



Meeting Agenda

Planning Commission

City Hall
601 4th Avenue E
Olympia, WA 98501
Contact: Joyce Phillips
360.570.3722

Monday, June 19, 2017

6:30 PM

Room 207

1. CALL TO ORDER

Estimated time for items 1 through 5: 10-15 minutes

1.A ROLL CALL

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

3.A [17-0662](#) Approval of the June 5, 2017 Olympia Planning Commission Meeting Minutes

Attachments: [OPC 6.5.17 draft minutes](#)

4. PUBLIC COMMENT

An opportunity for the public to address the Commission regarding items related to City business, including items on the agenda. However, this does exclude items for which the Commission or Hearing Examiner has held a public hearing in the last 45 days or will hold a hearing on in the next 45 days or for quasi-judicial review items for which there can be only one public hearing.

5. STAFF ANNOUNCEMENTS

This agenda item is also an opportunity for Commissioners to ask staff about City or Planning Commission business.

6. BUSINESS ITEMS

6.A [17-0663](#) Downtown Parking Strategy Briefing

Estimated time: 30 minutes

6.B [17-0661](#) Drive-Through Restaurants in Olympia: Review of Olympia Municipal Code

Attachments: [1 - Zoning Maps](#)
[2 - OMC on Drive-Throughs](#)
[3 - OMC 18.06.020 Commercial Districts - Purposes](#)

Estimated time: 30 minutes

7. REPORTS

From Officers and Commissioners, and regarding relevant topics.

8. OTHER TOPICS**9. ADJOURNMENT**

Approximately 8:00 p.m.

Upcoming Meetings

Next regular Commission meeting is July 10, 2017. See 'meeting details' in Legistar for list of other meetings and events related to Commission activities.

Accommodations

The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Advisory Committee meeting, please contact the Advisory Committee staff liaison (contact number in the upper right corner of the agenda) at least 48 hours in advance of the meeting. For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.



City Hall
601 4th Avenue E.
Olympia, WA 98501
360-753-8244

Planning Commission

Approval of the June 5, 2017 Olympia Planning Commission Meeting Minutes

Agenda Date: 6/19/2017
Agenda Item Number: 3.A
File Number: 17-0662

Type: minutes **Version:** 1 **Status:** In Committee

Title

Approval of the June 5, 2017 Olympia Planning Commission Meeting Minutes

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Meeting Minutes

Planning Commission

Attachment 1

City Hall
601 4th Avenue E
Olympia, WA 98501

Contact: Joyce Phillips
360.570.3722

Monday, June 5, 2017

6:30 PM

Room 207

1. CALL TO ORDER

Chair Mark called the meeting to order at 6:30 p.m.

1.A ROLL CALL

Commissioner Burns arrived after the roll call was taken.

Present: 6 - Chair Brian Mark, Vice Chair Mike Auderer, Commissioner Travis Burns, Commissioner Paula Ehlers, Commissioner Negheen Kamkar and Commissioner Carole Richmond

Excused: 1 - Commissioner Rad Cunningham

Absent: 1 - Commissioner Darrell Hoppe

OTHERS PRESENT

Community Planning and Development:
Deputy Director Leonard Bauer
Senior Planner Joyce Phillips
Senior Planner Amy Buckler
Office Specialist/Minutes Recorder Stacey Rodell
Police Department:
Administrative Services Manager Laura Wohl

2. APPROVAL OF AGENDA

The agenda was approved.

3. APPROVAL OF MINUTES

3.A [17-0603](#) Approval of the May 15, 2017 Olympia Planning Commission Meeting Minutes

The minutes were approved.

4. PUBLIC COMMENT - NONE

5. STAFF ANNOUNCEMENTS

Ms. Phillips announced the following:

- The Land Use & Environment Committee held two meetings in May - one at Olympia High School and one at Capital High School. Both were conducted after one hour open houses on the Missing Middle Infill Housing topics.
- Council will have a midyear retreat on Saturday, June 10, 2017 beginning at 9:00 a.m. at the LOTT Cleanwater Alliance conference room.
- On June 6, 2017 City Council is likely to appoint a new Planning Commissioner, to fill the position vacated by Commissioner Watts.
- Thurston County is in the process of updating its Comprehensive Plan. As part of that process the City of Olympia will work with the County on the preparation of a Joint Plan that will apply to the Olympia Urban Growth Area. A joint meeting and/or public hearing between the two Planning Commissions is likely to occur in the fall. More information will be provided at a briefing to the Planning Commission over the summer.
- On Wednesday, June 14, 2017 beginning at 6:00 p.m. in City Hall there will be a neighborhood meeting about the Avalon Project (aka - the former Griswold's building located at 308-310 4th Avenue East).
- The City of Olympia Annual Report has been released to the community. It tells the story of how we are doing on the implementation of the Comprehensive Plan.

6. BUSINESS ITEMS

6.A [17-0609](#) Ordinance Removing Zoning Designations from the State Capitol Campus

Mr. Bauer presented information on and showed a map of the existing zoning of the Capitol Campus.

Commissioner Mark opened the public hearing.

Member of the public, Howard Goldberg spoke about his concerns about street parking near the former State Capital Historical Museum at the Lord Mansion site. They are concerned with future use of the building.

There being no further public comment, Commissioner Mark closed the public hearing.

Commissioner Mark opened up the Commission deliberations.

Commissioner Auderer moved, seconded by Commissioner Burns, to recommend adoption of the ordinance removing zoning designations from the State Capitol Campus on the City Zoning Map and forward to City Council for approval.

