Subdistrict One is approximately 108 acres at the north end of the study area and is envisioned as a retail hub with potential for multifamily residential uses in mixed-use structures. The subdistrict facilitates a transition from the Port’s industrial properties to a land use pattern consistent with the vision for Tumwater Town Center. Tumwater Boulevard bisects the subdistrict on an east-west axis, and the intersection of Tumwater Blvd and Center St forms a key gateway for both NMIC and Tumwater Town Center. Existing uses include hospitality, state office and limited retail/wholesale.
STRENGTHS

- Perfect place for creativity.
- Opportunities to create a more urban environment.
- Land use for Tumwater Blvd make sense.
- Good transition between area to north + subarea 2.
- Pad type bldgs. on Tumwater Blvd would work best.
- Potential connections to bring in customers from several places.

WEAKNESSES

1. Little Residential
2. Traffic speed

- Connectivity of open space to north west area with access to hotels.
- Need to have free flow of trucks etc. @ both freight routes @ intersection 650 Tumwater Blvd.
- Need 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 areas.

Transit Center? Where?
Subdistrict Two consists of about 82 acres and is located just south of the study area’s retail hub. The subdistrict is planned to have a mix of office uses along with flex/light industrial, similar to current tenants. The intersection at Center Street and 76th Ave SW will clearly demarcate the transition from the pedestrian-friendly street pattern and uses to a more industrial orientation. Some retail activities are possible, though they would likely be in combination with office and/or industrial uses. The existing ball fields to the east draw people into NMIC, which will help to support commercial activity along Tumwater Blvd.
**SUBAREA TWO**

**STRENGTHS**
- View of Rainier intact - beach
- contiguous/linked open space
- back field, wetland retained
- Commercial zone - flex is logical transition

**WEAKNESSES**
- Unresolved concerns re conversion of tree areas to stormwater
- need to further define "flex"

**MISSED OPPORTUNITIES**
- RV space for ballpark/Rec opportunities/Sports park to act as draw
- Corporate headquarters/tech institute connections
- Air Cargo focus to build up airport use (free trade zone) Good/Better maybe Zone 3
Subdistrict Three is approximately 162 acres and will serve as the study area’s industrial core. The current large-scale tenants – Cardinal Glass and IWP – are in keeping with the concept. A wide variety of light to medium industrial activities are envisioned for this area. Freight traffic from this and other subdistricts will be directed away from surrounding neighborhoods; the future construction of a new road to the west of Center Street will aid circulation within the study area and may become a designated freight route. The current recreation uses can be accommodated, though if there is demand, some of the area could be converted to industrial use.

**LAND USE**

- INDUSTRIAL
- RECREATION

**BLDG. TYPOLOGIES**

- WAREHOUSE
- MANUFACTURING
- OUTDOOR STORAGE
- GOLF COURSE

**ECON. ACTIVITIES**

- PAPER PRODUCTS MFG
- GLASS MFG
- FOOD PROCESSING/HUB
- GOLF
- SOCCER
SUBAREA THREE

STRENGTHS

- Good freight route
- Excellent mountain views
- Airport proximity
- Good for hangar space
- Viewscape!

WEAKNESSES

- Poor flood control capability
- Limited space
- Golf course isolated in center of industrial
  - Connectivity down to tree area
  - Golf course isolated in center of industrial

MISSED OPPORTUNITIES

- Look to long term plan for relocating golf course for
  - More condensed industrial
- View of mountain
- Stormwater ponds on golf course
  - Irrigation disposal
- Manufacturing + 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 + trees
Subdistrict Four, at 198 acres, is the largest of the subdistricts and also has the longest planning horizon. The plan is intended to accommodate large scale uses, allowing for flexibility should smaller tenants be interested in the interim. The area along I-5 has potential for a mix of retail, flex and light industrial uses, whereas the land to the east could host a combination of light industrial and heavier industrial businesses. The school and bus depot are expected to remain long-term; portions of the wooded area to the north of the school act as a buffer and may be converted to a schoolyard if needed.

**SUBDISTRICT FOUR**

**PLANNED CAMPUS**

**LAND USE**

- FLEX
- INDUSTRIAL
- COMMERCIAL
- CIVIC

**BLDG. TYPOLOGIES**

- LABORATORY
- WAREHOUSE
- MANUFACTURING
- CORPORATE CAMPUS
- BIG BOX

**ECON. ACTIVITIES**

- HONDA DEALERSHIP
- TARGET STORE
- AMCOR PLASTICS
- WEYERHAEUSER
- MOUNTAIN BIKING
- TUMWATER SCHOOLS
**SUBAREA FOUR**

**STRENGTHS**

1. High priority road  
2. Good I-5 exposure - potential for draw off freeway

- Open space corridor north/south logical corridor  
- Area has a lot of flexibility by the current structures built environment - re master plant transition
- Freeway visibility
- Already industrial - easier to redevelop
- Trees are an environmental asset

**WEAKNESSES**

1. Lack of

- Middle School + bus barn make the area less flexible & creates limitation
- Freeway good visibility but poor access for a commercial site near to freeway
- Noise + aesthetics lousy - near freeway
- Saving trees reduces options

**MISSED OPPORTUNITIES**

Pedestrian connection throughout  
Local street access -