

## **MINUTES OF MEETING**

**New Market Industrial Campus (NMIC) & Tumwater Town Center  
Real Estate Master Plan Advisory Committee Meeting  
Thursday, June 4, 2015  
7241 Cleanwater Drive  
Tumwater, Washington 98501**

### **Call to Order**

Senior Planner Paul Brewster called the meeting to order at 5:44 p.m. Everyone present provided self-introductions.

### **Attendance**

#### **Members Present:**

John Hurley, Port of Olympia Citizens Advisory Committee  
Paul Pickett, The Evergreen State College  
Rick Walk, City of Lacey  
Mel Murray, Tumwater School District  
Sally Nash, Tumwater Planning Commission  
Michael Van Gelder, Department of Enterprise Services  
Donna Weaver, South Thurston County Citizen

#### **Members Absent:**

Robert Coit, Thurston County Food Bank  
Jason Allen, International Wood Products  
Scott Royer, Windfall Lumber  
Alex Young, Tumwater Neighborhood Representative  
Theresa Kaufman-Wall, Kaufman Construction  
Chami Ro, Comfort Inn and Guesthouse Suites  
EJ Zita, Salmon Creek Neighborhood Association

#### **Staff & Others Present:**

Paul Brewster, Senior Planner, Thurston Regional Planning Council (TRPC)  
Tim Smith, City of Tumwater  
Mike Reid, Port of Olympia  
Dan Penrose, Planning Manager, SCJ Alliance  
Yolanda Ho, Community Attributes, Inc.  
Elliott Weiss, Community Attributes, Inc.  
Martha Wehling, Phillips Burgess PLLC  
Tom Gow, Recording Secretary, Puget Sound Meeting Services

### **Welcome and Introductions**

Everyone in attendance provided a self-introduction.

Planner Brewster reviewed the meeting agenda.

### **Review and Approval of May 21, 2015 Meeting Minutes**

The following changes were requested to the minutes of May 21, 2015:

- On page 6, include Chami Ro as a member of Table 1
- On page 6, include Theresa Kaufman-Wall as a member of Table 2
- On page 7, include John Hurley as a member of Table 3
- On page 2, correct "dept" in the first paragraph to reflect "depth."
- On page 3, revise the last sentence in the sixth paragraph to reflect, "It was worse further south with many septic tanks infiltrated with floodwater in the neighborhoods."

***The committee approved the amended minutes by consensus.***

Manager Smith reported on a recent acquisition of property located south of the study area between I-5 and Kimmie Street by the Washington National Guard for a Readiness Center. The area is zoned Light Industrial. The center will be primarily used during the weekends for training.

**Overview of Design Principles**

***Briefing***

Elliott Weiss and Yolanda Ho, Community Attributes, Inc., presented information on the design principles.

Mr. Weiss said the design principles establish a set of criteria for evaluating the conceptual design framework and help guide decision-making during the design process later in the process.

Ms. Ho reviewed the design principles:

- A. *Create a front door for Port-owned properties that evokes a unique identity and supports an attractive brand.*** Several members suggested the importance of creating a prominent gateway into Tumwater Town Center and identified the location at the intersection of Tumwater Boulevard and Center Street. A gateway is important to help the visitor experience a transition, which is important for branding and creating an identity for the site.
- B. *Facilitate commerce and productivity, as well as the efficient movement of goods and provisions of service.*** Efficient vehicular circulation is essential to support and attract commercial activity. It's important to plan to accommodate uses while reducing conflicts to adjacent neighborhoods.
- C. *Generate quick wins by developing market-driven design concepts and prioritizing ready-to-act investments.*** Consider development potential and availability in the near- and long-term, and being cognizant of phasing and considering opportunities with current tenants.
- D. *Retain tenants and site-based assets that contribute to the vitality of NMIC and Tumwater Town Center.*** The study area includes many good and productive tenants engaged in valuable, revenue generating activities. Those tenants should be maintained in the master plan.
- E. *Harness existing activity centers and integrate with Tumwater Town Center to create a unified sense of place.*** Some of the current users within and adjacent to the study area serve as activity hubs in the vicinity, which have the potential to be leveraged in the master plan. Future uses in the study area that fall in the Tumwater Town Center should be compatible with the City's vision while also furthering the Port's goals.
- F. *Reinforce a regional network of open spaces to facilitate active lifestyles and multimodal connectivity.*** Creating a multimodal site is attractive to potential tenants. Multimodal facilities could include jogging paths and bike lanes. The site affords beautiful views of Mt. Rainier, which are important aspects that should be included within the plan.
- G. *Integrate sustainable and environmentally sensitive practices into the fabric of the development plan.*** The study area lies within a larger ecosystem and contains stands of trees that can be woven into the master plan supporting other efforts, including branding, to provide the NMIC area with a distinctive and marketable character.
- H. *Provide adequate buffers between incompatible uses and respect existing residents.*** It's important to respect the context within which the study area operates with respect to established surrounding neighborhoods.