6.B [17-0586](#) Olympia Police Department Briefing

Ms. Wohl passed out the 2016 Olympia Police Department Year in Review. She discussed the following via a PowerPoint presentation:

- Facts and Figures: 68 Officers, 15 Corrections staff and 15 Administrative staff
- Programs: Patrol, Detectives, Crime Analysis, Walking Patrol, K9, Traffic, School Resource Officers, Volunteers, Crime Prevention, Corrections, Evidence, Records, Communications and Administration
- What do we care about? - Safety, Community and Service
- Part I Crimes breakdown from April 16, 2017 - May 16, 2017
 - Vehicle prowl 32
 - Burglary residential 17
 - Burglary commercial 11
 - Auto theft 7
 - Aggravated assault 6
 - Rape 3
 - Robbery 2
 - Auto Recovery 1
- Where we want to go
 - Additional walking patrol
 - Mental health response team
 - Community Liaison Officers
 - Additional program support

The report was received.

6.C [17-0593](#) Briefing on Downtown Zoning Recommendations

Mr. Bauer presented a briefing on the update of the Downtown zoning and development standards. He reviewed the following via a PowerPoint presentation:

- Character Areas
- Downtown business zoning
- Urban waterfront zoning
- Urban residential zoning
- View protection
- Public process

The report was received.

6.D [17-0600](#) Briefing on State Environmental Policy Act (SEPA) Exemption Recommendations

Mr. Bauer presented a briefing on the State Environmental Protection Act (SEPA) infill Exemption area in Downtown. He reviewed the following via a PowerPoint presentation:

- Exempts projects in Downtown from SEPA process:
 - Applies to:
 - Stand alone residential
 - Mixed use
 - Stand alone commercial less than 65,000 (except retail)
 - Does not apply to:
 - Industrial uses

- Lands covered by water
 - Projects with both exempt and non-exempt actions
 - Other specific cases outlined in statute
- Address mitigation upfront in Code
- Identify 'gaps' where the City had used SEPA mitigation in the past to address recurring issues and adopt codes to fill those gaps prior to adopting SEPA exemption
 - Flood risk
 - Adopted downtown building elevation requirements in 2016
 - City, LOTT and Port partnership to develop Sea Level Rise Response Plan
 - Off-site traffic impacts
 - Adopt current requirements for traffic impact analysis into Engineering Design and Development Standards (November 2017)
 - Cultural/Archaeological resource protection
 - Coordinate with Washington Department of Archaeology and Historic Preservation and local tribal nations
 - Draft code amendments to ensure earlier notice and potential substantive conditions on all new development and redevelopment that could affect resources

Discussion:

- Consider greenhouse gas emission reduction through this process
- Consider additional research of long-term impacts for SEPA exemptions
- Consider unanticipated situations and their unintended consequences during this process

The report was received.

7. REPORTS

Commissioner Richmond reported on:

- Two recent Missing Middle open house events
- Missing Middle workgroup meeting
- Olympians for People-Oriented Places (OPOP) infill housing walking tour

Chair Mark reported that he has been in contact with Phil Schulte, Chair of Coalition of Neighborhood Associations (CNA) and this will be discussed further under Item 8 of the agenda. Northeast Neighborhood Association (NENA) will host an event on Sunday - June 11, 2017 from 6:00-7:00 p.m. as part of its community engagement plan.

Commissioner Ehlers reported she attended the Missing Middle workgroup meeting.

8. OTHER TOPICS

Chair Mark spoke about a joint meeting with the CNA and the Planning Commission. The Commission discussed a few options that could be discussed during this

meeting. Nuisance ordinance in relation to homes with illegal drug activity will be proposed as the topic for the joint meeting.

9. ADJOURNMENT

The meeting adjourned at 8:25 p.m.



Planning Commission
Downtown Parking Strategy Briefing

Agenda Date: 6/19/2017
Agenda Item Number: 6.A
File Number: 17-0663

Type: discussion Version: 1 Status: In Committee

Title
Downtown Parking Strategy Briefing

Recommended Action
Information only. No action requested.

Report
Issue:
Discussion on the draft parking strategy.

Staff Contact:
Debbie Sullivan, Deputy Public Works Director, 360.753.8277

Presenter(s):
Debbie Sullivan, Deputy Public Works Director

Background and Analysis:
The City is in the process of updating the 2007 Downtown Parking Strategy to evaluate the most effective way to manage parking now and into the future. To inform the strategy, the City conducted an on-line survey to evaluate how users experience parking in Downtown Olympia. Over 2,000 people responded to the on-line survey. Concurrently, the City conducted confidential stakeholder interviews with key businesses, non-profits, and other users to gauge their opinion on parking issues and potential solutions.

Staff will present the findings of the survey and stakeholder interviews. Staff will also update the Commission on the data being collected for the on-street and off-street parking inventory and how it will be used to evaluate and recommend strategies.

Neighborhood/Community Interests (if known):
How parking is managed now and into the future is key to implementing the Downtown Strategy. This project continues to have a large amount of community interest.

Options:
Information only. No action requested.

Financial Impact:
None at this time.

Attachments:
None.



Planning Commission

Drive-Through Restaurants in Olympia: Review of Olympia Municipal Code

Agenda Date: 6/19/2017
Agenda Item Number: 6.B
File Number: 17-0661

Type: information Version: 1 Status: In Committee

Title

Drive-Through Restaurants in Olympia: Review of Olympia Municipal Code

Recommended Action

Information only. No action requested.

