would provide pedestrian-oriented features to enhance access through the area and into the site. Proposed landscaping, signage and other design features are intended to create a visually-attractive setting and to allow an effective transition from the more intensive commercial area to the north and the residential area to the south of the subarea.*

### City Of Tumwater Municipal Code

The Tumwater Municipal Code outlines zoning regulations and development standards relevant to the proposed project, particularly regarding allowed uses in the General Commercial Zone, Design Review Guidelines, Protection of Trees and Shrubs, Landscaping, and Wellhead and Aquifer Protection.

### **Chapter 18.22 – Allowed Uses in the General Commercial Zone**

Chapter 18.22 enumerates that the intent of the General Commercial (GC) zone is, among other things, to provide for those commercial uses and activities which are dependent on convenient vehicular access. Among these allowed uses are general retail, service stations, appliance repair, and restaurants. This code chapter also seeks to discourage extension of "strip" development by filling in available space in areas where substantial auto-oriented commercial development already exists. The GC zone would balance the needs of motorists and businesses serving a regional or community-wide market with the needs of pedestrians and neighborhood residents. Also, the intent of this zone is to integrate new development with existing uses to achieve a better environment for pedestrians and to maintain or enhance the livability of adjacent residential neighborhoods.

***Discussion:*** *The project site is located within the GC (General Commercial) Zone, which allows for the types of retail development and associated services that are proposed (a retail center, associated parking, and a future lease lot (gas station)). The proposed project has convenient access to major arterials in the area (i.e., Littlerock Road and Tyee Drive) and the freeway (I-5). Substantial auto-oriented commercial uses are established in the area, including Costco, Fred Meyer, and Home Depot; such uses serve both surrounding neighborhoods and the broader community. The proposed project would be consistent with the pattern of development in the Littlerock Road area and would not affect the livability of residential areas to the south and to the northwest across Littlerock Road. Opportunities for pedestrian movement through the site and access to transit facilities on Littlerock Road would be provided as part of the project design (see **Section 3.5, Land Use** for further information).*

### **Chapter 18.43 – Design Review Guidelines**

The intent of this chapter is to encourage the development of visually attractive development and to promote design considerations that protect and enhance property values. Design review guidelines are also intended to mitigate the impacts of high density development through enhanced design. Finally, these guidelines are prescribed to allow commercial property to be developed in a “vibrant and economically efficient manner” so that businesses can contribute to the economic base of the City. The design review process is conducted administratively by the City Development Services Director, and is conducted concurrently with the underlying permit review process.

Identification of specific design requirements and guidelines is intended to facilitate the goals previously discussed. Commercial design guidelines include strategies for creating interest along streets, such as building façade articulation, modulating blank walls, providing human-scale amenities such as signage and lighting at pedestrian levels. Other guidelines address creating visual distinction on street corners, transit facilitation, screening of building service areas, and using landscaping in creatively functional ways.

The following provisions are relevant to the proposed project:

- A. Building/site design – create activity along streets.
  - 1. Requirement: architectural elements and landscaping that result in buildings with a perceived size that is human scale and visually attractive.
  - 2. Guideline: The following are examples of design techniques that may be used to meet this requirement.
    - a. Use articulation or landscaping on building facades to reduce the bulk of buildings with walls longer than seventy-five (75) feet that are either parallel to the street or perpendicular to and readily visible from the street. Methods for modulation of blank walls may include:
      - 1) Recessed or clearly defined entryways;
      - 2) Varying roof lines, pitches and shapes;
      - 3) Dormers, balconies, porches and staircases;
      - 4) Transparent window or door areas or display windows which provide visibility into the building interior (see fenestration drawing);
      - 5) Overhangs, awnings\*, and marquees;
      - 6) Building ornamentation and wall murals;
      - 7) Shrubs or vines trained to grow upright on wires or trellises (espaliers) next to blank walls with narrow planting areas.

- b. Use architectural features such as cornices or other details that lower the apparent height;
- c. Place display windows and retail shops at the street level around the exterior of commercial buildings;
- d. Provide window ledges, varied materials and street furniture;
- e. Provide pedestrian level lighting of building entryways. The source of such lighting should not exceed a height of ten (10) feet;
- f. Provide window boxes, planter boxes or hanging flower baskets.

