

EXHIBIT

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July 13, 2015

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**Cascadia  
Law  
Group**  
ENVIRONMENTAL ATTORNEYS

Mark C. Scheibmeir  
City of Olympia Hearing Examiner  
c/o City of Olympia  
Community Planning & Development  
601 4th Avenue East  
PO Box 1967  
Olympia, WA 98501-1967

Todd Stamm  
City of Olympia  
Community Planning & Development  
601 4th Avenue East  
PO Box 1967  
Olympia, WA 98501-1967

**RE: Olympia File No. 15-0010 (Medela Group, LLC)  
Public Hearing – July 20, 2015**

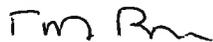
Dear Examiner Scheibmeir: and Mr. Stamm:

This letter transmits the following items on behalf of applicant Medela Group, LLC in advance of the July 20 public hearing on Olympia File No. 15-0010:

1. Original and one copy of Applicant Medela Group, LLC's Prehearing Memorandum in Support of Rezone Application;
2. Original and one copy of Applicant Medela Group, LLC's Exhibit List, together with Exhibits Nos. 1 through 24.

Thank you.

Sincerely,



Joseph A. Rehberger  
Direct Line: (360) 786-5062  
Email: jrehberger@cascadialaw.com  
Office: Olympia

JR:en

Enclosures



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BEFORE THE HEARING EXAMINER  
CITY OF OLYMPIA

IN RE:  
MEDELA REZONE,  
OLYMPIA FILE NO.: 15-0010

HEARING NO. 15-0010  
APPLICANT MEDELA GROUP, LLC'S  
PREHEARING MEMORANDUM IN  
SUPPORT OF REZONE APPLICATION

Applicant Medela Group, LLC (“Applicant” or “Medela”), by and through its counsel Joseph A. Rehberger and Cascadia Law Group PLLC, submits this memorandum in support of Medela’s application to rezone (the “Rezone Proposal”) approximately nine acres of under-utilized property within a City designated urban corridor to align with the City’s comprehensive plan and long-range planning. City staff supports the rezone, and has proposed inclusion of an additional parcel and property south of Applicant’s property.

**I. INTRODUCTION**

The Medela property is an approximate nine-acre site located approximately ¼ mile from the Pacific Avenue urban corridor and less than two miles from the City’s downtown core. Maps and aerial photographs depicting the subject property are provided as **Attachment 1**. The Medela property is bordered by property zoned as General Commercial (GC) and High Density Corridor (HDC), with shopping and businesses within walking distance of the property. The site is already served by public transportation, with Intercity Transit routes connecting it to the City’s downtown core, Olympia transit center, and Lacey transit center. RM-18 zoning fosters the development of

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1 mixed-type and affordable housing choices, and channels development and housing near the urban  
2 core.

3 The property now typifies anything but the type of urban development envisioned by the  
4 City of Olympia. It is starkly underutilized, depressed, and unproductive. Currently, on the nine  
5 acres stand nine aging homes, a density of 1:1 and much more reflective of rural development.  
6 Two of the homes are vacant and uninhabitable. The remainder of the property is vacant land with  
7 grass, invasive plant species including Scotch broom and Himalayan blackberry, and an  
8 overgrown, non-productive orchard, all situated along the designated urban corridor. The frontage  
9 street, as currently constituted, is in poor repair, largely uninviting, and not pedestrian friendly.  
10 The property does not reflect the urban development and urban corridor planning envisioned for  
11 the area--quite the opposite. Photographs depicting the current condition and build-out of the  
12 subject property are provided as **Attachment 2**.

13 While there may have been a time when this property was considered rural in nature, there  
14 is no question that conditions in the area, including the growth of the cities of Olympia and Lacey,  
15 the urbanization of the Pacific Avenue and Martin Way Corridors, and the adoption of urban  
16 growth areas, have changed. Thurston Regional Planning Council and the City of Olympia  
17 envision vibrant urban corridors in areas such as this. The ability to develop affordable housing in  
18 support of these urban corridors and in close proximity to urban cores is absolutely critical to the  
19 success of these long-term planning efforts and to accommodate the projected population growth  
20 of the City.

21 The proposal before the Hearing Examiner and the City is a non-project specific rezone  
22 only. Future development of the property will be considered under a separate and comprehensive  
23 review procedure, including consistency with the City's then-current development regulations and  
24 a project specific environmental review.

25 City planning staff has recommended this Rezone Proposal be approved.<sup>1</sup> Medela  
26 respectfully requests the Examiner recommend the City County approve the rezone to RM-18.

27 <sup>1</sup> When this same proposal was being processed through the County prior to annexation and as part of a joint planning effort, City Staff and the City Council previously supported rezone of this area to RM-18. Medela Exhibits 5 and 6.

1 **II. REZONE CRITERIA – SUPPORT**

2 Rezone of the subject property is consistent with the City’s Comprehensive Plan and the  
3 criteria established by the Olympia Municipal Code (OMC). The OMC establishes the following  
4 criteria to be used when evaluating rezone requests: (1) consistency with the Comprehensive Plan  
5 (including the Plan’s Future Land Use map as described in OMC 18.59.055); (2) whether the  
6 rezone will maintain the public health, safety, or welfare; (3) consistency with other development  
7 regulations that implement the comprehensive plan; (4) whether the rezone will result in a district  
8 that is compatible with adjoining zoning districts--this may include providing a transition zone  
9 between potentially incompatible designations; and (5) whether public facilities and services  
10 existing and planned for the area are adequate and likely to be available to serve potential  
11 development allowed by the proposed zone. OMC 18.59.050.<sup>2</sup> To approve a rezone application,  
12 the Code provides the proposal must comply with evaluation criteria 1, 2, and 3. *Id.* Criteria 4  
13 and 5 require evaluation, but are not required to be met in order for the City to approve the rezone.  
14 This proposal meets each of the Code criteria, and each is discussed below.

15 **A. The Rezone Proposal is Consistent with the Comprehensive Plan (including the Plan’s**  
16 **Future Land Use Map as Described in OMC 18.59.055).**

17 In 2014, the City of Olympia updated its Comprehensive Plan and Future Land Use Map.  
18 The City’s Future Land Use Map is provided as **Attachment 3**. The subject property is located  
19 within the designated “Urban Corridor” (depicted on the map in red).<sup>3</sup> The Plan’s Urban Corridor  
20 designation “applies to certain areas in the vicinity of major arterial streets” and “[o]pportunities to  
21 live, work, shop and recreate will be located within walking distance of these areas.” City of  
22 Olympia Comprehensive Plan at 111 (2014) (Ord. 6945) (“Comprehensive Plan”).<sup>4</sup> To encourage  
23 housing within these urban corridors, and near services and businesses, Urban Corridor designated  
24

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25 <sup>2</sup> The OMC’s evaluation criteria are consistent with and based on guidance criteria set forth in the City’s  
Comprehensive Plan. City of Olympia Comprehensive Plan at 65 (2014) (Ord. 6945).

26 <sup>3</sup> For reference, a copy of the City’s Official Zoning Map is provided as Attachment 4.

27 <sup>4</sup> A copy of the City’s Comprehensive Plan is available at: <http://www.codepublishing.com/wa/olympia/> (last visited July 13, 2015), incorporated herein by this reference.

1 lands are intended to provide for a residential density of a minimum of 15 units per acre, subject to  
2 variation based on the site. *Id.* at 113. The subject property is currently developed at 1:1 density  
3 ratio. The proposed RM-18 is consistent with this Urban Corridor designation, providing for  
4 densities ranging, on average, from 8 to 18 units per acre. OMC 18.04.080 (Table 4.04).

5 The Rezone Proposal is also consistent with the Comprehensive Plan goals and policies,  
6 most notably Goal 1 (Land use patterns, densities and site designs are sustainable and support  
7 decreasing automobile reliance), Goal 11 (Adequate commercial land conveniently serves local  
8 and regional trade areas), Goal 13 (Adequate commercial land conveniently serves local and  
9 regional trade areas), and Goal 14 (Olympia's neighborhoods provide housing choices that fit the  
10 diversity of local income levels and lifestyles).

11 Below are highlights of specific polices adopted into the Comprehensive Plan supporting  
12 the goals set forth above, each of which is consistent with and furthered by the Rezone Proposal:

13 PL1.1 Ensure that new development is built at urban densities or can be  
14 readily modified to achieve those densities; and require that development lacking  
15 municipal utility service be designed to cost-effectively transform when services  
become available.

16 PL11.1 Encourage increasing the intensity and diversity of development in  
17 existing commercial areas by mixing commercial and multi-family development  
along with entertainment and cultural centers in a way that will reduce reliance on  
cars and enable people to work, shop, recreate and reside in the same area.

18 PL14.1 Establish eight gateways with civic boulevards that are entry/exit  
19 pathways along major streets to downtown Olympia and the Capitol.

20 PL14.2 Concentrate housing into three high-density Neighborhoods:  
21 Downtown Olympia, Pacific/Martin/Lilly Triangle; and the area surrounding  
22 Capital Mall. Commercial uses directly serve high-density neighborhoods and allow  
people to meet their daily needs without traveling outside their neighborhood. High-  
density neighborhoods are highly walkable. At least one-quarter of the forecasted  
growth is planned for downtown Olympia.

23 Comprehensive Plan at 68, 82, and 88. Rezoning the subject property to RM-18 aligns the  
24 property with its Urban Corridor designation, and furthers the goals and policies within the Plan.

25 Specifically addressing the goals and policies surrounding Urban Corridors, the Plan  
26 includes the following specific polices, each furthered by the Rezone Proposal:

27

1  
2 **GL13 Attractive urban corridors of mixed uses are established near  
specified major streets.**

3 PL13.1 Establish urban corridors as shown on the Future Land Use Map  
4 with potential employment and residential density to support frequent transit  
5 service, encourage pedestrian traffic between businesses, and provide a large  
customer base and minimize auto use for local trips.

6 PL13.2 Regionally coordinate urban corridor planning and improvements  
7 including public facilities and services in these areas to ensure redevelopment is  
continuous, consistent, and balanced.

8 PL13.3 Transform urban corridors into areas with excellent transit service;  
9 multi-story buildings fronting major streets with trees, benches and landscaping;  
parking lots behind buildings; and a compatible mix of residential uses close to  
commercial uses.

10 PL13.4 Establish minimum housing densities in urban corridors to support  
11 frequent transit service and sustain area businesses.

12 PL13.5 Ensure appropriate transitional land uses from high intensity land  
13 uses along the arterial streets of the urban corridors to the uses adjacent to the  
corridors; corridor redevelopment should enhance both the corridor and quality of  
life in adjacent residential neighborhoods.

14 PL13.6 Focus public intervention and incentives on encouraging housing  
15 and walking, biking and transit improvements in the portions of the urban  
16 corridors nearest downtown and other areas with substantial potential for  
17 redevelopment consistent with this Plan. These include, for example, the area  
from the Fourth Avenue/Pacific Avenue intersection east to Pattison Avenue, and  
the area near the intersection of Harrison Avenue and Division Street.

18 Comprehensive Plan at 87.

19 Consistent with the above goals and policies, the OMC describes the purpose of the RM-18  
20 zone as follows:

21 To accommodate predominantly multifamily housing, at an average maximum  
22 density of eighteen (18) units per acre, along or near (e.g., one-fourth (1/4) mile)  
23 arterial or major collector streets where such development can be arranged and  
designed to be compatible with adjoining uses; to provide for development with a  
density and configuration that facilitates effective and efficient mass transit  
service; and to enable provision of affordable housing.

24 OMC 18.04.020(B)(8). The RM-18 zone provides for not only increased density consistent with  
25 the Urban Corridor designation, OMC 18.04.080 (Table 4.04), but also for a mix of dwelling types,  
26 OMC 18.04.060(N)(1), for transitional densities to ensure compatibility with adjoining more or  
27 less intense districts, OMC 18.04.060(N)(2), for setbacks and lot sizes designed to provide for

1 thoughtful and measured transition, OMC 18.04.080(D). Excerpts from the OMC pertaining to  
2 residential districts and the RM-18 zone are provided in **Attachments 5** (OMC 18.04) and **6** (OMC  
3 18.170).

4 The RM-18 zone is directly aligned with the City's Comprehensive Plan and Future Land  
5 Use Map for this property. Applicant and the City support rezoning the property from its current  
6 Single Family Residential 4-8, to RM-18, and permitting property currently underutilized at a 1:1  
7 density, to become properly aligned with the City goals and policies adopted in its Comprehensive  
8 Plan.

9 **B. The Rezone Proposal Will Maintain the Public Health, Safety, and Welfare.**

10 The Rezone Proposal will maintain and advance public health, safety, and welfare. The  
11 Rezone Proposal furthers the public interest in channeling urban growth and densities into areas  
12 intended to accommodate them. This benefits public health, safety, and welfare by reducing  
13 reliance on automobiles and vehicles miles travelled (VMT), increasing opportunities for  
14 pedestrian and bicycle traffic, and encouraging housing in transit accessible areas and near urban  
15 corridors and Olympia's downtown core. It also channels growth out of the rural areas (with  
16 decreased services) and into the City's urban core, where new units and residents will be served by  
17 appropriate municipal level services, including fire and police, close proximity to medical  
18 services, and municipal utilities, including water and sewer.

19 The Rezone Proposal aligns with the work the City has been doing in cooperation with the  
20 Thurston Regional Planning Council (TRPC), and implements the goals and policies of the  
21 *Sustainable Thurston* project. According to *Sustainable Thurston*, Thurston County is estimated  
22 to experience a population increase county-wide of about 120,000 people by 2035, a nearly 50%  
23 increase. Based on this expected significant growth, the priority goal first identified in *Sustainable*  
24 *Thurston* provides:<sup>5</sup>

25

26 <sup>5</sup> See Thurston Regional Planning Council, *Creating Places Preserving Spaces, A Sustainable Development Plan for*  
27 *the Thurston Region* at 3 (Nov. 2013). A copy of the plan is available online at: <http://www.trpc.org/260/Sustainable-Thurston-Plan> (last visited July 13, 2015).

Priority Goal	Target	First Action Steps
Create vibrant centers, corridors, and neighborhoods while accommodating growth.	By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.	Rethink our existing land-use zoning and regulations in the urban areas to allow for greater mix of uses and densities to support efficient provision of services. Identify priority areas, begin neighborhood-level planning to create clarity about design, mix of uses, and density, and take actions. Find resources for continuing the community conversation about land-use and zoning changes.

The Rezone Proposal furthers *Sustainable Thurston's* measurable outcomes, all designed to further public health, safety and welfare, and support sound planning practices, including: (a) funneling housing into areas designated for urban growth, (b) reduction in vehicle miles traveled (VMTs), (c) funneling residential population within a quarter-mile of transit service, (d) funneling urban households to within ½ mile of services, (e) reduction in land consumption, and (f) reduction in carbon dioxide emissions (based on proximity to transit services and reduction in VMTs).<sup>6</sup>

Medela's proposal also furthers the policies and goals outlined in TRPC's Fair Housing Equity Assessment of Thurston County. As that report confirms:

There is already pent-up demand for housing amid the region's urban corridors and centers, according to a 2011 consultant study, TRPC's baseline 2035 population and employment forecast projects that retiring Baby Boomers, as well as singles and young couples without children, will continue to drive demand for such housing with transportation choices (bicycling, transit — in addition to a car) and more activity within walking distance.<sup>7</sup>

(Emphasis added). TRPC specifically noted the expected demand for new multifamily units, which units should be incentivized to be placed along the urban corridors, noting:

TRPC forecasts that by 2035-2040, about 40 percent of the demand for new homes will be for multifamily units. As demand for housing increases amid city centers and along corridors, municipal policymakers, nonprofit leaders and private developers should collaborate to ensure that there is an adequate supply of affordable and accessible housing near transit routes, basic services, parks, schools and other opportunities.<sup>8</sup>

<sup>6</sup> See TRPC, *Creating Places – Preserving Spaces* at vii.  
<sup>7</sup> Thurston Regional Planning Council, *Fair Housing Equity Assessment of Thurston County* at 7 (Final Draft, Updated Aug. 2013), available online at: <http://www.trpc.org/DocumentCenter/Home/View/668> (last visited July 13, 2015).  
<sup>8</sup> *Id.* at 10.

1 (Emphasis added).

2 Public comments have insinuated that situating a development in the vicinity of I-5 may  
3 lead to air and noise pollution issues. First, air and noise pollution studies are not typically  
4 undertaken during the rezone process. Second, no local regulations require noise studies prior to  
5 development (and certainly not at the rezone stage) or prohibit development of residential property  
6 adjacent to I-5 or to other residential property. In fact, residential districts abut I-5 throughout  
7 Olympia and Thurston County, including RM-18 districts immediately to the south of I-5 in the  
8 vicinity of the Medela property. *See also* L. Palazzi, Summary Report (Jan. 10, 2013) (Medela  
9 Exhibit No. 11).

10 Rezone of the subject property will maintain public, health, safety, and welfare, and  
11 advance the goals and policies of the City's Comprehensive Plan in this regard.

12 **C. The Rezone Proposal is Consistent with Other Development Regulations that**  
13 **Implement the Comprehensive Plan.**

14 The Rezone Proposal is consistent with other City development regulations that implement  
15 the City's Comprehensive Plan. Medela's application is consistent with City development  
16 regulations and rezone criteria, including OMC 18.59. The City has complied with SEPA.

17 On June 1, 2015, the City issued a SEPA Determination of Nonsignificance (DNS),  
18 concluding that the non-project proposal would not have a probable significant adverse impact on  
19 the environment. The City's DNS states that when any project-specific proposal is put forth for  
20 development of the site, such project will be subject to appropriate further environmental review  
21 and mitigation as necessary to ensure that significant adverse impacts do not result.

22 Additional City development regulations that serve to implement the Comprehensive Plan  
23 include, without limitation, OMC 18.04 (Residential Districts), OMC 18.06 (Commercial  
24 Districts), OMC 18.100 (Design Review), and OMC 18.170 (Multi-Family Residential). These  
25 development regulations would govern and control development of the subject property and ensure  
26 such development is consistent with the City requirements, as now exist or may be amended, and  
27 provide for measured development of the property. As only a rezone of the property is before the

1 City now, issues regarding future development of the property will be addressed at the time of  
2 project submittal.

3 **D. The Rezone Proposal will Result in a District that is Compatible with Adjoining**  
4 **Zoning Districts (Which May Include Transitioning).**

5 The Rezone Proposal is not only located in an area already designated for future land use  
6 as an urban corridor, supporting the very type of rezone proposed, but such rezone is compatible  
7 with the existing adjoining zoning districts. On three of four sides, the subject property is abutted  
8 by more intense zones. On the side abutted by a less intense zone, City code provides for  
9 transitioning of intensity.<sup>9</sup>

10 1. The RM-18 zone is compatible with neighboring zoning districts.

11 The subject property is already bordered on the east by the General Commercial (GC) and  
12 the High Density Corridor 4 (HDC-4) zoning districts, on the north by the GC zone, and on the  
13 south by Interstate 5 (I-5) and across I-5 by mixed residential zoning, including RM-18, as  
14 requested here, R 6-12 and R 4-8, and on the west by R 4-8. In short, the property is already  
15 adjacent to and bordered by high density and mixed-use zones, zones that are more intense than  
16 the RM-18 proposed.

17 The adjacent GC zone, which borders the property on the north and the east, already  
18 specifically provides for, as permitted uses: apartments, multi-family, duplexes, boarding houses,  
19 and group homes.<sup>10</sup> See Current Zoning Map and Future Land Use Map (**Attachments 3 and 4**).  
20 Further, in addition to these residential uses, the GC zone also permits drinking establishments,  
21 restaurants, warehousing, business offices, theaters, recycling facilities, and adult oriented  
22 businesses, among other assorted residential, business and commercial purposes.<sup>11</sup> These adjacent  
23 GC permitted uses are unquestionably more intense than what is permitted under the proposed  
24 RM-18 zone. The GC zone permits building heights of four stories, and up to 60', reduced to 3  
25

26 <sup>9</sup> See copies of area maps attached as Attachment 1 and the City's Official Zoning Map attached as Attachment 4.

27 <sup>10</sup> OMC 18.06.040 (Table 6.01).

<sup>11</sup> *Id.*

1 stories and 35' if within 100' of certain residential districts, heights at or well in excess of that  
2 permitted under the proposed RM-18 zone.<sup>12</sup>

3 Similarly, the adjacent HDC-4 zone (already within the City of Olympia's municipal  
4 boundaries), which borders the property on the east, provides for similar high intensity mixed uses,  
5 including apartments, multi-family, duplexes, townhouses, co-housing, and others, as well as  
6 commercial uses such as drinking establishments, restaurants, wholesaling businesses, business  
7 offices, theaters, retail stores, food stores, and others.<sup>13</sup> These adjacent HDC-4 permitted uses are  
8 unquestionably more intense than what is permitted under the proposed RM-18 zone. The HDC-4  
9 permits building heights of up to 60' or 70' depending on certain conditions, also reduced down to  
10 35' for that portion of the property within 100' of certain residential districts, again heights at or  
11 well in excess of that permitted under the proposed RM-18 zone.<sup>14</sup>

12 To the west (and outside the Urban Corridor designation) is property that remains  
13 designated as a low-density district, and is zoned Single-Family Residential 4-8 (R 4-8). A  
14 majority of this district is located across Boulevard Road (a major arterial) and includes allowed  
15 densities of 8 units per acre, including, as permitted uses, single-family residential, cottage  
16 housing, and townhouses. The OMC's zoning and development regulations applicable to RM-18  
17 provide for measured transitions to provide for compatibility with adjoining districts.

18 The subject property (currently zoned R 4-8) is already bordered by GC zone and HDC-4  
19 zone. The RM-18 zoning designation will not only further the goals and policies of the Urban  
20 Corridor designation, but will provide for a more appropriate buffer and transition between the  
21 R 4-8 zone and these high density commercial zoning districts. The Rezone Proposal will result in  
22 a district that is compatible with adjoining zoning districts.

23 2. The RM-18 zone includes safeguards to foster compatibility and transitioning.

24 The RM-18 zone is not only less intense than a majority of its adjacent zoning districts and  
25 consistent with the City's Comprehensive Plan, but is specifically designed to assure thoughtful

26 <sup>12</sup> OMC 18.06.080 (Table 6.02).

27 <sup>13</sup> OMC 18.06.040 (Table 6.01).

<sup>14</sup> OMC 18.06.080 (Table 6.02).

1 and compatible developments. As the Code provides, the RM-18 zone is designed to provide for  
2 mixed-use housing near arterials and urban corridors while providing such development may be  
3 arranged and designed to be compatible with adjoining uses.<sup>15</sup> Specifically:

4 • Limits Building Heights. The RM-18 zone limits building heights to a maximum  
5 height of 35 feet, less for accessory buildings and cottages. This 35' height limit in the RM-18  
6 zone is the same height limit as already exists in the current R 4-8 zoning. The 35' height limit in  
7 the proposed RM-18 zone is also less than the conditional 75' height allowed in the immediately  
8 adjacent GC and the MDC-4 zones.<sup>16</sup> The 35' height limit in the RM-18 zone is less than the 45'  
9 height allowed in both the MR 7-13 and MR 10-18 zone.<sup>17</sup>

10 • Transitional Housing Types. To assure compatibility with neighboring zoning  
11 districts and existing neighborhoods, the RM-18 zone requires detached single-family houses or  
12 duplexes be located along the perimeter for projects in excess of 5 acres, that are across the street  
13 from existing single-family homes, OMC 18.04.060(14)(b), or together with, other existing or  
14 proposed landscaping, screening, or buffers that provide an effective transition between uses.

15 • Compatible Density and Setbacks. To assure compatibility with neighboring  
16 zoning districts and existing neighborhoods, the RM-18 zone requires the square footage and lot  
17 widths to be no less than 85% in the adjoining lower density district and requires rear yard  
18 setbacks of no less than the required setbacks in the adjoining lower density district.<sup>18</sup>

19 • Required Open Space. The RM-18 requires a minimum reservation of 30% open  
20 space, which open space must be devoted to native vegetation, landscaping, and/or outdoor  
21 recreational facilities.<sup>19</sup>

22  
23  
24  
25 <sup>15</sup> OMC 18.04.020(B)(8).

26 <sup>16</sup> OMC 18.04.080 (Table 4.04).

27 <sup>17</sup> OMC 18.04.080 (Table 4.04).

<sup>18</sup> OMC 18.04.080(D).

<sup>19</sup> OMC 18.04.080 (Table 4.04); OMC 18.04.080(J).

1 • Landscape Screening. Any multi-family development under the RM-18 zone will  
2 require appropriate and adequate screening, through landscape enhancement and other approved  
3 measures, to provide for site compatibility.<sup>20</sup>

4 Excerpts from the OMC pertaining to transitioning applicable to development under RM-  
5 18 zone are provided in **Attachments 5 and 6**.

6 Taken together, the RM-18 furthers the City planning goals, is less intense than the  
7 majority of existing zoning for adjacent property, and is designed to ensure compatibility with any  
8 lower intensity adjacent uses. Further, transition elements in the City code already provide for  
9 design elements intended to minimize any appearance of scale differences between project  
10 building in the new zone and existing neighborhood buildings. *See* OMC 18.170.100.

11 **E. Public Facilities and Services Existing and Planned for the Area are Adequate**  
12 **and Likely to be Available to Serve Potential Development Allowed by the**  
13 **Proposed Zone.**

14 This proposal is a non-project rezone only. There is no associated specific project proposal  
15 at this time. Accordingly, the specific impacts of any future development of the property will be  
16 considered at the time a specific project is proposed, including any impacts to and the sufficiency  
17 of public facilities and services.

18 However, public facilities and services existing and planned for the area are adequate, and  
19 are likely to be available to serve potential development. The required municipal utility  
20 infrastructure (sewer, water, and power) is already in place and the property is served by municipal  
21 utilities in line with its urban character. Those services are available to and able to serve future  
22 development of the property. The properties' access to existing City utility infrastructure and  
23 long-term connection to municipal water facilitates environmental protection of water resources  
24 and water quality by moving away from individual septic and the possibility of the proliferation of  
25 permit exempt wells, and ensuring municipal utilities. The property is within walking distance of  
26 a City owned park (Lions Park) and the new Olympia Regional Learning Academy (ORLA). It

27 <sup>20</sup> *See* OMC 18.04.090; *see also* OMC 18.36 (Landscaping and Screening); *see also* OMC 18.100 (Design Review).

1 also connects readily to regional bicycle paths and City bicycle corridors, as well as established  
2 transit routes. **Attachments 7 and 8.**

3 City planning staff has commented that any street upgrades, as part of any actual project  
4 proposal, can be accommodated within existing rights-of-way or within the project site itself as  
5 part of project development. Appropriate impact fees (including any impacts for transportation,  
6 parks, and school facilities) and other considerations would be addressed at the time of a future  
7 project proposal. A Traffic Impact Analysis (TIA) will be required at the time of a project-specific  
8 development application and review.<sup>21</sup>

9 The site is well situated near the City's urban core and urban corridor designated area, and  
10 public facilities and services are adequate and likely to be available to serve potential development  
11 allowed under the rezone.