Report

Issue:

Staff briefing on the review of Olympia's current regulations on restaurant drive-throughs to see if an expansion of permitted use in additional commercial zoning districts is appropriate.

Staff Contact:

Michelle Sadlier, Associate Planner, Community Planning & Development, 360.753.8031

Presenter(s):

Michelle Sadlier, Associate Planner

Background and Analysis:

City of Olympia staff has recently begun reviewing the City's municipal code on drive-through restaurants. This project is a response to questions from developers interested in the potential for new drive-through restaurants in a number of zoning districts where they are currently not permitted. The goal of this analysis is to determine whether the expansion of this use to additional commercial zoning districts meets the vision and intent of Olympia's Comprehensive Plan, related plans, and supporting regulations. If so, a proposed code amendment will be brought forward to the Planning Commission for consideration in the future.

Defining Restaurants with Drive-Throughs

Restaurants with drive-through facilities are defined in the basic provisions section of Olympia's Unified Development Code (OMC 18.02) within the definition for "Restaurant":

A use providing preparation and retail sale of food and beverages, including coffee shops, sandwich shops, ice cream parlors, fast food take-out, espresso stands, and similar uses. A restaurant may include licensed "on-site" provision of alcoholic beverages for consumption on

the premises when accessory to such food service. A “drive-in” restaurant is one where all or a significant portion of the consumption takes place or is designed to take place with the patrons remaining in their vehicles while on the premises. A “drive-through” restaurant is one which has one or more drive-through lanes for ordering and dispensing of food and beverages to patrons remaining in their vehicles, for consumption off the premises.

They can be stand-alone kiosks or restaurants which provide both sit-down and drive-through options. In Olympia, some examples of drive-through restaurants are Eastside Big Tom, Starbucks, McDonald’s, and Eagan’s Westside Drive-In.

Current Conditions

As found on Table 6.01 in OMC 18.06.040, restaurants with drive-through facilities are allowed in a limited number of Olympia’s commercial zoning districts (Attachment 1). These zones are:

- For Existing Restaurant Drive-Throughs:
 - Downtown Business (Permitted)
 - General Commercial (Permitted)
 - High Density Corridor-3 (Conditional)
 - High Density Corridor-4 (Permitted)

- For New Restaurant Drive-Throughs:
 - General Commercial (Permitted)
 - High Density Corridor-4 (Permitted)

Use standards on drive-throughs in commercial districts are found in OMC 18.06.060 (Attachment 2).

Note that there are no development or design standards specific to drive-through businesses. They are addressed more generally under OMC 18.06.080 Commercial districts’ development standards (General) and district-specific design guidelines (e.g., OMC 18.130 Commercial Design Criteria High Density Corridor).

Issues to Consider

The drive-through function is, by nature, and auto-oriented service. While offering the benefit of customer convenience, they also have the potential for negative impacts if inappropriately located and/or designed. Some of these concerns may include those related to traffic volume, noise and air pollution, visual impacts of long queues of idling cars, and pedestrian safety and experience.

Specifically relating to Comprehensive Plan goals, the pedestrian experience is an important consideration in determining the location and design of drive-through restaurants. The Comprehensive Plan’s Land Use and Urban Design Chapter notes Olympia’s vision for the future as “a walkable, vibrant city.” With this vision in mind, a number of Olympia’s commercial zoning districts support and foster the development of pedestrian-friendly neighborhoods and deemphasize motorized vehicle use. OMC 18.02 specifically calls out “Pedestrian-Oriented Business” as follows:

A commercial enterprise whose customers commonly arrive at a business on foot, or whose

signage, advertising, window display and entry ways are oriented toward pedestrian traffic. Pedestrian-oriented business may include restaurants, retail shops, personal service businesses, travel services, banks, (except drive-through windows), and similar establishments.

Not all zoning districts prioritize pedestrian-oriented businesses. This project will assess whether drive-through restaurants may be compatible with the intended purpose of some of Olympia's commercial zoning districts. If so, possible development criteria will also be considered that would support an effective response to the range of concerns outlined above.

Compatibility with Intent of Zoning Districts - Preliminary Review

City staff has started a preliminary analysis of the nature and intent of each of Olympia's existing commercial zoning districts as described in OMC 18.06.020(B) Commercial Districts - Purposes (Attachment 3). Based on this review, staff preliminarily recommends that drive-through restaurants would be incompatible uses in a number of zones because of their intent to support and foster the pedestrian experience (e.g., Downtown Business District and Neighborhood Retail) or because non-office commercial service uses are not permitted (Commercial Services - High Density District).

Four commercial zones are being further evaluated to determine if restaurants with drive-through service could be considered compatible with their intent:

- Auto Services District (AS)
- Medical Service District (MS)
- Professional Office/Residential Multifamily District (PO/RM)
- High Density Corridor-3 (HDC-3)

If this analysis indicates that restaurant drive-throughs could be appropriate in one, some, or all of these zones, staff will then focus attention on considering whether and which development criteria would be needed in order to address the pedestrian experience and other concerns raised over potential impacts.

Neighborhood/Community Interests (if known):

Community support for actions which support the vision of a walkable, vibrant community.