***Discussion:*** *The north, south and west elevations of the building would be visible from Littlerock Road. As part of the proposed building design, all three elevations would use one or more methods of articulation in order to avoid displaying blank walls. Methods would include recessed entryways, awnings, varying rooflines and shapes, pilasters, changes in materials and colors, recesses and an articulated cornice. The exterior walls of the building would incorporate split faced concrete masonry walls in three earth-tone colors and a multi-color dark red Quik Brik. Dark green metal roofing would further articulate the elevations, and would add pedestrian-scaled interest along the front sidewalk. An ornamental architectural parapet cap would run along the roof edge; it would step in various heights for additional articulation. Pilasters would add vertical elements, to break up the horizontal elevation.*

- B. Site design - corner lots - create visual distinction on street corners.
  - 1. Requirement: Create visually and attractive street corners using distinctive building entryways in combination with landscaping or artwork.
  - 2. Guideline: The following are examples of design techniques that may be used to meet this requirement.
    - a. Any of the techniques listed in Section 18.43.060.A;
    - b. Other architectural elements such as turrets, sculptures, and corner accentuating roof lines;
    - c. Landscape trellises;
    - d. Planter boxes with colorful flowers;
    - e. Decorative tile;
    - f. Artwork.

***Discussion:*** *The street corners established at Littlerock Road and Kingswood Drive would be treated with extensive landscaping, as the building would not front on a street corner. A mix of trees, shrubs and lawn area would be created. Large diameter trees are proposed to be arranged in a grove at the Littlerock Road and Costco entrance street corner.*

- C. Site Design - Transit facilitation
  - 1. Requirement: Provide for convenient access to public transportation and ride share vehicles.
  - 2. Guideline: The following are examples of design techniques that may be used to meet this requirement.
    - a. Accommodate public transportation vehicles on the road network that services the development;
    - b. Provide passenger loading/unloading facilities. Applicant must consult with Intercity Transit to determine appropriate facilities;
    - c. For streets adjacent to a development, provide sidewalks and other pedestrian facilities such as bus shelters;

- d. Provide a convenient and safe access between building entrances and a transit or bus area, such as concrete walkways or painted pedestrian crosswalks;
- e. Provide bicycle racks in appropriate locations to building entrances.

**Discussion:** *The roadways surrounding the site currently accommodate public transit. Roadway improvements currently scheduled for the area will further enhance accommodation of public transit. A bus pullout and transit shelter would be provided on Littlerock Road; the location will be determined based on discussions with Intercity Transit. Convenient and safe access between the building and transit areas would be provided by dedicated and demarcated pedestrian walkways through the parking areas. Bicycle racks would be available outside, in front of the building.*

D. Site design - create pedestrian connections.

1. Additional pedestrian related requirements for the Neighborhood Commercial (NC) districts are located in Tumwater Municipal Code 18.18.050 *Development Standards*.
2. Requirement: Incorporate pedestrian access into, within and through a project in a way that also addresses site security concerns as well as pedestrian safety.
3. Guideline: The following are examples of design techniques that may be used to meet this requirement.
  - a. Incorporate cross-site pedestrian connections within projects;
  - b. Define walkways with vertical plantings, such as trees or shrubs;
  - c. Provide a pedestrian link to the primary entrance(s) of the structure from the street and parking areas;
  - d. Sidewalks or pedestrian ways should connect the on-site pedestrian system to existing pedestrian systems on adjacent developments if adequate safety and security can be maintained.

**Discussion:** *Pedestrian walkways and connections would be developed throughout the project site. These pedestrian connections would be defined by marked pathways and landscape plantings. Pedestrian links would be established between the street, parking areas and the proposed retail store. Lighting for pedestrian safety would be provided.*

E. Site design - signage.

1. Requirement: Provide signage that conforms to requirements of Chapter 18.44 TMC. In addition, incorporation of pedestrian level signage is encouraged.
2. Guideline: Various combinations of the following techniques may be used to achieve pedestrian level signage.
  - a. Small signs which hang below canopies, or small signs on canopies and awnings;
  - b. Low horizontal monument signs;
  - c. Window signs.