#### 12 IV. EXHIBITS

13 The Applicant submits herewith exhibits, and offers the same in support of the rezone.  
14 Those exhibits, including reports, are incorporated herein by this reference.

#### 15 V. CONCLUSION

16 Medela respectfully requests the Examiner recommend the City Council approve the  
17 Rezone Proposal. The rezone would further the goals and policies in the City's Comprehensive  
18 Plan, and allow this starkly underutilized property to be planned for and developed consistent with  
19 its Urban Corridor designation, and in furtherance of the City's long-range planning goals.

20 DATED this 13<sup>th</sup> day of July 2015.

21 CASCADIA LAW GROUP PLLC

22 

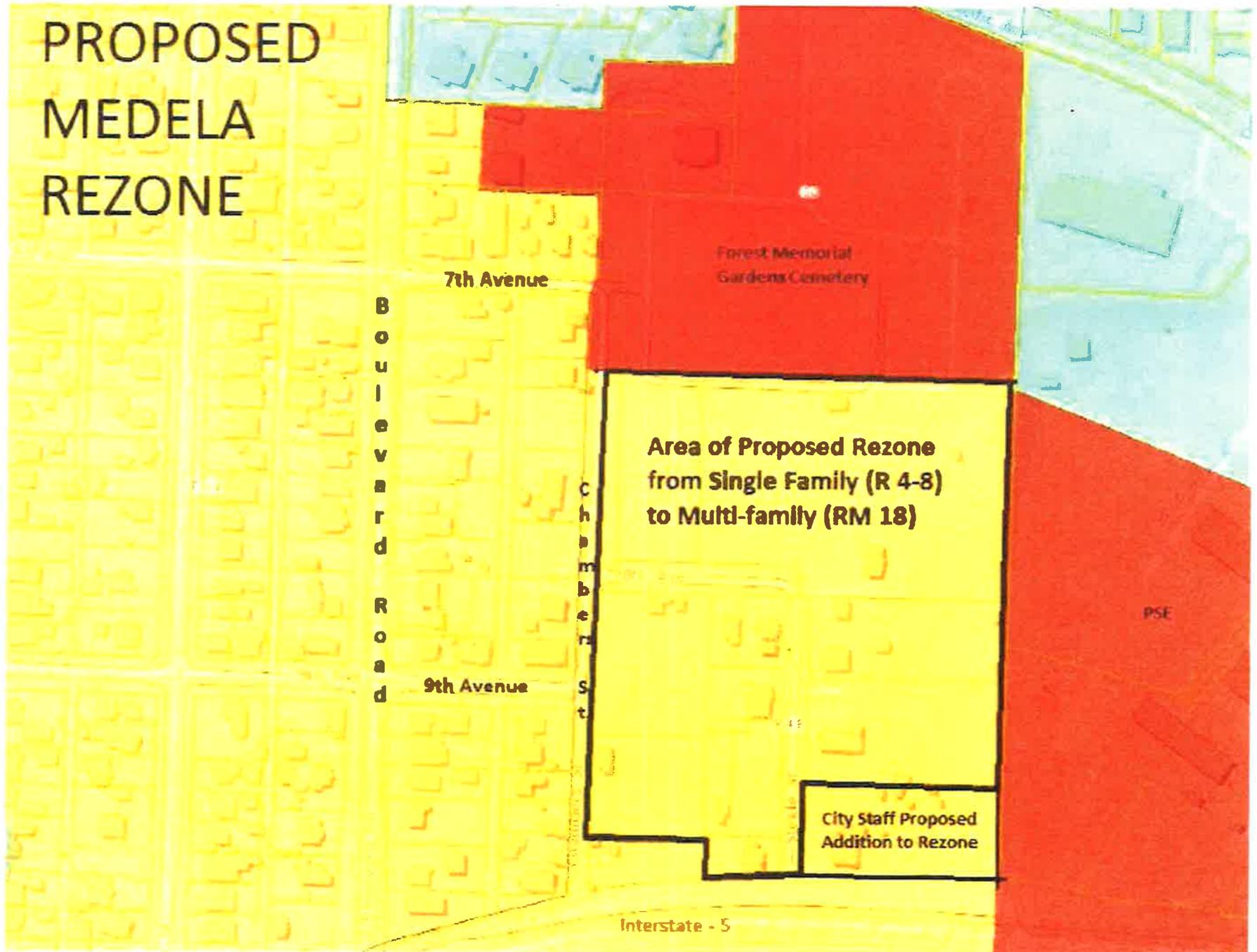
23 \_\_\_\_\_  
24 Joseph A. Rehberger, WSBA No. 35556

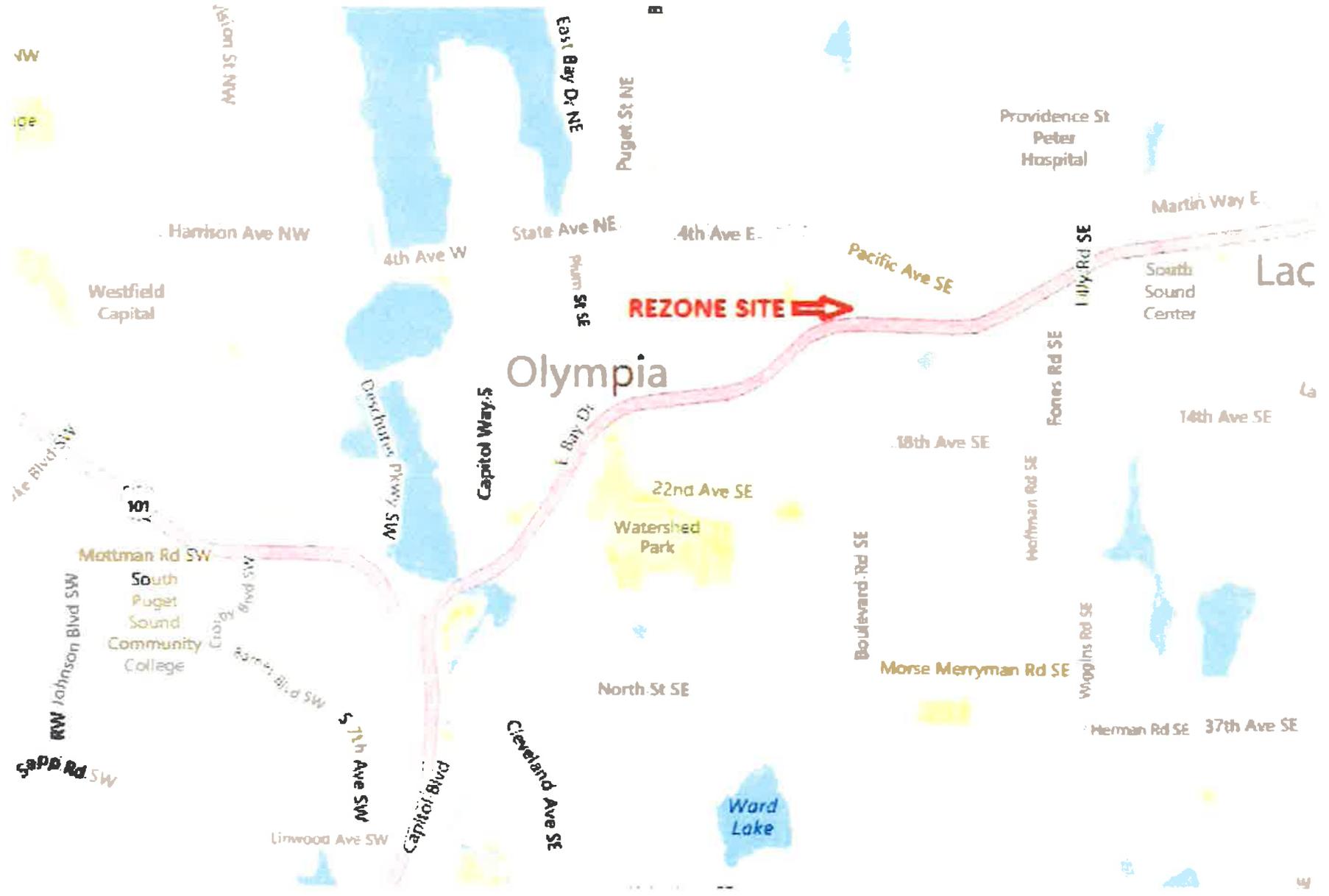
25 Attorneys for Applicant Medela Group, LLC

26 \_\_\_\_\_  
27 <sup>21</sup> See *Spokane County v. Eastern Wash. Growth Mgmt. Hearings Bd.*, 173 Wn. App. 310 (2013) (development impacts, including transportation related impacts, are properly considered at the project level review, and not at the non-project planning phase).

# **ATTACHMENT 1**

# PROPOSED MEDELA REZONE





**MEDELA REZONE VICINITY MAP**



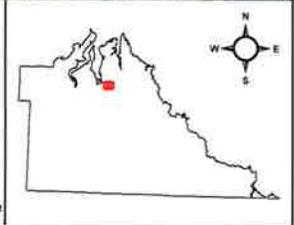
**Applicant:**  
Ron Niemi/Woodard Bay Works, Inc

**Amendment:**  
Residential 4 to 8 Units Per Acre to Residential Multifamily 18

**Project Info:**  
9 +/- Acres

**Application #:**  
2009103063

Thurston County Planning Department  
Map Created on 24 June 2010 - jfb



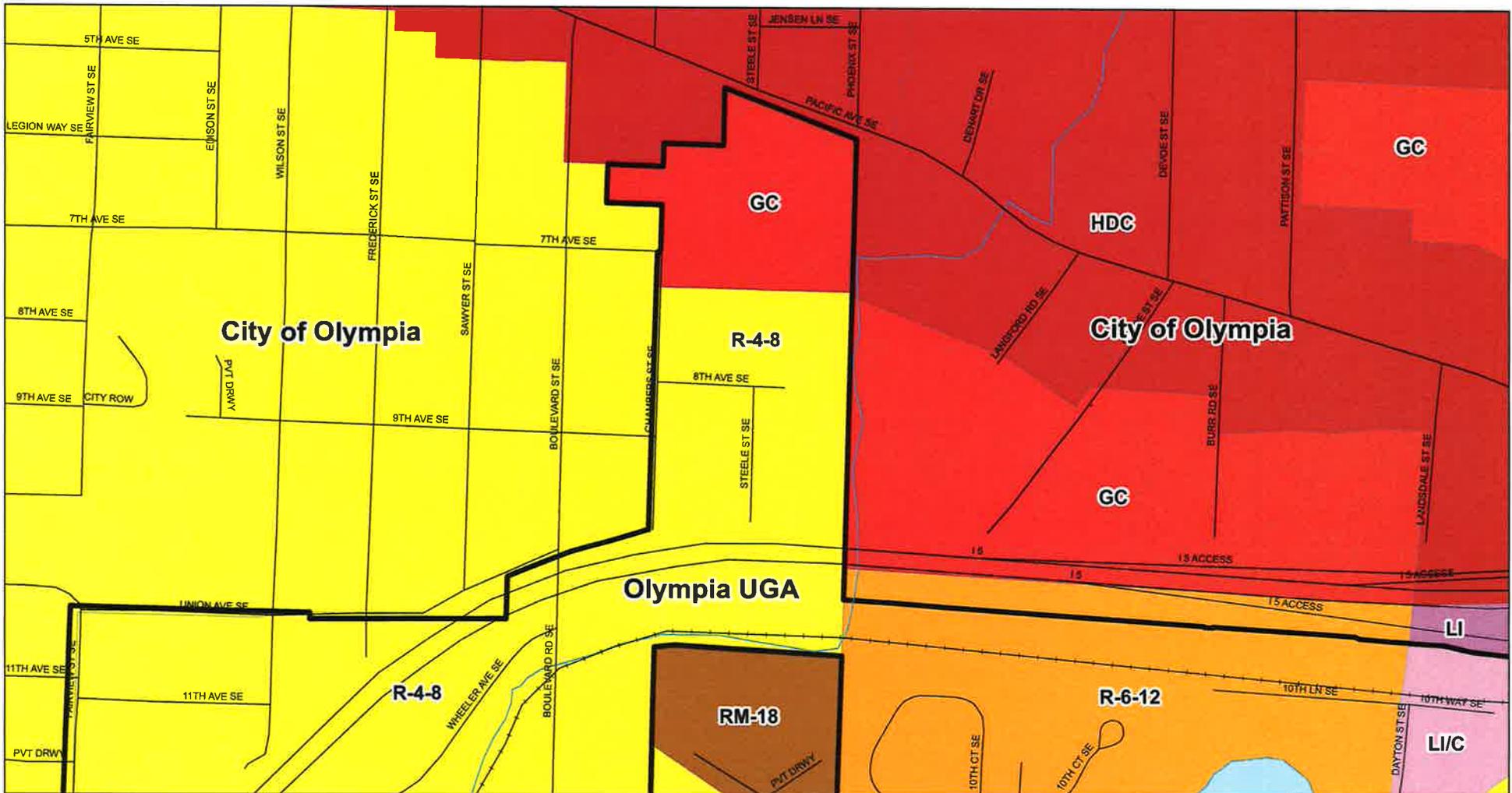
**2009 Aerial Photos**



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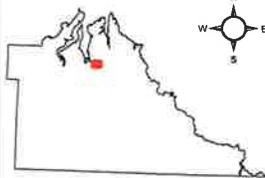


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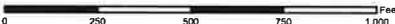
**Project Info:**  
9 +/- Acres

**Application #:**  
2009103063



**Olympia UGA Zoning**

- R-4-8 - Residential 4-8
- R-6-12 - Residential 6-12
- LI-C - Light Industrial-Commercial
- GC - General Commercial



**City of Olympia Zoning**

- R-4-8 - Residential 4-8
- R-6-12 - Residential 6-12
- RM-18 - Residential Multifamily 18
- LI - Light Industrial
- GC - General Commercial
- HDC - High Density Corridor



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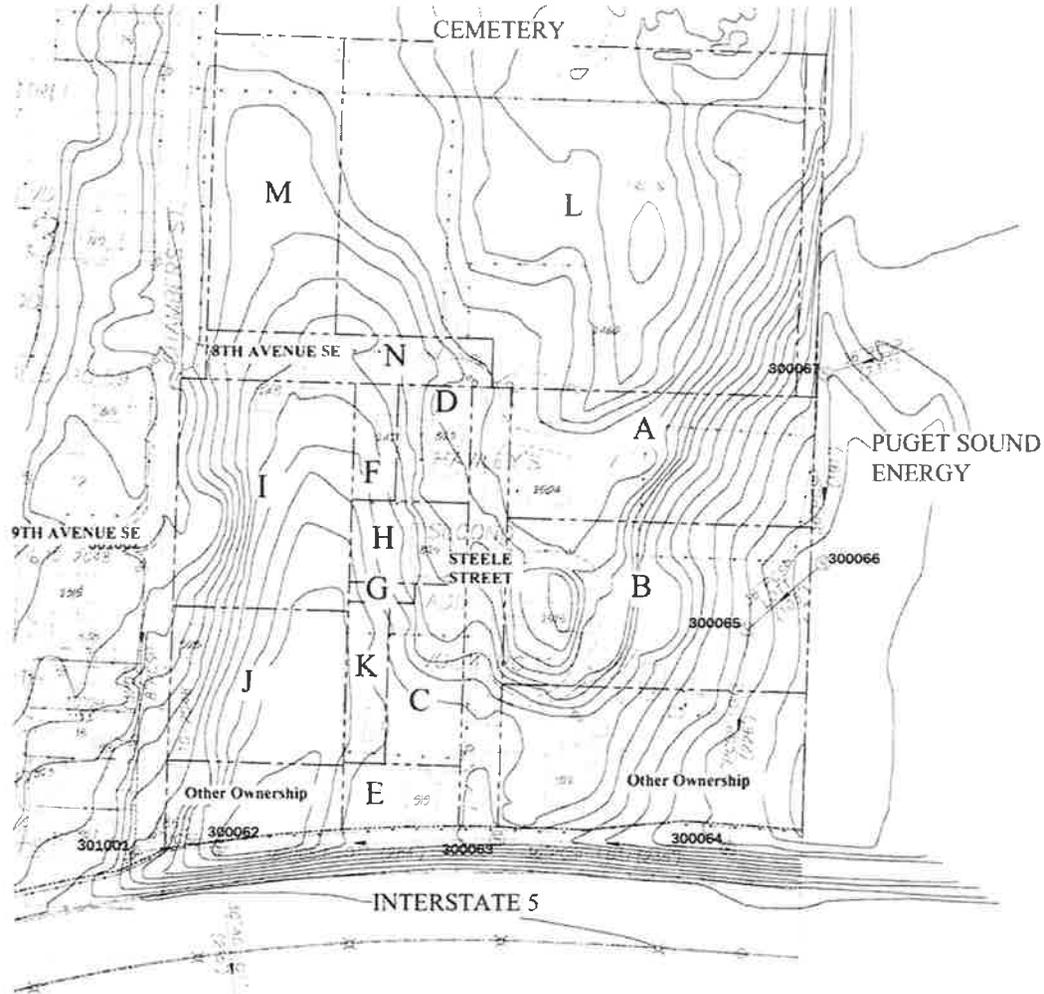
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**AFFECTED TAX PARCELS:**

A.	09480045000	0.65 Acre
B.	09480046000	1.19 Acre
C.	09480048000	0.27 Acre
D.	09480049000	0.19 Acre
E.	09480050000	0.21 Acre
F.	09480051000	0.16 Acre
G.	09480052000	0.07 Acre
H.	09480053000	0.25 Acre
I.	09480054000	0.89 Acre
J.	09480056000	0.65 Acre
K.	09480057000	0.33 Acre
L.	52900100100	3.27 Acre
M.	52900200900	0.75 Acre
N.	52900200700	0.13 Acre
Total # Parcels = 14		
Total Acreage = 9.01		

**PROPOSED ZONING RM-18**

"Residential Multifamily Eighteen Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen units per acre, along or near (e.g., one-fourth mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing."



**SITE PLAN**  
SCALE: 1" = 100'

\P:\Projects\2009\091000\091000\_SitePlan.dwg - 10/10/2009 10:00:00 AM - 10/10/2009 10:00:00 AM - 10/10/2009 10:00:00 AM - 10/10/2009 10:00:00 AM



**MEDELA GROUP LLC**

**ENGINEERING**  
TECHNICAL SERVICES, INC.  
1000 1st Avenue, Suite 200, Seattle, WA 98101  
Tel: 206.461.1111 Fax: 206.461.1112  
www.mtsinc.com

**SITE PLAN**  
Project: 091000

Drawn: R.C.T.  
Designer:  
Date: 09-30-09  
LAU File: 091000

**SP1.0**

# Thurston County Map

## LEGEND

-  Major Roads
-  Roads
-  Streams
-  Contours
-  Wetlands
-  Wetland Buffers
-  Flood Zones
-  Water Bodies
-  Zoning
-  Cities
-  Parcels



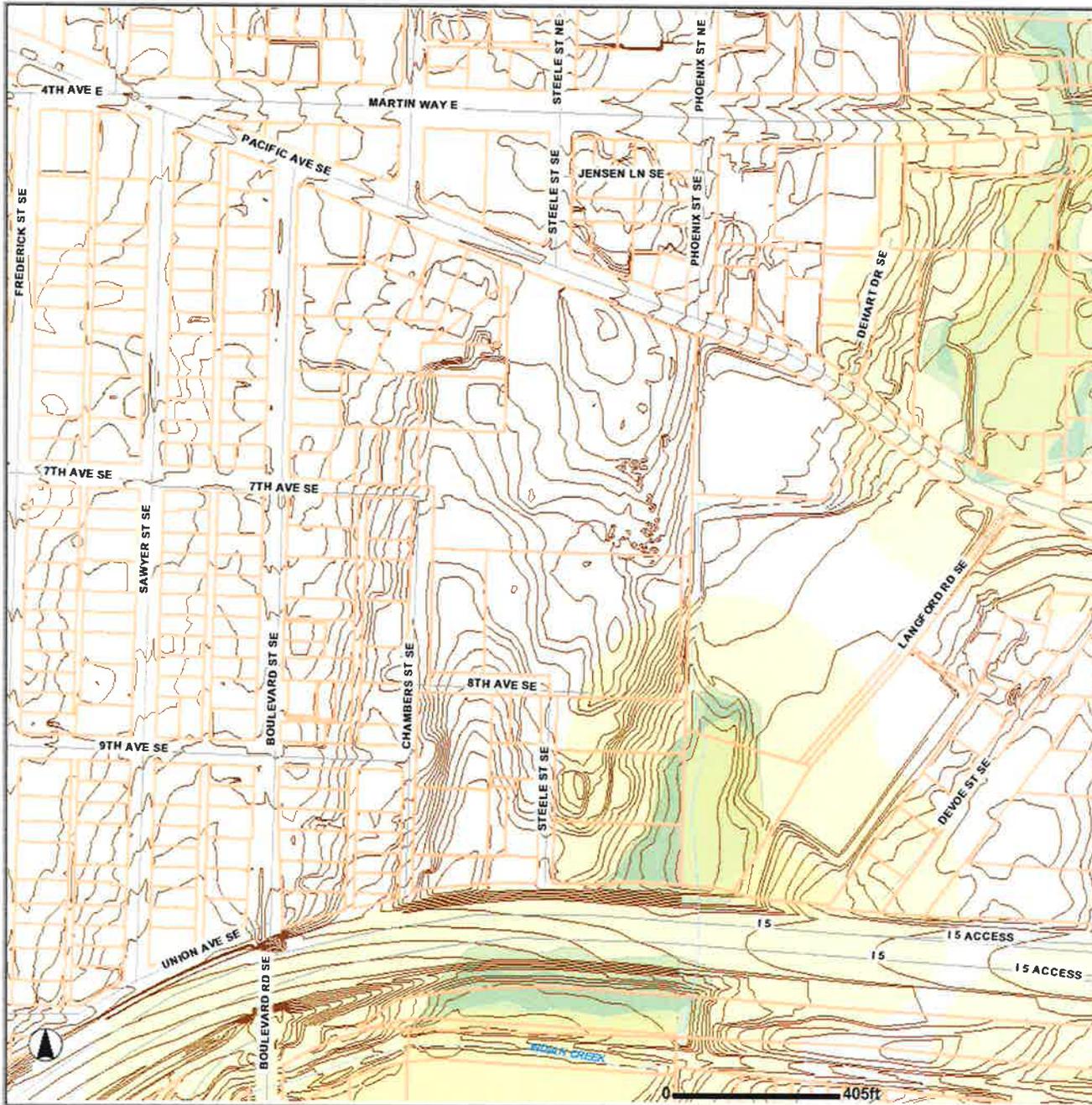
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# Thurston County Map

## LEGEND

- |   |  |
|---|--|
|  Major Roads     |  Flood Zones  |
|  Roads           |  Water Bodies |
|  Streams         |  Zoning       |
|  Contours        |  Cities       |
|  Wetlands        |  Parcels      |
|  Wetland Buffers |  |



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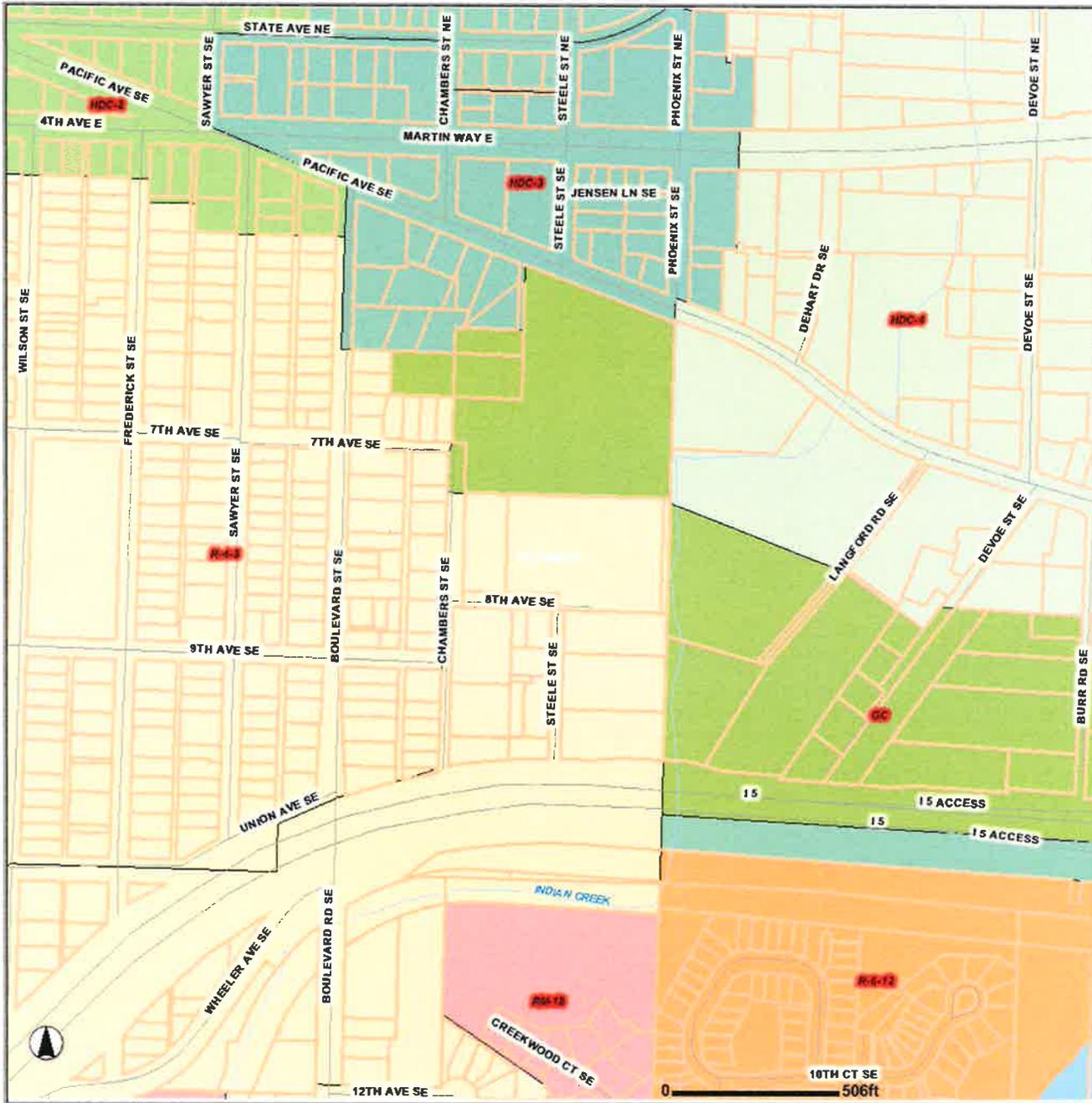
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 Olympia, WA 98502-6031

# Thurston County Map

## LEGEND

-  Major Roads
-  Roads
-  Streams
-  Contours
-  Wetlands
-  Wetland Buffers
-  Flood Zones
-  Water Bodies
-  Zoning
-  Cities
-  Parcels