Attachments:

1. Zoning Maps
2. OMC Selections on Drive-Throughs
3. OMC 18.06.020 Commercial Districts

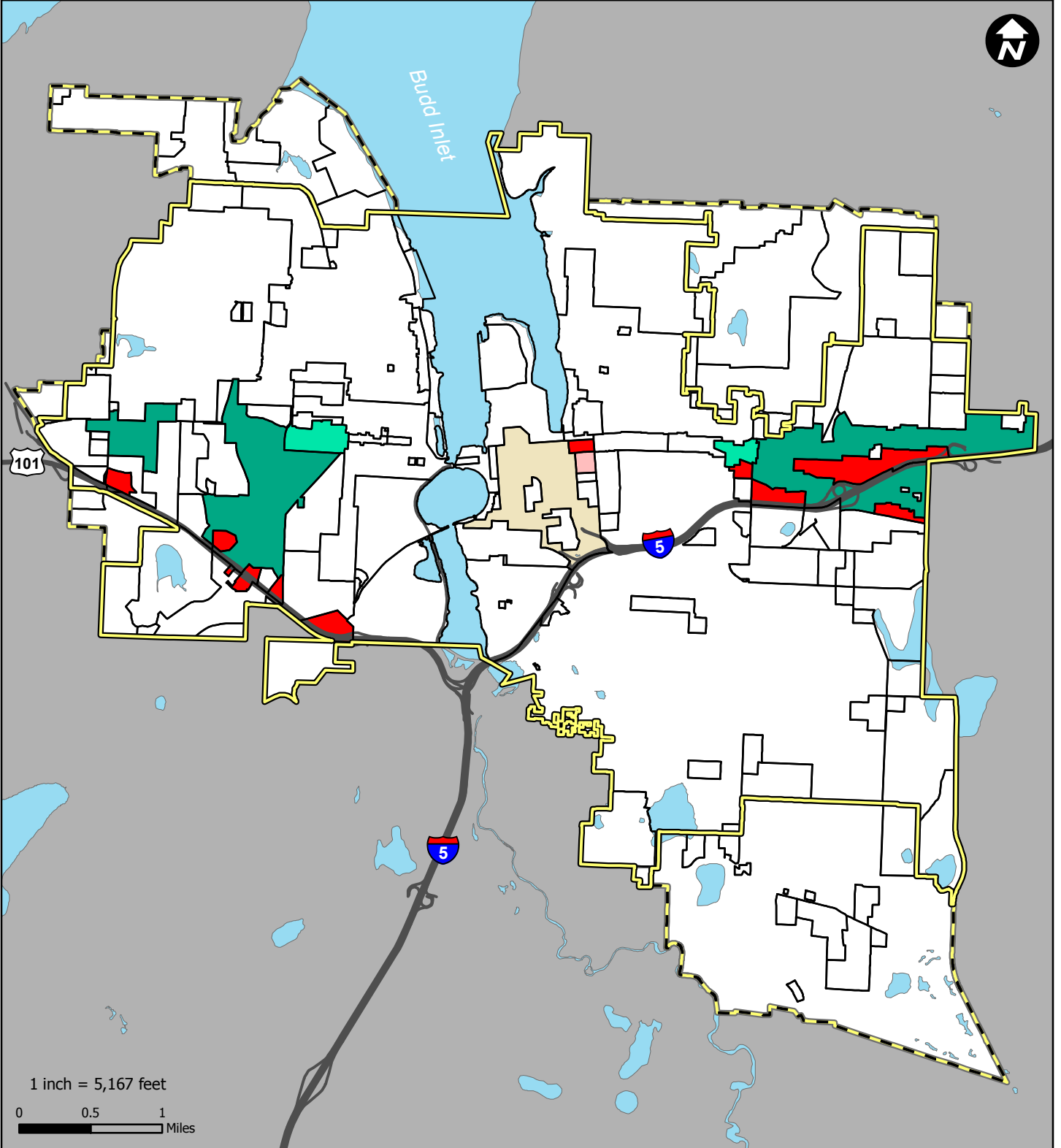
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Drive-Through Code Review

Zoning Districts Permitting Existing Restaurant Drive-Throughs

Map printed 3/30/2017



1 inch = 5,167 feet
 0 0.5 1 Miles

- Zones Permitting Existing Restaurant Drive-Throughs**
- General Commercial
 - Downtown Business
 - Residential Mixed Use
 - High Density Corridor 3
 - High Density Corridor 4
 - Olympia City Limits
 - Urban Growth Area

This map is intended for 8.5x11" portrait printing.

