



915 Washington Street NE  
Olympia, Washington 98501

PORT PENINSULA & NEWMARKET INDUSTRIAL CAMPUS  
LAND USE PLANS

DRAFT

for

Port Advisory Committee

2007

This document contains the Port's land use plans for its two land holdings in Olympia and Tumwater. The Olympia ownership is referred to as the Port Peninsula property, and the Tumwater ownership is referred to in this document as the NewMarket Industrial Campus. The Port also owns the Olympia Regional Airport which is also located in Tumwater. This facility is governed by a plan that is incorporated by reference at the end of this document.

## **I. Budd Inlet Land Use Plan**

### **A. Property Description**

The Budd Inlet properties within this plan include both the Port Peninsula and West Bay properties and are shown on the attached drawing.

The Peninsula consists of about 150 acres, while West Bay properties consist of about 26 acres of tidelands.. Much of the City of Olympia's downtown areas were constructed on tidelands in the late 1800's and early 1900's, with the first major fill projects completed prior to formation of the Port District. The Peninsula properties represent the tip of tidelands filled over the century. A significant function of the Peninsula is the marine terminal, which provides 2,500 lineal feet of wharf and 76,000 sq. ft. of warehousing. The marine terminal can host three modern ships simultaneously, or a combination of vessels. The federal navigation channel which serves the marine terminal is dredged to a depth of -30 feet, based on mean-lower-low-water. The East Bay Marina is on the east side of the Peninsula, which was created in the early 1980's. The boat basin was built for a capacity of 1,100 moorage slips, with fifty-four acres of upland for support areas as well as additional cargo storage and maneuvering areas.

Approximately 13 acres on the northwest portion of the Port Peninsula were used by companies which produced treated wood products, the last being the McFarland Cascade Pole Company. The site is known as the Cascade Pole site, and it is undergoing a Washington State Model Toxics Control Act remediation. The Port's goal has been to return this property back to productive use. Conditions of the remediation will require limiting water that can enter the contained portions of the site, and prohibiting any penetrations that could compromise the low-permeable aquitard under neath the site.

The Port's upland ownership on West Bay consists of approximately 26 acres of tidelands, and the approximate 11 acres known as the Port Lagoon, which is under a perpetual easement to the U.S. Fish and Wildlife Service to serve as a fish and wildlife conservancy area and as mitigation for the development of the East Bay Marina.

### **B. Design Guidelines**

This plan conceptually addresses site development factors that are considered elements of design such as architecture, landscaping, development themes, and parking. It recommends a design character for each land use district, and general design guidelines for all Budd Inlet properties. These design recommendations are supplemented by more detailed design guidelines administered at the Staff level. The following general design guidelines apply to each district listed below.

Materials from which a building or group of buildings are constructed contribute to the character of the surrounding area. Therefore, the use of blank walls such as concrete cinder block (without facade ornamentation) uninterrupted glass curtain walls, and mirrored glass, are not acceptable design for any district; as well as the design of large, unbroken expanses of parking.

These design concepts are encouraged:

- Shade trees, shrubs and berming to screen parking lots;
- Connections between adjacent site parking lots for shared parking;
- Landscaping and architectural details with distinctive accent colors to lessen the impact of larger buildings;
- Shade trees to line and define the property, and indicate entrances;
- Landscaped berms;
- Rooflines and wall heights with varied gables, dormers, architecturally fenestrated facias and eaves to add variety;
- Entrance canopies and plazas to delineate the office entrance;
- Architecturally contoured walls to provide attractive shadow line appearance from the street; and
- Use of building materials such as brick, masonry, glass, tile, stone or wood on portions of the building facade.

### **C. Land Use Districts**

The Budd Inlet properties are divided into nine districts, with corresponding uses and standards for each district. The Budd Inlet properties include both the Port Peninsula and the West Bay properties. These districts are shown on the attached map, and are as follows:

1. Market District
2. Swantown Boatworks
3. Central District
4. East Bay District
5. Marina District
6. Marine Terminal District
7. NorthPoint
8. Tidelands District
9. West Bay

Beginning with the Market District, the next section describes the nine districts in terms of intent, land use, character, and building placement..