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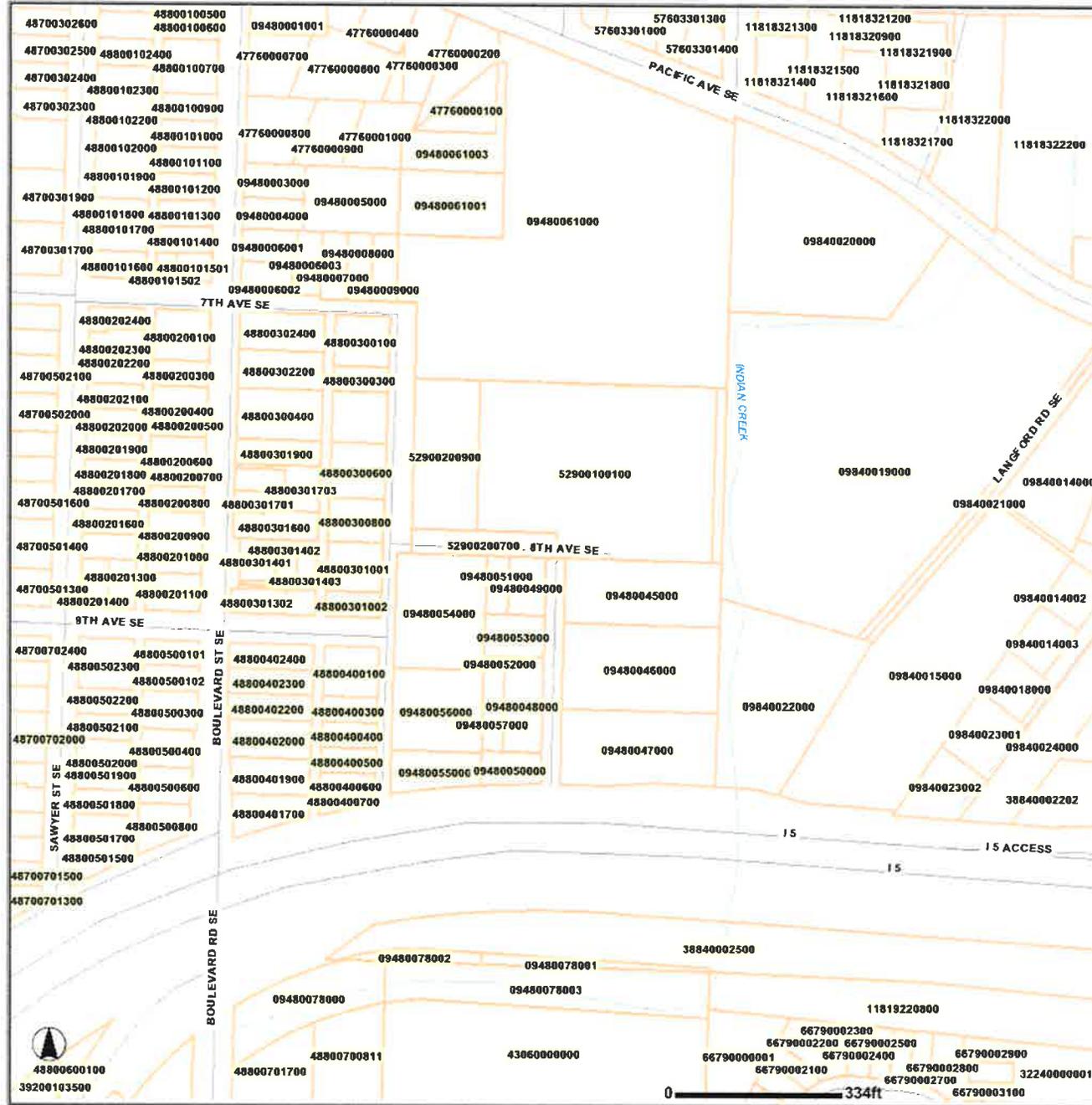
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# Thurston County Map

## LEGEND

-  Major Roads
-  Roads
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# **ATTACHMENT 2**









# **ATTACHMENT 3**

# Future Land Use

Publication Date: 12/18/2014 Effective Date: 12/23/2014

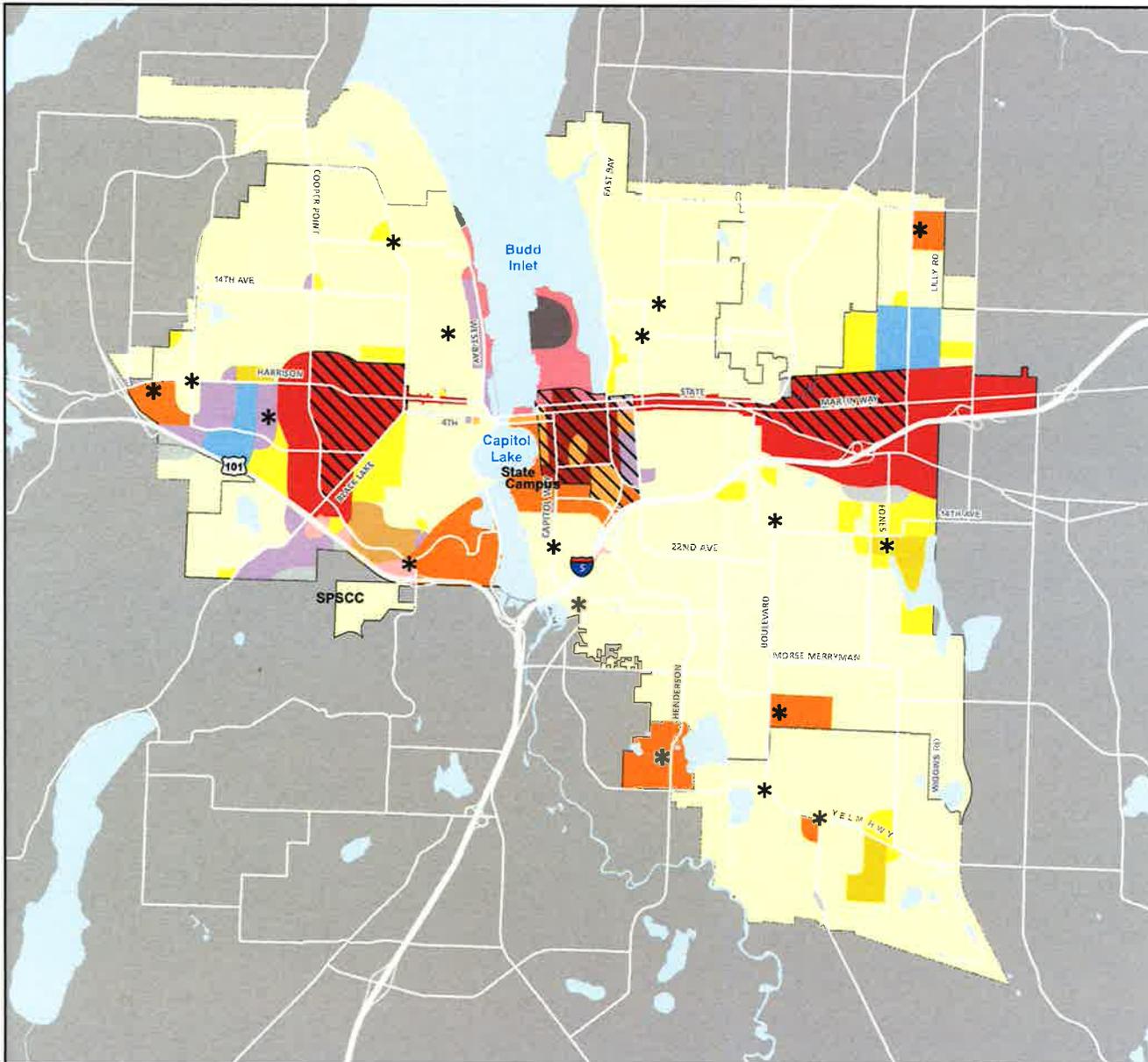
## Ordinance #6945

-  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

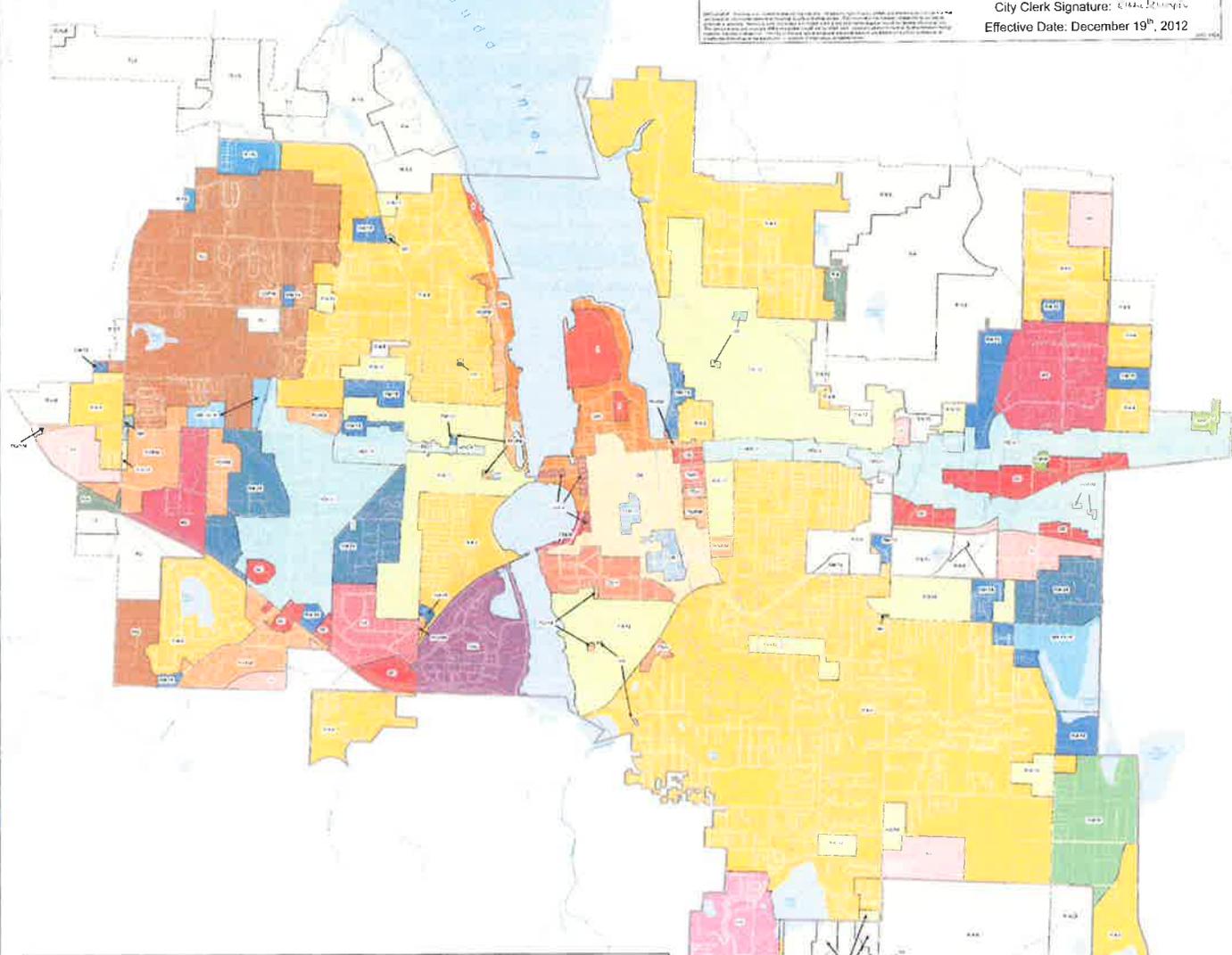


0 0.5 1  
Miles

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# **ATTACHMENT 4**



## Zoning Map Legend

	Olympia City Limits		RESIDENTIAL 1 UNIT PER 5 ACRE
	Urban Growth Area		MIXED RESIDENTIAL 7-13 UNITS
<b>Zone Name</b>			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

# **ATTACHMENT 5**

Chapter 18.04  
RESIDENTIAL DISTRICTS

18.04.000 Chapter Contents

Sections:

- 18.04.020 Purposes.
- 18.04.040 Permitted, conditional, and prohibited uses.
- 18.04.060 Residential districts' use standards.
- 18.04.080 Residential districts' development standards.
- 18.04.090 Additional regulations.

**18.04.020 Purposes**

- A. The general purposes of the residential districts contained in this chapter are as follows:
1. To provide a sustainable residential development pattern for future generations.
  2. To encourage development of attractive residential areas that provide a sense of community and contain a variety of housing types to accommodate different lifestyles and household sizes.
  3. To maintain or improve the character, appearance, and livability of established neighborhoods by protecting them from incompatible uses, excessive noise, illumination, glare, odor, and similar significant nuisances.
  4. To establish a compact growth pattern to efficiently use the remaining developable land; enable cost effective extension and maintenance of utilities, streets and mass transit; and enable development of affordable housing.
  5. To enable community residents to reside and work within walking or bicycling distance of mass transit, employment centers, and businesses offering needed goods and services in order to reduce traffic congestion, energy consumption, and air pollution.
  6. To provide for development of neighborhoods with attractive, well connected streets, sidewalks, and trails that enable convenient, direct access to neighborhood centers, parks, and transit stops.
  7. To ensure adequate light, air, and readily accessible open space for each dwelling unit in order to maintain public health, safety, and welfare.
  8. To ensure the compatibility of dissimilar adjoining land uses.
  9. To protect or enhance the character of historic structures and areas.
  10. To provide residential areas of sufficient size and density to accommodate the city's projected population growth, consistent with Section 36.70A.110, RCW.
  11. To preserve or enhance environmental quality and protect ground water used as a public water source from contamination.
  12. To minimize the potential for significant flooding and allow recharge of ground water.
  13. To allow innovative approaches for providing housing, consistent with the policies of the Comprehensive Plan.
  14. To ensure that development without municipal utilities is at a density and in a configuration that enables cost effective urban density development when municipal utilities become available.
- B. The additional purposes of each individual residential district are as follows:
1. Residential - 1 Unit Per 5 Acres. This designation provides for low-density residential development in designated sensitive drainage basins in a manner that protects aquatic habitat from degradation.
  2. Residential Low Impact (RLI). To accommodate some residential development within sensitive drainage basis at densities averaging from two (2) to four (4) units per acre, provided that the development configuration avoids stormwater and aquatic habitat impacts.
  3. Residential - 4 Units per Acre (R-4 and R-4CB). To accommodate residential development in areas sensitive to stormwater runoff in a manner and at a density (up to four (4) units per acre) that avoids stormwater related problems (e.g., flooding and degradation of environmentally Critical Areas).
  4. Residential 4-8 Units per Acre (R 4-8). To accommodate single-family houses and townhouses at densities ranging from a minimum of four (4) units per acre to a maximum of eight (8) units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhoods.
  5. Residential 6-12 Units per Acre (R 6-12). To accommodate single-family houses, duplexes and townhouses, at densities between six (6) and twelve (12) units per acre, in locations with frequent mass transit service (existing or planned). This includes areas along or near (e.g., within one-fourth (¼) mile) arterial and major collector streets. Parcels located in the High Density Corridor Transition Area are allowed triplex and fourplex housing types (18.04.060(FF)).
  6. Mixed Residential 7-13 Units per Acre (MR 7-13). To accommodate a compatible mixture of houses, duplexes, townhouses, and apartments in integrated developments with densities averaging between seven (7) and thirteen (13) units per acre; to provide a broad range of housing opportunities; to provide a variety of housing types and styles; and to provide for development with a density and configuration that facilitates effective and efficient mass transit service. This district generally consists of parcels along arterial or collector streets of sufficient size to enable development of a variety of housing types.
  7. Mixed Residential 10-18 Units per Acre (MR 10-18). To accommodate a compatible mixture of single-family and multifamily dwellings in integrated

developments close to major shopping and/or employment areas (at densities averaging between ten (10) and eighteen (18) units per acre); to provide a variety of housing types and styles; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; to provide opportunities for people to live close to work and shopping in order to reduce the number and length of automobile trips; and to enable provision of affordable housing.

8. Residential Multifamily - 18 Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen (18) units per acre, along or near (e.g., one-fourth (¼) mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.

9. Residential Multifamily - 24 Units per Acre (RM-24). To accommodate predominantly multifamily housing, at an average maximum density of twenty-four (24) units per acre, in locations close (e.g., one-fourth (¼) mile) to major employment and/or shopping areas; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.

10. Residential Multifamily - High Rise (RMH). To accommodate multifamily housing in multistory structures near the State Capitol Campus; to provide opportunities for people to live close to work, shopping, services and a major mass transit hub; to create a desirable living environment for residents of the district; and to ensure that new high rise buildings incorporate features which reduce their perceived scale and allow sunlight to reach street level.

11. Residential Mixed Use (RMU). To accommodate attractive, high-density housing, pedestrian oriented commercial and mixed-use development which reinforces downtown's historic character; to provide for coordinated pedestrian amenities; to preserve viable downtown housing; to enable businesses to locate within walking distance of residences and offices; to provide a transition between commercial and residential districts; and to require new high rise buildings to incorporate features which reduce their perceived scale and allow sunlight to reach street level.

12. Urban Residential (UR). To accommodate multifamily housing in multistory structures in or near the State Capitol Campus; downtown, High Density Corridor, or other activity center areas; to provide opportunities for people to live close to work, shopping, and services; to help achieve City density goals, to create or maintain a desirable urban living environment for residents of the district; and to ensure that new urban residential buildings incorporate features which encourage walking and add interest to the urban environment.

13. Manufactured Housing Park (MHP). To accommodate mobile homes and manufactured housing in mobile/manufactured housing parks; to accommodate manufactured housing on individual lots; to accommodate single-family houses, duplexes and townhouses, at densities between five (5) and twelve (12) units per acre, in locations with frequent mass transit service (existing or planned). This includes areas along or near (e.g., within one-fourth (1/4) mile) arterial and major collector streets.

(Ord. 6594 §4, 2008; Ord. 6517 §7, 2007; Ord. 6404 §1, 2006; Ord. 6323 §2, 2004; Ord. 6140 §16, 2001; Ord. 5661 §6, 1996; Ord. 5517 §1, 1995).

**18.04.040 TABLES: Permitted and Conditional Uses**

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R4-8	R6-12	MR7-13	MR10-18	RM18	RM24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
District-Wide Regulations						18.04.060 (FF)	18.04.060 (N,Q)	18.04.060 (N,Q)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N,BB)		18.04.060 (N)	
<b>1. SINGLE-FAMILY HOUSING</b>															
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(A)
Co-Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(F) 18.04.060(FF)
Cottage Housing				P	P	P	P	P	P	P	P	P	P	P	18.04.060(H) 18.04.060(FF)
Manufactured/Mobile Home Parks (Rental Spaces)								C	C	C			C		18.04.060(P)
Manufactured Homes	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(O) 18.04.060(FF)
Single-family Residences	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(FF)
Townhouses	P	P		P	P	P	P	P	P	P	P	P	P	P	18.04.060(FF) 18.64
<b>2. MULTIFAMILY HOUSING</b>															
Apartments				P			P	P	P	P	P	P		P	18.04.060(N) 18.04.060(FF)
Boarding Homes				P				P	P	P					
Dormitories	P			P				P	P	P	P	P		P	
Duplexes - Existing	P	P		P	P	P	P	P	P	P	P	P	P	P	18.04.060(J)
Duplexes	P		P	P		P	P	P	P	P	P	P	P	P	18.04.060(FF)
Triplexes & Fourplexes			P			18.04.060 (FF)			P						



<b>6. AGRICULTURAL USES</b>															
Agricultural Uses	P	P	P	P	P	P	P	P	P	P				P	
Greenhouses, Bulb Farms	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(G)
<b>7. TEMPORARY USES</b>															
Emergency Housing	P	P	P	P	P	P	P	P	P	P				P	18.04.060(EF)
Model Homes	P	P	P	P	P	P	P	P	P	P	P			P	18.04.060(EF)
Residence Rented for Social Event, 6 times or less in 1 year	P	P	P	P	P	P	P	P	P	P	P			P	18.04.060(EF)
Wireless Communication Facility	P	P		P	P	P	P	P	P	P	P	P	P	P	18.44.060
<b>8. OTHER</b>															
Animals	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(C)
Cemeteries		C	C		C	C	C	C	C	C				C	18.04.060(E)
Community Clubhouses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Crisis Intervention	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(I)
Fraternal Organizations												P	P		C
Historic House Museum		C	C	C	C	C	C	C	C	C	C	C	C	C	
Parking Lots and Structures				C								P	P		18.38.220 and .240
Places of Worship	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(U)
Public Facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(V)
Public Facilities - Essential	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(W)
Radio, Television and Other Communication Towers	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.44.100
Schools	C			C	C	C	C	C	C	C	C			C	18.04.060(DD)
Mineral Extraction - Existing					C		C								18.04.060(J)
Utility Facility	P/C	18.04.060(X)													
Wireless Communication Facilities	P/C	18.44													
Workshops for Disabled People	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(R)

**LEGEND**

- P = Permitted Use
- C = Conditional Use
- R-4 = Residential - 4
- R 4-8 = Residential 4-8
- R 6-12 = Residential 6-12
- RLI = Residential Low Impact
- MR 10-18 = Mixed Residential 10-18
- RM 18 = Residential Multifamily - 18
- MR 7-13 = Mixed Residential 7-13
- RMH = Residential Multifamily High Rise
- RMU = Residential Mixed Use
- RM 24 = Residential Multifamily - 24
- UR = Urban Residential

(Ord. 6759 §2, 2011; Ord. 6594 §5, 2008; Ord. 6592 §2, 2008; Ord. 6517 §8, 2007; Ord. 6404 §2, 2006).

**18.04.040 Permitted, conditional and prohibited uses**

A. Permitted and Conditional Uses. Table 4.01, Permitted and Conditional Uses, identifies land uses in the commercial districts which are permitted outright (P) or subject to a Conditional Use Permit (C). The applicable requirements for these uses and activities are identified by a number referencing the list of use regulations under Section 18.04.060, Use Standards. Numbers listed under the heading Applicable Regulations apply to the corresponding land use in all of the residential districts. Regulations that pertain only to a specific use in a specific district are identified by a number in the space corresponding to that use and district. (Also see Section 18.04.080, Development Standards, and Chapter 18.48, Conditional Uses.)

B. Prohibited and Unspecified Uses. Land uses which are not listed in Table 4.01 as permitted or conditional uses are prohibited. However, the Director of Community Planning and Development may authorize unlisted uses consistent with Section 18.02.080, Interpretations.

In addition to those uses prohibited by Table 4.01, the following uses are prohibited in these districts:

1. All Residential Districts.
  - a. Adult oriented businesses (see Chapter 18.02, Definitions).
  - b. Mobile homes, except in approved mobile home/manufactured home parks or when used as emergency housing or contractors' offices consistent with Section 18.04.060(EF), Temporary Uses.

west side of the 300 and 400 blocks of West Bay Drive Northwest. No equipment or material shall be stored on any exterior portion of the premises.

- j. Home occupations shall emit no noise, vibration, smoke, dust, odor, heat glare, fumes, electrical interference, pollutants or waste products detrimental to the environment, public safety or neighborhood, beyond those normally emanating from residential uses.
- k. Home occupations shall comply with all applicable local, state or federal regulations. Requirements or permission granted or implied by this section shall not be construed as an exemption from such regulations.
- l. A home occupation permit issued to one (1) person residing in the dwelling shall not be transferable to any other person, nor shall a home occupation permit be valid at any address other than the one appearing on the permit.
- m. Any person engaging in a home occupation shall register as a business under Chapter 5.04 of the Olympia Municipal Code, and shall be subject to the Business and Occupation Tax levied by the Olympia Municipal Code.
- n. The applicant shall demonstrate compliance with all city and state licensing requirements, including those pertaining to building, fire safety, and health codes.
- o. Parking of customer, employee, or client vehicles shall not create a hazard or unusual congestion. No more than two (2) off-street parking stalls shall be provided in addition to any required for the residence. A driveway may be used as off-street parking. Except for commercial type postal carriers, traffic generated by the home occupation shall not exceed two (2) commercial vehicles per week. See OMC Chapter 18.38 for parking requirements for specific home occupations.

### 3. Specific Home Occupation Standards.

- a. Family Child Care Home. Family child care homes are allowed in all districts permitting residences, subject to the following conditions:
  - i. Structural or exterior alterations which would alter the single-family character of an existing single family dwelling or be incompatible with surrounding residences are prohibited.
  - ii. Prior to initiation of child care services, each child care provider must file a Child Care Registration Form with the Department of Community Planning and Development. The child care provider must demonstrate compliance with the applicable requirements of the code as listed on the Registration Form. No fee will be required for registration.
- b. Adult Day Care Homes. Adult day care homes are permitted in the districts specified in Table 4.01 and Table 5.01, subject to the following conditions.
  - i. No more than six (6) adults (at least eighteen (18) years of age) shall be cared for in an adult day care home.
  - ii. Adult day care homes shall not operate for more than twelve (12) hours per day.
  - iii. The primary care giver shall reside in the adult day care home.
  - iv. Emergency medical care may be provided in adult day care homes, but not routine care necessitating the services of a licensed health care professional (e.g., dispensing of medicine or convalescent care). The caregiver must be certified in basic First Aid and cardiopulmonary resuscitation. First Aid supplies, including bandages and an antiseptic, shall be available on premises.
  - v. A smoke detector must be provided in each room occupied by people in day care. A fire extinguisher (rated 2A10 BC or the equivalent) must be installed in a readily accessible location. It shall be the responsibility of the day care operator to maintain the smoke detectors and fire extinguisher in operating condition.
  - vi. The structure and grounds accommodating an adult day care shall not be altered in such a way that they manifest characteristics of a business or pose a nuisance for the occupants of abutting properties.
- c. Bed and Breakfast Houses. Bed and breakfast houses are subject to the following conditions:
  - i. The owner shall operate the facility and shall reside on the premises.
  - ii. There shall be no more than five (5) guest (rental) rooms for persons other than the members of the operator's immediate family.
  - iii. No bed and breakfast establishment shall be located closer than two hundred (200) feet to another bed and breakfast establishment, as measured in a straight line from property line to property line.
- d. Counseling. Counseling by single practitioners is permitted as a home occupation under the following conditions:
  - i. Counseling for sex offenders and substance abuse is prohibited.
  - ii. Group sessions are prohibited (i.e., more than two (2) people per session). This limitation shall not apply to home occupations in properties abutting the west side of the 300 and 400 blocks of West Bay Drive Northwest.

### M. HOSPICE CARE CENTER.

- 1. Size. No more than five (5) patients may be cared for in hospice care centers located in a Mixed Residential 7-13 or Mixed Residential 10-18 district.
- 2. The applicant shall submit proof of compliance with applicable state requirements (e.g., a license) as a condition of approval.