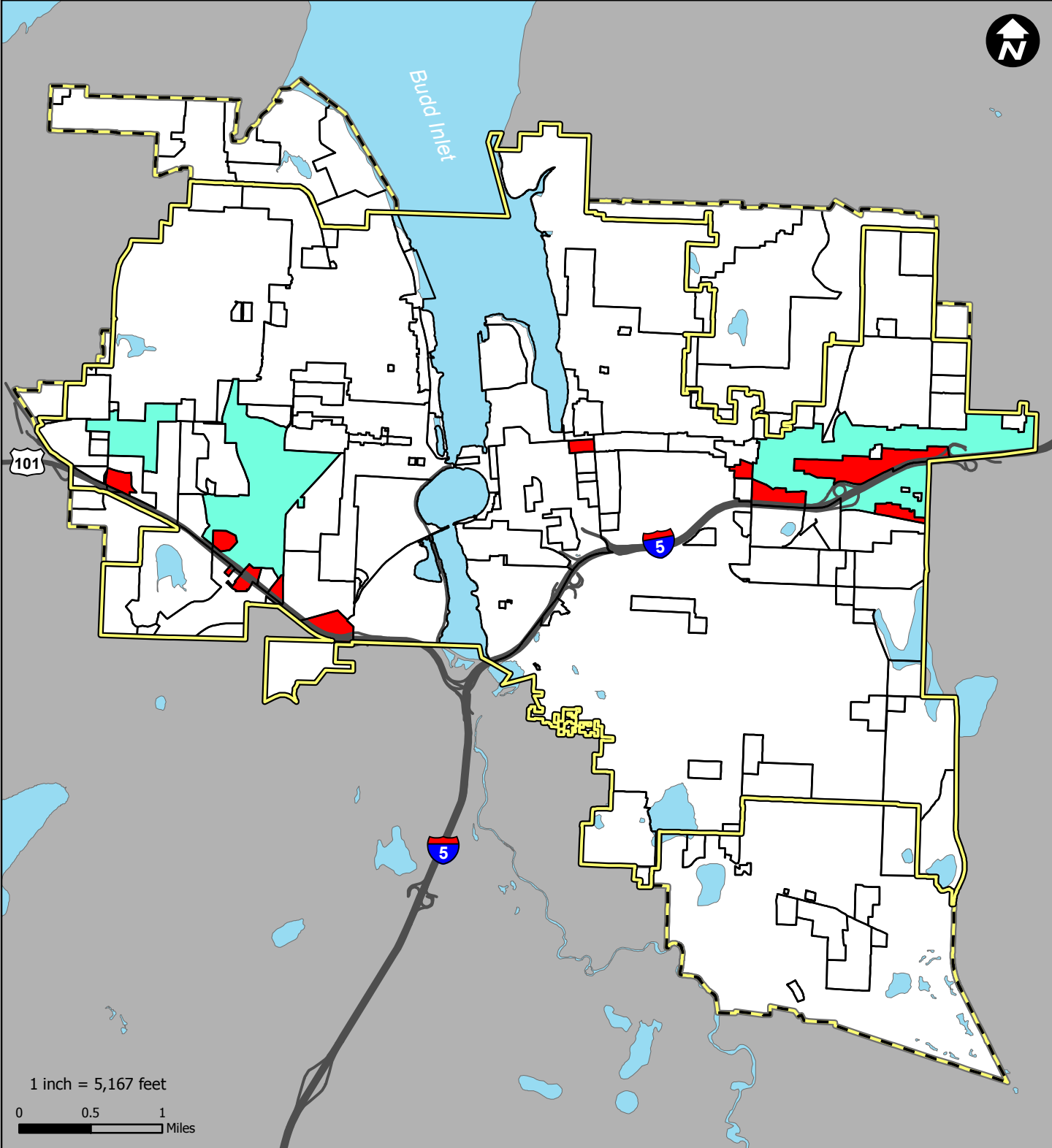
The City of Olympia and its personnel cannot assure the accuracy, completeness, reliability, or suitability of this information for any particular purpose. The parcels, right-of-ways, utilities and structures depicted hereon are based on record information and aerial photos only. It is recommended the recipient and/or user field verify all information prior to use. The use of this data for purposes other than those for which they were created may yield inaccurate or misleading results. The recipient may not assert any proprietary rights to this information. The City of Olympia and its personnel neither accept or assume liability or responsibility, whatsoever, for any activity involving this information with respect to lost profits, lost savings or any other consequential damages.



Drive-Through Code Review

Zoning Districts Permitting New Restaurant Drive-Throughs

Map printed 3/29/2017




1 inch = 5,167 feet

0 0.5 1 Miles

Zones Permitting New Restaurant Drive-Throughs

 High Density Corridor 4

 General Commercial

 Olympia City Limits

 Urban Growth Area

This map is intended for 8.5x11" portrait printing.

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Capital of Washington State
Olympia