Mr. Weiss invited feedback from members on the design principles. There are many good reasons for good development as it can transcend economic development in conjunction with good design. The eight design principles stipulate an approach to a goal and it's important the principles align with everyone's expectations.

Mr. Pickett noted that design principle B appears to focus only on vehicular circulation and doesn't account for the modern economy of moving ideas and information and the ability to connect to the web to move information. It may be important for the future to attract new businesses. Mr. Weiss said the design principles could be refined to reflect the importance of broadband as an essential piece of infrastructure to facilitate

commercial activity. Another design principle speaks to facilitating commercial activity and providing excellent broadband access aligns with that design principle.

Mr. Reid added that one of the infrastructure shortcomings for the study area is the lack of any broadband or fiber optics for high-speed internet. From a marketing standpoint, it's important the master plan account for deficiencies in infrastructure. He agreed a design principle should address modern infrastructure of fiber optic/broadband service.

Planner Brewster recommended addressing the recommendation by including language, such as utilities, i.e., storm water and telecommunications.

### **Sub Area Design Framework Workshop – Group Exercise**

Mr. Weiss reviewed the subarea design framework. The design principles identify value statements while the design framework speaks to structures in terms of how sites are used. At this point, structures don't necessarily represent buildings, but rather it is circulation systems, other infrastructure elements, network of open spaces, and land uses that help shape how the site looks and feels. The design framework identifies many of the larger structures. The group's last exercise on land use was one element of the design framework.

The consultant team reviewed the results of the last exercise, focused on commonalities, and developed a conceptual framework of:

- **Recreation** – there was general agreement that existing recreation uses should be retained in their current location, to the extent possible.
- **Open Space** – Two of three groups acknowledged the need for an open space corridor running north-to-south between Kimmie and Center. All groups prioritized landscape elements and some tree preservation.
- **Industrial** – two of three groups recognized and retained the nascent industrial cluster anchored by IWP and Cardinal Glass.
- **Flex** – Two or three groups called for the long-term redevelopment of the property west of Kimmie along I-5; each group indicated a mix of commercial uses would be appropriate.
- **Residential** – All three groups placed residential uses at the north end of the study area, within Tumwater Town Center.
- **Retail** – All three groups placed retail uses at the north end of the study area along Tumwater Boulevard and within the Tumwater Town Center.

The consultant team developed subdistricts to help guide the group's discussion. The subdistricts can be changed because the intent is to generate discussion and feedback from members. If a subdistrict boundary doesn't make sense, it's important for members to point it out. Each subdistrict has different characters and are differentiated by either land use, building intensity, characteristics (architectural or natural environment), and building typologies and how the structures relate to the economic activities contained within the buildings.

Mr. Weiss reviewed specifics identified within the four subdistricts:

- **Subdistrict One: Mixed-Use Hub.** This subdistrict includes a mix of residential, retail, and service-oriented commercial uses with the potential to add residential with mixed uses. It's important to identify potential building typologies that might be appropriate for the site and the tenants that might be generated by the market. Example of economic activities identified from the market analysis include Shell, Chili's, Starbucks, Salon, H&R Block, engineering firms, and Trader Joe's.

Mr. Weiss addressed questions about mixed-use. Examples of mixed-use include residential over retail or office over retail, such as the three-story buildings on the southeast corner of Capitol Boulevard and Tumwater Boulevard, which doesn't incorporate residential. The vision for Tumwater Town Center regardless of whether it's located on or off Port properties includes a residential

component. The properties located within the study area may or may not be appropriate for residential uses.