### N. LARGE MULTIFAMILY HOUSING PROJECTS.

To ensure that large multifamily housing projects provide a transition to adjoining lower density development, multifamily projects shall be subject to the following requirements:

1. Mix of Dwelling Types.

- a. In the RM-18 and RMU districts, no more than seventy (70) percent of the total housing units on sites of ten (10) or more acres shall be of a single dwelling type (e.g., detached single-family units, duplexes, triplexes, multi-story apartment buildings, or townhouses).
- b. Multifamily housing projects in the RM-18 or RMU districts on sites of five (5) or more acres, which abut an existing or approved multifamily development of five (5) or more acres, shall contain a mix of dwelling types such that no more than eighty (80) percent of the total units in both projects (combined) are of one (1) dwelling type. The Director (or Hearing Examiner if applicable) shall grant an exception to this requirement if s/he determines that topography, permanent buffers, or other site features will sufficiently distinguish the developments.

2. Transitional Housing Types. In the RM-18, MR 7-13 and MR 10-18 districts detached single-family houses or duplexes shall be located along the perimeter (i.e., to the depth of one (1) lot) of multifamily housing projects over five (5) acres in size which are directly across the street and visible from existing detached single-family houses. Townhouses, duplexes, or detached houses shall be located along the boundary of multifamily housing sites over five (5) acres in size which adjoin, but do not directly face, existing detached single-family housing (e.g., back to back or side to side). The Director (or Hearing Examiner) may allow exceptions to these requirements where existing or proposed landscaping, screening, or buffers provide an effective transition between the uses. (See Chapters 18.170 Multi-Family Residential Design Guidelines and 18.36.140 Residential Landscape requirements.)

O. MANUFACTURED HOMES.

A manufactured home is allowed in all zoning districts that allow single family residences, if the home is a new, designated manufactured home (See OMC 18.02.180.A-Definitions), and meets the following criteria:

1. Is comprised of at least two fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long;
2. Was originally constructed with and now has a composition of wood shake or shingle, coated metal, or similar roof of nominal 3:12 pitch; and
3. Has exterior siding similar in appearance to siding materials commonly used on conventional site-built single family residences that are built pursuant to the applicable Building Code.

P. MANUFACTURED OR MOBILE HOME PARKS.

The following requirements apply to all manufactured/mobile home parks subject to conditional use approval.

1. Site Size. The minimum size for a manufactured or mobile home park shall be five (5) acres.
2. Utilities. Manufactured or mobile home parks shall be completely and adequately served by City utilities.
3. Lot Sizes. Each space or lot upon which a manufactured or mobile home is to be located shall be at least two thousand five hundred (2,500) square feet in area and have a minimum width of thirty (30) feet, exclusive of common parking areas and driveways.
4. Accessory Buildings. Buildings and structures accessory to individual manufactured or mobile homes shall be allowed, provided at least fifty (50) percent of the space or lot remains in open space. An accessory roof or awning may be attached to a manufactured or mobile home and shall be considered a part thereof. Automobile parking spaces, which are not computed in the space or lot area, may be covered with a carport.
5. Access. All drives within the park shall be hard surfaced. Sidewalks and paths shall be provided consistent with applicable City Development Standards.
6. Clearance. There shall be at least ten (10) feet clearance between manufactured or mobile homes. Manufactured or mobile homes shall not be located closer than ten (10) feet from any building within the park or from any property line bounding the park.
7. Screening. There shall be sight-obscuring fencing (see Section 18.40.060(D), Fencing), landscaping, or natural vegetated buffers at least eight (8) feet wide on all sides of the park. Such screening shall contain openings which provide direct pedestrian access to adjoining streets and trails.
8. Open Space. At least five hundred (500) square feet of ground area for each manufactured or mobile home space shall be made available in a centralized location or locations for recreational uses. (See Section 18.04.080(J).)
9. Lighting. Access roadways and recreational areas shall be provided with general area lighting at no less than five-tenths (5/10) foot candle intensity as measured at ground level.
10. Site Plan. A complete and detailed plot plan shall be submitted to the Hearing Examiner for approval. The plan shall show the locations and dimensions of all contemplated buildings, structures, spaces, driveways and roads and recreational areas. The City may require additional information as necessary to determine whether the proposed park meets all the above mentioned conditions and other applicable provisions of this code.

Q. MIXED RESIDENTIAL DISTRICTS.

Development in Mixed Residential Districts shall comply with the following requirements:

1. Mix of Dwelling Types. Each housing project in the Mixed Residential 7-13 and Mixed Residential 10-18 districts shall attain a mix of housing types consistent with the following.
  - a. Mixed residential 7-13 district.
    - i. A minimum of sixty-five (65) percent and a maximum of seventy-five (75) percent of the total authorized units in a development must be single family dwellings. At least seventy (70) percent of these single family dwellings must be detached.
    - ii. A minimum of twenty-five (25) percent and a maximum of thirty-five (35) percent of the authorized housing units shall consist of duplexes, triplexes, or larger apartment buildings. A maximum of fifteen (15) percent of the authorized dwelling units may be contained in apartment buildings with five (5) or more units.

The High Density Corridor Transition Area is delineated in Figures 4-2c and 4-2d. The following standards shall apply to this area:

1. Triplex and Fourplex housing types shall be permitted uses in areas designated in Figures 4-2c and 4-2d.
2. The development standards of the underlying zone shall apply to triplexes and fourplexes, except as stated below:
  - a. A triplex shall have a minimum lot size of 7,200 square feet. A fourplex shall have a minimum lot size of 9,600 square feet.
  - b. Both triplexes and fourplexes shall have a minimum lot width of 80 feet.
  - c. Three stories are allowed with a maximum 35 foot height.
  - d. Side yard setbacks for triplex and fourplex housing types shall be a minimum of ten feet.
  - e. Development subject to the provisions of this chapter shall meet design standards contained in 18.175 Infill and Other Residential.

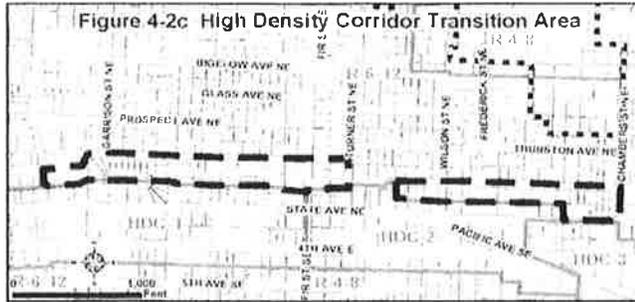


FIGURE 4-2c

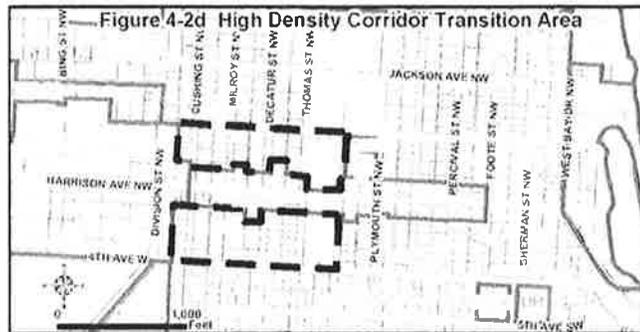


FIGURE 4-2d

GG. ELECTRIC VEHICLE INFRASTRUCTURE (EVI).

Electric Vehicle Infrastructure shall be considered an accessory use when it meets any of the following criteria:

1. A battery charging station is sited on the premises of a single family home for residential use and not commercial use;
2. When any Level 1 or 2 charger is sited within a parking lot or parking structure; or
3. When any battery charging station or a single battery exchange station is sited on the premises of a service station.

(Ord. 6842 §4, 2013; Ord. 6759 §3, 2011; Ord. 6592 §3, 2008; Ord. 6581 §2, 2008; Ord. 6517 §9-11, 2007; Ord. 6395 §16-21, 2006; Ord. 6323 §4, 2004; Ord. 6273 §12 §15, §17, 2003; Ord. 6261, §1, 2002; Ord. 6229 §2, 2002; Ord. 6210 §3, 2002; Ord. 6140 §17, §18, §19, 2001; Ord. 6092 §1, 2001; Ord. 5907 §2, 1999; Ord. 5830 §3, 1998; Ord. 5801 §2, 1998; Ord. 5787 §1, 1998; Ord. 5714 §5, 32, 1997; Ord. 5664 §3, 1997; Ord. 5661 §2, 1996; Ord. 5595 §3, §4, §5, 1995; Ord. 5535 § 1, 1995; Ord. 5517 §1, 1995)

18.04.080 TABLES: Residential Development Standards

TABLE 4.04

RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R1/5	R4	R-4CB	RL1	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP
MAXIMUM HOUSING DENSITY (in units per acre)	1/5	4	4	4	8	12	24	30	24	30	---	---	12
MAXIMUM AVERAGE HOUSING DENSITY (in	---	4	4	4	8	12	13	18	18	24	---	---	12

units per acre)  
MINIMUM AVERAGE HOUSING DENSITY (in units per acre)

	2	4	6	7	10	8	18	5
						Manufactured Housing Parks = 5	Manufactured Housing Parks = 5	
MINIMUM LOT SIZE	4 acres for residential use; 5 acres for non-residential use	2,000 SF minimum average = 3,000 SF	One acre; 2,000 SF reduced to minimum if associated with a drainage tract of at least 65% in the same subdivision plat.	2,500 SF = 3,000 SF average = 5,000 SF = 7,200 SF = other	2,000 SF = 3,000 SF average = 5,000 SF = 7,200 SF = other	1,600 SF = 2,400 SF average = 4,000 SF = 5,000 SF = other	1,600 SF = 2,400 SF average = 4,000 SF = 6,000 SF = 7,200 SF = other	1,600 SF = 2,000 SF average = 2,500 SF = 3,000 SF = 4,000 SF = other
MINIMUM LOT WIDTH	30' except: 16' = townhouse	50' except: 18' = townhouse	100'	30' except: 16' = duplex	50' except: 35' = cottage townhouse	50' except: 30' = cottage townhouse	50' except: 30' = cottage townhouse	50' except: 30' = cottage townhouse
MINIMUM FRONT YARD SETBACKS	20' except: 5' for agricultural buildings with farm animals	20'	20' except: 10' with side or rear parking; 10' for flag lots	20' except: 10' with side or rear parking; 10' for flag lots	20' except: 10' with side or rear parking; 10' for flag lots	20' except: 10' with side or rear parking; 10' for flag lots	15' except: 10' with side or rear parking; 10' for flag lots	10'
MINIMUM REAR YARD SETBACKS	10' except: 5' for agricultural buildings with farm animals	50'	10' except: 5' for agricultural buildings with farm animals	20' except: 10' for agricultural buildings with farm animals	20' except: 15' for agricultural buildings with farm animals	15' except: 10' for agricultural buildings with farm animals	10' except: 15' for agricultural buildings with farm animals	5' except: 20' for agricultural buildings with farm animals
MINIMUM SIDE YARD SETBACKS	5' except: 10' along flanking streets; provided garages are set back 20' 5' for agricultural buildings with farm animals	5' except: 10' along flanking street; except garages shall meet back 20' 5' for agricultural building with farm animals	10'	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals	5' except: 10' along flanking streets; 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals; 10' - mobile home park
MAXIMUM BUILDING HEIGHT	35'	35', except: 16' for accessory buildings	40' except: 16' for accessory buildings	40' except: 16' for accessory buildings	35', except: 16' for accessory buildings; 25'	35', except: 16' for accessory buildings; 25'	45', except: 25' for accessory cottages; 16' for accessory	45', except: 25' for accessory cottages; 16' for accessory

					for cottage 35' on sites 1 acre or more, if setbacks equal or exceed building height	for cottages buildings	buildings	buildings	for cottage				for accessory buildings; 25' for cottages
MAXIMUM BUILDING COVERAGE	45% = lots of 10,000 SF; 25% = lots of 10,001 SF to 1 acre; 6% = 1.01 acre or more	35% townhouses	60% = 6%; increased to 18% if associated with drainage dispersal tract of at least 65% in the same subdivision plat.	Refer to Maximum Impervious Surface Coverage below	45% = .25 acre or less 40% = .26 acres or more 60% = townhouses	55% = .25 acre or less 40% = .26 acres or more 70% = townhouses	45%	50%	50%	55%	85%	85%	45% = .25 acres or less 30% = .26 to 1 acre 25% = 1.01 to 3 acres 20% = 3.01 acres or more
MAXIMUM ABOVE-GRADE STORIES		2 stories	3 stories	3 stories	2 stories	2 stories, 3 stories = triplex, fourplex	4 stories	4 stories	3 stories	3 stories	5 stories		
MAXIMUM IMPERVIOUS SURFACE COVERAGE	45% = lots of 10,000 SF; 25% = lots of 10,001 SF to 1 acre; 6% = 1.01 acre or more	45% = 70% = Townhouses	6%; increased to 18% if associated with drainage dispersal tract of at least 65% in the same subdivision plat.	2,500 SF	55% = .25 acre or less 50% = .26 acre or more 70% = Townhouses	65% = .25 acre or less 50% = .26 acres or more 70% = Townhouses	70%	70%	70%	75%	85%	85%	65% = .25 acre or less 40% = .26 to 1 acre 35% = 1.01 to 3 acres 25% = 3.01 + acres 70% = townhouses
MINIMUM OPEN SPACE	220 tree units per acre required		65% drainage dispersal area required; may double as tree tract or critical areas buffer.		450 SF/unit for cottage developments	450 SF/unit for cottage developments	30% for multifamily for cottage developments	30% for multifamily for cottage developments	30% for mobile home park	25% for mobile home park	15%	15% for mobile home park	450 SF/unit for cottage developments 500 SF/space for mobile home park

**LEGEND**

SF = Square Feet	Zero Lot = A Lot with Only One Side Yard	--- = No Regulation
RL1 = Residential Low Impact		R 6-12 = Residential 6-12
R-4 = Residential - 4	R 4-8 = Residential 4-8	RM 18 = Residential Multifamily - 18
MR 7-13 = Mixed Residential 7-13	MR 10-18 = Mixed Residential 10-18	RMU = Residential Mixed Use
MR 7-13 = Mixed Residential 7-13	RMH = Residential Multifamily High Rise	UR = Urban Residential

(Ord. 6842 §5, 2013; Ord. 6594 §6, 2008; Ord. 6517 §12, 2007).

**18.04.080 Residential districts' development standards**

Table 4.04 identifies the basic standards for development in each residential district contained in this chapter. The sections referenced in Table 4.04 refer to the list of additional regulations below.

**A. Maximum Housing Densities.**

**1. Calculation of Maximum Density.**

- a. The maximum housing densities specified in Table 4.04 are based on the total area of the entire site, including associated and/or previously dedicated right-of-way, but not including streams, wetlands, landslide hazard areas, "important habitat areas," and "important riparian areas" and land to be dedicated or sold for public parks, schools or similar non-residential uses.
- b. Convalescent homes. Convalescent homes and nursing homes containing dwelling units which rely on shared cooking/dining facilities shall count as one (1) dwelling unit for purposes of the maximum density calculation. Independent dwelling units (i.e., containing a bed, bathroom and a kitchen with a sink, stove, and refrigerator) in convalescent/nursing homes, however, shall be counted as individual dwelling units in the density calculation. The density for a site or parcel containing a convalescent/nursing home which is part of a larger project shall be calculated separately from other portions of the site under development (i.e., density shall not be transferred from a site occupied by a nursing home to another portion

of the development).

2. Mixed Residential and Multifamily Districts. The maximum housing densities shown in Table 4.04 refer to the maximum density of each project. Projects within multiple districts shall conform with the density for the portion in each district.
3. Accessory Dwelling Units. Accessory dwelling units built subsequent to the initial occupancy of the primary residence on a lot are not subject to the maximum density limits specified in Table 4.04. In addition, accessory units built on a maximum of twenty (20) percent of a subdivision's lots prior to the time the primary unit on the lot is initially sold are not subject to the maximum density limitations.
4. Density Bonuses. The maximum housing densities identified in Table 4.04 may be increased as follows, provided, however, that in the R 4-8 District, TDRs must be obtained (see Section 18.04.080(A)(5)(b):
  - a. Restoration of Critical Areas. At the request of the applicant, the Hearing Examiner may grant a density bonus of up to twenty (20) percent for sites on which damaged or degraded wetlands or stream corridors (e.g., streams and stream banks within the outer limits of any required buffer) will be restored and maintained according to specifications approved by the City. Sites proposed for this density bonus shall be posted with a notice describing the proposal and opportunities for the public to comment. Property owners within three hundred (300) feet of the site shall be given notice of the proposal and fifteen (15) days to comment. Such notice may be done concurrently with any other notice required by this Code. Prior to taking action on a request for a density bonus, the Hearing Examiner shall consider the public's comments, the expected public benefit that would be derived from such restoration, the probable net effect of the restoration and the increased density on the site, the relative cost of the restoration and the value of the increased density, and the potential impact of increased density on surrounding land uses, traffic, infrastructure, schools, and parks. The City may require the applicant to provide an estimate of the cost of the proposed restoration and other information as necessary to make this determination. This bonus does not apply to site features which were damaged in the course of a current project (e.g., under an active permit) or as a result of an illegal or intentional action by the current property owner or their representative.
  - b. Cottage housing. Cottage housing projects shall receive a twenty (20) percent density bonus.
  - c. Townhouses. Townhouses shall receive a fifteen (15) percent density bonus in the R 4-8 and R 6-12 districts.
  - d. Low income housing. A density bonus shall be granted for low income housing (see Section 18.02.180, Definitions) at the rate of one (1) additional housing unit allowed for each unit of low income housing provided, up to a maximum of a twenty (20) percent bonus.

The applicant shall submit to the Department a document approved by the City Attorney stating that the low income housing which is the basis for the density bonus shall remain for a period of at least twenty (20) years from the date the final inspection is conducted by the Building Official. This document shall be recorded, at the applicant's expense, at the Thurston County Auditor's Office as part of the chain of title of the affected parcels.

5. Transfer of Development Rights. Development Rights must be obtained from an eligible property owner in a Thurston County Transfer of Developments Rights Sending Zone in order to develop above seven (7) units per acre in an R 4-8 District. However, this requirement does not apply to density bonuses granted in accordance with Section 18.04.080(4).

#### B. Minimum Housing Densities

1. Calculation of Minimum Density.
  - a. (Note: Table 5.05 in Section 18.05.) The total area of the entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Manual tracts provided for trees pursuant to the Tree Protection and Replacement Ordinance; existing, opened street rights-of-way; and land to be sold or dedicated to the public in fee (e.g., school sites and public parks, but not street rights-of-way to be dedicated as part of the proposed development).
  - b. All dwelling units in convalescent homes/nursing homes and accessory dwelling units count toward the minimum density required for the site by Table 4.04.
2. Average Density. A housing project may contain a variety of housing densities (consistent with Table 4.04) provided that the average density for the entire development (e.g., all of the property subject to a single subdivision, site plan, or PRD approval) is neither less than the minimum density nor more than the maximum average density established for the applicable district in Table 4.04.
3. Allowance for Site Constraints. At the request of the applicant, the Director may reduce the minimum density required in Table 4.04, to the extent s/he deems warranted, to accommodate site constraints which make development at the required minimum density impractical or inconsistent with the purposes of this Article. Factors which may warrant a density reduction include poor soil drainage, the presence of springs, topography exceeding twenty (20) percent slope, rock outcrops, sensitive aquifers used as a public water source or wellhead protection areas). As a condition of granting a density reduction, the applicant must demonstrate that the minimum density cannot be achieved by clustering the housing on the buildable portions of the site (see Section 18.04.080(F)). The Director may also authorize a reduction in the minimum density requirements, if necessary, to enable development of small (i.e., less than six (6) acres in size), oddly shaped, or partially developed parcels if the site's configuration or constraints (e.g., existing structures) preclude development at the minimum density specific in Table 4.04. Also see Subsection (E), Developments without Sewer Service, below.
4. Allowance for Transitional Housing and Mixed Residential Projects. The Director may reduce the minimum densities required by Table 4.04 to enable provision of lower density housing along the perimeter of multifamily housing projects, as required by Section 18.04.060(14) or as necessary to accommodate the mix of housing types required by Section 18.04.060(Q)(1).
5. Transfer of Development Rights. In the alternative, in order to develop at a density of four (4) to four point ninety-nine (4.99) dwelling units per acre in the R 4-8 District, Development Rights may be obtained from an eligible property owner in a Thurston County Transfer of Development Rights Sending Zone (see Section 18.02.180, Definitions). The number of dwelling units proposed for the site plus the number of Development Rights units applied to the site shall total at least five (5) units per acre. (For example, if the applicant proposes to develop a ten (10) acre site at four (4) units per acre, the applicant would have to obtain ten (10) Development Rights.) (Also see Chapter 18.90, Transfer of Development Rights.)

#### C. Minimum Lot Size.

1. Nonresidential Uses. The minimum lot size for non-residential uses (e.g., places of worship and schools) is larger than the minimum lot size identified in Table 4.04. Refer to Table 4.01 and Section 18.04.060 for regulations pertaining to non-residential uses. Also see Section 18.04.060(K) for the lot size requirements for group homes.

2. Undersized Lots. Undersized lots shall qualify as a building site if such lots were recorded prior to June 19, 1995 or they were approved as part of a Planned Residential Development, Master Planned Development (See Chapter 18.56) or clustered housing development, consistent with Section 18.04.080(F); provided, however, that any lot of record which does not comply with the width requirements of this code shall not be constructed upon unless (1) it is legally combined with undeveloped contiguous land in the same ownership which in combination create a lot of the size specified in Table 4.04 (or as modified by other provisions of this Article); or (2) it is approved by Design Review Board Staff, who shall perform an architectural review of the proposal for compliance with the criteria specified in Chapter 18.04A, Residential Design Guidelines.

3. Clustered Lots. Lot sizes may be reduced by up to twenty (20) percent consistent with Section 18.04.080(F), Clustered Housing.

4. That portion of any lot which is less than thirty (30) feet in width shall not be considered part of the minimum lot area required in Table 4.04, unless such area conforms with the minimum lot width, e.g., townhouse lot.

D. Transitional Lots.

1. Lot Size. The square footage and width of lots in developments larger than five (5) acres located in the MR 7-13, MR 10-18, or RM-18 districts, which immediately abut an R-4, R 4-8 or R 6-12 district, shall be no less than eighty-five (85) percent of the minimum lot size and width required in the adjoining lower density district.

2. Setbacks. The minimum rear yard building setback for lots in the MR 7-13, MR 10-18, and RM-18 districts which share a rear property line with a parcel in an R4, R 4-8, or R 6-12 district shall be no less than the setback required for the adjoining lower density district.

E. Developments without Sewer Service. Residential developments which rely on on-site sewage disposal or water systems are subject to the following requirements:

1. Subdivisions.

a. Subdivisions, planned residential developments (PRD) and Master Planned Developments (see Chapter 18.56) which rely on on-site sewage disposal shall cluster the lots on a portion of the site and create a reserve tract which will not be available for subdivision or other development until municipal sewer and water are available.

The development shall be of a design and density (consistent with Environmental Health and other applicable regulations) so that the initial clustered lots and the subsequently subdivided reserve tract ultimately attain at least the minimum density specified for the district in Table 4.04. (Unless the Director determines that fewer lots are required, consistent with Section 18.04.080(B), Minimum Housing Densities.)

b. Approval of clustered subdivisions, short subdivisions, binding site plans, or PRDs relying on on-site sewage disposal shall be contingent upon approval of a future development plan which demonstrates that the reserve tract can be subdivided to create sufficient lots to comply with Subsection (1) above. Such plans shall depict a schematic lot layout, the approximate location of utility easements, and potential street access, consistent with the transportation policies and Map 6-3 contained in Chapter 6 of the Comprehensive Plan for Olympia and the Olympia Growth Area, 1994 (and as hereafter amended). Future development plans shall not be required to be stamped by an engineer or surveyor. (The purpose of the plan is to show that the undeveloped portion of the site can be ultimately developed at urban density, not to limit future development to a specific development scheme. However, the initial subdivision or site development must be consistent with the future development plan.)

2. Individual Lots.

a. Issuance of building permits for dwellings proposed for parcels five (5) or more acres in size without sewer service shall be contingent upon approval of a future development plan for the parcel. Such plans shall demonstrate, consistent with 1.b. above, how the parcel can be potentially developed at the minimum density established for the district (see Table 4.04) when public sewer and water are available. While this plan will not bind future development, the initial development, including the septic system location, must be consistent with it.

b. Issuance of building permits for dwellings without sewer service on parcels between one (1) and five (5) acres in size shall be contingent upon approval of a building site plan or future development plan which demonstrates that the parcel can potentially accommodate one (1) or more additional houses in the future. While future development will not be bound by this plan, the initial development shall be consistent with it. Developers of such lots shall locate individual or community sewage disposal systems, to the extent possible, where they can be efficiently converted to a public sewage collection system in the future.

F. Clustered Housing.

1. Mandatory Clustering. The Director or Hearing Examiner may require that the housing units allowed for a site be clustered on a portion of the site in order to protect ground water used as a public water source (e.g., wellhead protection areas), to enable retention of windfirm trees (which are appropriate to the site and designated for retention, consistent with Chapter 16.60, Tree Protection and Replacement, OMC), to accommodate urban trails identified on Map 7-1 of the Comprehensive Plan, to preserve scenic vistas pursuant to Sections 18.20.070, View Preservation and 18.50.100, Scenic Vistas, or to enable creation of buffers between incompatible uses (also see Chapter 18.36, Landscaping and Screening).

The Director or Hearing Examiner may allow up to a twenty (20) percent reduction in lot dimensions, sizes and setback requirements, consistent with the Uniform Building Code, to facilitate the clustering of the permitted number of dwelling units on the site. The required clustering shall not result in fewer lots than would otherwise be permitted on the site (at the minimum density specified in Table 4.04), without written authorization by the applicant.

2. Optional Clustering. Applicants for housing projects may request up to twenty (20) percent reduction in lot sizes, dimensions, and building setback requirements in order to cluster housing and retain land serving the purposes listed in a. above; or to avoid development on slopes steeper than twenty (20) percent; or to preserve natural site features such as rock outcrops; or otherwise enable land to be made available for public or private open space. The Director or Hearing Examiner, as applicable, may grant such requests if s/he determines that the development would not have a significant adverse impact on surrounding land uses.

G. Lot Width.

1. Measurement. The minimum lot width required by Table 4.04 shall be measured between the side lot lines at the point of intersection with the minimum front setback line.
2. Varied Lot Widths. The width of lots in new subdivisions and planned residential developments, except for the R-4CB district, with more than ten (10) lots shall be varied to avoid monotonous development patterns.
  - a. No more than three (3) consecutive lots, uninterrupted by a street, shall be of the same width. This requirement does not apply to townhouses.
  - b. Lot widths shall be varied by a minimum of six (6) foot increments.
  - c. The minimum lot widths specified in Table 4.04 may be reduced by up to six (6) feet for individual lots, provided that the average lot width for the project is no less than the minimum lot width required by Table 4.04 and Section 18.04.080(G)(3) below.
3. Narrow Lots. The length of the primary structure on a lot of forty (40) feet or less in width shall not exceed three (3) times the structure's width or seventy (70) feet, whichever is less. This provision does not apply to attached housing units (e.g., townhouses).

