

Ordinance No. _____

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, ADOPTING ANNUAL COMPREHENSIVE PLAN AMENDMENTS FOR 2015, AND PARTICULARLY AMENDING THE CITY OF OLYMPIA COMPREHENSIVE PLAN WITH RESPECT TO THE SOLID WASTE SECTION, THE TRANSPORTATION SYSTEM MAPS, AND AMENDING THE FUTURE LAND USE MAP WITH RESPECT TO LANDS BORDERING CAPITOL MALL DRIVE SW; AND ALSO AMENDING THE OFFICIAL ZONING MAP AND UPDATING THE RELATED DESIGN REVIEW MAP.

WHEREAS, the Washington Growth Management Act (RCW Ch.36.70A) requires that the City of Olympia and other jurisdictions within Thurston County adopt comprehensive plans; and

WHEREAS, on December 16, 2014, by Ordinance No. 6945, the Olympia City Council approved a substantially updated Olympia Comprehensive Plan; and

WHEREAS, the Growth Management Act allows amendments to comprehensive plans on an annual basis; and

WHEREAS, one of the amendments proposed in 2015 concerns a staff-proposed revision to update and revise information, goals, and policies related to solid waste services, also known as 'Waste ReSources;' and

WHEREAS, City staff also proposed a set of amendments with regard to existing and future 'neighborhood collector' streets as shown on the three 'Transportation 2030' maps of the Plan attached to this Ordinance; and

WHEREAS, the owner of Lots A and B of Boundary Line Adjustment No. 13-0130 in the vicinity of the Copper Trails Apartments and Capital Mall Drive SW proposed amendment of the Future Land Use Map and concurrent amendment of the Zoning Map to allow professional office use of that property (the Proposed Amendments); and

WHEREAS, the Olympia Planning Commission received a briefing on the Proposed Amendments on June 15, 2015, held a duly-noticed public hearing on August 3, 2015, accepted comments until August 7, 2015, deliberated on August 17, 2015, and issued its recommendations on September 21, 2015; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), the City issued a Determination of Non-Significance on the Proposed Amendments on September 14, 2015; and

WHEREAS, no appeal of the SEPA Determination of Non-Significance was received; and

WHEREAS, the Washington State Department of Commerce was provided with '60-day notice' on August 28, 2015, pursuant to RCW 36.70A.106; and

WHEREAS, the concurrent amendment of the Zoning Map and associated Design Review Map reflecting the zoning will result in development regulations consistent with and implementing the Comprehensive Plan; and

WHEREAS, on October 6, 2015, the City Council considered the recommendation of the Planning Commission and other information available in the record and directed that this Ordinance be prepared; and

WHEREAS, this Ordinance meets the goals and requirements of the Growth Management Act; and

WHEREAS, Chapters 35A.63 and 36.70 RCW and Article 11, Section 11 of the Washington State Constitution authorize and permit the City to adopt this Ordinance; and

WHEREAS, this Ordinance is supported by the staff report and materials associated with this Ordinance, along with other documents on file with the City of Olympia, including but not limited to documents of Community Planning and Development File 15-0001 regarding to this set of proposed amendments to the Plan; and

WHEREAS, this Ordinance is also supported by the professional judgment and experience of the City staff who have worked on this proposal; and

WHEREAS, City Staff are known to the City Council, and staff's curriculum vitae shall be part of the record in support of this Ordinance;

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL ORDAINS AS FOLLOWS:

Section 1. Amendment of Comprehensive Plan Utilities Chapter. The current Olympia Comprehensive Plan Utilities Chapter is hereby amended as reflected in Exhibit A attached hereto, which is incorporated by reference as though fully set forth herein.

Section 2. Amendment of Comprehensive Plan Transportation Chapter. The current Olympia Comprehensive Plan Transportation Chapter, and specifically Appendix B thereof, is hereby amended by replacing the three current Transportation 2030 maps ('Northeast,' 'Southeast' and 'Westside and Downtown') with the three maps attached hereto as Exhibit B, which is incorporated by reference as though fully set forth herein.

Section 3. Amendment of Land Use and Urban Design Chapter. The current Olympia Comprehensive Plan Land Use and Urban Design Chapter, and specifically the Future Land Use Map thereof, is hereby amended by replacing the current Future Land Use Map with the map attached hereto as Exhibit C, which is incorporated by reference as though fully set forth herein.

Section 4. Amendment of Official Zoning Map and Official Design Review Map. The Official Zoning Map of Olympia and the related Official Design Review Map of Olympia, as referenced by Olympia Municipal Code Sections 18.02.160 and 18.100.080, are hereby amended by replacing the current Official Zoning Map of Olympia and the related Official Design Review Map of Olympia with the maps attached hereto as Exhibits D and E, respectively, which are incorporated by reference as though fully set forth herein.

Section 5. Official Maps. Copies of the Official Zoning Map and the Official Design Review Map are and shall be retained on file with the City Clerk.

Section 6. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or application of the provisions to other persons or circumstances shall remain unaffected.

Section 7. Ratification. Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

Section 8. Effective Date. This Ordinance shall take effect on January 1, 2016, being more than five (5) days after publication, as provided by law.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:



CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:

EXHIBIT A

Comprehensive Plan Amendment - Waste ReSources - 2015

Utilities Chapter

Towards Zero Waste

Waste is an expanding global problem caused by a growing population and increasing consumption. Our national economy is based on extracting resources, manufacturing and distributing products; a system that encourages excessive waste and does not take into account the full environmental and social costs of this activity. The result is increasing depletion of natural resources, increasing greenhouse gas emissions, and deteriorating air and water pollution - all of which are environmentally unsustainable and costly to society.

The amount of waste collected per person each day in Olympia, ~~is increasing. This~~ coupled with an increasing population, puts pressure on our already strained regional waste management system. Olympians can help solve these problems through a variety of regional and local actions that seek to reduce the amount of waste generated, and increase the amount recycled and recovered for reuse.