## Budd Inlet Property and District Drawing

### 1. MARKET DISTRICT

**Intent** The Market is a vibrant waterfront development which supports a variety of uses and encourages people to walk along the waterfront and shop in the downtown area. This District is the transition area between downtown and the marine terminal. It is home to multiple retail, commercial and light industrial uses, such as the local farmer's market, coffee roaster, restaurants, offices and recreational moorage and community event space.

**Use** Retail, commercial, office and light industrial.

**Character** The design intent for the Market is Pacific Northwest, possibly featuring native Indian designs and architecture, or the Granville Island character of a mix of building styles of a more rural flavor than urban. Retail building windows should have transoms and canopies, with boardwalk-style entries.

Vehicle access is via Capitol Way and Marine Drive. Pedestrian access is from Percival Landing. The traffic circle and other street treatments such as pavers and trees creates an atmosphere of an entry instead of a through-street.

**Placement** Buildings are oriented towards the street and primary entrances, with shared parking and open space. A traffic circle and extra wide sidewalks add character and access to the area in recognition of the pedestrian oriented nature of the land uses.

**Height** Maximum: 65 feet

**Parking** Parking ratios and design conform to shared parking standards as well as individual project standards.

## 2. SWANTOWN DISTRICT

**Intent** Swantown is a 6-acre marine center for vessel haul-out, service and repair, associated retail sales, and restaurant use. It is a vibrant and modern working waterfront, with expansive indoor and outdoor working areas and sophisticated and effective pollution control systems for boat maintenance and repair. Swantown consolidates marine businesses into a single area, creating a one-stop, full service marine facility. The District enhances pedestrian access along the waterfront and it anchors the east-west transportation corridor. (See drawing on previous page.)

**Use** Industrial, retail, commercial, recreational. Limited residential use is allowed. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

**Character** The recommended design character is a Cannery-Row-nouveau warehouse style. Elements of this design character feature: buildings of metal or mill construction with heavy exposed structural members and lofts, shake or metal roofs; retail windows with transoms and canopies; and boardwalk-style entries. Industrial buildings require fewer window and access treatments than retail buildings. Since Swantown and Market Districts create a significant east to west linkage, the design character should reflect this linkage.

Vehicle access is off Marine Drive, boat and pedestrian access is from the waterside. A waterside plaza and open space connects the development and water access. A trail skirts the perimeter.

**Placement** Placement of buildings is a matter of function, with the larger workshops which require travel lift access located on the yard. The commercial and retail uses which depend upon high visibility and vehicle access are located around the parking lot.

**Height** Maximum: 45 feet.

**Parking** There are opportunities for shared parking between this land use and adjacent uses such as the marina and proposed office complex.

## 3. CENTRAL DISTRICT

**Intent** The Central District is an area that serves the Marine Terminal for cargo storage or as an area for industries that export or import goods. These uses are market driven. This district has an additional potential value to industries which could benefit from the Foreign Trade Zone.

**Use** Industrial. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

**Character** The recommended character is of a Cannery Row/Granville Island theme with less ornamentation than other districts due to the screened location of this district and the heavy industrial nature of the area. Industrial buildings should be metal, with window and access treatments on the pedestrian oriented side of the building only

**Placement** Placement of buildings must respond to several factors in this area.

**Height** Maximum: 65 feet.

**Parking** Parking ratios and design would conform to City standards.

#### 4. EAST BAY DISTRICT

**Intent** The East Bay District has valuable frontage along State Avenue and is characterized as both waterfront and downtown due to its proximity to east Olympia. The intent of this area is to take advantage of the high volume frontage with commercial and retail uses, and the waterfront views and access

**Use** Office, commercial, retail, residential.

**Character** Development character in this area should be of a pedestrian oriented business and recreational district.

**Height** Maximum: 65 feet with bonuses for residential per City Urban Waterfront Zone.

**Parking** Parking to conform to City standards.

A subsequent planning process was conducted in 2003-2004 for the Port's State Avenue District, which was re-named East Bay District as part of that process. A series of four public workshops were held, and the Port's Planning & Advisory Committee and Commission convened the final workshop for a discussion of road network alternatives. The Composite alternative was chosen, as shown on the attached.