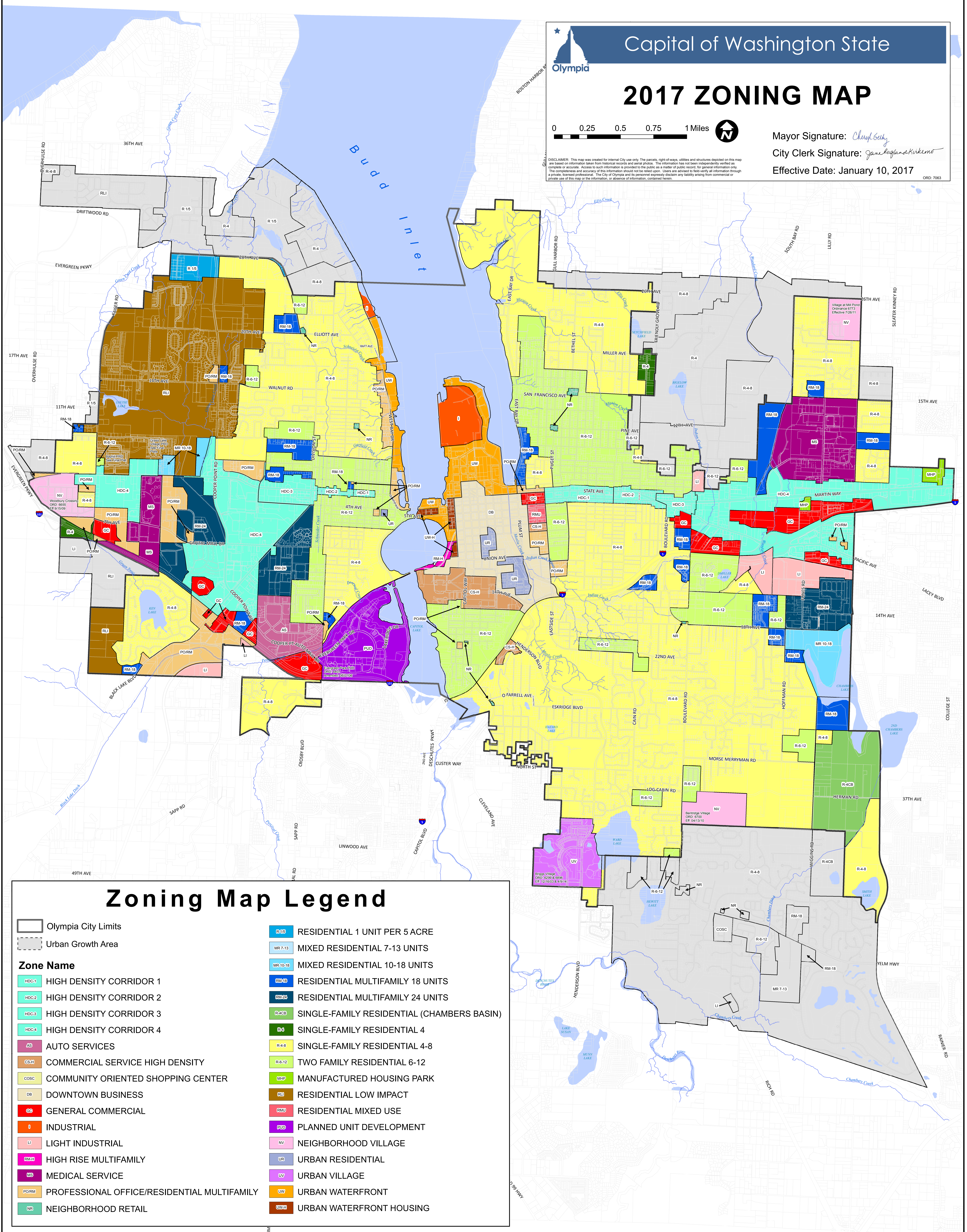
2017 ZONING MAP

0 0.25 0.5 0.75 1 Miles

Mayor Signature: *Cheryl Berry*
 City Clerk Signature: *Jane England-Kirkemo*
 Effective Date: January 10, 2017

DISCLAIMER: This map was created for internal City use only. The parcels, right-of-ways, utilities and structures depicted on this map are based on information taken from historical records and aerial photos. The information has not been independently verified as complete or accurate. Access to such information is provided to the public as a matter of public record for general information only. The completeness and accuracy of this information should not be relied upon. Users are advised to first verify all information through a private, licensed professional. The City of Olympia and its personnel expressly disclaim any liability arising from commercial or private use of this map or the information, or absence of information, contained herein.

ORD: 7063



Zoning Map Legend

	Olympia City Limits		R-1S	RESIDENTIAL 1 UNIT PER 5 ACRE
	Urban Growth Area		MR 7-13	MIXED RESIDENTIAL 7-13 UNITS
Zone Name			MR 10-18	MIXED RESIDENTIAL 10-18 UNITS
	HDC-1		RM-18	RESIDENTIAL MULTIFAMILY 18 UNITS
	HDC-2		RM-24	RESIDENTIAL MULTIFAMILY 24 UNITS
	HDC-3		R-4CB	SINGLE-FAMILY RESIDENTIAL (CHAMBERS BASIN)
	HDC-4		R-4	SINGLE-FAMILY RESIDENTIAL 4
	AS		R-4-8	SINGLE-FAMILY RESIDENTIAL 4-8
	CS-H		R-6-12	TWO FAMILY RESIDENTIAL 6-12
	COSC		MHP	MANUFACTURED HOUSING PARK
	DB		RLI	RESIDENTIAL LOW IMPACT
	GC		RMU	RESIDENTIAL MIXED USE
	I		R-UD	PLANNED UNIT DEVELOPMENT
	LI		NV	NEIGHBORHOOD VILLAGE
	RMH		UR	URBAN RESIDENTIAL
	MS		UV	URBAN VILLAGE
	POORM		UW	URBAN WATERFRONT
	NR		UWH	URBAN WATERFRONT HOUSING

Selections from Olympia Municipal Code on Drive-Through Restaurants

18.06.060 Commercial districts' use standards

F. Drive-Through and Drive-In Uses.

1. High Density Corridor-3 (HDC-3) Requirements. Businesses which serve customers exclusively in their vehicles are prohibited. This includes uses such as drive-through laundry pick-up agencies, drive-through-only banks, and drive-through photo processing services. This does not include car washes. Restaurants are not permitted to have drive-up or drive-through facilities.
2. Downtown Business and Urban Waterfront (UW) Requirements. Drive-through and drive-in uses are prohibited as a primary or accessory use (exception: drive-through banks are a conditional use). Existing drive-in and drive-through restaurants permitted before January 1, 1994, are conforming uses. Such uses shall be treated the same as other allowed uses, consistent with applicable regulations or conditional use requirements. Other uses made nonconforming by this zoning ordinance are subject to the requirements of Chapter [18.37](#), Nonconforming Buildings and Uses.
3. Pedestrian Streets and Drive-Through or Drive-In Uses. Drive-through and drive-in uses are allowed on parcels that abut pedestrian oriented streets, as follows:
 - a. A Streets: Drive-through or drive-in uses are permitted on parcels abutting Pedestrian Oriented A Streets when there is another building(s) or a designated pedestrian plaza or other gathering space located between the drive-through or drive-in building and the street. In the event a pedestrian plaza or gathering space is located between the building and an "A" Street, provisions to prevent vehicles from entering the plaza or gathering space shall be provided (e.g. curb and a landscaped area, bollards, low masonry wall).
 - b. B Streets: Drive-through lanes are prohibited between the pedestrian oriented street and the building. Drive-through lanes may be located to the side or rear of the building when designed for the safety of pedestrians or bicyclists on the sidewalk or other internal designated routes for pedestrians and/or bicyclists.