Compost at home to reduce waste.

Olympia's Waste ReSources Utility is responsible for ensuring that all of the City's waste is properly managed, and is directly responsible for providing collection services for residential and commercial garbage, residential recyclables and residential organics.

In June 2006, the Olympia City Council adopted a Zero Waste Resolution, which established a vision for the City and a new direction for the Waste ReSources Utility. This resolution gave rise to a new strategic and operational six-year plan - Olympia's Waste ReSources Plan, which

EXHIBIT A

focuses on a Zero Waste approach. In fact, Olympia's Waste ReSources Plan anticipates a future in which "waste" is viewed as an inefficient use of resources. The Plan is regularly updated.

In the next 20 years, the utility will face the following challenges and opportunities:

- **Reduce sources of waste.** The whole life cycle of a product must be considered as we find ways to reduce waste in both "upstream" production and distribution processes and "downstream" consumer choices and waste management practices.
- **Respond to an ever-evolving waste stream. Continue adapting to changes in packaging, markets, and product recyclability.**
- **Optimize the current collection system.** Continue to increase the portion of waste that is recycled or composted, while maintaining efficient operations.
- ~~Evaluate the~~ **Maximize commercial recycling market.** ~~Continue to evaluate~~ **ing the potential for** ~~Assess the pros and cons of entering into the~~ **City-provided** commercial recycling services ~~market.~~

Goals and Policies

GU12

Solid waste is managed as a resource to provide environmental, economic, and social benefits.

PU12.1 Reduce waste and encourage recycling through the City's purchasing, recycling and disposal policies.

PU12.2 Follow the solid waste management hierarchy established in federal and state legislation, which sets waste reduction as the highest priority management option, followed by reuse, recycling and responsible disposal.

PU12.3 Expand, when practical and feasible, the City's recycling, composting and waste reduction programs to maximize the diversion of material from disposal into remanufacture and reuse.

PU12.4 Support the goals and policies of the Thurston County Solid Waste Management Plan.

EXHIBIT A

GU13

Solid waste is managed in a responsible and cost-effective manner.

PU13.1 Encourage and promote waste reduction and recycling.

PU13.2 Manage waste locally to reduce transfer and disposal costs.

PU13.3 Explore new methods of reducing, reusing, recycling and disposing of solid wastes.

PU13.4 Use technology to create and maintain efficient and effective routing and collection programs.

PU13.5 Develop specific targets for waste reduction in Olympia in utility master plans.

GU14

Environmental impacts caused by solid waste management are minimal.

PU14.1 Handle and dispose of solid waste in ways that minimize land, air and water pollution and protect public health.

PU14.2 Work cooperatively with Thurston County to ensure that the operations of the Thurston County Waste and Recovery Center (WARC) are in compliance with state and federal regulations, and are responsibly managed.

Utilities Chapter, Appendix A: Utilities inventory and future needs

Waste Resources

Inventory

The Waste ReSources Utility has two core programs: Waste Prevention and Reduction, and Collections. The Waste Prevention and Reduction Program is responsible for preparing and periodically updating the Utility's waste management plans, and for developing and implementing policies and programs. This program focuses on reducing overall waste and increasing reuse, recycling and composting.

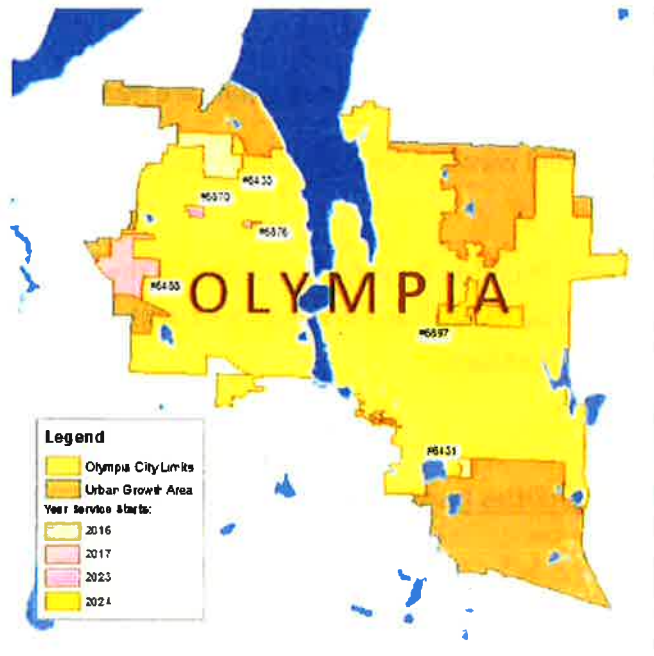
The Collections Program operates the drop-box and curbside collection services, so waste can be disposed of reliably, with minimal impact on environmental and public health and worker safety. In addition to daily residential and commercial collection, the collections staff empties

EXHIBIT A

downtown trash containers, removes waste from community events, and cleans up illegal dump sites. They design collection routes, provide onsite technical assistance and customer service, deliver and remove City-owned waste receptacles, and handle billing for drop boxes and commercial dumpsters.

Existing Capacity

The Collections Program serves more about 14,000 ~~than 12,000~~ single-family residential customers, about 130-150 multi-family buildings, and roughly 1,510-1,500 commercial customers within the city limits. Single-family residential waste is collected in carts. Olympia's Waste Resources Residential Collection Area map shows the utility's four residential collection current and future service areas.