**Discussion:** *Building signage would be proportionate with the overall size of the building and would be placed to assist in identifying specific entrances and departments; for example, signs would be provided for the "Food Center", "Deli", 1-HR Photo and "Tire and Lube Express". The "Wal\*Mart" sign located in the middle of the front elevation would be the primary identification sign and the only building sign internally illuminated. An abundance of pedestrian-level signage is proposed around the parking lot, around the building and throughout the shopping area.*

F. Site design - screening.

1. Requirement: Locate service areas (for example, loading docks, trash receptacles, mechanical equipment, outdoor storage areas, utility vaults) in locations where traffic impacts are minimized and public visibility is diminished, yet that are still accessible and functional. This may be best accomplished by selecting the location and design of site services and utility vaults early in the design process.
2. Guideline: The following are examples of design techniques that may be used to meet this requirement.
  - a. Fencing;
  - b. Landscaping;
  - c. Painting;
  - d. All major trash receptacles (i.e. dumpsters, etc.) placed outside of the building should be screened from view. Smaller trash receptacles should be decorated or screened and placed in visible locations.

***Discussion:*** All service areas would be located at the back or east side of the store, which faces the existing Albany International facility and Tyee Drive. The service areas and truck loading docks would be screened by split face concrete masonry unit (CMU) walls. This positioning would minimize traffic and visibility impacts. Compressors and compactors located on the south side of the building would also be screened by split face and decorative CMU walls. Screen walls would be designed to match the overall design of the building. Narrow evergreen trees would be planted, or an 8-foot high site obscuring fence would be installed, along the eastern site boundary to further screen the service areas along the east side of the store.

G. Landscape design - define spaces.

1. Requirement: Provide for separation between pedestrians and vehicles by using plantings as space defining elements.
2. Guideline: The following are examples of design techniques that may be used to meet this requirement.
  - a. Distinctive paving or painting to define the appropriate location for pedestrian and vehicle traffic;
  - b. Plantings such as street trees, hedges and screening;
  - c. Replicating landscaping patterns and materials to visually unify a development. Care should be taken when using this approach to avoid a monotonous appearance.

***Discussion:*** The proposed pedestrian walkways would be bordered by landscaping in many areas of the site. Landscaping would be intended to provide a varied experience for the pedestrian by allowing circulation through retained existing trees, which would be augmented with newly planted species and paved sidewalks bordered by new shrubs and several varieties of new trees. Large diameter trees are proposed to augment the retained trees, to provide a visual buffer to drivers and pedestrians traveling along Littlerock Road and to shield onsite shoppers from Littlerock Road vehicular traffic. The placement of new trees throughout the parking lot, and the location of retained trees, would break up the mass of the parking lot and would be intended to provide a softer, more human scale to the development. The landscape materials would also provide screening for headlights at night (see **Figure 2-5A** in Chapter 2 for a depiction of the proposed Landscape Plan).

H. Landscape design - suitability of materials.

1. Requirement: Plant materials shall be suited to the climate and at their mature, natural size, suitable for their planting location.
2. Guideline: The following are examples of design techniques that may be used to meet this requirement.
  - a. Select trees for parking lots and sidewalk areas which do not interfere with the visibility and movement of vehicles or pedestrians and/or cause pavement or other hard surfaces to heave;
  - b. Choose hardy plant materials that can survive the effects of building or large paved areas (in terms of heat, shade, wind, etc.).

***Discussion:*** *Plant materials proposed for selection would be horticulturally suitable and/or indigenous to the area, thereby promoting their survivability. Within the parking lot, the primary new tree type would be deciduous trees. This would be intended to promote visibility for drivers, as these trees typically do not have branches within the lower 5 feet (in contrast to most evergreen species). Large planting beds would be used in areas in proximity to retained existing trees to enhance visibility around these large evergreen trees. The existing trees to be retained would be protected by tree fencing, in accordance with City code requirements. The roots would be protected by limiting construction and pedestrian traffic in the proximity of the drip line and roots.*

## **Chapter 16.08 – Protection of Trees and Shrubs**

This chapter of the code is intended to preserve and enhance the city's physical and aesthetic character by preventing indiscriminate removal or destruction of trees and groundcover, and by encouraging development that incorporates existing trees and ground cover into site development practices. It is also intended to retain trees and vegetation for their positive environmental effects, to protect environmentally sensitive areas and to promote building and site planning practices that are consistent with the City's natural features.