H. Setbacks

1. Measurement. The required setback area shall be measured from the outermost edge of the building foundation to the closest point on the applicable lot line.
2. Reduced Front Yard Setbacks. Front yard setbacks in the R-4, R 4-8, R 6-12, MR 7-13 and MR 10-18 districts may be reduced to a minimum of ten (10) feet under the following conditions:
  - a. When garage or parking lot access is from the rear of the lot;
  - b. When the garage is located at least ten (10) feet behind the front facade of the primary structure on the lot; or
  - c. When the driveway will be aligned to provide at least a twenty (20) foot long parking space between the sidewalk edge (closest to lot) and the garage. (See Residential Design Guidelines - Garage Design, Chapter 18.04A.)
  - d. Such setback reductions shall not be allowed where they would result in a setback of fifty (50) percent or less than the setback of an existing dwelling on an abutting lot fronting on the same street.



FIGURE 4-3

3. Rear Yard Setbacks. See Section 18.04.080(H)(5), Encroachments into Setbacks, Section 18.04.080(D)(2), Transitional Lots, and Table 4.04.
4. Side Yard Setbacks.
  - a. Reduced side yard setbacks. Except for the R-4CB district, a side yard building setback shall not be required for a lot provided it meets the following conditions:
    - i. Provision for reduced or zero setbacks shall specifically appear upon the face of a final short or long plat. Such plat shall provide that the minimum distance between residences will be six (6) feet. If the distance between a proposed dwelling and a property line is less than three (3) feet, the applicant shall provide evidence of a maintenance easement, at least three (3) feet in width, which provides sufficient access for the owner of the dwelling to maintain the applicable exterior wall and roof of the dwelling.
    - ii. Side yard setbacks shall not be less than five (5) feet along a property line adjoining a lot which is not developed or approved for reduced setbacks (e.g., a conventional lot with two (2) five (5) foot wide side yard setbacks). Side yard setbacks shall not be less than ten (10) feet along property lines which abut a public rights-of-way.

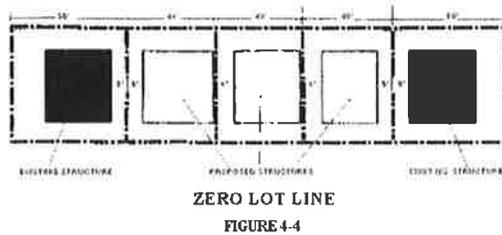


FIGURE 4-4

- b. The minimum side yard setback from bikepaths and walkways shall comply with the side yard setback from the lot line as specified for the district in Table 4.04.
5. Encroachment Into Setbacks. The buildings and projections listed below shall be allowed outside of utility, access or other easements. See 18.04.080(H)(5) for additional exceptions.
- Except for Accessory Dwelling Units, any accessory structures may be located in a required rear yard and/or in the rear twenty (20) feet of a required interior side yard; however, if a garage entrance faces a rear or side property line, it shall be setback at least ten (10) feet from that property line. Accessory dwelling units may not encroach into required side yard setbacks. Accessory dwelling units may encroach into rear yards however, if the rear yard does not abut an alley, the accessory unit must be set back ten (10) feet from the rear property line. Further, any garage attached to any accessory dwelling unit shall conform with this Section.
  - Up to fifty (50) percent of a rear yards width may be occupied by a dwelling (primary residence or ADU) provided that the structure (foundation) is located at least ten (10) feet from the rear property line. For purposes of this section the rear yards width shall be measured in a straight line between the side property lines at the point of intersection with the rear property line.

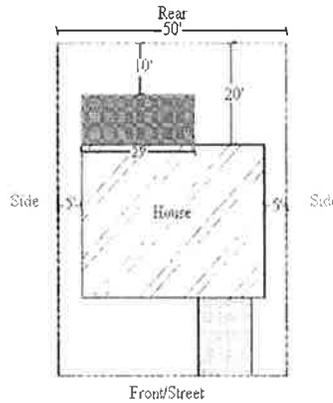


Figure 4-4a

- Townhouse garages may share a common rear property line provided that access for interior lots is from a single common driveway to not more than one public street entrance.
- I. Height.
- Roof Projections.** The following structures may exceed the height limits specified for the district in Table 4.04 by eighteen (18) feet, provided that such structures do not contain floor space: roof structures housing elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building; fire or parapet walls; skylights; towers; flagpoles; chimneys; smoke stacks; wireless masts; television antennas; steeples; and similar structures.

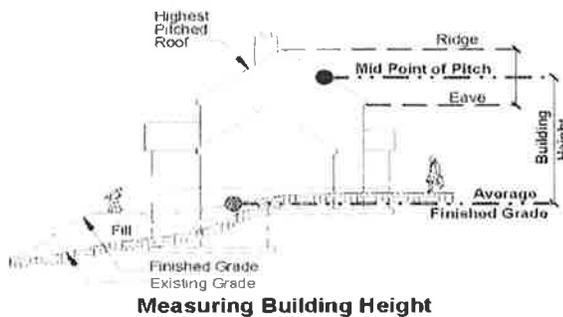
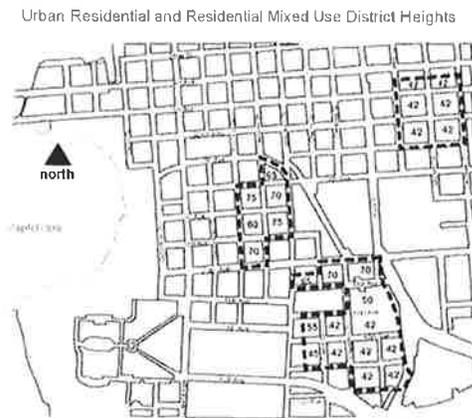
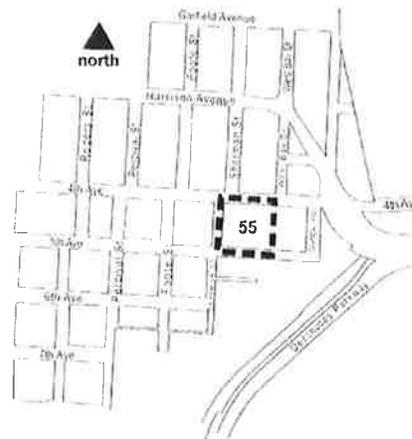


FIGURE 4

2. RMU District Height Regulations.
  - a. Base building heights. The base building heights allowed in the RMU District are specified in Figure 4-5.
  - b. Sculptured building tops. The following sculptured building top regulations apply only where the permitted building height is sixty (60) feet. Buildings with sculptured tops may exceed the permitted height (60 feet) by two (2) building stories if they meet the following conditions:
    - i. The gross floor area of all of sculptured stories is at least one-third (1/3) less than the gross floor area of the first floor of the building; and
    - ii. The roof form is sculptured (e.g., pitched roof, hip roof, dome, chateau roof, tower, turret, pediment, dormers, or other similar form); and
    - iii. The added two (2) stories are setback from the street wall at least eight (8) feet; and
    - iv. The roof structure is designed to hide all mechanical and communications equipment located there.
3. UR District Height Regulations. The building heights allowed in the UR District are specified in Figure 4-5 and 45-A. Also see 18.10.060, Capitol Height District.
4. R4-8 District Height Regulations. Existing State Community College Education Facilities. A maximum 60' building height is allowed with a 100' setback from adjacent residentially zoned property.
5. Places of Worship. Places of worship may exceed the height limits specified in Table 4.04, except in the State Capitol Group Height District, provided that the side yard width equals at least fifty (50) percent of the building's proposed height (including spires and towers).
6. Radio, Television and other Communication Towers. The height of radio, television, and other communication towers may exceed the maximum building height allowed in the district, subject to approval of the Hearing Examiner consistent with Sections 18.04.060(W) and (X).
7. Tall Buildings in the MR Districts. Buildings between thirty-five (35) and forty-five (45) feet in height are permitted in the MR 7-13 and MR 10-18 districts, subject to compliance with the following requirements:



**FIGURE 4-5**



**FIGURE 4-5A**

- a. The proposed building will not be located within one hundred (100) feet of the boundary of the property under development (this may include several parcels under a single development proposal). Exceptions to this requirement shall be granted where topography, stands of trees (deemed appropriate for retention by the City, consistent with Chapter 16.60, Tree Protection and Replacement), or other site features block the visibility of the section of the building above thirty-five (35) feet in height from existing or potential residential areas (zoned and available for residential use) adjoining the site; and
  - b. Existing evergreen trees, which the City deems are appropriate to the site (e.g., which do not pose significant risks for proposed site improvements or public safety, consistent with Chapter 16.60, Tree Protection and Replacement) are retained where possible to help screen the building from the view of residents of dwellings abutting the property.
8. Water Towers. Water towers may exceed the height limits specified in Table 4.04.

[NOTE: Refer to Article III, Height Overlay Districts, for additional restrictions.]

J. Private and Common Open Space.

1. Development of Open Space. Development of Open Space. Open space (e.g., private yard areas and common open space) required by Table 4.04 shall be devoted to undisturbed native vegetation, landscaping (consistent with Chapter 18.36, Landscaping and Screening), and/or outdoor recreational facilities. Driveways, loading areas, maneuvering space and parking lots shall not be considered open space. Required open space shall not be covered with impervious surfaces, except for stoops, porches, or balconies, walkways, tennis courts, swimming pools, or similar uses which require an impervious surface. Up to a five (5) percent increase in impervious surface coverage may be allowed to accommodate such hard surfaced facilities.
2. Cottage Housing Developments. Cottage housing developments shall provide open space as follows:
  - a. A minimum of two hundred (200) square feet of private, contiguous, usable, open space shall be provided adjacent to each dwelling unit. No dimension of this open space area shall be less than ten (10) feet.
  - b. A minimum of fifteen hundred (1500) square feet or two hundred (200) square feet per unit, whichever is more, shall be provided in common open space (e.g., available for the use of all residents of the development). This open space shall be contained in a contiguous area with no dimension less than thirty (30) feet. Such open space shall be sufficiently level (e.g., less than five (5) percent slope) and well drained to enable active use in summer.
3. Mixed Density Districts. Parcels or sites accommodating multifamily housing (e.g., triplexes, fourplexes, and larger apartment buildings) in a MR 7-13 or MR 10-18 district shall contain at least thirty (30) percent open space. At least fifty (50) percent of such open space must be available for the common use of the residents of the multifamily housing. Such open space shall be developed consistent with Section 18.04.080(J)(1) above. This open space requirement shall be reduced to twenty (20) percent if the multifamily housing adjoins a park, school or open space site of at least ten thousand (10,000) square feet in size. Impervious surface coverage limits specified in Table 4.04 shall be adjusted accordingly.
4. Manufactured or Mobile Home Parks. At least five hundred (500) square feet of common open space shall be provided per dwelling unit (see Section 18.04.060(P)(8)).
5. Residential - 4 Chambers Basin District. Required open space for stormwater dispersion may be provided in a common area or within each individual private lot of a development. All required drainage dispersal areas shall be protected from filling and grading and all other activities which would decrease the ability of such areas to disperse and infiltrate stormwater. Side yard setback areas shall be designed to disperse roof runoff to the maximum extent practical. To qualify as a "drainage dispersal tract" (required to create lots of less than one acre) such area shall be held in common or deeded to homeowners association and otherwise conform with the requirements of stormwater tracts as set forth in the Olympia Stormwater Drainage Manual.

(Ord. 6594 §9, 2008; Ord. 6594 §8, 2008; Ord. 6594 §7, 2008; Ord. 6426 §11, 2006; Ord. 6408 §17-19, 2006; Ord. 6404 §2, 3, 2006; Ord. 6323 §4, §19, 2004; Ord. 6273 §10, §16, §18, §20, 2003; Ord. 6140 §28, §40, 2001; Ord. 5830 §4, 1998; Ord. 5777 §1, 1998; Ord. 5664 §4, 13, 1997; Ord. 5661 §6, 10, 1996; Ord. 5595 §6, 16, 1996; Ord. 5569 §6, 1995; Ord. 5544 §1, 1995; Ord. 5517 §1, 1995).

**18.04.090 Additional regulations**

Refer to the following Chapters for additional related regulations.

Chapter 18.36, Landscaping and Screening

Chapter 18.38, Parking and Loading

(Ord. 5517 §1, 1995)

# **ATTACHMENT 6**

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## Chapter 18.170 MULTI-FAMILY RESIDENTIAL

### 18.170.000 Chapter Contents

#### Sections:

- 18.170.010 Grading and tree retention.
- 18.170.020 Pedestrian and vehicular circulation.
- 18.170.030 Parking location and design.
- 18.170.040 Usable open space.
- 18.170.050 Fences and walls.
- 18.170.060 Landscape plant selection.
- 18.170.070 Screening mechanical equipment.
- 18.170.080 Site lighting.
- 18.170.090 Screening blank walls and fences.
- 18.170.100 Building orientation and entries.
- 18.170.110 Neighborhood scale and character.
- 18.170.120 Building modulation.
- 18.170.130 Building windows.
- 18.170.140 Materials and colors.

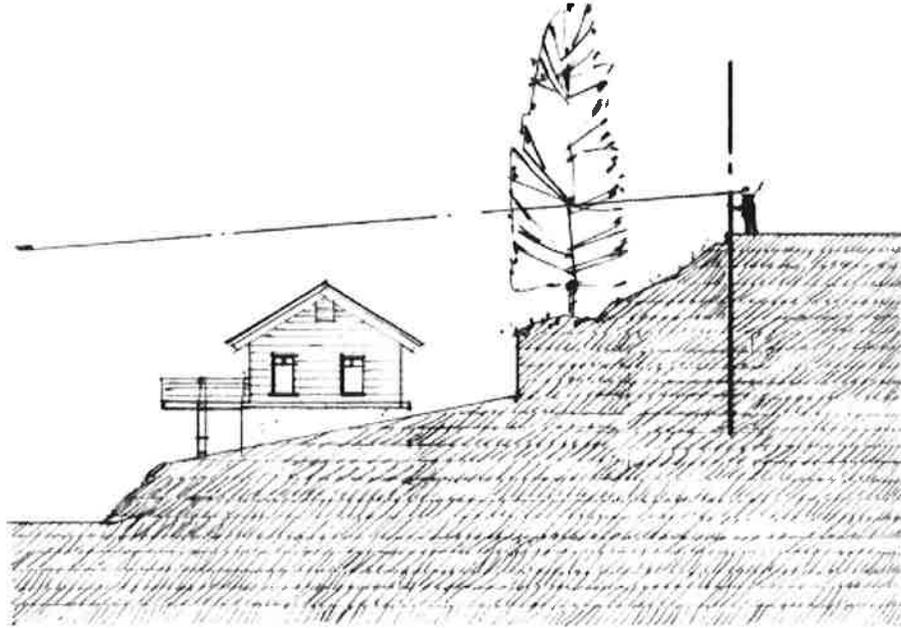
(Ord. 6306 §10, 2004).

#### **18.170.010 Grading and tree retention**

A. REQUIREMENT: Incorporate existing topography and mature trees in the project design to the extent feasible.

B. GUIDELINES:

1. Minimize encroachment into areas of site containing steep slopes.
2. When grading is necessary, minimize impacts to natural topography through use of contour grading.
3. Locate buildings so that rooftops do not extend above the natural bluff.
4. Minimize encroachment into areas of site containing mature tree stands.
5. To facilitate stormwater infiltration, minimize disturbance of natural open space areas.
6. Design buildings with continuous perimeter foundations; avoid cantilevering large portions of the building over slopes.



**FIGURE 18.170.010**

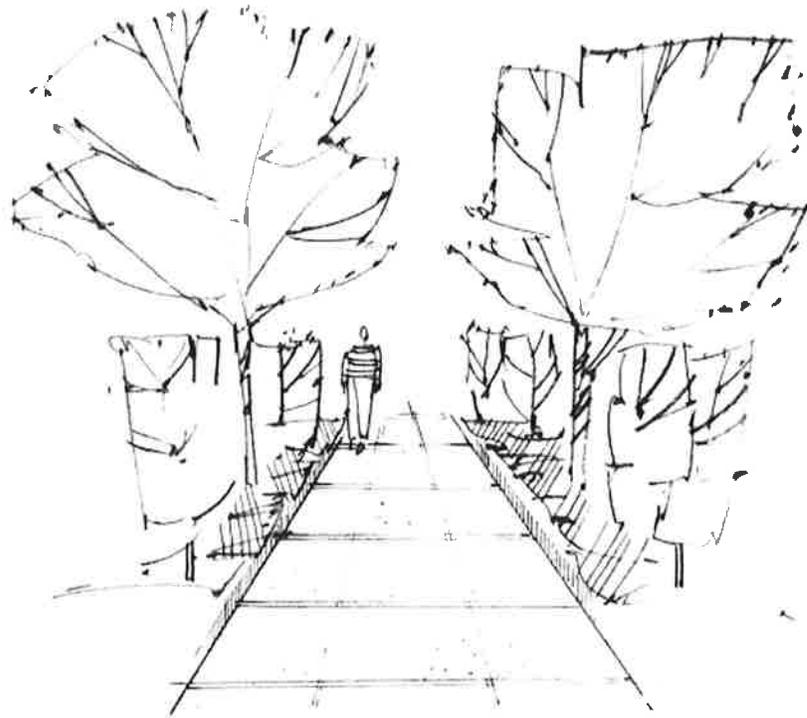
(Ord. 6306 §10, 2004).

**18.170.020 Pedestrian and vehicular circulation**

A. **REQUIREMENT:** Integrate the project with the existing neighborhood through pedestrian and vehicular connections. Provide attractively designed pedestrian and vehicular connections to adjacent public rights-of-way, including any existing or planned bus stops. Provide adequate pedestrian and vehicular access to site features such as mailboxes and other shared facilities.

B. **GUIDELINES:**

1. Mark pedestrian pathways with vertical plantings.
2. Distinguish pedestrian pathways through use of surface material such as colored concrete or special pavers.
3. Provide internal pedestrian connections (apart from public rights-of-way) between project and adjacent properties.
4. Provide barrier-free pedestrian access to all shared facilities such as mailboxes, recreation centers, and open space areas.
5. Provide parking and bicycle parking at shared facilities.



**FIGURE 18.170.020**

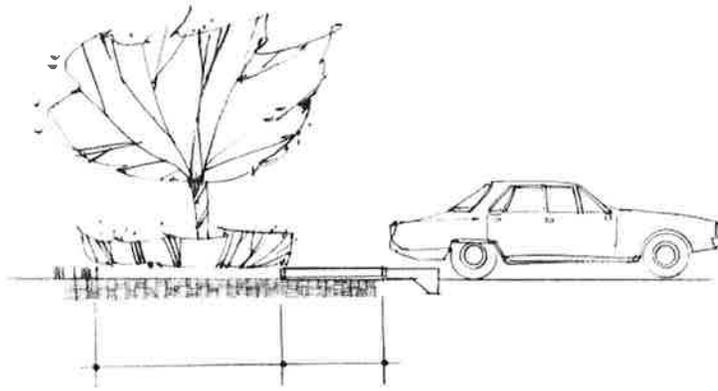
(Ord. 6306 §10, 2004).

**18.170.030 Parking location and design**

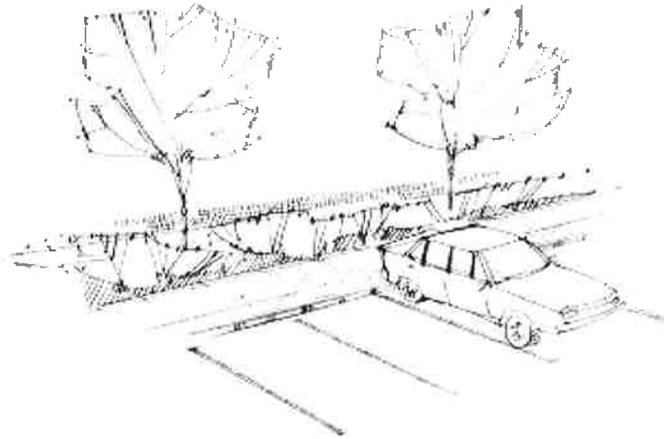
A. **REQUIREMENT:** Reduce the visual impacts of driveways and parking lots on pedestrians and neighboring properties by constructing parking facilities with materials that match or complement the building materials.

B. **GUIDELINES:**

1. Break-up large parking lots by designing significant landscape areas with walkways for pedestrian access.
2. Share driveways with adjacent property owners.
3. Minimize width of driveways linking the project to the public right-of-way.
4. Landscape areas along all driveways and drive aisles that are visible from the street.
5. Limit parking lots on street frontage to thirty (30) percent of the street frontage.
6. Screen parking lots or structures adjacent to residential properties with a landscape area at least ten (10) feet wide.



**FIGURE 18.170.030-A**



**FIGURE 18.170.030-B**

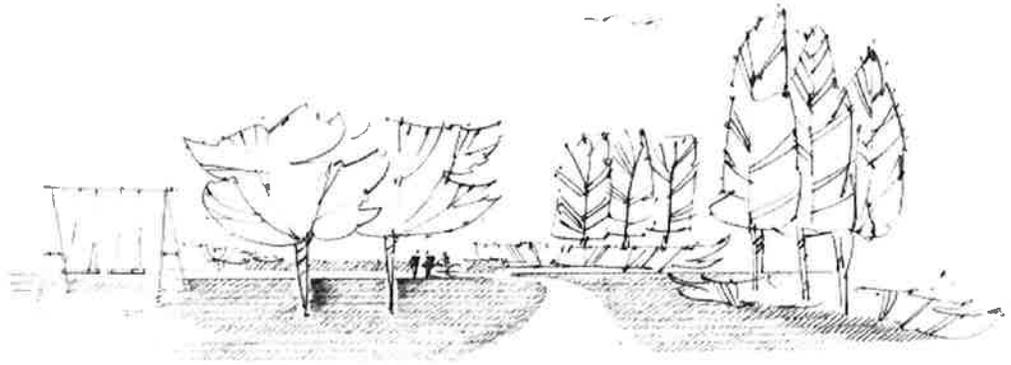
(Ord. 6306 §10, 2004).

**18.170.040 Usable open space**

A. REQUIREMENT: Provide usable open space for use by residents of the development that is not occupied by buildings, streets, driveways, or parking areas. Usable open space shall include a minimum dimension of ten (10) feet with an overall grade of less than ten percent (refer to each zoning district for specific open space requirement).

B. GUIDELINES:

1. Situate playground areas in locations visible from residential buildings.
2. Provide a mix of passive and active recreation areas. Active recreation areas may include facilities such as sport courts or swimming pools.



**FIGURE 18.170.040**

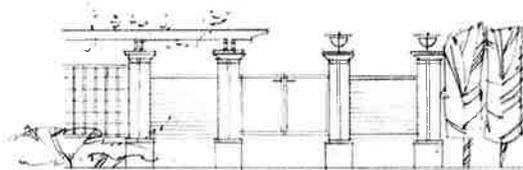
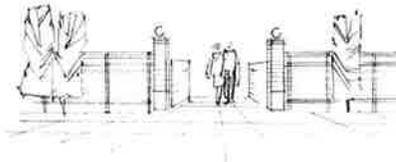
(Ord. 6306 §10, 2004).

**18.170.050 Fences and walls**

A. **REQUIREMENT:** Minimize the use of fences that inhibit pedestrian movement or separate the project from the neighborhood. Front yards shall be visually open to the street. Where fencing is used, provide gates or openings at frequent intervals. Provide variation in fencing to avoid blank walls.

B. **GUIDELINES:**

1. Provide variation in fencing though use of setbacks, or stepped fence heights.
2. Provide variation in texture, color or materials to add visual interest.
3. Provide landscape screening to break up expanses of fencing.
4. Repeat use of building facade material on fence columns and/or stringers.
5. Provide lighting, canopies, trellises, or other features to add visual interest.



## FIGURE 18.170.050

(Ord. 6306 §10, 2004).

### 18.170.060 Landscape plant selection

A. REQUIREMENT: Select plants that are compatible with available planting conditions. In particular, ensure that trees will be suited to the planting location at their natural mature size. Avoid use of species that have a high potential to invade or disrupt natural areas.

B. GUIDELINES:

1. Provide visual continuity with the existing streetscape by coordinating tree and shrub species with established, healthy landscaping.
2. When choosing a tree species, consider the size of the tree at maturity in relation to: the dimensions of the planting area, the soil type and water holding capacity of the soil, and the depth of the planting bed.
3. Create a natural appearance by using a limited number of plant species.
4. Follow recommendations from the Thurston County Noxious Weed Control Program in regard to problem and noxious weeds.
5. Choose native plant species for landscaping. When established in the appropriate location, native plants are drought tolerant and provide food and/or habitat for native birds and other wildlife.

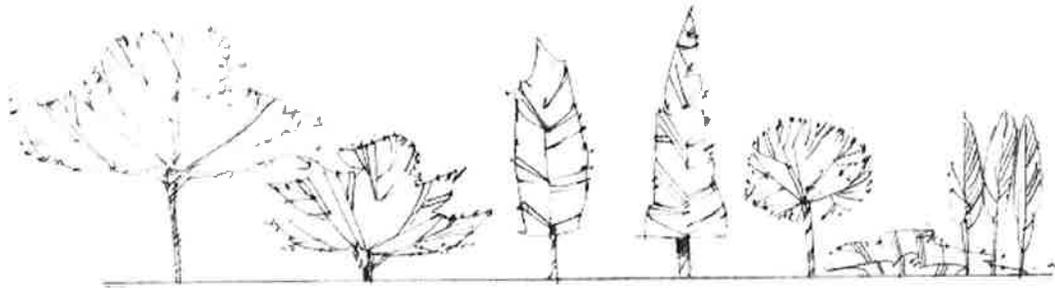


FIGURE 18.170.060

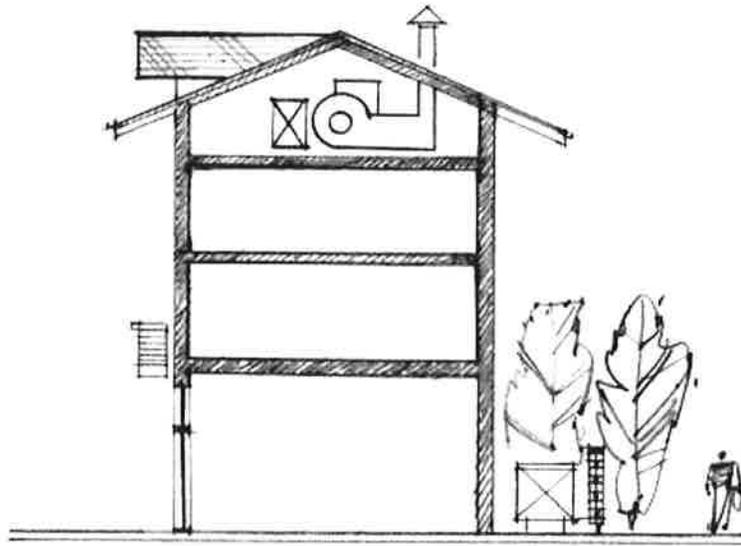
(Ord. 6306 §10, 2004).

### 18.170.070 Screening mechanical equipment

A. REQUIREMENT: Screen mechanical equipment and utility vaults so that they are not visible from adjacent public rights-of-way, parks, or adjacent dwelling units. Screen roof-top mechanical equipment on all sides.