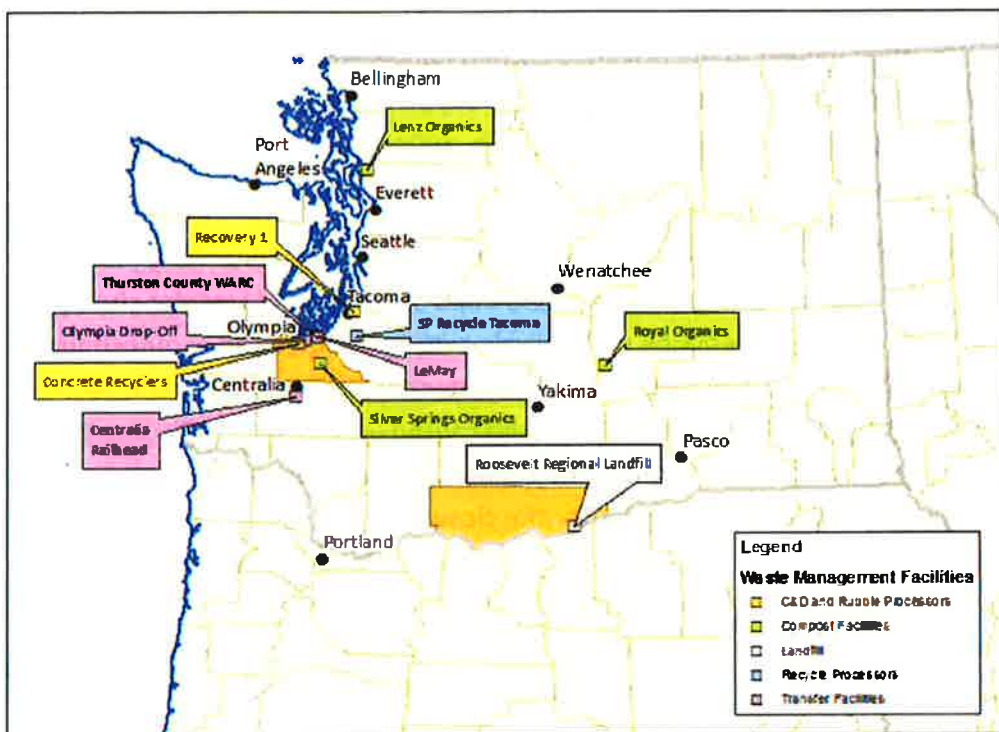


Map 1: Waste ReSources Service Area

Most waste from multifamily customers is collected in carts or dumpsters, and waste from commercial customers in carts, cans, dumpsters and drop boxes.

EXHIBIT A

The map below shows the regional processing facilities the City uses for our materials.



Map 2: Waste Facilities Map

Yard debris Mixed organic waste (yard debris, food scraps and food-soiled paper) and garbage are delivered by City vehicles to the Waste and Recovery Center (WARC) at Hawks Prairie. Thurston County owns the WARC and contracts with Allied Waste Services for transfer, transport and landfilling of garbage - and for the transfer, hauling and composting of organic waste materials ~~yard debris~~. Currently, commingled recyclables are taken to a private transfer station near the County's WARC, and then to a regional Materials Recovery Facility in Tacoma, Washington.

Garbage and non-recyclable construction and demolition debris is compacted into large containers and hauled to a railhead in Centralia. This debris is transported by rail to the Roosevelt Regional Landfill in Klickitat County, which is operated by Rabanco, an Allied Waste subsidiary. Mixed organic waste (yard debris, food scraps and food-soiled paper) is hauled from the WARC to a-approved composting facilities ~~in the State, near Tenino~~. Some woody debris and organic waste is taken to industrial sites for burning as hog fuel for energy.

Future Facilities

Future needs for the City's Waste ReSources (solid waste) Utility will be met by adapting programs to an ever-evolving waste stream while considering disposal, transfer, recycling and