## 5. MARINA DISTRICT

**Intent** The Marina District is a 1,100 slip marina (at build-out) and adjacent uplands for support and marina-related services which include commercial, retail and limited office use. Typical uses in this area should be restaurants, boat supplies, grocery/deli, yacht clubs, yacht brokers, boutique hotel, etc. This district supports both upland and over-the-water uses which are of a water-dependent nature.

**Use** Marina, marina support, commercial, retail, office. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

**Character** The design character should add to the goal of making the Marina a destination facility. All buildings which face the pedestrian plaza should include retail windows with transoms and canopies, with boardwalk-style entries. Where appropriate, buildings should also form smaller open spaces which will each take on their own character.

**Placement** Buildings should be located off of the plaza. Parking should be located to the side of the buildings.

**Height** Maximum: 40 feet.

**Parking** Parking ratios and design would conform to City requirements. Opportunities exist for shared parking between this district and adjacent districts.

## 6. MARINE TERMINAL

**Intent** The Marine Terminal and supporting cargo yards handle inbound and outbound cargoes from ocean going vessels and barges. The types of cargo handled are from traditional forest products to breakbulk and containerized cargoes. This cargo moves in/out via all modes of transportation. Use and development within of the Marine Terminal are opportunity and market-driven, so development flexibility must be maintained.

**Use** Industrial. .

**Character** Industrial.

**Placement** The placement of buildings and other support activities should support the efficient loading and unloading of cargo.

**Height** Maximum building height: 65 feet. Operational equipment such as cranes and ships are not included in this height restriction.

**Parking** Parking ratios and design would conform to City standards.

7. NorthPoint

**Intent** NorthPoint is intended to be a destination mixed-use district which benefits from remarkable mountain, water and downtown views, and offers recreational marine access. This area is also the end point of the East Bay Trail, which skirts the north and east sides of the Port Peninsula.

**Use** Marina, marina support, commercial, retail, and office.

**Character** The character of development in this area should be of a pedestrian oriented commercial waterfront nature.

**Placement** Buildings in this area should be located to take advantage of the views, without creating large visual barriers for other locations on the Peninsula. Parking should locate to the side of buildings, and should be screened with bermed landscaping.

**Height** Maximum: 40 feet.

**Parking** Parking ratios and design would conform to City standard.

8. TIDELANDS DISTRICT

**Intent** A portion of the Tidelands District is contaminated and is a part of the McFarland Cascade Pole Model Toxics Control Act clean-up efforts. The most highly contaminated sediments were removed and placed in an upland containment cell in 2003. Activities in this area may include clean-up and habitat mitigation. Mitigation for this site may include other sites in the Budd Inlet watershed which are not Port-owned.

**Use** Clean-up, mitigation, and education.

9. WEST BAY

The preferred land use alternative provides for a mix of land uses consistent with the City of Olympia's Urban Waterfront Zone

**Intent** The intent of this district is for a habitat, potential habitat mitigation, and limited public access. The Port and U.S. Fish and Wildlife Service have designated approximately 11 acres in this area for conservation.

**Use** Wildlife habitat, educational, recreational and conservation.

**Character** Wildlife habitat with limited public access.

#### **D. Development Landscape Guidelines and Port Landscape Management Plan**

A few conceptual development guidelines are needed which promote landscaping which will enhance and unify the Budd Inlet properties. These guidelines promote a neat and well maintained appearance in areas not covered by buildings or parking and minimize the adverse visual and environmental impacts of large buildings and/or paved areas.

Outlined below are a few general requirements which should be followed by tenants to meet this intent.