- **Subdistrict Two: Commercial Transition.** This subdistrict is a mix of flex uses and office uses with some light industrial uses. The subdistrict affords much flexibility in the types of uses that could be accommodated. However, the uses are lower in intensity and are commercial uses and not heavy industrial. The concept plan reflects the two land uses of light industrial /flex and recreation, as well as some areas of tree cover and a stormwater site. To accommodate the levels of development, potential stormwater locations were identified.
- **Subdistrict Three: Industrial Center.** This subdistrict includes a mix of recreation and industrial uses. Higher intensity industrial uses could locate in the subdistrict. With the advent of turnover, there are opportunities to attract more economic activity within the subdistrict without changing the land use pattern.
- **Subdistrict Four: Planned Campus.** The subdistrict includes much under-utilized land and it's the largest subdistrict of the four. There is the potential for more than one land use. The best opportunity is to be prescriptive in terms of the type of future land use, but retain flexibility and undertake a master planning process for larger development, such as a campus. The subdistrict could also accommodate smaller uses if in demand by the market. However, it's important to preserve some flexibility in the design framework for this subdistrict.

#### **Group Exercise – Reporting and Discussion**

Members broke into two groups: Group 1: John Hurley, Rick Walk, & Paul Picket; Group 2: Sally Nash, Mel Murray, Michael Van Gelder, & Donna Weaver. Each group rotated through four stations representing the four subdistricts and evaluated each subdistrict on strengths, weaknesses, and missed opportunities.

Mr. Weiss reported the team would work over the next several months to develop three design alternative concepts representing building typologies assigned to different sites within the study area. In conjunction with SCJ Alliance and the Port, a number of criteria will be developed to evaluate the design concepts. At the end of the process, proposals for building uses and types will be developed for specific sites. The framework is designed for flexibility in the event a different building is proposed, but fits within the framework.

Members reported on the results of their respective evaluations of the subdistricts:

#### **Subdistrict One:**

- **Strengths:** Perfect place for creativity, opportunity to create a more urban environment. Land uses for Tumwater Boulevard make sense. Good transition between area to north and Subdistrict Two. Pad type buildings on Tumwater Boulevard would work best. Potential connections to bring customers from several places.
- **Weaknesses:** Little residential. Traffic speed (too fast). Connectivity of open space to north west area where there access to the hotels. Need to have free flow of trucks at both freight routes and intersections at Tumwater Boulevard. Needs a designated area for civic/culture/recreation.
- **Missed Opportunities:** Adding residential all along. More pedestrian spine traffic away from road. Lodging & accompanying accessory business. Additional grid for traffic in outer area. Transit Center - where?

Discussion: Traffic along Tumwater Boulevard inhibits the walkability of the subdistrict. One of the weaknesses of the subdistrict is visitors driving to the area on Tumwater Boulevard having difficulty accessing mixed-use urban services and retail stores. Many of the motorists on Tumwater Boulevard are driving to either work or to the freeway. It's important to position retail along Tumwater Boulevard with the ability for motorists to park on the street or park behind the business. Parking on Tumwater Boulevard would slow traffic speed, which would enhance the ability for pedestrians to enjoy the area. Many businesses with drive through services have places to park, as well as walkable plaza areas for entrance to the business that could also feature sidewalk seating.

Mr. Reid shared that the Port assumed ownership of the campus buildings several years ago from a former ground lease tenant who had previously purchased the buildings and was leasing the land from the Port. The owner had intended to demolish the building and develop the site. However, the owner stopped paying rent and turned the buildings over to the Port. The site houses six buildings in a campus-like setting with another large building located along the exterior of the cluster of buildings. The market studies indicated the market might not be strong at this time to justify the cost to build. The Port has considered repurposing the buildings because the Port incurred no cost to gain ownership of the buildings. The suggestions surrounding plazas, meeting spaces, and smaller retail and service-oriented businesses align with the existing buildings as many of the buildings have surrounding space and courtyards. Some of the ideas might be possible to develop using the existing buildings through rehab/renovation. It might be a way to encourage smaller businesses, local artisans, and entrepreneurs to open small businesses.

The groups agreed the suggestions under strengths, weaknesses, and missed opportunities are appropriate to vet with the public during the next public meeting.

### **Subdistrict Two:**

- **Strengths:** View of Mt. Rainier intact to the east. Contiguous/linked open space. Ballfield retained. Commercial zone flex is logical transition.
- **Weaknesses:** Unresolved concerns regarding conversion of tree areas to stormwater facilities. Need to further define "flex."
- **Missed Opportunities:** RV space for ballpark/recreational opportunities/sports park to act as draw. Corporate headquarters/tech institute connections. Air cargo focus to build airport use (free trade zone) good/better - maybe in Subdistrict Three.