Applications for a land clearing permit must be submitted to the City, along with information identifying the general location, type, size and condition of existing trees and delineating which trees would be removed and which would be retained, as well as other details.

On commercial sites with more than 6 existing trees, the City's Code Administrator (Development Services Director) may require review of the site plan by the City's Tree Protection Professional. All land clearing must comply with specific standards unless alternate procedures, equal to a superior in achieving the purpose of this chapter, are authorized by the Code Administrator. Such standards address erosion control, flooding, sensitive areas, timing of land clearing during the specific times of the day and year, planting requirements, etc. When land clearing is to be performed in conjunction with a specific development proposal, not less than 20 percent of the existing trees, or not less than 12 trees per acre (whichever is greater) shall be retained. This standard may be waived or modified if the Code Administrator determines that strict compliance would make reasonable use of the property impracticable. Where the standard is waived or modified, the applicant shall plant not less than three trees for each tree cleared in excess of the standard. Replacement trees shall be planted on the development site, unless the Code Administrator approves an alternate location. The applicant may contribute a cash payment to the City's Tree Account in an amount equal to 125 percent of the replacement cost.

***Discussion:*** *The proposed project would require clearing of a majority of the existing trees on the site. There are a total of 434 trees on the 21.5-acre project site, requiring 20 percent of the trees (87 trees), or 12 trees per acre (258 trees) to be retained as part of development. The proposed plan calls for retention of 54 of the large diameter trees on the site and planting of an additional 612 trees both onsite, and offsite, via payment into the City's Tree Fund Program, as replacement for cleared trees (additional onsite tree planting would occur consistent with applicable City landscaping regulations; see the discussion below under TMC 18.47 for further information). The applicant proposes that a waiver be granted by the Code Administrator for the balance of the trees not retained under the proposal. The proposed project would comply with other applicable standards of this Code Chapter, and with the provisions of the State Department of Natural Resources forest practices permit, that would need to be obtained for removal of the trees (see **Section 3.3, Trees and Vegetation** of this Draft EIS for more information).*

## **Chapter 16.24 – Aquifer Protection**

This chapter includes standards to conserve and protect the underground waters and aquifers beneath the City. According to Chapter 16.24, new development in the City is required to be designed to prevent chemical and biological contaminants from entering underground waters and aquifers that are now, or in the future, likely to be used as potable drinking water sources. In particular, the standards require that new stormwater retention facilities be designed and constructed in accordance with the requirements of the Drainage Design and Erosion Control Manual for the Thurston Region (1994), as amended. The standards also stipulate that all new underground storage facilities used or to be used for the underground storage of hazardous materials be designed and constructed according to the specifications in Chapter 16.24. Finally, this Chapter includes standards for new aboveground storage tanks in order to prevent the release of hazardous material to the ground, groundwaters, or surface waters.

***Discussion:*** *The proposed stormwater control system would be designed to prevent chemical and biological contaminants from entering underground waters and aquifers, in accordance with the requirements of the City of Tumwater's Drainage Design and Erosion Control Manual for the Thurston Region (1994), as amended, and the North Thurston County Groundwater Plan (1991), as amended. Furthermore, proposed development of the site would not affect the drinking wells in the site vicinity, because the shallow groundwater flow direction from the site is generally away from existing wells. No City water supply wells are located within ½ mile of the site. The one private well that is located within ½ mile of the site, and in the general path of the groundwater flow from the site, would be protected by the project's adherence to applicable code requirements of this chapter. A groundwater study has been completed to ensure project compliance with non-contamination requirements (see **Section 3.2, Water Resources**, and **Appendices D and E** for further information).*

*The proposed onsite gas station (located in the future lease lot, see **Figure 2-3** in Chapter 2) that would be located in the southern portion of the site would include underground bulk oil tanks typical of gas station use. These tanks would be designed and constructed according to the specifications in Chapter 16.24 and state regulations. A separate water quality treatment facility would be provided in the gas station canopy area, as required by the City Storm Drainage Ordinance (see **Section 3.2, Water Resources** and **Section 3.4, Hazardous Materials**, and **Appendices D, E and G** for further information). No aboveground storage tanks would be used at the site.*

## **Chapter 16.26 – Wellhead Protection**

Chapter 16.26 addresses protection measures required to avoid impacts to existing wells in the area. This chapter meets the requirements of Section 1428 of the 1986 Amendments to the Federal Safe Drinking Water Act, as adopted and implemented by Chapters 43.20.050, 70.119A.060, and 70.119A.080 of the Revised Code of Washington and Chapter 246- 290 of the Washington Administrative Code, which require the City to develop and implement a wellhead protection program to identify risks of contamination potentially impacting city wells, and to reduce or eliminate those risks.