- Landscaping should delineate site entrances.
- The setback space between streets and parking lots should be fully landscaped. Where possible, berming should be provided in order to screen parked cars and to prevent headlights from disrupting traffic. Where berms are not possible due to space limitations, the parking should be screened through use of coniferous trees and/or appropriate shrub plantings.
- Landscaping should be used to help define pedestrian paths and areas.
- Landscaping should accentuate the architectural details of site buildings.
- Shade trees should line and define the building and property perimeters (when feasible with adjacent uses). Sidewalks adjacent to the building should be setback with landscaping in between.

- ❑ Street trees and on-site landscaping must conform, at a minimum, to City standards.

The tenant is responsible for maintaining landscaping associated with their site in a groomed, weed-free condition. This requirement would be monitored and enforced by both Port and City staff, relying upon the original landscaping plan as the standard.

In addition to the landscaping requirements for tenant development, the Port has developed a Landscape Management Plan to guide the development of non-tenant areas. This plan provides a vision for port property and establishes a list of preferred signature plants, as well as an outline for a community sponsored garden adoption program.

## **E. Transportation Network**

### Routes and Street Standards

There are a variety of City and Port street ownerships on the Port Peninsula are Port-owned. Marine Drive is the primary road owned by the Port, and a portion of Franklin. The Port built and dedicated Market Street to the City. The proposed Olympia Avenue extension will likely also be built and dedicated to the City.

Jim A – want to ensure we cover all our modes of transportation truck, rail, ocean going vessels and air. (our helicopters) Also, when we talk cargoes, **I want to make sure overdimensional cargo is covered.** Do we need to mention our work with the city to strengthen Plum street as a cargo route?

Transportation System  
Drawing

### East Bay Trail

The goal of the pedestrian path is to provide and maintain a safe, slow paced, convenient, community-oriented access way along and near the water's edge. Overall, the path is a coordinated system of connected pathways, sidewalks and shoreline access points that increases the amount and diversity of opportunities for walking and chances for personal discoveries along the Port Peninsula waterfront.

In response to ideas from the City of Olympia's East Bay Enhancement project, the Port is implementing a lawn conversion project to create a vegetated edge with interesting gardens that also provide habitat value and a buffer to East Bay.

Development plans for uses which abut the path should incorporate the following guidelines in the design of the development. The pedestrian path should be developed:

- So that those who use it feel comfortable following the trail and with minimal signage;
- In such a way that those who use it are safe from industrial activities; and
- In such a way that those who use it do not infringe on adjacent land uses.

As part of the Comprehensive Planning process the Port and its advisory committees considered the nature and function of the trail and opted to keep the long sections of the trail ADA accessible but not paved with a hard surface that would encourage fast moving activities such as roller blading, biking and skateboarding. Hardscaped areas would be focused around destination points such as the Marina Village within the Marina District, and the Marina Plaza near the MNO docks. This compromise accommodated both approaches for some paved surfaces yet a trail that would not become so competitive with potentially conflicting uses that all enjoyment was compromised.

## **II. NewMarket Industrial Campus Land Use Plan**

### **A. Property Description**

NewMarket Industrial Campus is about 686 acres in size, which includes a portion of the Olympia Airport as shown on the attached page. Both NewMarket Industrial Campus and the Airport are governed--to some extent--by the Federal Aviation Administration because the property was once owned by the federal government, and because the FAA continues to assist in the development of the Airport. NewMarket Industrial Campus is located within Tumwater city limits. In 1994 and 1995, the Port acquired property from property owners south of its existing holdings, in the area of Case and Tilley roads.

A majority of NewMarket Industrial Campus is located south of Tumwater Boulevard. Existing land uses in NewMarket Industrial Campus are manufacturing, warehousing, distribution, office, commercial, highway retail and recreational.

## **B. Development Design Guidelines**

This plan recommends a design character for each land use district, and addresses site development factors that are considered elements of design. These include architecture, landscaping, development themes, and parking

Materials from which a building or group of buildings are constructed contribute to the character of the surrounding area. Therefore, the use of blank walls such as concrete cinder block (without facade ornamentation) uninterrupted glass curtain walls, and mirrored glass, are not acceptable design for any district; as well as the design of large, unbroken expanses of parking.