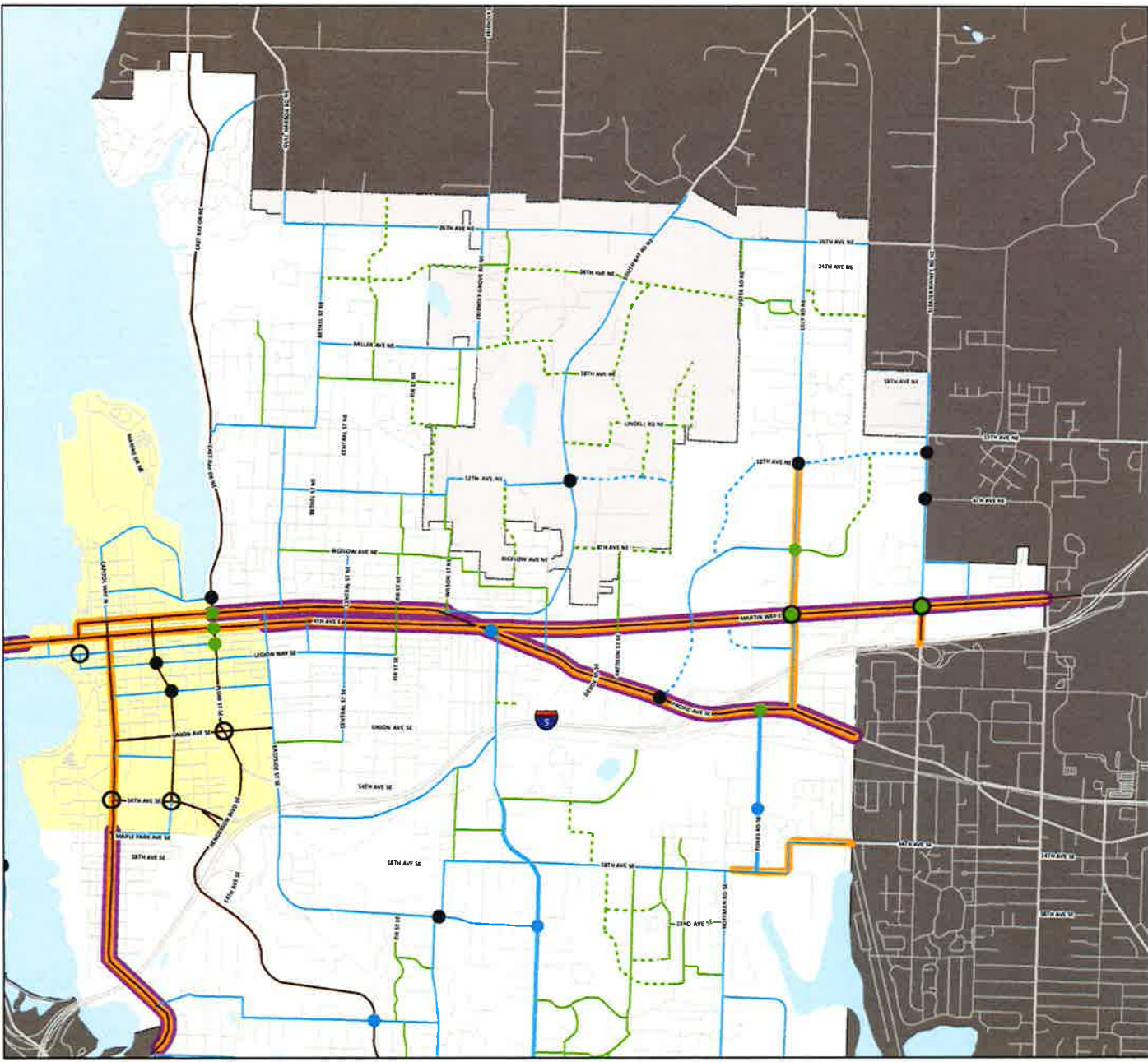
EXHIBIT A

composting capacities and technologies. The City depends on both public and private facilities to responsibly manage its waste: Olympia's garbage is delivered to the county-owned Hawks Prairie transfer station, then hauled to the privately-owned Roosevelt Regional Landfill in Klickitat County. By 2021, Thurston County's transfer station, paid for by customer fees, ~~will~~ may need to expand its capacity. However, landfill capacity at Roosevelt Regional is expected to last another 70 to 80 years.

The City also relies on a private transfer operation to deliver its commingled recycling to a regional sorting facility in Tacoma, Washington. A City-owned and operated transfer site could greatly improve the City's position in working with recycle sorting facilities and composting operations. The capacity for composting and waste-to-energy continues to be an issue because of odors and contamination. This has ,~~which has resulted caused in the closure of some local options, which means waste must travel further.~~ The capacity for composting and burning organic waste for energy was recently reduced after the closure of two nearby composting operations and a waste-to-energy plant in Grays Harbor. ~~Meanwhile, the Silver Springs composting facility near Tenino is undergoing a major renovation to control odors. The City may need to consider alternatives if Silver Springs experiences continued problems managing odors and quality. The City~~ Waste ReSources will need to plan for customer growth as housing density increases ~~spurts as areas of~~ and its Urban Growth Areas are annexed.

Transportation 2030 Northeast

Draft update
September 2015



- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F*
- Existing Arterial
- Widening of Existing Arterial
- - - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - - Future Major Collector
- Existing Neighborhood Collector
- - - - Future Neighborhood Collector
- Strategy Corridor
- Urban Corridor
- Downtown
- Urban Growth Area
- City Limits

TRANSPORT
 B

* LOS will be allowed to fall below adopted levels of service at these sites. Some types of improvements are appropriate.

Notes:
 On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.

In the downtown and along Urban Corridors LOS E will be acceptable on arterial and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.

Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards.

The specific alignment of the future streets will be determined based on more detailed analysis during development review or City alignment studies.

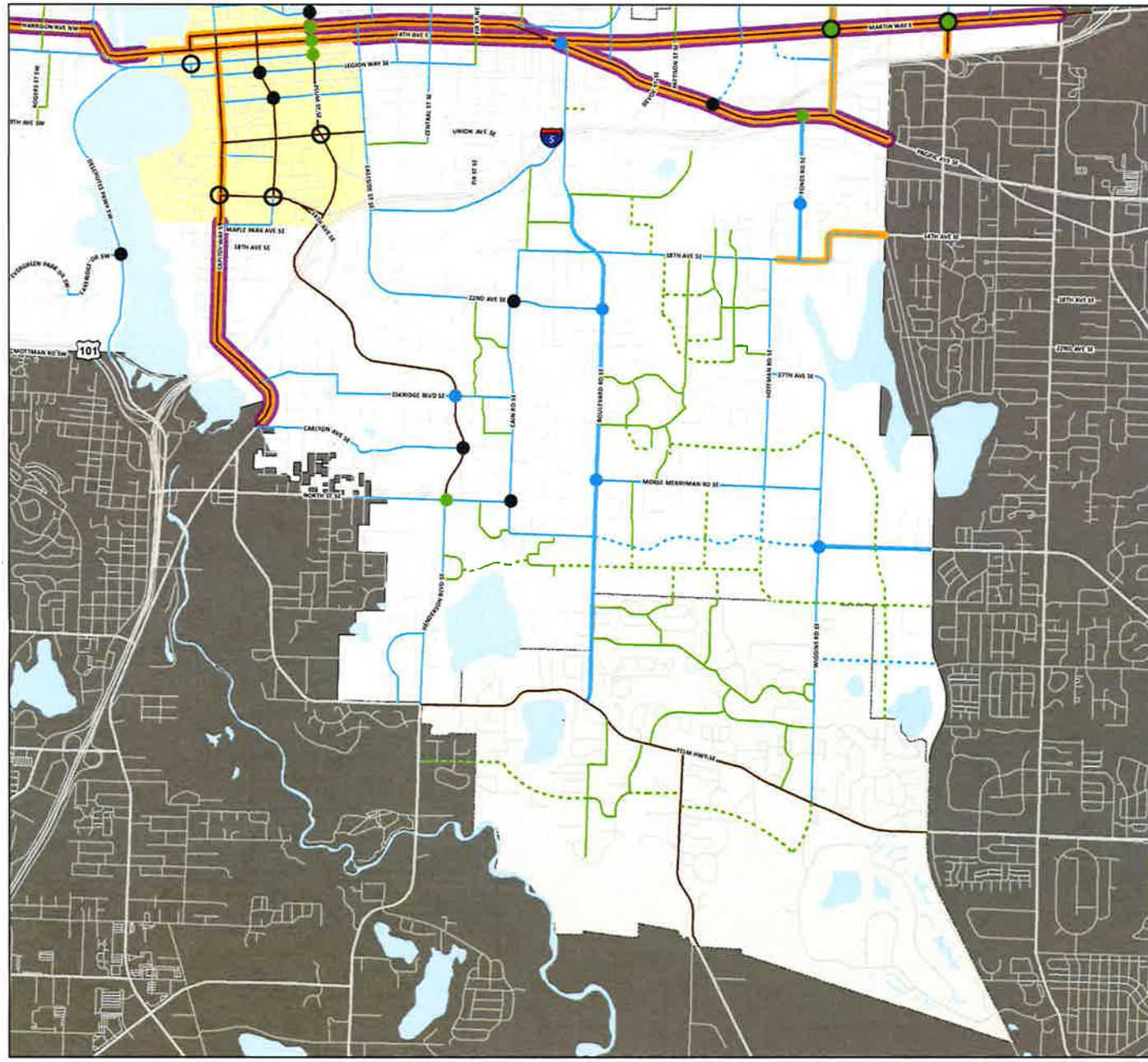
All widening projects will be built to current street standards.