***Discussion:*** *A portion of the project site is located in the City's wellhead protection area, in the 5-year wellhead capture zone. As noted above, proposed development of the site would not affect drinking wells in the site vicinity, because the shallow groundwater flow direction from the site is generally away from existing wells. No City water supply wells are located within ½ mile of the site. The one private well that is within ½ mile of the site, and in the general path of the groundwater flow from the site, would be protected by the project's adherence to applicable code requirements (see the discussion following Chapter 16.24 above for further information).*

## **Chapter 18.39 – Aquifer Protection Overlay Zone**

The intent of the Aquifer Protection (AQP) overlay zone district is to identify, classify and protect vulnerable aquifer recharge areas within the City and City's urban growth area (UGA). Any development that occurs within the City must be designed to prevent chemical and biological contaminants from entering underground water and aquifers which are now, or in the future, likely to be used as a potable water source. Certain activities are restricted in the AQP overlay district unless they will comply with best management practices (BMPs).

***Discussion:*** *The project site, as well as the entire City of Tumwater, is located in the City's AQP overlay zone district. The proposed development would be designed to prevent chemical and biological contaminants from entering water and aquifers beneath the site (see the discussions under Chapter 16.24 and 16.26 above for further information). The proposed retail use and gas station are not considered restricted activities in the AQP overlay district.*

## **Chapter 18.47 – Landscaping**

The intent of the landscaping chapter is to establish minimum requirements and standards of landscaping for multifamily residential, commercial and industrial sites, and residential manufactured home parks. In general, these landscaping requirements will curtail soil erosion; reduce the hazards of flooding; absorb carbon dioxide and supply oxygen; reduce the effects of noise, glare, dust, heat and other objectionable activities; buffer and screen adjacent properties; provide shade; and promote the pleasant appearance and character of neighborhoods and the city. There are specific references in this chapter to the types and quantities of landscaping that must be provided in commercial developments and their parking areas (TMC 18.47.050).

***Discussion:*** *The proposed landscape plan was prepared in compliance with the requirements of this chapter (see **Figures 2-5A** in Chapter 2). According to this plan, 54 of the large diameter trees onsite would be retained, and an additional 393 trees would be planted onsite (260 of these new trees would be planted to meet the landscaping requirements in this chapter). The buffer and screening requirements of this chapter would be met by the proposed landscaping. In particular, large diameter trees are proposed to augment the retained trees, to provide a*

*visual buffer to drivers and pedestrians traveling along Littlerock Road and to shield onsite shoppers from Littlerock Road vehicular traffic. The existing stand of trees together with narrow evergreen trees to be planted along the eastern site boundary would provide a visual buffer to the adjacent light industrial use to the east. Landscaping to create visual buffers would also be provided adjacent to Kingwood Drive, the northern site boundary (adjacent to the Costco), and the southern site boundary (adjacent to the commercially zoned parcel). The placement of new trees throughout the parking lot, and the location of retained trees, would break up the mass of the parking lot and would be intended to provide a softer, more human scale to the development. The landscape materials would also provide screening for headlights at night and shade in the parking lot.*

### Moratorium

On December 7, 2004, the City Council passed Ordinance No. 02004-043, which imposed a six-month moratorium on the filing and processing of applications for land use permits of retail sales developments greater than 125,000 square feet in size, unless the applications were complete prior to the effective date of the ordinance. At the end of the six-month period, the City Council extended the moratorium for one year.

***Discussion:*** *The applicant completed and submitted permit applications for construction and development of the proposed project (including a building permit application) prior to the passage of Ordinance No. 02004-043 by the City Council. The applications are vested under the development regulations and zoning ordinances that were in place prior to the effective date of the moratorium.*