These design concepts are encouraged:

- Shade trees, shrubs and berming to screen parking lots;
- Connections between adjacent site parking lots for shared parking;
- Landscaping and architectural details with distinctive accent colors to lessen the impact of larger buildings;
- Shade trees to line and define the property, and indicate entrances;
- Landscaped berms;
- Rooflines and wall heights with varied gables, dormers, architecturally fenestrated facias and eaves to add variety;
- Entrance canopies and plazas to delineate the office entrance;
- Architecturally contoured walls to provide attractive shadow line appearance from the street; and
- Use of building materials such as brick, masonry, glass, tile, stone or wood on portions of the building facade.

## **C. Land Use Districts**

As a planning and development tool, NewMarket Industrial Campus (NewMarket) is divided into ten districts, with corresponding uses and standards for each district. A map of these districts is attached, and the districts are as follows:

- |   |                            |
|---|----------------------------|
| 1. Corporate Campus                               | 6. Mixed Use               |
| 2. Corporate Aviation                             | 7. Terminal Center         |
| 3. Commercial Core                                | 8. Light Industry District |
| 4. Town Center                                    | 9. General Aviation        |
| 5. Warehousing, Distribution and Light Industrial | 10. Recreation District    |

Beginning with the Corporate Campus, the next section describes the ten districts in terms of intent, land use, character, and building placement.

## NewMarket Industrial Campus Property & Districts Drawing

### 1. CORPORATE CAMPUS DISTRICT

**Intent** The intent for this district is to provide visibility for businesses from I-5. The design should be of high quality because of this visibility.

**Use** Office and commercial.

**Character** The buildings should define the area as a professional quality office park. Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms should be used to screen parking. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

The Peninsula Properties building is a model for the architectural and landscaping character for this area.

**Placement** Two- to three-story buildings should face Kimmie Street, with ample front yard setbacks. Parking should be located to the side and rear of the buildings and, where feasible, parking lots should be interconnected.

### 2. CORPORATE AVIATION DISTRICT

**Intent** This district accommodates businesses with high visibility, vehicle and runway access needs. Vehicle access is off of Airdustrial Way.

**Use** Office and commercial.

**Character** The buildings should define the professional quality of the district. Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Use of existing trees in landscaping is required to lend an established look to the development. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies

and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Building materials such as metal, brick, masonry, tile, stone or wood are allowed on the building facade.

The Peninsula Properties building is a model for the architectural and landscaping character for this area.

**Placement** Office buildings should be oriented toward the vehicle access; hangars should be oriented toward the taxiways. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged.

### 3. COMMERCIAL CORE DISTRICT

**Intent** With close access to I-5, this location is ideal for commercial and retail development. This core area of NewMarket should contain a variety of commercial uses, service uses, a hotel or motel, professional offices, and retail. Across the street are several large State office buildings which would benefit from, and would support these uses.

The Commercial Core District should contain the greatest concentration of mixed use activity at NewMarket. A public open space, such as a plaza, would serve as the focal point for lunchtime and after work activities.

**Use** Commercial, retail, and office.

**Character** The buildings should define the urban quality of the commercial core. All buildings facing the internal circulation streets should include windows and overhead protection along the sidewalk. Where appropriate, buildings should also form smaller open spaces which should each take on their own character. Building materials such as brick, masonry, glass, tile, stone or wood are required on the building facade.

Existing trees should be incorporated into the landscaping to lend an established look to the development.

**Placement** Buildings should be located on the street edge, with small front yard setbacks. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged to the extent that this should be compatible in the long term. Side yard setbacks can be shared between uses for fire department access requirements.

### 4. TOWN CENTER DISTRICT

**Intent** To create a mixed use center which contains commercial, office, and retail which will benefit from frontage on Tumwater Boulevard

**Use** Commercial, office, and retail.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines should be varied; gables, dormers and entrance canopies should add variety as well as architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Incorporation of existing trees into site landscaping is required.