**Discussion:** If the airport doesn't plan to offer passenger service in the long-term, it might be better to take advantage of the Port's free trade zone by encouraging cargo business. The terminal building housing the former restaurant is currently leased to the Department of Transportation. When the building served as a restaurant, the restaurant was popular with many customers. The restaurant generated activity and provided a great view of Mt. Rainier. People from the region were attracted to the area and not just visitors from Tumwater. Additionally, there have been many inquiries about the location of good restaurants in the area with a great view of the mountain.

Consider alternative ways of handling stormwater by incorporating bio-swales along the streets to reduce the need for larger stormwater facilities. Consider multi-use of stormwater ponds. One example is Yaeger Park on Olympia, which serves primarily as a stormwater pond but is used as a ballpark. An option is moving the ballpark to another area housing a stormwater pond to take advantage of multiple uses.

### **Subdistrict Three:**

- **Strengths:** Good freight route. Excellent mountain views. Airport proximity, good for hangar space and viewscape!
- **Weaknesses:** Gives industrial uses the best view of Mt. Rainier. Lack of connectivity down to the tree area to the south (gap in open space). Golf course isolated in center of industrial.
- **Missed Opportunities:** Look to long-term plan for relocating golf course for more condensed industrial uses. View of mountain. Stormwater ponds on golf course or stormwater irrigation/disposal. Manufacturing and aeronautical businesses close to airport. Dog park. Air transport of fresh or frozen food products. Relocate golf course so it's not in industrial. Office or flex between golf course and trees.

**Discussion:** The viewscape across the golf course might be better utilized if the site was used as offices. The open space is important as it provides linkage and connectivity to environmental systems.

### **Subdistrict Four:**

- **Strengths:** Freight priority road. Good I-5 exposure – potential for draw from freeway. Open space corridor north/south logical corridor. Area has a lot of flexibility with the current built environment regarding the master plan and transition. Freeway visibility. Already industrial and easier to permit and redevelop. Trees are an environmental asset.
- **Weaknesses:** Lack of access to interchange. Middle school and bus barn make the area less flexible and creates limitations. Good freeway visibility but poor freeway access regarding area that is commercial/flex next to freeway. Noise and aesthetics are lousy near freeway.
- **Missed Opportunities:** Pedestrian connection throughout and local street access.

**Discussion:** The strip along the freeway is not attractive in terms of noise creating some limitations, but the area is also visible for some uses. While the strip may not be aesthetically pleasing, the types of users that might be attracted to the site are attracted because of its proximity to the freeway (car dealership was cited). An option is changing the main road designation to create a larger contiguous parcel. Mr. Reid advised that the option was previously modeled. It might be possible to alter some of the roadways to create larger parcels. Mr. Reid noted any road alteration could be viewed as a strength because it affords some flexibility in altering the road network.

Planner Brewster asked for feedback on the board exercise in terms of presenting the same format during the public meeting. Members suggested that in some cases, it was difficult to determine existing development in some areas. It's important to explain/define some different terms, such as stormwater ponds and multi-use options associated with stormwater ponds. The example of the different categories of land use was beneficial to the process.

Members offered suggestions on way to improve visualization examples. Building typology photo examples were helpful, but could be enlarged. The existing and proposed roadway network would be helpful, as well as identifying street names. Include a semi-transparent aerial photo to afford the ability of overlaying different options and to assist the public in understanding site limitations and environmental considerations. One concern is including existing development, which might implicate that the use might never change. It's important to identify all site constraints as it assists in helping people in identifying possible land uses. Include some landmarks on the map. It's also important to identify Port near and long-term land leases as it speaks to the ability for land use changes.

Ms. Nash recommended retaining the size of the sheets as it affords sufficient space to write ideas. Larger fonts at the top of the sections were very helpful. The graphic displayed earlier comparing the size of the study area to other landmark areas (Capitol Campus, downtown Olympia) was also important and would be helpful to the public. Provide clarification to the public on how their questions will be answered. Scribes would be helpful at each table to afford all attendees the ability to participate in the discussion.

#### **Other Business:**

Mr. Reid reported the Port has moved its administrative offices to a new location. Future meetings may continue in the present space or they could be moved to another location. He asked members to provide input on potential meeting locations. Options include the Port's new administrative office or Thurston Regional Planning Council.

#### **Next Meeting**

The second public meeting is scheduled on Thursday, June 11 at 5:30 p.m. The public meeting portion is scheduled from 6 p.m. to 8 p.m.

The next meeting is on Thursday, August 27 at 5:30 p.m. and it may entail a joint meeting with the public. Details are still pending.

#### **Adjournment**

**With there being no further business, Planner Brewster adjourned the meeting at 7:33 p.m.**