B. GUIDELINES:

1. Locate mechanical equipment and utility vaults on the least visible side of the building and/or site.
2. Screen at-grade mechanical equipment utilities with vertical plants such as trees, shrubs or ornamental grasses.
3. Screen or paint wall-mounted mechanical equipment to match the building.



**FIGURE 18.170.070**

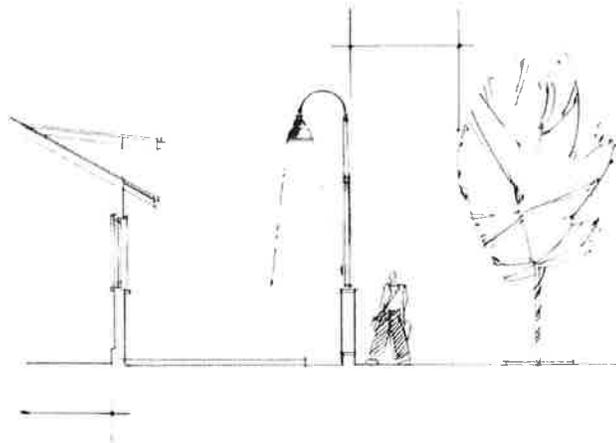
(Ord. 6306 §10, 2004).

**18.170.080 Site lighting**

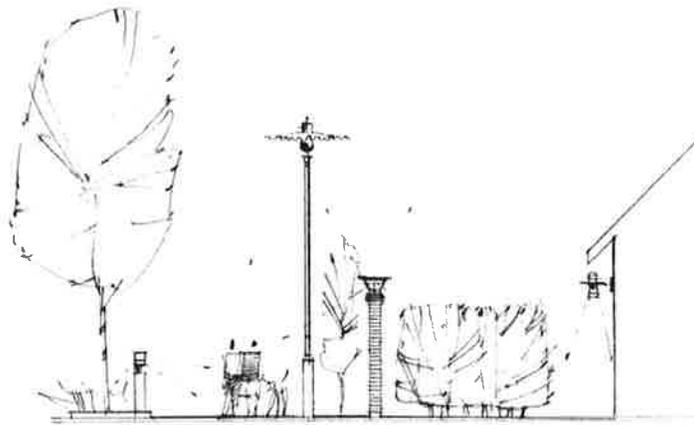
A. REQUIREMENT: Provide adequate lighting along all pedestrian walkways and building entrances. Site lighting shall not unduly illuminate surrounding properties. Direct lighting away from windows of residential units. Locate all light posts away from tree canopies (at least half the width of canopy at maturity).

B. GUIDELINES:

1. Use low-intensity landscape lighting along walkways.
2. Use fixtures with directive shields to prevent lighting spill-over.
3. Use light posts of medium height to avoid spill-over lighting.



**FIGURE 18.170.080-A**



**FIGURE 18.170.080-B**

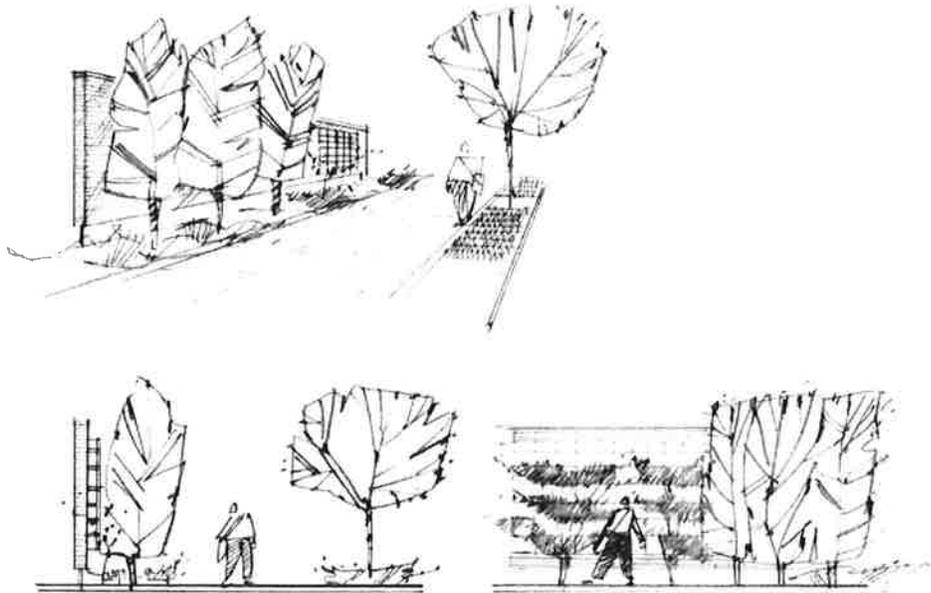
(Ord. 6306 §10, 2004).

**18.170.090 Screening blank walls and fences**

A. REQUIREMENT: Use vertical landscaping to screen or break-up long expanses of blank building walls or fences.

B. GUIDELINES:

1. Screen walls or fences with a combination of trees, shrubs and vines.
2. Use trees or shrubs planted in raised planter boxes that are irrigated.
3. In narrow planting areas adjacent to walls or fences, use espaliered trees or shrubs and vines.



**FIGURE 18.170.090**

(Ord. 6306 §10, 2004).

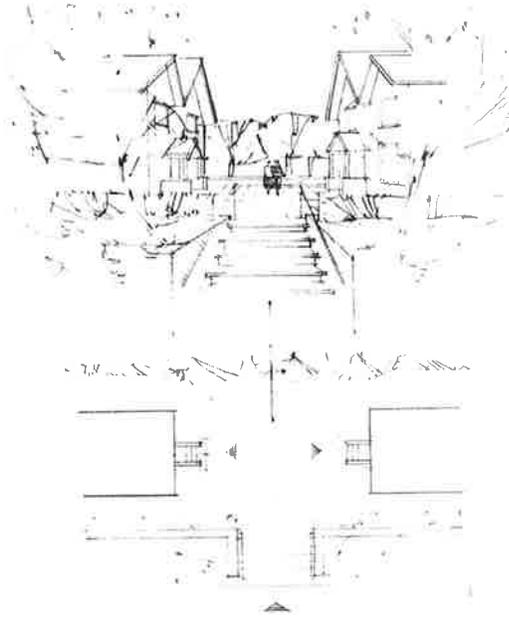
**18.170.100 Building orientation and entries**

A. REQUIREMENT: Provide a clearly defined building or courtyard entry to the building from the

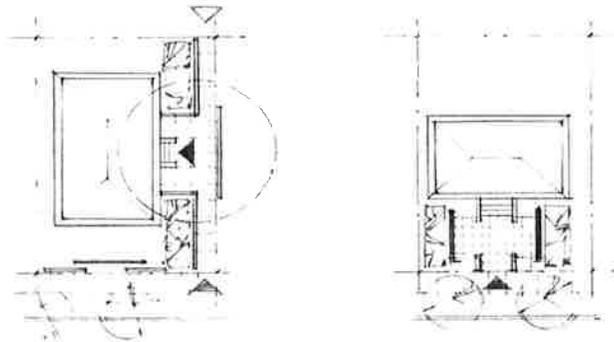
primary street.

**B. GUIDELINES:**

1. Use distinctive architectural elements and materials to indicate the entry.
2. Define the transition space from the sidewalk to the entry with a terrace, plaza, or landscaped area.
3. Avoid the use of exterior stairways to second stories that are visible from the street.



**FIGURE 18.170.100-A**



**FIGURE 18.170.100-B**

(Ord. 6306 §10, 2004).

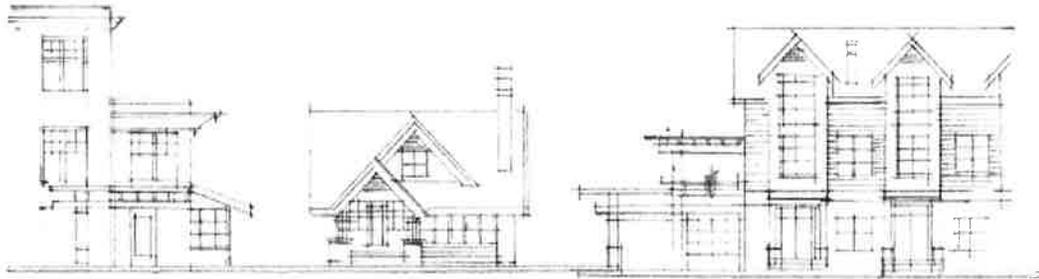
**18.170.110 Neighborhood scale and character**

A. REQUIREMENT: The building scale identified for the district may be larger than the building scale that exists in the neighborhood. Minimize any appearance of scale differences between project building(s) and existing neighborhood buildings by stepping the height of the building mass, and dividing large building facades into smaller segments. Reflect the architectural character of the neighborhood (within 300' on the same street) through use of related building elements. (This requirement does not change the number of stories allowed by the zoning district. See OMC 18.04 for building height

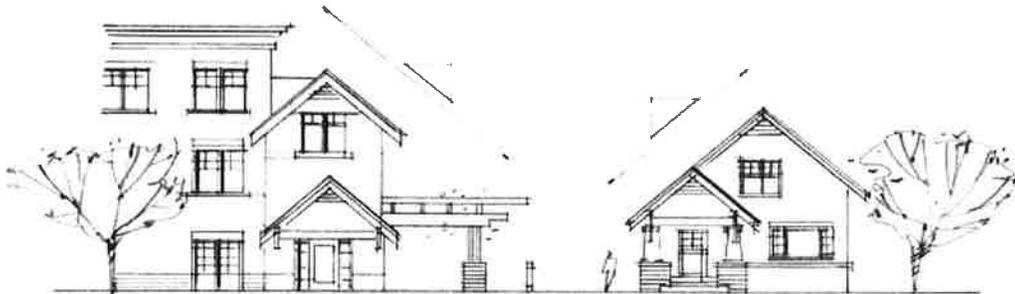
limitations).

**B. GUIDELINES:**

1. Step the roof on the building perimeter segments to transition between a proposed taller building and an existing residential structure.
2. Replicate or approximate roof forms and pitch found on existing residential structures in the neighborhood.
3. Use wall plane modulation to divide the building facade into house-size building segments.
4. Use window patterns and proportions similar to those on existing residential structures in the neighborhood.
5. Use building facade materials similar to those used on existing residential buildings in the neighborhood.
6. Maintain a relationship to the street (i.e., building setbacks and entryways) similar to existing buildings.



**FIGURE 18.170.110-A**



**FIGURE 18.170.110-B**



**FIGURE 18.170.110-C**

**(Not Acceptable)**

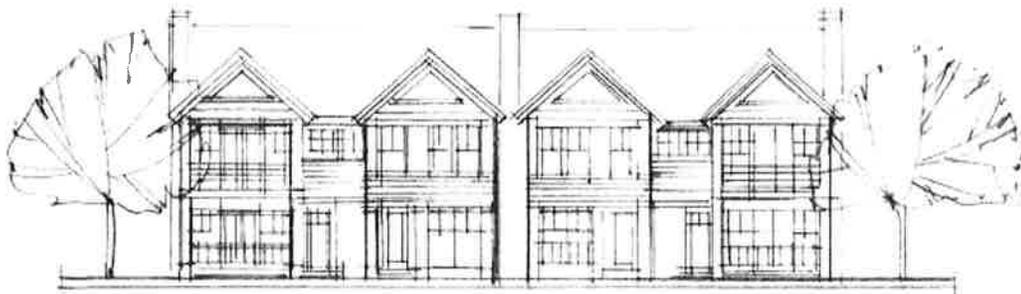
(Ord. 6306 §10, 2004).

**18.170.120 Building modulation**

A. REQUIREMENT: Use building modulation at least every 30 feet to reduce the appearance of large building masses.

B. GUIDELINES:

1. Modulate the building facade at regular intervals.
2. Articulate roofline by stepping the roof and by using dormers and gables.
3. Incorporate prominent cornice, fascia or soffit details that emphasize the top of the building.
4. Use prominent roof overhangs.
5. Provide porches, balconies, and covered entries.
6. Provide deeply recessed or protruding windows.
7. Provide light fixtures, trellises or architectural to accentuate modulation intervals.



**FIGURE 18.170.120**

(Ord. 6306 §10, 2004).

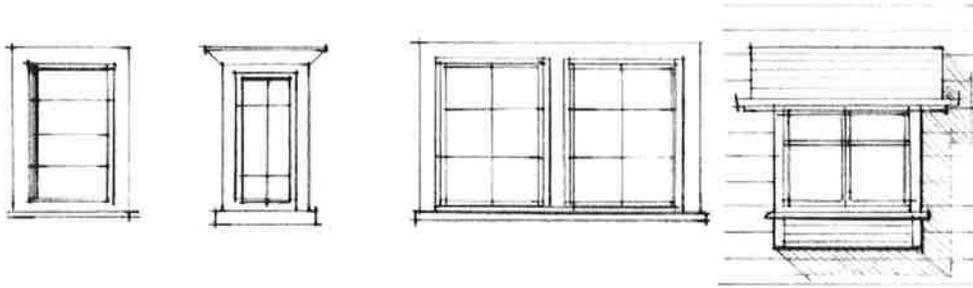
**18.170.130 Building windows**

A. REQUIREMENT: Provide relief, detail, and visual rhythm on the facade with well- proportioned

windows. Minimize window locations where residents from one unit may look directly into another unit.

**B. GUIDELINES:**

1. Use vertically proportioned windows (i.e., windows that have a height of at least one and one-half times their width).
2. Use multiple-pane windows.
3. Provide windows that are designed to create shadows (either recessed or protruding).
4. Use visually significant window elements (i.e., frame dimensions, lintels, sills, casings, and trim).



**FIGURE 18.170.130-A**



**FIGURE 18.170.130-B**

(Ord. 6306 §10, 2004).

**18.170.140 Materials and colors**

**A. REQUIREMENT:** Use building materials with texture and pattern and a high level of visual and constructed quality and detailing. Reserve brightly saturated colors for trim features.

**B. GUIDELINES:**

1. Use natural appearing materials such as painted or natural finish horizontal lap siding, brick, stone, stucco, ceramic or terra cotta tile.
2. Coordinate change in materials and color with building modulation.
3. Use changes in colors or building materials to differentiate the ground floor from upper floors of the building.

4. When remodeling or adding to an existing building, use materials and colors that preserve or enhance the character of the original building.
5. In multi-building projects, vary building colors and/or materials on different buildings.



**FIGURE 18.170.140**

(Ord. 6306 §10, 2004).

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**The Olympia Municipal Code is current through Ordinance 6961, passed May 26, 2015.**

Disclaimer: The City Clerk's Office has the official version of the Olympia Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

Olympia's Codification Process (<http://olympiawa.gov/city-government/codes-plans-and-standards/municipal-code.aspx>)

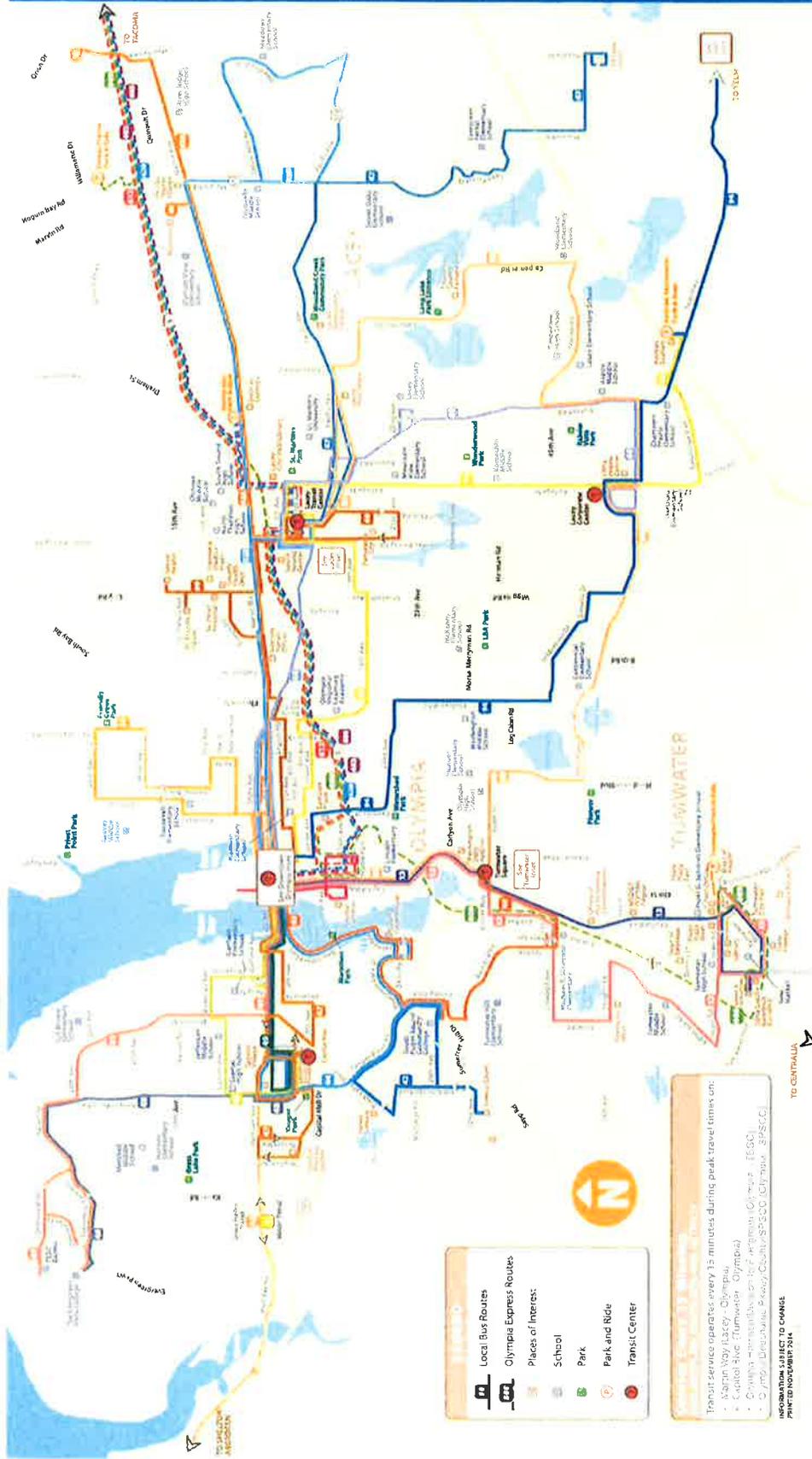
**Municipal Code contact information:**

Email: [admins@ci.olympia.wa.us](mailto:admins@ci.olympia.wa.us)  
(<mailto:admins@ci.olympia.wa.us>)  
Telephone: (360) 753-8325

City Website: <http://olympiawa.gov>  
(<http://olympiawa.gov>)  
Code Publishing Company  
(<http://www.codepublishing.com/>)

# **ATTACHMENT 7**

# INTERcityTRANSIT System Map



**Local Bus Routes**

**Olympia Express Routes**

**Places of Interest**

- School
- Park
- Park and Ride
- Transit Center

Transit service operates every 15 minutes during peak travel times on:

- Martin Way (Lacey - Olympia)
- Excelsior Blvd. (Tumwater - Olympia)
- Olympia - Leavenworth (Olympia - I-5)
- Olympia - Deschutes (Olympia - SECC (Olympia - SECC))

INFORMATION SUBJECT TO CHANGE  
PRINTED NOVEMBER 2014

TO OLYMPIA

# **ATTACHMENT 8**



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BEFORE THE HEARING EXAMINER  
CITY OF OLYMPIA

IN RE:  
MEDELA REZONE,  
OLYMPIA FILE NO.: 15-0010

HEARING NO. 15-0010  
APPLICANT MEDELA GROUP, LLC'S  
EXHIBIT LIST

**ORIGINAL**

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BEFORE THE HEARING EXAMINER  
CITY OF OLYMPIA

IN RE:  
MEDELA REZONE,  
OLYMPIA FILE NO.: 15-0010

HEARING NO. 15-0010  
APPLICANT MEDELA GROUP, LLC'S  
EXHIBIT LIST

Applicant Medela Group, LLC (“Applicant” or “Medela”), by and through its counsel Joseph A. Rehberger and Cascadia Law Group PLLC, submits this exhibit list for the public hearing on the proposed above-captioned re-zone, scheduled for July 20, 2015.

Applicant intends to and hereby does offer the following exhibits in support of the rezone, each attached hereto:

1. City of Olympia SEPA DNS and Notice of Public Hearing, dated June 1, 2015.
2. City of Olympia Notice Letter dated May 26, 2015 regarding inclusion of Medela rezone proposal as agenda item for Planning Commission meeting on June 1, 2015, together with Medela Rezone – Recommendation.
3. Notice of Application and Public Meeting notice issued April 6, 2015 by City of Olympia Community Planning & Development regarding the Medela Rezone.
4. Rezone Application and SEPA Checklist dated January 14, 2015.
5. Letter from City of Olympia to Thurston County Board of Commissioners dated April 21, 2014 regarding the City Council’s recommendation of the Medela Rezone.

**ORIGINAL**

- 1           6.       Letter from City of Olympia to Thurston County Board of Commissioners dated  
2 January 22, 2014 regarding the City Council's recommendation of the Medela Rezone.
- 3           7.       Decision of the Board of Thurston County Commissioners dated April 10, 2013.
- 4           8.       Thurston County Hearing Examiner recommendation (Appeal No. 12-118110VE;  
5 Thurston County Project No. 2009103036) dated February 19, 2013.
- 6           9.       Written testimony of Ron Niemi for the applicant, Medela Group PLLC, provided  
7 for the February 4, 2013 public hearing.
- 8           10.      Response to Re-Zoning Appeal PowerPoint presentation by Lisa Palazzi for the  
9 February 4, 2013 public hearing.
- 10          11.      Summary environmental report of Lisa Palazzi, CPSS, PWS, prepared for Medela  
11 Group LLC dated January 10, 2013.
- 12          12.      Prairie Habitat Recon report of Key Environmental Solutions, LLC dated  
13 January 8, 2013 to Thurston County Resource Stewardship Department.
- 14          13.      Thurston County SEPA DNS (Project No. 2009103063), dated October 11, 2012.
- 15          14.      Olympia Comprehensive Plan, Land Use and Urban Design, adopted by Ordinance  
16 No. 6945 on December 16, 2014, effective December 23, 2014; a complete copy of the City's  
17 Comprehensive Plan is available at: <http://www.codepublishing.com/wa/olympia/> (last visited July  
18 13, 2015), incorporated herein by this reference.
- 19          15.      Sustainable Thurston, Creating Places Preserving Spaces, A Sustainable  
20 Development Plan for the Thurston Region (excerpt) (December 2013); a complete copy of the  
21 plan is available at: <http://www.trpc.org/DocumentCenter/View/791> (last visited July 13, 2015),  
22 incorporated herein by this reference.
- 23          16.      Sustainable Thurston, Creating Places Preserving Spaces, A Sustainable  
24 Development Plan for the Thurston Region, Executive Summary (December 2013).
- 25          17.      Sustainable Thurston, Land Use, Transportation, and Climate Change (excerpt)  
26 (January 2013); a complete copy of the plan is available at:  
27

1 <http://www.trpc.org/DocumentCenter/View/727> (last visited July 13, 2015), incorporated herein  
2 by this reference.

3 18. Thurston Regional Planning Council, Revitalizing Urban Transit Corridors (July  
4 2012).

5 19. City of Olympia, High Density Corridors Frequently Asked Questions (FAQ)  
6 (September 5, 2012).

7 20. City of Olympia, Future Land Use Map (December 2014).

8 21. City of Olympia, Official Zoning Map

9 22. Site plan depicting tax parcels affected by proposed rezone prepared by Fine Line  
10 Technical Services, Inc. for Medela Group LLC.

11 23. Assorted maps and aerial photographs.

12 24. Assorted site photographs.

13 Applicant reserves the right to supplement the above list of exhibits based upon further  
14 inquiry and discovery at any time prior to or at the public hearing, or as otherwise allowed by the  
15 Examiner, and to offer as an exhibit any of the exhibits listed by the City of Olympia or any other  
16 party in this hearing, and to introduce additional exhibits for demonstrative and rebuttal purposes.

17 DATED this 13<sup>th</sup> day of July 2015.

18 CASCADIA LAW GROUP PLLC

19   
20 \_\_\_\_\_  
21 Joseph A. Rehberger, WSBA No. 35556

22 Attorneys for Applicant Medela Group, LLC  
23  
24  
25  
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**SEPA DNS and  
NOTICE OF  
PUBLIC HEARING  
For OLYMPIA HEARING EXAMINER**

Community Planning & Development  
601 4<sup>th</sup> Avenue E. – PO Box 1967  
Olympia WA 98501-1967  
Phone: 360.753.8314  
Fax: 360.753.8087  
[cpdinfo@ci.olympia.wa.us](mailto:cpdinfo@ci.olympia.wa.us)  
[www.olympiawa.gov](http://www.olympiawa.gov)

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## MEDELA REZONE

This document is a notice from the City of Olympia regarding the land use zoning map amendment application submitted to the City by Medela Group, LLC, on January 14, 2015. This document includes both a notice of the City of Olympia's threshold determination issued pursuant to the State Environmental Policy Act (SEPA) and NOTICE of the PUBLIC HEARING regarding the proposal in general. Please read carefully as this hearing may be the only public hearing regarding this proposal.

**Proposal:** Amendment of City of Olympia land use Zoning Map changing over nine acres southeasterly of the intersection of Pacific Avenue and Boulevard Road SE from 'Single-Family Residential 4 to 8 units per acre' to 'Residential Multi-family 18 units per acre.' (See location below and accompanying map for specific location, and Olympia File 15-0010 for more information.) Any change in zoning would extend to the center of adjacent streets and Interstate 5.

**Location:** Blocks 800 and 900 east of Chambers Street SE, Olympia, Washington, in the southeast quarter of the southeast quarter of Section 13 of Township 18 North, Range 2 West and including Thurston County tax parcel numbers 094800-45000, -46000, -48000, -49000, -50000, -51000, -52000, -53000, -54000, -56000, -57000, 52900100100, 52900200900, 52900200700, and 09480047000 (Note that the applicant's proposal did not include the last parcel, #09480047000, which is the most southeasterly of the properties. It has been added to this proposal by the City staff so that the Examiner has the option to consider whether or not to recommend that this parcel also be rezoned.)

**Applicant:** Medela Group, LLC, 250 Courtney Creek Lane, Belfair, WA 98528

**Representative:** Ron Niemi, Woodard Bay Works, Inc., 6135 Woodard Bay Road NE, Olympia, WA 98506

**PUBLIC HEARING:** The City of Olympia Hearing Examiner will hold a public hearing at:

**6:30 p.m. on Monday, July 6, 2015, in the  
Council Chambers, 601 East 4th Avenue,  
Olympia, Washington**

to receive comments prior to making a recommendation to the City Council regarding this proposal. The Examiner may recommend that the proposal be adopted or not adopted, or may recommend an alternative or a variation. Anyone interested is invited to attend and present testimony regarding the above proposal. Written statements may be submitted to the Examiner at the hearing or in care of the Olympia Community Planning and Development Department. Unless additional time is granted by the Examiner, written comments must be received at or prior to the public hearing. A copy of the staff's report to the Examiner will be available seven days before the hearing.