**Placement** Buildings should be located near the street edge with separate vehicle and truck access. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged to the extent that this will be compatible in the long term. Parking areas should be screened with landscaping.

## 5. WAREHOUSING, DISTRIBUTION AND LIGHT INDUSTRIAL DISTRICT

**Intent** These areas should be defined by spacious stormwater and greenbelt facilities and some of the larger buildings within NewMarket. These buildings would be used by businesses which require large spaces for manufacturing, warehousing and distribution. A linear greenbelt stormwater facility should be developed through the interior as part of a sub-regional stormwater system for NewMarket. This stormwater greenbelt would be designed to meet each on-site abutting development's stormwater needs, and create an attractive amenity. Pedestrian trails, used by employees for lunchtime walks or after work jogs, would also be available to citizens of the larger community as a recreational amenity.

**Use** Warehousing, distribution, and light industrial.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of the larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Use of existing trees in landscaping is required.

**Placement** Buildings should be located near the street edge with separate truck and vehicle access. Parking should be located to the side and rear of the buildings. Interconnected parking lots are encouraged. Parking areas should be screened with landscaping. See the attached drawings for examples of site design.

## 6. MIXED USE DISTRICT

**Intent** The mixed use center should contain commercial, office, warehousing and light industrial uses which to some extent can benefit from frontage on Tumwater Boulevard.

**Use** Commercial, office, warehousing, and light industrial.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines should be varied; gables, dormers and entrance canopies should add variety as well as architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Incorporation of existing trees into site landscaping is required.

**Placement** Buildings should be located near the street edge with separate vehicle and truck access. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged to the extent that this will be compatible in the long term. Parking areas should be screened with landscaping.

## 7. TERMINAL CENTER

**Intent** The Terminal is a transportation center for passenger and air cargo services, and represents the border between NewMarket and the Airport. In the long term, this center should include a restaurant, possibly overnight accommodations, meeting rooms, and Port management offices.

**Use** Transportation, commercial, retail.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and

indicate entrances. Landscaped berms are encouraged. Rooflines should be varied; gables, dormers and entrance canopies should add variety as well as architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

**Placement** Buildings should be located near the terminal, and should front on the vehicle approach. Parking should be located in the front of the terminal.

## 8. LIGHT INDUSTRY DISTRICT

**Intent** This district is intended for light industrial uses such as Cardinal CG.

**Use** Light industrial.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Use of existing trees is required to meet landscaping requirements. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Building materials such as metal, brick, masonry, glass, tile, stone or wood are allowed on the building facade.

**Placement** Access to the area is provided off of Pat Kennedy Way. Buildings should be located near the street edge. Parking should be located to the side and rear of the buildings, with shared parking lots where feasible. Parking areas should be screened with landscaping.

## 9. GENERAL AVIATION DISTRICT

**Intent** These development sites have runway access, and are reserved for access dependent uses.

**Use** A broad mix of uses is allowed in the General Aviation district excluding residential. The defining criteria for allowable land uses in this area are the extent to which they are dependent on access to the runway.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and

indicate entrances. Landscaped berms are encouraged, and existing trees should be preserved where feasible.

The rooflines and wall heights should be varied with the use of gables, dormers, architecturally fenestrated facias and eaves. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

**Placement** Development of these sites should require two orientations -- one to the taxiway and the other to the roadway. Placement of buildings shall separate vehicle and airplane activities. Rear yard object-free areas are required and vary depending on the taxiway type, and shall constitute the traditional rear yard setback. A typical hangar lay-out is shown on the attached page.

## 10. RECREATION DISTRICT

**Intent** To maximize use of properties located within the cross-wind runway protection zone, per Federal Aviation Administration guidelines. Land uses on this site should be low intensity recreational uses.

**Use** Recreational. Structures which would enter the runway airspace are not allowed. No night lighting or glare will be allowed.

**Character** Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged, and existing trees should be preserved where feasible.

The rooflines and wall heights should be varied with the use of gables, dormers, architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Building materials such as metal, brick, masonry, tile, stone or wood are allowed on the building facade.