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 herein 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 the 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.

Transportation 2030 Southeast

Draft update
September 2015



- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Strategy Corridor
- Urban Corridor
- Downtown
- Urban Growth Area
- City Limits

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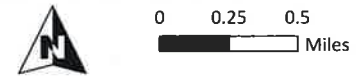
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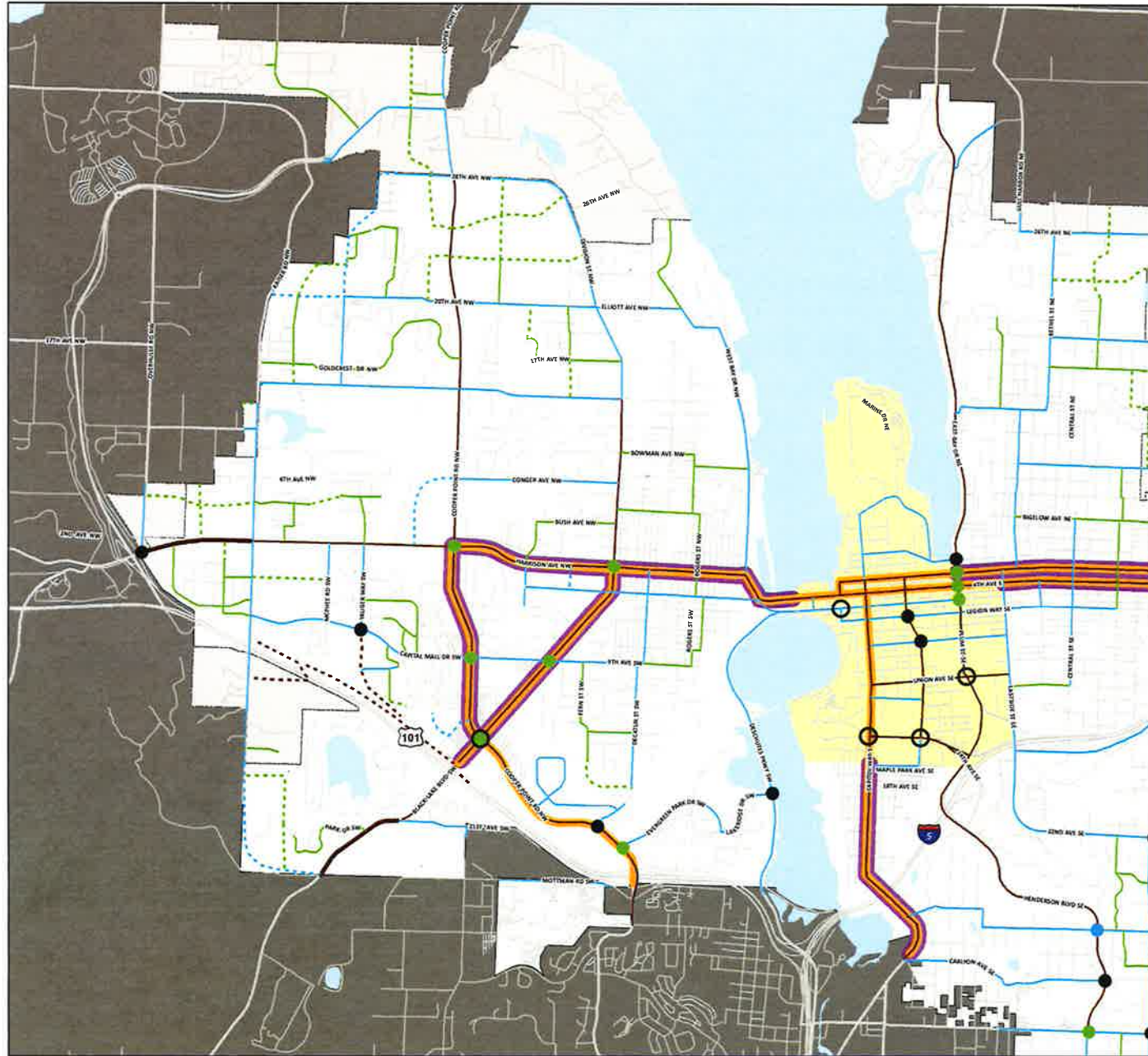