The City of Olympia is committed to the non-discriminatory treatment of all persons in the delivery of services and resources. If you require special accommodations to attend and/or participate in this hearing, please contact Community Planning and Development by 10:00 a.m., 48 hours in advance of the meeting or earlier, if possible; phone: 360.753.8314; e-mail: [cpdinfo@ci.olympia.wa.us](mailto:cpdinfo@ci.olympia.wa.us). For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.

To submit written comments, or to obtain a copy of the staff report or other information about this proposal or the hearing process, such as a copy the Examiner's rules of procedure, please contact: Todd Stamm, Principal Planner; at Olympia City Hall, 601 4<sup>th</sup> Avenue East; Phone (360) 753- 8597; E-mail [cpdinfo@ci.olympia.wa.us](mailto:cpdinfo@ci.olympia.wa.us); Mail to Olympia Community Planning and Development Department, P.O. Box 1967, Olympia, Washington, 98507-1967.

**State Environmental Policy Act Threshold Determination – DNS**

The City of Olympia as lead SEPA agency for this proposal has determined that it probably will not have a "significant adverse impact" upon the environment. Therefore an Environmental Impact Statement will not be required under RCW 43.21C.030(2)(C). This Determination of Non-Significance (DNS) was made after review by the City of Olympia's environmental review officer (SEPA Official) of an Environmental Checklist and other information on file with the City. This information is available to the public on request.

The environmental review and SEPA threshold determination of this proposed action are for that proposal described in the application received by the City on January 14, 2015, together with the addition of one parcel of land as described above. This determination is limited to that non-project action of amending City development regulations. It assumes that whether the proposing zoning is appropriate will be fully considered by the Olympia Hearing Examiner and, in addition, if and when any development of the site is proposed any such project will be subject to appropriate further environmental review and mitigation necessary to ensure that significant adverse impacts do not result. Comments regarding this DNS should be directed to the SEPA Official at the address below. This DNS is neither a permit nor approval of the proposal. Prior to any final action, the rezone proposal will be the subject of a public hearing as described above.

**SEPA APPEAL PROCEDURE:** Pursuant to RCW 43.21C.075(3) and Olympia Municipal Code 14.04.160(A), the lack of conditions (mitigating measures) of a DNS may be appealed by any agency or aggrieved person. Appeals must be filed with the Community Planning and Development Department at the address above within twenty-one (21) calendar days of the date of issue. Appeal forms are available on request. Any appeal must be accompanied by a \$1,000 administrative appeal fee. Any hearing resulting from such an appeal would be consolidated with the hearing described above in a manner to be determined by the Hearing Examiner.

- NOTICE ISSUED:** June 1, 2015
- SEPA COMMENTS DUE:** 5:00 p.m., June 15, 2015
- SEPA APPEAL DEADLINE:** 5:00 p.m., June 22, 2015
- PUBLIC HEARING:** 6:30 p.m., July 6, 2015

SEPA Determination Issued by:



Leonard Bauer  
SEPA Official

**OLYMPIA COMMUNITY PLANNING AND DEVELOPMENT DEPARTMENT**





**MEDELA REZONE VICINITY MAP**



May 26, 2015

Greetings:

**Subject: Medela Rezone (Olympia file 15-0010)**

According to City of Olympia records, you have expressed an interest in the change in land use zoning proposed by Medela Group, LLC, in January of this year. This letter is provided to inform you as a potentially interested party that the Olympia Planning Commission is scheduled to discuss this proposal at their regular meeting on Monday, June 1, 2015, at Olympia City Hall, 601 Fourth Avenue East. This meeting is scheduled to begin at 6:30 p.m. in Room 207. The Medela rezoning proposal will be one of the first items on the agenda.

Please note that this is NOT A PUBLIC HEARING. Because under state law the City is allowed to hold only one "open record public hearing" the Commission may choose to not take any applicant or public comment at this meeting. However, you may attend and observe the meeting if you wish. In the alternative, you may listen to a recording of the meeting that will be posted to the City's website a few days later as part of 'agendas and meetings' (olympiawa.gov). A copy of the staff's report to the Commission on this topic is enclosed for your convenience.

Please note that the Commission has no decision-making authority in this matter; however the Commission may choose to make a recommendation to the Olympia Hearing Examiner. The Examiner will be holding a public hearing where you will be provided an opportunity to comment – probably in late June or early July – before he makes a recommendation to the City Council. You will be provided with notice of that hearing when it has been scheduled.

Any questions or comments regarding this proceeding or the proposal in general can be submitted to me at [cpdinfo@ci.olympia.wa.us](mailto:cpdinfo@ci.olympia.wa.us) or by mail to Olympia Community Planning & Development Department, PO Box 1967, Olympia, Washington 98507.

Sincerely,

Todd Stamm  
Principal Planner

TS:nl

Enclosure

cc: Medela Group, LLC, c/o Ron Niemi ([ron@woodardbayworks.com](mailto:ron@woodardbayworks.com))

**MAYOR:** Stephen H. Buxbaum, **MAYOR PRO TEM:** Nathaniel Jones, **CITY MANAGER:** Steven R. Hall  
**COUNCILMEMBERS:** Jim Cooper, Julie Hankins, Steve Langer, Jeannine Roe, Cheryl Selby



## Planning Commission

### Medela Rezone -- Recommendation

**Agenda Date:** 6/1/2015  
**Agenda Item Number:** 6.A  
**File Number:** 15-0542

---

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

---

**Title**

Medela Rezone -- Recommendation

**Staff Recommended Action**

Move to recommend that the City staff forward the Planning Commission's recommendation of October 22, 2012 to the Hearing Examiner for consideration. (Option 1 below)

**Report**

**Issue:**

On January 14, 2015, the Medela Group, LLC, submitted a request (file 15-0010) to change the land use zoning of about nine acres south of Pacific Avenue and east of Boulevard Road from Single-Family Residential 4 to 8 units per acre (R4-8) to Multi-Family Residential 18 units per acre (RM-18). See attached map. This proposal will be the subject of a public hearing to be held by the Olympia Hearing Examiner before making a recommendation to the City Council. As described below, the City's development code provides that the Planning Commission may also make a recommendation.

**Staff Contact:**

Todd Stamm, Principal Planner, Community Planning and Development Department, 360.753.8597

**Presenter:**

Todd Stamm, Principal Planner

**Background and Analysis:**

History of the Proposal

On January 14, 2015, the Medela Group, LLC, submitted a request to 'rezone' nine acres from single-family to multi-family zoning as shown on the attached map. This is a separate but similar proposal to one that was submitted to Thurston County on November 12, 2009 to amend both the Comprehensive Plan Future Land Use Map and land use zoning map for basically the same property. That proposal was denied by the Board of County Commissioners in May of 2014. On June 20, 2014, the site was annexed into the City of Olympia along with surrounding properties as part of the 'I-5/Boulevard Road' "island" annexation. In December of 2014 the City of Olympia's updated Comprehensive Plan was adopted, including - in part - designation of this site as part of the "Urban

Corridor.” The application now under review was received by the City the following month.

### Procedural Background

Until the updated Comprehensive Plan was adopted in December, most recent requests for zoning map amendments were accompanied by requests to amend the Plan. The Medela rezone application is the first to be considered under new Plan provisions that provide for a variety of zones within many of the Land Use categories of the Plan. It will be evaluated for consistency with all aspects of the Plan and the other rezone criteria that were recommended by the Commission and recently adopted by the City Council.

The process for reviewing proposed site-specific zoning map amendments (rezones) such as this is established primarily by state law and by Chapters 18.58, 18.59 and 18.82 of the Olympia Municipal Code. The local code provides for a staff review including an environmental review (SEPA) followed by the Hearing Examiner holding an ‘open-record’ public hearing before making a recommendation to the City Council. The Council makes the City’s final decision regarding such applications. The Examiner’s hearing has not yet been scheduled, but it may be in late June or early July.

The code also provides that the staff “shall forward rezone, i.e., zoning map amendment, requests to the Planning Commission for review and recommendation ...” (OMC 18.59.050) However, the State Local Project Review Act provides that the City may hold only one “open-record hearing” when reviewing a rezone proposal that is not associated with a Plan amendment. Accordingly, although the Commission may make a recommendation to the Examiner - which in turn would be part of the record forwarded to the Council - the Commission is prohibited from holding a hearing to solicit comments from the applicant or public.

Further, such rezone application reviews are termed ‘quasi-judicial’ proceedings by Washington courts. In brief, this means that reviewing bodies may not communicate with interested parties outside of public meetings, must provide due notice of any hearing, and are generally held to high standards of fairness.

In this context, the Medela rezone review is further complicated by the prior Plan amendment and rezone application review conducted by the City and County, including the Olympia Planning Commission, between 2009 and 2014. Although technically a separate proceeding, that proposal was very similar to the one at hand. In that case, on October 22, 2012, the Commission recommended that the proposal be approved and that related portion of Ninth Avenue be reclassified as a “neighborhood collector.” (See OPC minutes and staff reports of that date and preceding for more information.)

In addition, a 1988 Memorandum of Understanding among Lacey, Tumwater, Olympia and Thurston County provides -- in part -- that a joint planning process shall be followed for “... rezones affecting an area covered by a Joint Plan for up to one year after annexation.” Whether this or similar provisions in the Memorandum are applicable to the pending application, and if so what affect they have, will be one of the issues presented to the Hearing Examiner.

### Substance of the Proposal

This nine-acre parcel now includes nine single-family homes and a portion of an adjacent wetland

associated with Indian Creek. Access to the site is limited to two local streets, Seventh and Ninth Avenues, extending for a block from Boulevard Road through a single-family-zoned neighborhood - designated as a "Low Density Neighborhood" in the City's Plan.

Upon development Olympia's R4-8 zoning allows up to 7 homes per acre (plus bonuses) and requires a minimum of 5 homes per acre unless exceptions are granted. The development code describes the purposes of this zone, "To accommodate single-family houses and townhouses at densities ranging from a minimum of four (4) units per acre to a maximum of eight (8) units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhoods."

The proposed RM-18 zone would allow other forms of housing, including apartments, at densities of up to 18 units per acre. Unless exceptions are granted, the minimum development density is 8 units per acre. The purpose of this zone is described as, "To accommodate predominantly multifamily housing, at an average maximum density of eighteen (18) units per acre, along or near (e.g., one-fourth (1/4) mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing." The zone includes 'transitional' provisions such as requiring duplexes or detached housing adjacent to existing single-family homes.

According to Olympia Municipal Code 18.59.050 adopted this year to guide rezone reviews, both the current R4-8 zoning and the proposed RM-18 zoning can be found to be consistent with the Comprehensive Plan's Urban Corridor designation. This and the other rezone criteria of the code will be considered by the Examiner in evaluating the proposal.

#### Staff Recommendation

Although the Commission may choose to inquire into the merits of this particular rezone application, given the history of this proposal the staff believes it would be difficult to conduct such an inquiry in a manner that would be perceived as fair by all interested parties. Therefore, the staff recommends that the Commission decline to again delve into the surrounding issues and instead recommend that the Commission's prior action be brought to the Examiner's attention (option 1) - or, alternatively, that the Commission now decline to make any recommendation (option 5).

#### **Neighborhood/Community Interests):**

The former version of this proposal reviewed by both the City and the County, which included a State Environmental Policy Act appeal, was of intense public interest - much of it in the form of opposition. Similar interest is expected to this proposal. About two dozen parties attended a staff-hosted public information meeting in April and numerous written comments have already been received. Notice of the Commission's consideration of this issue was provided to those parties.

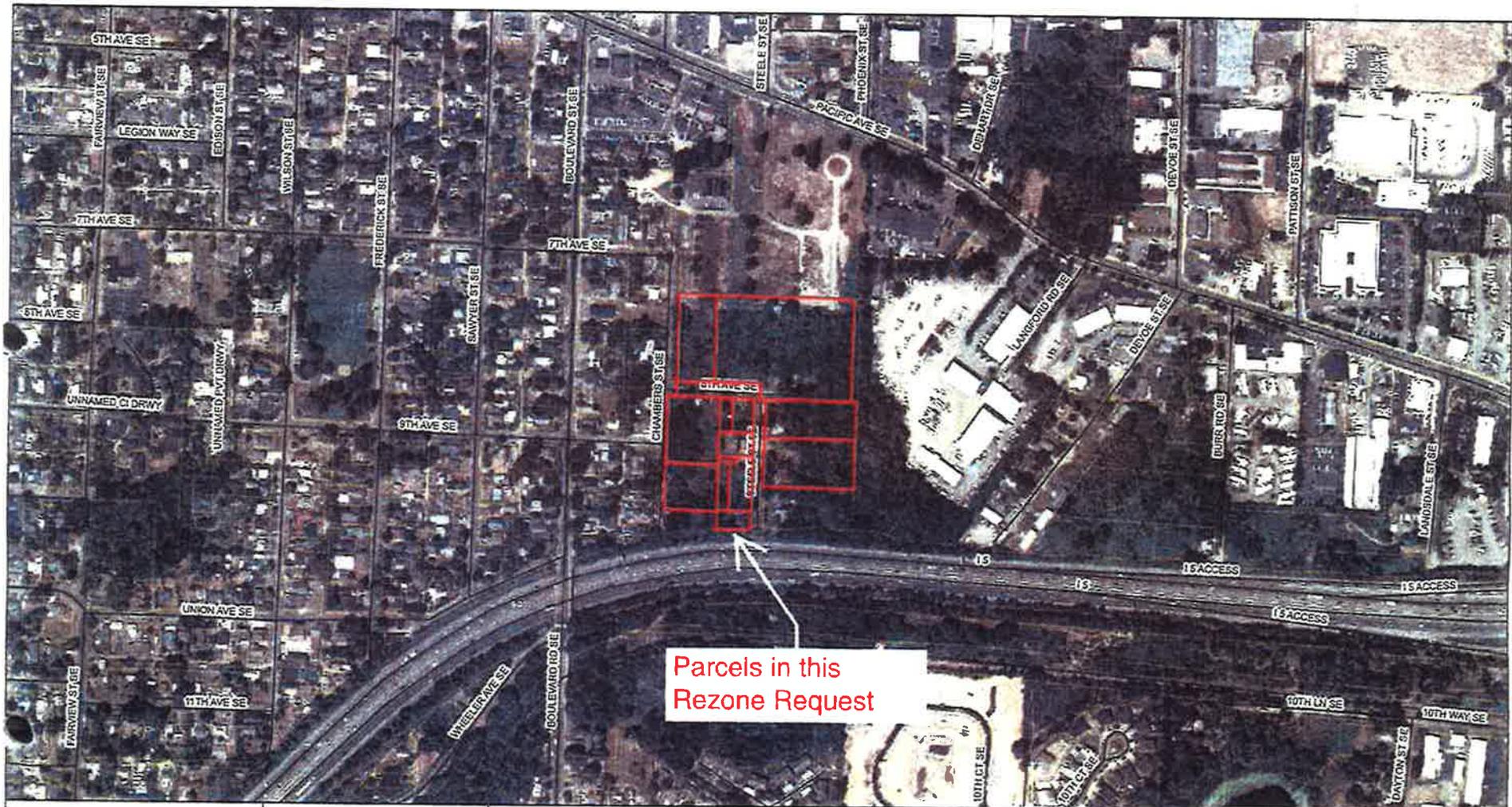
#### **Options:**

1. Recommend that the Commission's recommendation of October 22, 2012 be forwarded to the Hearing Examiner for consideration.
2. Recommend that the proposal be approved as presented.

3. Recommend an alternative to the proposal.
4. Recommend that the proposal be denied.
5. Recommend that the Hearing Examiner proceed without a recommendation from the Commission.
6. Table the item and request additional more detailed information from City staff.

**Financial Impact:**

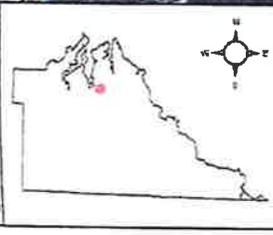
No direct impacts on City finances. Change in zoning may affect property values in the area and upon development would result in different demands for public services.



Parcels in this Rezone Request

**Applicant:**  
Ron Niemi/Woodard Bay Works, Inc  
**Amendment:**  
Residential 4 to 8 Units Per Acre to Residential Multifamily 18  
**Project Info:**  
9 +/- Acres  
**Application #:**  
2009103063

Thurston County Planning Department  
Map Created on 24 June 2010 - 10



**2009 Aerial Photos**



Thurston County makes every effort to ensure that this map is a true and accurate representation of the work of County Government. However, the County and all related personnel make no warranty, express or implied, regarding the accuracy, completeness or consistency of any information contained on this map. Nor does the County accept liability for any damage or injury caused by the use of this map.

To the fullest extent permitted pursuant to applicable law, Thurston County disclaims all warranties, express or implied, including, but not limited to, implied warranties of merchantability, title, fitness for a particular purpose, and non-infringement of proprietary rights.

Under no circumstances, including but not limited to negligence, shall Thurston County be liable for any direct, indirect, incidental, special or consequential damages that result from the use of, or the inability to use, Thurston County materials.



# NOTICE OF APPLICATION AND PUBLIC MEETING

Community Planning & Development  
601 4<sup>th</sup> Avenue E. – PO Box 1967  
Olympia WA 98501-1967  
Phone: 360.753.8314  
Fax: 360.753.8087  
[cpdinfo@ci.olympia.wa.us](mailto:cpdinfo@ci.olympia.wa.us)  
[www.olympiawa.gov](http://www.olympiawa.gov)

Notice Issued: Monday, April 6, 2015  
File Number: 15-0010  
Project Name: MEDELA REZONE  
Project Address: 908 CHAMBERS ST SE and others

### Project Description:

Proposal to amend Olympia Zoning Map to change land use designation of nine acres from Single-Family Residential 4 to 8 units per acre to Multi-Family Residential 18 units per acre.

(This site is north of Interstate-5, west of Puget Sound Energy facilities, south of Forest Memorial Gardens and about one block east of Boulevard Road - see accompanying map and aerial photo.)

**Applicant:** Medela Group, LLC,  
250 Courtney Creek Lane  
Belfair, WA 98528

**Representative:** Ron Niemi  
Woodard Bay Works, Inc.  
6135 Woodard Bay Road NE  
Olympia, WA 98506

**Lead City Staff:** Todd Stamm, Principal Planner  
Phone: (360) 753-8597  
Email: [tstamm@ci.olympia.wa.us](mailto:tstamm@ci.olympia.wa.us)

### How to be involved in the review of this proposal:

On January 14, 2015, the City of Olympia received a request for approval of a change in land use zoning as described above. Except when in use, the application, plans, and studies related to this proposal are available for review on regular business days at City Hall, 601 4<sup>th</sup> Avenue East, Olympia, Washington. This proposal including potential environmental impacts will be reviewed by City staff and will be the subject of a public hearing to be held by the Olympia Hearing Examiner. The Examiner will make a recommendation to the City Council, who will make the final decision regarding this proposal. The Olympia Planning Commission may also make a recommendation to the Council.

### Neighborhood Meeting:

This proposal will be the subject of an informational meeting for the neighborhood and other interested parties to be hosted by City staff at 6:30 p.m. on Thursday, April 23, 2015, at the Olympia Regional Learning Academy, 2400 15<sup>th</sup> Avenue SE in Olympia. Questions about both the proposal and the City's review procedure will be welcomed.

### Comment Periods:

We invite your comments and participation in review of this proposal. You may submit comments both to City staff and for consideration by the Hearing Examiner. To ensure consideration by City staff, comments must be received on or before May 4, 2015. Later comments may or may not be considered by City staff. You may submit written comments to the Hearing Examiner or appear and testify at the yet-to-be-scheduled public hearing, or both. Please note: the City Council may base its decision on the evidence presented to the Examiner.

**Neighborhood Meeting**  
**6:30 p.m.**  
**Thursday, April 23**  
**Olympia Regional Learning**  
**Academy**  
**2400 15<sup>th</sup> Avenue SE**

Initial Period for submitting  
comments to City staff  
ends at midnight of Monday,  
**May 4, 2015**

Examiner's Public Hearing  
and Planning Commission and City  
Council review  
**- not yet scheduled -**

WHY MENTION PLANNING COMMISSION & COUNCIL VOTED IN FAVOR OF RM116 ?  
WHY REVIEW THIS?  
WHY DOES NOT AS BALANCED REPORTING

Comments and inquiries regarding this proposal should be submitted to Todd Stamm, Principal Planner, of the Olympia Community Planning & Development Department at the above addresses.

**Notice of Hearing:**

A public hearing is required prior to the City's decision regarding this proposal. That hearing has not yet been scheduled. Any party directly receiving this Notice of Application will be mailed a notice of the public hearing. To be added to the mailing list, please contact Todd Stamm at the addresses above. In addition, notice of the hearing will be posted at the site and published in *The Olympian* about two weeks before the hearing.

The City of Olympia is committed to the non-discriminatory treatment of all persons in the delivery of services and resources. If you require special accommodations to attend and/or participate in any of these meetings or the hearing, please contact Community Planning & Development by 10:00 a.m., 48 hours in advance of the date or earlier, if possible; phone: 360.753.8314; e-mail: [cpdinfo@ci.olympia.wa.us](mailto:cpdinfo@ci.olympia.wa.us). For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.

**Relationship to Medela's Earlier Proposal:**

In April of 2014 this area was annexed into (added) to the City of Olympia. A few weeks later the Board of Thurston County Commissioners denied a similar rezone proposal that Medela, LLC, had submitted to Thurston County in 2009. The City of Olympia was a participant in those proceedings. The application submitted to the City in January of 2015 is a new (albeit very similar) proposal to be considered by the City of Olympia. Documents and evidence from the County proceeding may be submitted for consideration as part of the City's review of the proposal.

JUNE 2014

HAS BEEN BY APPLICANT.

**Other Information About This Project:**

Application determined to be Complete: On or before February 11, 2015.

Other Project Permits or Approvals Requested or Required: Environmental Review pursuant to State Environmental Policy Act.

The applicant has not yet prepared any project studies at the City's request. Existing environmental documents evaluating this project include: An Environmental Checklist prepared by the applicant, and documents in the record of related County proceedings.

CITY TRAFFIC REVIEW + STAFF REPORT WAS DONE

Government programs providing funds for this project: None known.

At minimum, this proposal is subject to the City of Olympia Comprehensive Plan and the Olympia Municipal Code (OMC) - specifically OMC 18.59.05 Decision Criteria for Rezone Requests. Other OMC sections that may be of interest include Title 14 (Environmental Protection) and Title 18 (Zoning). This proposal must also conform to the State Environmental Policy Act (SEPA). Please note that, at this time, no determination of consistency with City or State plans, standards, or regulations has been made.

This notice has been provided to agencies, the Eastside Neighborhood Association, the Upper Eastside Neighborhood Association, and neighboring property owners. Lists of specific parties notified are available upon request.

**Appeal of the City's Decision:**

Upon written request, you will be provided with notice of the City Council's decision regarding this proposal. Anyone who does not agree with the Council's decision will have an opportunity to file an appeal or petition for review pursuant to State law and procedures.

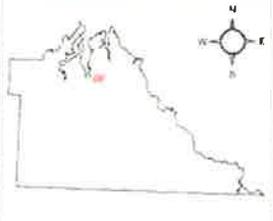




Parcels in this Rezone Request

**Applicant:**  
Ron Niemi/Woodard Bay Works, Inc  
**Amendment:**  
Residential 4 to 8 Units Per Acre to Residential Multifamily 18  
**Project Info:**  
2 +/- Acres  
**Application #:**  
2009103063

Thurston County Planning Department  
Map Created on 25 June 2010 - PJG



2009 Aerial Photos



Thurston County makes every effort to ensure the data used in a base map is accurate and up-to-date. However, the accuracy and reliability of the data is not guaranteed. The County is not responsible for any errors or omissions in this map. The County is not responsible for any damage or injury caused by the use of this map.

No liability is assumed for any use of this map. The County is not responsible for any damage or injury caused by the use of this map.

Under no circumstances, including but not limited to negligence, shall Thurston County be liable for any direct, indirect, incidental, special or consequential damages that result from the use of or the inability to use Thurston County products.



# GENERAL LAND USE APPLICATION

OFFICIAL USE ONLY

Case #: \_\_\_\_\_

Master File #: \_\_\_\_\_

Date: \_\_\_\_\_

Received By: \_\_\_\_\_

Project Planner: \_\_\_\_\_

Related Cases: \_\_\_\_\_

One or more of the following **Supplements** must be attached to this **General Land Use Application**:

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Adjacent Property Owner List           | <input type="checkbox"/> Large Lot Subdivision                     |
| <input type="checkbox"/> Annexation Notice of Intent                       | <input type="checkbox"/> Parking Variance                          |
| <input type="checkbox"/> Annexation Petition (with BRB Form)               | <input type="checkbox"/> Preliminary Long Plat                     |
| <input type="checkbox"/> Binding Site Plan                                 | <input type="checkbox"/> Preliminary PRD                           |
| <input type="checkbox"/> Boundary Line Adjustment (Lot Consolidation)      | <input type="checkbox"/> Reasonable Use Exception (Critical Areas) |
| <input type="checkbox"/> Conditional Use Permit                            | <input checked="" type="checkbox"/> SEPA Checklist                 |
| <input type="checkbox"/> Design Review -- Concept (Major)                  | <input type="checkbox"/> Shoreline Development Permit (JARPA Form) |
| <input type="checkbox"/> Design Review -- Detail                           | <input type="checkbox"/> Short Plat                                |
| <input type="checkbox"/> Environmental Review (Critical Area)              | <input type="checkbox"/> Tree Plan                                 |
| <input type="checkbox"/> Final Long Plat                                   | <input type="checkbox"/> Variance or Unusual Use (Zoning)          |
| <input type="checkbox"/> Final PRD   | <input checked="" type="checkbox"/> Other <u>Rezone Request</u>    |
| <input checked="" type="checkbox"/> Land Use Review (Site Plan) Supplement |  |

Project Name: Medela Rezone

Project Address: 8<sup>th</sup> Avenue SE and Steele Street

Applicant: Medela Group, LLC

Mailing Address: 250 Courtney Creek Lane, Belfair, WA 98528

Phone Number(s): (360) 275-5243

E-mail Address: mel@hctc.com

Owner (if other than applicant):

Mailing Address:

Phone Number(s):

Other Authorized Representative (if any): Ron Niemi, Woodard Bay Works, Inc.

Mailing Address: 6135 Woodard Bay Road NE, Olympia, WA 98506

Phone Number(s): (360) 545-3759

E-mail Address: ron@woodardbayworks.com

Project Description: Rezone 14 contiguous parcels totaling 9.01 acres from R4-8 to RM-18 (Residential Multifamily - 18 Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen (18) units per acre, along or near (e.g., one-fourth (¼) mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.)