U. Restaurants.

1. Downtown Business (DB) District Requirements. New drive-in and drive-through restaurants are not permitted. All existing drive-in and drive-through restaurants permitted before January 1, 1994, are conforming uses. Such uses shall be treated the same as other allowed uses, consistent with applicable regulations. Other uses made nonconforming by this zoning ordinance are subject to the requirements of Chapter [18.37](#), Nonconforming Buildings and Uses.
2. Medical Services (MS) District Requirements. Restaurants may be allowed as a conditional use where it can be demonstrated that the medical community or the consumers of medical services are clearly and primarily benefitted by the convenience of the facilities.
3. Restaurants in the Neighborhood Retail District shall be limited to one thousand (1000) square feet of gross floor area and shall not require nor include a Type I Hood as defined in the Uniform Mechanical Code.

18.06.020 Purposes

A. The general purposes of this Chapter are as follows:

1. To provide appropriate commercial areas for retail and service establishments, neighborhood convenience and office uses required by residents of the City in a manner consistent with the Comprehensive Plan.
2. To provide employment opportunities for existing and future residents of the City and those of adjacent communities.
3. To provide for land uses which meet the needs of and attract regional populations, in addition to local residents.
4. To provide adequate space to meet the needs of commercial development, including off-street parking and loading.
5. To protect commercial and adjacent areas from excessive noise, illumination, unsightliness, odor, smoke, and other objectionable influences.
6. To provide for an intensity of development and activity within commercial areas which will increase their vitality, facilitate mass transit, and make better use of available infrastructure.
7. To accommodate a balanced mix of commercial, residential, and recreational uses in commercial areas which will enable people to live, shop, work, and play within walking distance; thereby reducing dependence on motor vehicles and potentially reducing traffic congestion, energy consumption, and air pollution.
8. To establish standards for the development of commercial areas which will make them easily accessible and inviting for pedestrians, bicyclists, and transit riders, as well as motorists.
9. To establish guidelines for the design of commercial areas which will improve their appearance, function, and appeal.

B. The purpose of each commercial district is as follows:

1. Community Retail District (CMR).

This district is intended to:

- a. Permit businesses which offer the most frequently needed consumer goods and services, in districts of sufficient size to provide a relatively wide range of such goods and services.
- b. Provide for site development standards which will achieve the clustering of buildings and/or business establishments in such fashion as to create a safe, convenient and attractive pedestrian environment, including access for transit riders and bicyclists, as well as safe and convenient parking and access.
- c. Allow for clustering of commercial services along urban arterials adjacent to residential neighborhoods, in order to reduce the amount of vehicular travel required of the consumer to acquire such goods and services.
- d. Allow for residential and mixed-use projects to increase the opportunities for people to live, work, shop, and recreate within walking distance.
- e. Not locate new community retail districts closer than three-fourths of a vehicular mile from one another, or

from any other district providing similar services or facilities.

2. Commercial Services - High Density District (CS-H).

This district is intended to:

- a. Allow limited commercial services that supplement or enhance activities on the capitol campus, not large-scale retail sales for regional markets.
- b. Allow high-density multifamily residences near the chief employment centers such as the Downtown Business District, the Capitol Campus, and the central waterfront.
- c. Be located where high land values and public necessity warrant this type of development.

3. Auto Services (AS) District.

This district is intended to:

- a. Encourage development of a regional center for auto sales and services and related uses.
- b. Discourage development incompatible with auto sales and services.

4. Urban Waterfront (UW) District.

This district is intended to:

- a. Integrate multiple land uses in the waterfront area of downtown and the West Bay in a way that improves the City's appeal and identity as the Capital City on Budd Inlet.
- b. Encourage high-amenity recreation, tourist-oriented, and commercial development which will enhance public access and use of the shoreline.
- c. Encourage development that protects views of Budd Inlet, the Olympics, Mt. Rainier, and the Capitol, and preserves a sense of openness on the waterfront.
- d. Encourage water-dependent and water-related development (as defined in the Shoreline Master Program for the Thurston Region) on shoreline properties and permit light manufacturing uses which support nearby industrial and marine related uses.
- e. Provide shoreline public access to significant numbers of the population, which is a major goal of the Shoreline Master Program for the Thurston Region. It is also the intent of this district to integrate the policies of the Shoreline Master Program for the Thurston Region into zoning designations applicable to waterfront properties. It is not the intent of this district, however, to make the restrictions of the Shoreline Master Program legally applicable outside the shoreline management zone.

5. Downtown Business District (DB).

This district is intended to:

- a. Encourage a wide range of activities which make downtown Olympia the cultural, civic, commercial, and employment heart of the community.
- b. Retain existing downtown housing and encourage additional development of a dense mix of urban housing

which is located near jobs, shopping, and transit.