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EXHIBIT B

Transportation 2030 Westside and Downtown

Draft update
September 2015



- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Strategy Corridor
- Urban Corridor
- Downtown
- - - Urban Growth Area
- City Limits

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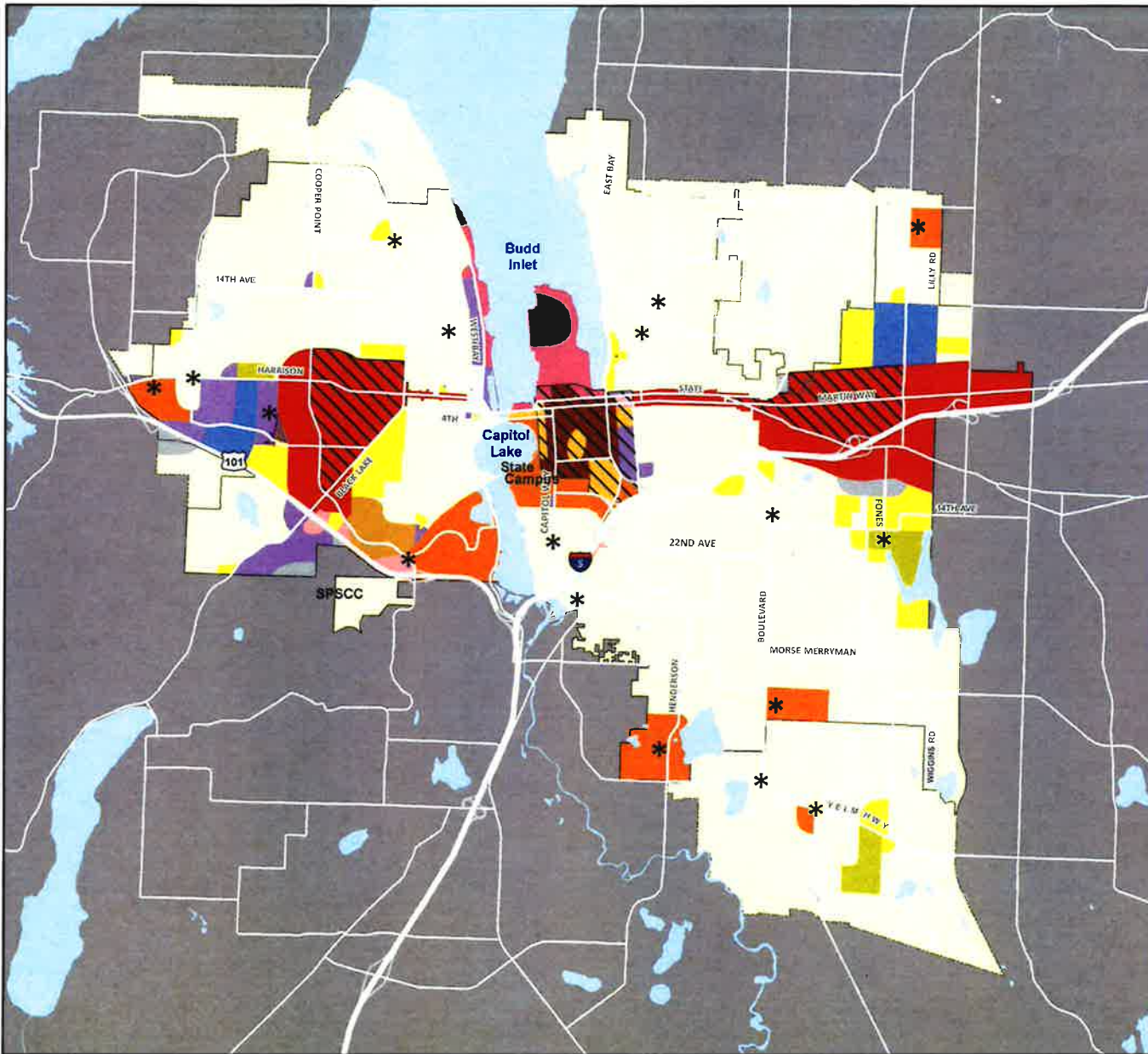
CONSULT
B

Future Land Use

Publication Date: [REDACTED] Effective Date: [REDACTED]

Ordinance # [REDACTED]

-  High Density Neighborhoods Overlay
-  Low Density Neighborhoods
-  Medium Density Neighborhoods
-  Mixed Residential
-  Neighborhood Centers
-  Residential Mixed Use
-  Planned Developments
-  Professional Office & Multi-family Housing
-  Urban Corridor
-  Urban Waterfront
-  Central Business District
-  General Commerce
-  Auto Services
-  Medical Services
-  Light Industry
-  Industry
-  City Limits
-  Urban Growth Area