**Placement** Development of this site must take into consideration neighboring land uses and compatibility issues.

### D. Transportation Network

All streets at NewMarket are Port-owned except for Center Street, Tumwater Boulevard, and New Market Street north of Airdustrial Way.

### Recreational Path

On most warm summer days, especially during lunch hour, joggers and walkers travel the NewMarket Industrial Campus street network. A recreational path is incorporated into the street standard for Kimmie Street to accommodate this recreational use. NewMarket Industrial Campus. In addition, the Port proposes a new greenbelt system with a pathway as a part of the stormwater system for NewMarket Industrial Campus

## **E. Landscaping and Greenbelt Guidelines**

### Landscaping Guidelines

These guidelines promote the establishment of compatible and continuous landscape development to enhance and unify NewMarket Industrial Campus. The goal is to create the sense of an established, professional, business-park atmosphere. To some extent each preceding section of this plan has addressed landscaping, from street standards, to land uses and stormwater management. These guidelines reinforce earlier concepts; and to promote a neat and well maintained appearance in areas not covered by buildings or parking; to enhance the existing site character, and to minimize the adverse visual and environmental impacts of large paved areas.

- Landscaping should delineate site entrances.
- Parking lots should be shaded and landscaped inside as well as on the perimeter.
- The setback space between streets and parking lots should be fully landscaped. Where possible, berming should be provided in order to screen parked cars and to prevent headlights from disrupting traffic. Where berms are not possible due to space limitations, the parking should be screened through use of coniferous trees and/or appropriate shrub plantings.
- Landscaping should be used to help define pedestrian paths and areas.
- Landscaping should accentuate the architectural details of site buildings.
- Shade trees should line and define the building and property perimeters (when feasible with adjacent uses). Sidewalks adjacent to the building should be setback with landscaping in between.
- Retention of existing trees is strongly encouraged and should be retained where possible.

The tenant is responsible for maintaining landscaping associated with their site in a groomed, weed-free condition.

## Greenbelt Guidelines

Two greenbelt systems are proposed for Airdustrial. One is around the perimeter of Airdustrial, primarily on the south and west sides. Most of the trees which should be a part of this system are existing trees. A second system is proposed as part of the north-south sub-regional stormwater facility. Some trees which would be a part of this system are existing trees; others would have to be added, especially at the north end of the system. These concepts will be further refined in 1995 with the assistance of a forester.

The existing trees in the undeveloped areas of Airdustrial are a significant amenity and should be preserved and incorporated into site designs for each parcel that abuts the Greenbelt. As a rule, the greenbelt areas should not be included within future leases unless the tenant is committed to retaining and maintaining the Greenbelt. Adjacent tenants should ensure that developments on their site do not adversely impact the greenbelt system.

Existing and new trees should be combined in the following greenbelt areas:

- At the entrance to NewMarket on Center Street. These trees create a boulevard atmosphere and add to the aesthetic value of Airdustrial. A viable strip should be preserved the length of Center Street between Airdustrial Way and 77th (or so);
- Along Armstrong Road;
- North of the existing bulk fuel farm;
- Within the Commercial Core District, primarily on the north perimeter and within the future sub-regional stormwater facility;
- On the western border of the Corporate Campus;
- Between the school site and future uses to the north;
- Along the north-south future sub-regional stormwater facility in the Warehousing District;
- Along 83rd and Armstrong Street;
- Along the north-south future sub-regional stormwater facility in the Mixed Use District; and
- At the entrance to the Port's New Market properties along the road that goes to the Brighton Grange, and those trees within the development to the south of 73rd.
- Around the Light Industrial District.

Greenbelt and Recreation Drawing

## **Related Land Use Planning Documents**

In conclusion, this document incorporates by reference separate planning documents that relate to these land use plans. These documents are as follows:

1. Strategic Plan
2. Airport Master Plan and Airport Lay-out Plan
3. Budd Inlet Landscape Management Plan
4. Signage Plan
5. Foreign Trade Zones