- c. Provide a full range of urban services, tourism, recreation, and entertainment activities to support downtown workers, residents, and visitors.
- d. Encourage pedestrian-oriented land uses and design, in order to link downtown activity to the Capitol Campus and the waterfront, and to the gateways to the City.
- e. Permit development of a scale, height, and bulk which reinforces downtown Olympia's historic character, buildings, places, and street layout. Modern architecture is appropriate if it is consistent with the City's urban design vision.

6. General Commercial District (GC).

This district is intended to:

- a. Provide for those commercial uses and activities which are heavily dependent on convenient vehicular access.
- b. Encourage the location of such uses on sites having safe and efficient access to major transportation routes.
- c. Discourage extension of "strip" development by filling in available space in areas where substantial auto-oriented commercial development already exists.
- d. Provide development standards which enhance efficient operation of these districts, and lead to more pedestrian-oriented development.
- e. Achieve minimum adverse impact on the community, especially on adjacent properties having more restrictive development characteristics.

7. Medical Service District (MS).

This district is intended to:

- a. Allow the development of major and full-service health care facilities to serve a regional population.
- b. Permit the clustering of interrelated and complementary health care facilities.
- c. Permit limited types of nonmedical uses which provide convenience services primarily to medical facility users and employees.
- d. Allow relatively high density housing near medical facilities to help meet the needs of the large number of people employed there.
- e. Allow developments which will provide maximum convenience to medical facility users and employees, and an environment conducive to the healing arts. Incompatible land uses and traffic generated by uses other than those providing medical and related services are to be avoided.

8. Neighborhood Retail District (NR).

This district is intended to:

- a. Permit small retail establishments which offer a limited range of goods within a residential neighborhood.
 - b. Protect existing neighborhood retail districts and permit new establishments where local economic demand and appropriate design can assure compatibility with the neighborhood.
 - c. Be located not less than one-half (1/2) mile from another neighborhood retail district or any other commercial district providing similar services or facilities.
 - d. Have a maximum size for a Neighborhood Retail district of not more than one (1) acre.
 - e. Limit the size, scale and expansion of such establishments in order to minimize traffic volumes and congestion, and other adverse impacts on the neighborhoods in which said establishments are located.
 - f. Ensure that development in this district is characterized by small buildings, low traffic generation, considerable walk-in trade, quiet operations and little or no night activity.
9. Professional Office/residential Multifamily District (PO/RM).

This district is intended to:

- a. Provide a transitional area, buffering residential areas from more intensive commercial uses. Development within this district should be compatible with residential uses and generate low vehicular traffic characteristic of less intrusive uses.
 - b. Provide for a compatible mix of office, moderate- to high-density residential, and small-scale commercial uses, in order to provide opportunities for people to live, work, and recreate in a pedestrian-oriented area.
10. High Density Corridor-1 (HDC-1).

This district is intended to:

- a. Provide for a compatible mix of office, moderate to high-density multifamily residential, and small-scale commercial uses.
- b. Ensure that residential and mixed-use projects are built within walking distance to transit.
- c. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.
- d. Ensure that projects are designed, using a neighborhood area design theme in order to blend with the historic buildings in the corridor and the adjacent neighborhoods.
- e. Create a safe, convenient, and attractive environment for pedestrians, transit riders and bicyclists, and which includes parking and convenient access for vehicles.

11. High Density Corridor-2 (HDC-2).

This district is intended to:

- a. Provide for a compatible mix of office, medium intensity commercial and moderate to high-density multifamily residential uses.
- b. Ensure that residential and mixed-use projects are built within walking distance to transit.

- c. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.
- d. Ensure that projects (buildings) are designed, using a neighborhood area design theme in order to blend with the historic buildings in the corridor and the adjacent neighborhoods.
- e. Create a safe, convenient, and attractive environment for pedestrians, transit riders, and bicyclists, and which includes parking and convenient access for vehicles.

12. High Density Corridor-3 (HDC-3).

This district is intended to:

- a. Provide for a compatible mix of medium to high-intensity commercial, offices, and moderate to high-density multifamily residential uses.
- b. Ensure that access to transit is a part of all new projects.
- c. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.
- d. Create a safe, convenient, and attractive environment for pedestrians, transit riders, and bicyclists, and which includes parking and access for vehicles.

13. High Density Corridor-4 (HDC-4).

This district is intended to:

- a. Provide for a compatible mix of high-intensity commercial, offices, and high-density multifamily residential uses.
- b. Transform these areas to commercial and residential activity centers, over time.
- c. Ensure that access to transit is a part of new projects.
- d. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.
- e. Create a safe, convenient, and attractive environment for pedestrians, transit riders, and bicyclists, and which includes parking and access for vehicles.

14. Urban Waterfront - Housing District.

This district is intended to:

- a. Provide for a neighborhood of residential housing with the option of limited retail/commercial/office or other uses able to locate in a street edge storefront configuration.
- b. Help meet downtown housing and sustainability density goals, through the use of land for housing in a location, and at a density, that makes the use of a car a choice and not a necessity.
- c. Contribute to downtown vitality.

- d. Result in well designed buildings on continuous urban street edges.
- e. Increase resident surveillance and all day use of public spaces to increase safety and decrease vandalism or other security problems.
- f. Help the City achieve land use, transportation, environment, and housing goals.

(Ord. 7032 §6 (Exh. E), 2016; Ord. 6195 §16, 2002; Ord. 6073 §13, 2000; Ord. 5830 §2, 1998; Ord. 5569 §3, 1995; Ord. 5517 §1, 1995).