0 0.5 1
Miles

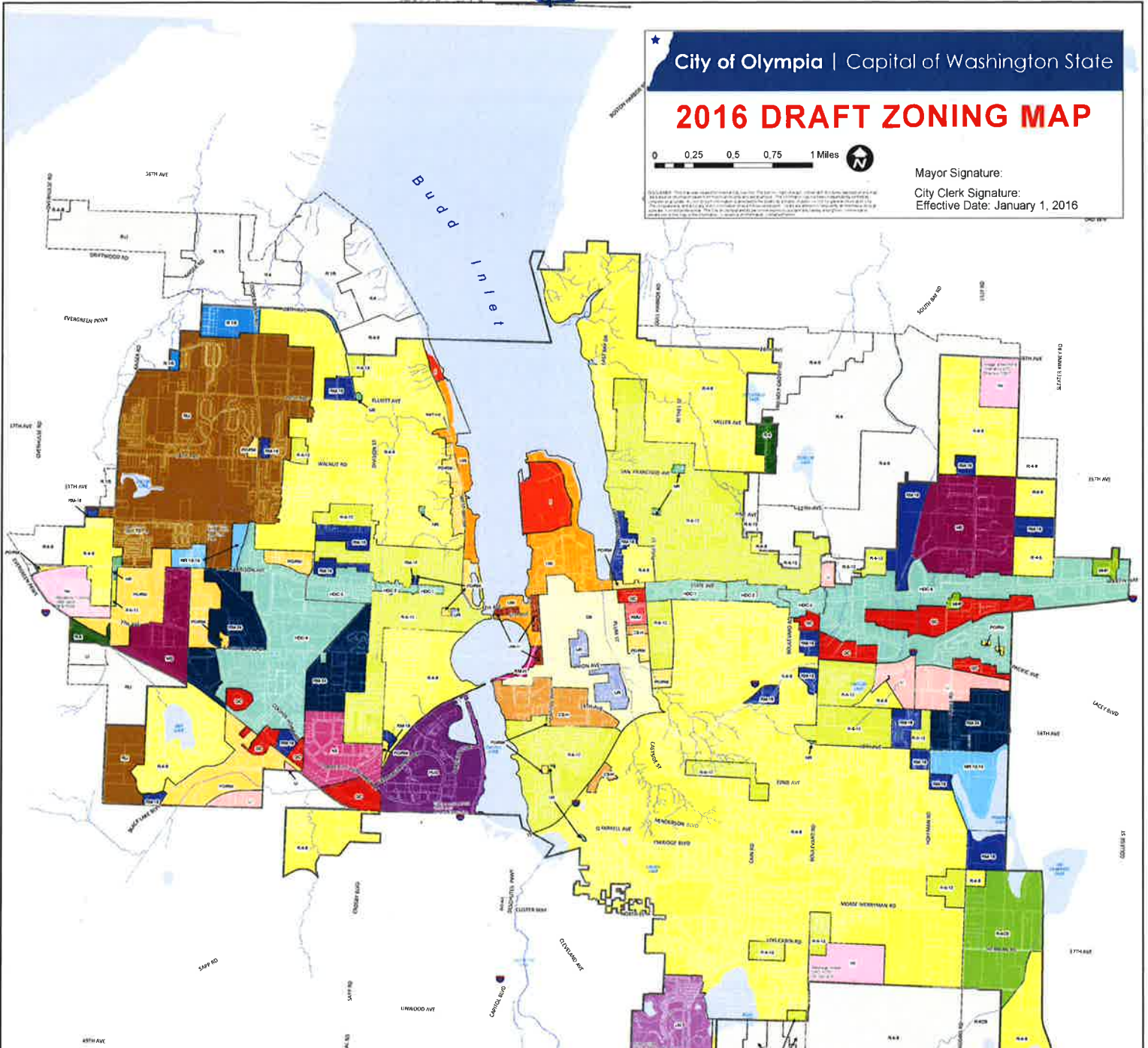
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2016 DRAFT ZONING MAP

0 0.25 0.5 0.75 1 Miles



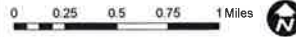
Mayor Signature:
 City Clerk Signature:
 Effective Date: January 1, 2016



Zoning Map Legend

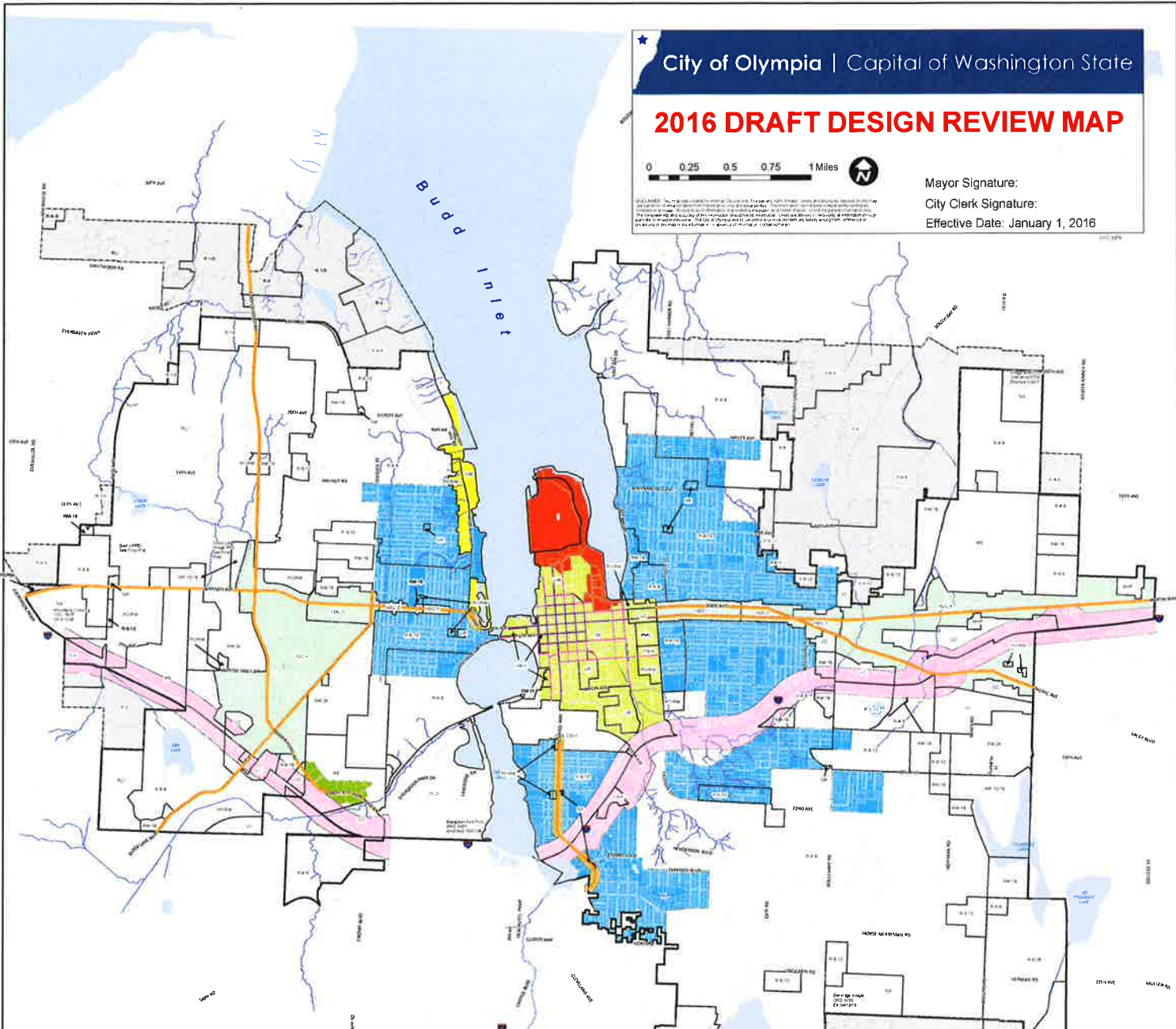
	Olympia City Limits		RESIDENTIAL 1 UNIT PER 5 ACRE
	Urban Growth Area		MIXED RESIDENTIAL 7-13 UNITS
Zone Name			MIXED RESIDENTIAL 10-18 UNITS
	HIGH DENSITY CORRIDOR 1		RESIDENTIAL MULTIFAMILY 18 UNITS
	HIGH DENSITY CORRIDOR 2		RESIDENTIAL MULTIFAMILY 24 UNITS
	HIGH DENSITY CORRIDOR 3		SINGLE-FAMILY RESIDENTIAL (CHAMBERS BASIN)
	HIGH DENSITY CORRIDOR 4		SINGLE-FAMILY RESIDENTIAL 4
	AUTO SERVICES		SINGLE-FAMILY RESIDENTIAL 4-8
	COMMERCIAL SERVICE HIGH DENSITY		TWO FAMILY RESIDENTIAL 6-12
	COMMUNITY ORIENTED SHOPPING CENTER		MANUFACTURED HOUSING PARK
	DOWNTOWN BUSINESS		RESIDENTIAL LOW IMPACT
	GENERAL COMMERCIAL		RESIDENTIAL MIXED USE
	INDUSTRIAL		PLANNED UNIT DEVELOPMENT
	LIGHT INDUSTRIAL		NEIGHBORHOOD VILLAGE
	HIGH RISE MULTIFAMILY		URBAN RESIDENTIAL
	MEDICAL SERVICE		URBAN VILLAGE
	PROFESSIONAL OFFICE/RESIDENTIAL MULTIFAMILY		URBAN WATERFRONT
	NEIGHBORHOOD RETAIL		URBAN WATERFRONT HOUSING

2016 DRAFT DESIGN REVIEW MAP



Mayor Signature:
 City Clerk Signature:
 Effective Date: January 1, 2016

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Design Review Map Legend

- Olympia City Limits
- Urban Growth Area

Design Review District Name

- AUTO ORIENTED DISTRICT
- DESIGN REVIEW CORRIDOR
- DOWNTOWN DISTRICT
- FREEWAY CORRIDOR
- HIGH DENSITY CORRIDOR
- INFILL REGULATIONS
- PEDESTRIAN OVERLAY STREET A
- PEDESTRIAN OVERLAY STREET B
- PORT DESIGN DISTRICT
- RESIDENTIAL SCALE CORRIDOR
- WEST BAY DRIVE DISTRICT

Pedestrian Streets

- A
- B
- Design Review Corridors

Zoning Code Name

- HC-1 HIGH DENSITY CORRIDOR 1
- HC-2 HIGH DENSITY CORRIDOR 2
- HC-3 HIGH DENSITY CORRIDOR 3
- HC-4 HIGH DENSITY CORRIDOR 4
- AS AUTO SERVICES
- CS-1 COMMERCIAL SERVICE HIGH DENSITY
- CS-2 COMMUNITY ORIENTED SHOPPING CENTER
- DB DOWNTOWN BUSINESS
- GC GENERAL COMMERCIAL
- I INDUSTRIAL
- LI LIGHT INDUSTRIAL
- HR HIGH RISE MULTIFAMILY
- M MEDICAL SERVICE
- PO-1 PROFESSIONAL OFFICE/RESIDENTIAL MULTIFAMILY
- NR NEIGHBORHOOD RETAIL
- MR MIXED RESIDENTIAL 7-13
- MR-18 MIXED RESIDENTIAL 10-18 UNITS
- RS-1 RESIDENTIAL 1 UNIT PER 5 ACRE
- RM-18 RESIDENTIAL MULTIFAMILY 18
- RM-24 RESIDENTIAL MULTIFAMILY 24 UNITS PER ACRE
- RS-18 SINGLE-FAMILY RESIDENTIAL (CHAMBERS BASIN)
- RS-4 SINGLE-FAMILY RESIDENTIAL 4
- RS-8 SINGLE-FAMILY RESIDENTIAL 4-8
- RS-12 TWO FAMILY RESIDENTIAL 6-12
- MF MANUFACTURED HOUSING PARK
- RL RESIDENTIAL LOW IMPACT
- RMU RESIDENTIAL MIXED USE
- PL PLANNED UNIT DEVELOPMENT
- NV NEIGHBORHOOD VILLAGE
- UR URBAN RESIDENTIAL
- UV URBAN VILLAGE
- UW URBAN WATERFRONT
- UWH URBAN WATERFRONT HOUSING