Size of Project Site: 9.01 acres

Assessor Tax Parcel Number(s): See Attached Tax Parcel List

Section :13N

Township: 18

Range: 2W

Full Legal Description of Subject Property (attached )

Zoning: R4-8

Shoreline Designation (if applicable): NA

Special Areas on or near Site (show areas on site plan):

Creek or Stream (name): Indian Creek

Lake or Pond (name):

Swamp/Bog/Wetland

Steep Slopes/Draw/Gully/Ravine

Scenic Vistas

Historic Site or Structure

Flood Hazard Area (show on site plan)

None

Water Supply (name of utility if applicable): City of Olympia

Existing: City of Olympia

Proposed: City of Olympia

Sewage Disposal (name of utility if applicable): Municipal

Existing: Septic

Proposed: Municipal

Access (name of street(s) from which access will be gained): 9<sup>th</sup> Ave. SE, upgraded to Neighborhood Collector within existing R/W.

I affirm that all answers, statements, and information submitted with this application are correct and accurate to the best of my knowledge. I also affirm that I am the owner of the subject site or am duly authorized by the owner to act with respect to this application. Further, I grant permission from the owner to any and all employees and representatives of the City of Olympia and other governmental agencies to enter upon and inspect said property as reasonably necessary to process this application. I agree to pay all fees of the City that apply to this application.

Signature

Date

1-14-2015

*RL*  
Initials

I understand that for the type of application submitted, the applicant is required to pay actual Hearing Examiner costs, which may be higher or lower than any deposit amount. I hereby agree to pay any such costs.

*Applicants are required to post the project site with a sign provided by the City within seven days of this application being deemed complete. Please contact City staff for more information.*

Each complete General Land Use Application shall include each of the following:

1. Vicinity map depicting location of project with respect to nearby streets and other major features, and encompassing at least one (1) square mile, and not more than forty (40) square miles.
2. Unless exempt, an environmental checklist with typed and title-company certified list of property owners of record within 300 feet of the project site. (See Olympia Municipal Code (OMC) 14.04.060 and WAC 197-11-800 regarding exemptions.)
3. All supplemental attachments for each and every land use approval required by the City of Olympia for the proposed project.
4. A map to scale depicting all known or suspected critical areas on the site or within 300 feet of the site. (See Chapter 18.32 of the OMC.)
5. An Environmental Review Report if within 300 feet of any critical area (wetland, stream, landslide hazard area or other critical area. (See Chapter 18.32 of the OMC.)

# REZONE OR CODE TEXT AMENDMENT SUPPLEMENT

Olympia

## OFFICIAL USE ONLY

Case #: \_\_\_\_\_ Master File #: \_\_\_\_\_ Date: \_\_\_\_\_  
Received By: \_\_\_\_\_ Project Planner: \_\_\_\_\_ Related Cases: \_\_\_\_\_

Rezone  Text Amendment

Current land use zone: R4-8

Proposed zone: RM-18 (Residential Multifamily - 18 Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen (18) units per acre, along or near (e.g., one-fourth (1/4) mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.)

Answer the following questions (attach separate sheet):

A. Is the present zoning the result of a mistake?

No. The present zoning was likely appropriate at the time of its original inception. However, land use demands have changed as transportation corridors are developed, neighborhoods matured, and demand for housing must be met in a responsible and planned manner.

B. What conditions affecting the property have changed since the property was last zoned?

On December 16, 2014, the City Council approved final adoption of the updated Comprehensive Plan. Those updates included the designation of urban corridors related to certain areas in the vicinity of major arterial streets, with the goal of providing opportunities to live, work, shop and recreate within walking distance of these areas. The subject property is located near a central "node" at the intersection of Pacific Avenue, Martin Way, State Avenue, Fourth Avenue, and Boulevard and is designated as an "urban corridor" land use designation and near designated transportation corridors. The comprehensive plan is designed with the intent to focus higher residential densities downtown, along urban corridors, and near neighborhood centers.

In addition to the above, since the property was last zoned, numerous site and area conditions have changed. Urban sprawl has accelerated. More people are moving into the area. The City of Olympia has implemented *Imagine Olympia* in its comprehensive plan, which outlines goals for high-density transportation corridors and related zoning that call for increased density. Transit opportunities and accessibility has increased. Zoning to the south of the property has been increased to RM-18. Despite the above, the subject property, in its current conditions, is significantly underutilized.

Thurston County Hearing Examiner findings and related preliminary environmental due diligence has been performed on the subject property, and can be found in the Thurston County records at:

[http://www.co.thurston.wa.us/permitting/hearing/appeals/cen\\_appeal.html](http://www.co.thurston.wa.us/permitting/hearing/appeals/cen_appeal.html)

C. Is the property useable as presently zoned?

The property is usable as presently zoned, but is underutilized and not able to be used consistent with the new Comprehensive Plan designation. The available urban utility and transportation infrastructure and services will support the increased density called for in the comprehensive plan consistent with its Urban Corridor designation.

D. How will the rezone benefit the public?

The proposed rezone will benefit the public by aligning the property and use zoning designation with the Urban Corridor designation in support of the intersection "node" at Pacific Avenue and Boulevard. The proposed rezone will also encourage increased housing near the corridor node and downtown, and in an area that is supported by alternative-transit options, including mass transit, bicycles, and pedestrian travel. It will also assist in reducing sprawl and its associated costs and social impacts, and in facilitating the improvement and revitalization of existing neighborhoods.

E. Will the rezone result in any harm to the public or surrounding property? How?

No. Rezones that increase density in urban areas have been shown to be beneficial from a social, environmental and economic standpoint. It is a natural progression of urban infill that is inevitable, and typically well done. The City of Olympia has comprehensive project review processes in place that will guide and assure a successful outcome.

F. Is the rezone consistent with the Olympia Comprehensive Plan? Why or why not?

Yes. The proposed rezone is consistent with the Olympia Comprehensive Plan, the Growth Management Plan, Urban Corridors, and Sustainable Thurston. Each of those plans address why increased density along urban corridors with utility and transportation capacity, close to work, shopping and other services is beneficial to the public.

It was determined previously by City and County staff that concurrent with the rezone, 9th Avenue will be redesignated to Neighborhood Collector and that the two parcels not owned by Medela, but contiguous with Medela to the immediate south, adjacent to Interstate 5, should be considered for rezone with the Medela parcels.

A Rezone Or Code Text Amendment Application shall accompany a General Land Use Application and shall include:

1. The current zoning of the site.
2. The proposed zoning of the site.
3. Specific text amendments proposed in "bill-format." (See example.)
4. A statement justifying or explaining reasons for the amendment or rezone.
5. Reproducible maps (8½" x 17" or 11" x 17") to include a vicinity map with highlighted area to be rezoned and any nearby city limits, and a map showing physical features of the site such as lakes, ravines, streams, flood plains, railroad lines, public roads, and commercial agriculture lands.
6. A site plan of any associated project.  
In this case, the provided site plan is merely a representation in rough form of what could be a developed project on the property. The developed project actually submitted will be required to stand on its own merits within the City of Olympia's ordinances and project approval processes.
7. A site sketch 8½" x 11" or 11" x 17" (reproducible).
8. A typed and certified list, prepared by title company, of all recorded owners of property within 300 feet of the proposed rezone.
9. A copy of the Assessor's Map showing specific parcels proposed for rezone and the immediate vicinity.
10. An Environmental (SEPA) Checklist.

*Applicants are required to post the project site with a sign provided by the City within seven days of this application being deemed complete. Please contact City staff for more information.*



# Environmental Checklist (SEPA) Cover Form

**OFFICIAL USE ONLY**

Case #: _____	Master File #: _____	Date Received: _____
Received By: _____	Project Planner: _____	Related Cases: _____

Agency application to be attached to this:

State Environmental Policy Act- Environmental Checklist

For electronic versions, go to: <http://www.ecy.wa.gov/programs/sea/sepa/forms.htm>

**Applicant:** Ron Niemi      **Phone:** 360-545-3759

**Mailing Address:** 6135 Woodard Bay Rd NE    City: Olympia      St: WA      Zip: 98506

**Email Address:** ron@woodardbayworks.com

**Project Name:** Medela Rezone      **Tax Parcel No.:** See Attached Tax Parcel List

**Project Address:** 8<sup>th</sup> Avenue SE and Steele Street

**Section/Township/Range:** 13N/18/2W      **Total Acres:** 9.01

**Zoning:** R4 - 8      **Shoreline Designation:** N/A      **Water Body (if any):** Indian Creek

**Initial Permit Type(s):**

List of all supplemental reports accompanying this application:

**REQUIRED CHECKLIST ATTACHMENTS**

- Title company-certified list of adjacent property owners within 300 feet.
- All fees, including supplemental review fees.
- Reproducible site plans and vicinity map (11"x17" or smaller).
- Five copies of all supplemental reports.

*Applicants are required to post the project site with a sign provided by the City within seven days of this application being deemed complete. Please contact City staff for more information*

I affirm that all answers, statements, and information submitted with this application are correct and accurate to the best of my knowledge. I also affirm that I am the owner of the subject site or am duly authorized by the owner to act with respect to this application. Further, I grant permission from the owner to any and all employees and representatives of the City of Olympia and other governmental agencies to enter upon and inspect said property as reasonably necessary to process this application. I agree to pay all fees of the City that apply to this application.

RONALD G. NIEMI  
Print Name

Signature

1.14.2015  
Date

## SEPA ENVIRONMENTAL CHECKLIST

### *Purpose of checklist:*

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### *Instructions for applicants:* [\[help\]](#)

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### *Instructions for Lead Agencies:*

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### *Use of checklist for nonproject proposals:* [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements -that do not contribute meaningfully to the analysis of the proposal.

#### A. BACKGROUND [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

Medela Rezone.

2. Name of applicant: [\[help\]](#)

Property Owner: Medela Group, LLC

Contact Person: Ron Niemi, Woodard Bay Works, Inc.

3. Address and phone number of applicant and contact person: [help]

Medela Group, LLC  
Melvin R. Armstrong  
250 Courtney Creek Lane  
Belfair, WA 98528  
Phone: 360-275-5243 Cell: 360-620-4120  
Email: [mel@hctc.com](mailto:mel@hctc.com)

Woodard Bay Works, Inc.  
Ron Niemi  
6135 Woodard Bay Rd. NE Olympia, WA 98506  
Phone and Cell: 360-545-3759  
Email: [ron@woodardbayworks.com](mailto:ron@woodardbayworks.com)

4. Date checklist prepared: [help]

December 27, 2014

5. Agency requesting checklist: [help]

City of Olympia

6. Proposed timing or schedule (including phasing, if applicable): [help]

Not applicable. This is a rezone application.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

Not applicable. This is a rezone application.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

A SEPA Determination of Non-Significance (DNS) for a rezone of the property to RM-18 was issued by Thurston County on October 11, 2012. (Thurston County Project No. 2009103063).

The Thurston County Hearing Examiner issued a recommendation that the DNS be upheld and appeal denied, in a written decision dated February 19, 2013. (Appeal No. 12-118110VE).

The Board of County Commissioners upheld the DNS, adopting the hearing examiners findings and conclusions, in a written decision dated April 10, 2013. (Appeal No. 12-118110VE) The decision concurred with the Hearing Examiner's findings and upheld the DNS.

Lisa Palazzi, CPSS, PWS, Summary Report (J. W. Morrisette & Associates, P.S., Jan. 10, 2013).

Key McMurry, Prairie Habitat Reconnaissance (Key Environmental Solutions, LLC, Jan. 8, 2013).

Thurston County Resource Stewardship Department, Staff Report, Hearing Examiner Hearing for Project No. 2009103063, and attachments (Feb. 4, 2013)

The complete set of documents associated with the DNS and appeal is available at <http://www.co.thurston.wa.us/permitting/hearing/appeals/cen-appeal.html>, incorporated herein.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

No.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

Rezone and map amendment only. This is a rezone application that aligns with the City of Olympia's Comprehensive Plan.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

Rezone the subject land from the current R4-8 zoning to RM-18 zoning to align with the City of Olympia Comprehensive Plan and its Urban Corridor criteria.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

See attached.

## B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

### 1. Earth

a. General description of the site [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous,  
other:

Primarily undeveloped land, generally sloping downward from North to South toward Interstate 5. Large areas of relatively flat topography with adjacent slopes down to the East and up to the West. There are 9 existing single-family homes on the property. Presently, 7 are occupied and 2 are abandoned and secured due to poor condition. See also Lisa Palazzi, CPSS, PWS, Summary Report (J. W. Morrisette & Associates, P.S., Jan. 10, 2013).

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

Thurston Geo-Data topography indicates there are two small areas on site that may be steeper than 40%. There are no active landslide areas onsite at this time, and the soils mapped onsite (Yelm fine sandy loams) are not listed as erosion-prone, according to USDA NRCS information. See also Lisa Palazzi, CPSS, PWS, Summary Report (J. W. Morrisette & Associates, P.S., Jan. 10, 2013).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)  
Fine Sandy Loam is the primary soil type in the vicinity per Thurston Geo-Data.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)  
No.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)  
Not applicable. This is a rezone application. This will be identified if/when a project-specific site design is submitted.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)  
Not applicable. This is a rezone application. A sediment and erosion control plan based on onsite geotechnical information would be provided if/when a specific project is submitted. It has been determined by a CPSS, PWS that this site has no significant or unusual soil or slope problems that cannot be addressed with proper site design.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)  
Not applicable. This is a rezone application. Project specific plans will address design if/when they are submitted.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)  
Not applicable.

## 2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)  
Not applicable. This is a rezone application. This information will be provided if/when a specific project is submitted.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)  
Interstate 5 is South of the site. Typical urban traffic emissions, but less so than more urban development in Pierce and King Counties to the North.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)  
Not applicable. This is a rezone application.

## 3. Water

a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

Yes. Indian Creek is piped under the Puget Sound Energy site east of the property. Its source is the Bigelow Lake wetland near South Bay Road, then is routed under Interstate 5 twice, then joins Moxlie Creek, which is piped to East Bay. See prior DNS file documents.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Not applicable. Will be determined if/when there is a project-specific application in the future.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

None at this time. Will be determined when/if there is a project-specific application in the future.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

The extreme southeast corner of the site is within the flood plain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

None at this time. Will be determined when/if there is a project-specific application in the future.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

Not applicable. Municipal sanitary sewer line(s) are currently on the property.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

Not likely. Will be determined when/if there is a project-specific application in the future.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

None at this time. Will be determined when/if there is a project-specific application in the future.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Will be determined when/if there is a project-specific application in the future.

4. **Plants** [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

Maybe  Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

The dominant vegetation occurring onsite are: lawns, various landscaping trees, shrubs, and plants including Camelia, a variety of orchard trees including apple and plum, a variety of grasses, common dandelion (*Taraxacum officinale*-FACU), Himalayan blackberry (*Rubus armenicus*-FACU), Douglas fir (*Pseudotsuga menziesii*-FACU), English ivy (*Hedera helix*-NI), Scotch broom (*Cytisus scoparius*-FACU), red alder (*Alnus rubra*-FAC), soft rush (*Juncus effuses*-FACW), salmonberry (*Rubus spectabilis*-FAC) bracken fern (*Pteridium aquilinum*-FACU), hazelnut (*Corylus cornuta*-FACU), holly (*Ilex aquifolium*-FACU) and Western red cedar (*Thuja plicata*-FAC) and others to be identified.

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

None proposed at this time, except as may be customary with sound maintenance practices. Will be determined when/if there is a project-specific application in the future.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

None known. Site has been reviewed for prairie species. No Mazama pocket gopher mounds, prairie plants, or oaks were observed to occur on-site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- e. List all noxious weeds and invasive species known to be on or near the site.

None known. Will be determined when/if there is a project-specific application in the future.

## 5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

Small mammals, deer, raccoon and birds have been observed on site. A specific animal list will be submitted if/when a project-specific application is made. Site has been reviewed for prairie species. No Mazama pocket gopher mounds, prairie plants, or oaks were observed to occur on-site.

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

None known. Site has been reviewed for prairie species. No Mazama pocket gopher mounds, prairie plants, or oaks were observed to occur on-site. Will be determined when/if there is a project-specific application in the future.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

None known. Will be determined when/if there is a project-specific application in the future.

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

Not applicable. Will be determined when/if there is a project-specific application in the future.

- e. List any invasive animal species known to be on or near the site.

None known. Will be determined when/if there is a project-specific application in the future.

## 6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future. The property is currently served by Puget Sound Energy for energy needs.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

No affects identified. Will be determined when/if there is a project-specific application in the future.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

Not applicable. Will be determined when/if there is a project-specific application in the future.

## 7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

Not applicable. None presently identified. Will be determined when/if there is a project-specific application in the future.

- 1) Describe any known or possible contamination at the site from present or past uses.

None presently identified. Will be determined when/if there is a project-specific application in the future. An Environmental Phase I assessment will be required.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None presently identified. Will be determined when/if there is a project-specific application in the future. A complete land survey and title review will identify any conditions requiring special design considerations.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable. Will be determined when/if there is a project-specific application in the future.

- 4) Describe special emergency services that might be required.

Will be determined when/if there is a project-specific application in the future.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Will be determined when/if there is a project-specific application in the future.

**b. Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

Traffic noise from Interstate 5.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

None. Will be determined when/if there is a project-specific application in the future.

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

**8. Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

The fourteen contiguous parcels are developed with nine low density single-family homes of various ages and conditions. One of the applicant members resides in one of the nine homes; the other eight homes were originally intended to be rental properties. Two are currently uninhabitable.

Zoning to the north is General Commercial. Land to the east has General Commercial and High Density Corridor zoning designations. Development includes the Forest Memorial Gardens Cemetery to the north, along with offices, industrial warehouses and storage yard of Puget Sound Energy. Development to the south consists of a single-family home at the end of Steele Street and the I-5 corridor. Development to the west consists of single-family residential. Zoning to the south is R4-8 and RM-18. Parcels to the west are zoned R4-8 and developed with single-family residences at three to 4.5 units per acre on lots of 5,500 square feet and larger.

The proposal is not expected to materially affect current land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

No.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site. [\[help\]](#)

There are nine existing low density single-family homes of various ages and conditions. Two are currently uninhabitable.

d. Will any structures be demolished? If so, what? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

e. What is the current zoning classification of the site? [\[help\]](#)

R4-8.

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Urban Corridor.

g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

The property is not within Shoreline jurisdiction.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

A small wetland area has been identified at the SE corner of the site. See response to Question 8. See also Lisa Palazzi, CPSS, PWS, Summary Report (J. W. Morrisette & Associates, P.S., Jan. 10, 2013).

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

j. Approximately how many people would the completed project displace? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Review this proposal to confirm RM-18 zoning aligns with the City of Olympia Comprehensive Plan and its Urban Corridor criteria and/or if a higher density is appropriate.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

## 9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

## 10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future. See RM-18 zone criteria.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

None identified. Will be determined when/if there is a project-specific application in the future.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

## 11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

None identified, although project is near Interstate 5. Will be determined when/if there is a project-specific application in the future.

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

## 12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

City of Olympia Lions Park three blocks west. The new Olympia School District Olympia Regional Learning Academy (ORIA) facilities a few blocks south.

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No. The proposal affects only privately-owned property.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

## 13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)

There is one home near the site that is on the Olympia Heritage Register. The cemetery north of the site has people interred of multiple racial, religious and historic backgrounds, including friends and relatives of the applicant's members' family and other local heritage families.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

None known, except as stated herein. The Forest Memorial Gardens Cemetery abuts the property to the north. The Washington State Department of Archeology and Historic Preservation (DAHP) submitted comments dated March 3, 2014 regarding potential future development of the parcels.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future. The Washington State Department of Archeology and Historic Preservation (DAHP) submitted comments dated March 3, 2014 regarding potential future development of the parcels.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. >

Will be determined when/if there is a project-specific application in the future.

#### 14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

The subject property is situated one block east of Boulevard Road, and within a City of Olympia designated Urban Corridor, near Boulevard Road, Pacific Avenue and Martin Way. See site map. Service to any future development or improvements at the subject property will be determined when/if there is a project-specific application in the future.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Yes. Intercity Transit serves Boulevard Road, Pacific Avenue and Martin Way. The subject property is less than two miles from the Olympia Transit Center and approximately 2.5 miles from the Lacey Transit Center.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Not applicable. Will be determined when/if there is a project-specific application in the future.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Will be determined when/if there is a project-specific application in the future. Consideration has been given to upgrading 9th Avenue, connecting the subject property to Boulevard Road, to a Neighborhood Collector designation.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

Not Likely. Will be determined when/if there is a project-specific application in the future.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

Not likely. Will be determined when/if there is a project-specific application in the future.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

**15. Public services**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future.

**16. Utilities**

- a. Circle utilities currently available at the site: [\[help\]](#)  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,  
other \_\_\_\_\_

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, cable are all currently available at the subject property.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

Will be determined when/if there is a project-specific application in the future. See above. The subject property is currently served by the City of Olympia, Puget Sound Energy, and private cable and telephone providers.

**C. SIGNATURE [\[HELP\]](#)**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_

Name of signee \_\_\_\_\_

REHARD E. NIEMI

Position and Agency/Organization \_\_\_\_\_

Date Submitted: \_\_\_\_\_

#### D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS [\[help\]](#)

**(IT IS NOT NECESSARY to use this sheet for project actions)**

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal is to rezone the subject property from R4-8 to RM-18, which would allow use and development at an increased density of up to an average of 18 units per acre, which would allow for and accommodate mixed housing types, with a density and configuration that facilitates effective and efficient mass transit service.

The proposal may increase storm water discharges, air emissions in the immediate vicinity, and noise, as well as solid and liquid residential waste as generally associated with increased density and residential uses, their associated dwellings, site elements and transportation. No increase in the production, storage or release of toxic or hazardous substances is expected. However, the proposed rezone is expected to ultimately reduce commute trips, greenhouse gas emissions, and unnecessary use of resources associated with sprawl.

Proposed measures to avoid or reduce such increases are:

By the use of best practices to manage storm water. By the use of existing urban infrastructure and existing municipal utilities to handle liquid and solid waste. Also by the use of existing transit and other alternate transportation infrastructure to minimize air emissions. The net benefit is provision of housing at medium or high density in the urban core where infrastructure is in place, rather than low-density sprawl outside the urban area that results in commute trips and associated emissions and pollutants. Additional avoidance or mitigation measures will be determined when/if there is a project-specific application in the future.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal could be expected to facilitate development of the property at the rezoned densities and criteria, including site development activities. For a discussion of current site conditions, please see response to Questions 4 and 5 above, and see also Lisa Palazzi, CPSS, PWS, Summary Report (J. W. Morrisette & Associates, P.S., Jan. 10, 2013) and Key McMurry, Prairie Habitat Reconnaissance (Key Environmental Solutions, LLC, Jan. 8, 2013). No affect on fish or marine life is expected. The actual affect of any development on plants, animals, fish, or marine life will be determined when/if there is a project-specific application in the future.

Further, encouraging development, including higher density and multi-family opportunities, in designated Urban Corridors should be expected to result in net reduction of effects on plants, animals, fish and marine life, versus retaining current low density zoning that will encourage development outside the urban core to provide necessary housing.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Critical area buffers and construction safeguards (erosion control, etc.) will be required and monitored. Additional avoidance or mitigation measures will be determined when/if there is a project-specific application in the future.

### 3. How would the proposal be likely to deplete energy or natural resources?

The proposal is not expected to lead to a material depletion of energy or natural resources. Rather, it is expected to result in a net savings in energy and natural resources versus developing outside the urban core for the reasons outlined prior. The subject property is already served by municipal utilities and power from Puget Sound Energy. The Urban Corridor designation and RM-18 zoning is intended to promote a density and configuration that facilitates effective and efficient mass transit service.

Proposed measures to protect or conserve energy and natural resources are:

The subject property is located within a designated Urban Corridor, in close proximity to the urban core, and is already served by alternative transportation means, including Intercity Transit, together with bicycle and pedestrian opportunities, and the proposed RM-18 zone is intended to promote a density and configuration that facilitates effective and efficient mass transit service. Additional avoidance or mitigation measures will be determined when/if there is a project-specific application in the future.

### 4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

For a discussion of the potential affect on environmentally sensitive areas, please see response to Questions A.8 above, and see also Lisa Palazzi, CPSS, PWS, Summary Report (J. W. Morrisette & Associates, P.S., Jan. 10, 2013) and Key McMurry, Prairie Habitat Reconnaissance (Key Environmental Solutions, LLC, Jan. 8, 2013). Further, a discussion of historic or cultural sites is addressed above, including the abutting Forest Memorial Gardens Cemetery to the north. The applicant does not believe that such sites will be adversely affected.

Development consistent with the rezone would also likely result in a net reduction in effects on environmental, cultural or farmland area versus suburban sprawl that would result by increasing density in this urban setting versus leaving it at low density and pushing development outward into suburban Thurston County.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Any development of the subject property consistent with the RM-18 zone will be required to meet the setback, landscaping, buffering, and other requirements in the Olympia Municipal Code designed to mitigate against any development impact on environmentally sensitive areas, governmental properties, or areas of historic or cultural significance. Additional avoidance or mitigation measures will be determined when/if there is a project-specific application in the future.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal will not encourage uses incompatible with existing plans. Rather, the proposal will allow the highest and best use of the land under the present conditions, in alignment with the comprehensive land use plan and Urban Corridor designation. There is no applicable shoreline use or designation associated with this proposal.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable. Avoidance or mitigation measures, if any, will be determined when/if there is a project-specific application in the future.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal could be expected to result in increased demands for public transportation and public services in the immediate vicinity of the proposal, as expected and intended by the Urban Corridor designation. The subject property is already served by municipal utilities. Increased density would be expected to utilize available capacity in existing systems rather than building new capacity outside the urban core.

Proposed measures to reduce or respond to such demand(s) are:

Avoidance or mitigation measures, if any, will be determined when/if there is a project-specific application in the future.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal does not conflict with environmental protection laws or requirements at the federal, state or local levels.

# Land to be rezoned

State Ave. NE

Marion Way E

Olympia

Pacific Ave. SW

15th Ave. SW



Dayton Street

Staff map

○ **Affected Parcel #s DATA**

- 09480045000, 2504 8<sup>th</sup> Ave. SE, 0.65 Acre, Zoned R 4-8
  - House, 1367 sf
  - Legal: HEAD DC COM 652.8F N OF SE COR SEC 13 N 130F W 301.68F S 0-3 2-W 130
- 09480046000, 2525 8<sup>th</sup> Ave. SE, 1.19 Acre, Zoned R 4-8
  - House, 3226 sf
  - Legal: J C HEAD DC COM SE COR SEC 13 N 482.8F POBN 170F W 302.88F S 0-
- 09480048000, 2525 SE 9<sup>th</sup> Ave., 0.27 Acre, Zoned R 4-8
  - Legal: J C HEAD DC COM 332.8F N & 305.86 F W OF SE COR SEC 13 W 14.8F N
- 09480049000, 823 Steele St. SE, 0.19 Acre, Zoned R 4-8
  - House, 690 sf     Garage, 280 sf
  - Legal: J C HEAD DC COM 342F W & 702.1F N OF SEC COR SEC 13 W 78 N 117F
- 09480050000, 2525 SE 9<sup>th</sup> Ave., 0.21 Acre, Zoned R 4-8
  - House, 852 sf
  - Legal: J C HEAD DC COM 432.1F N & 341F W OF SE COR SEC 13 S 0-32 0 W 80F
- 09480051000, 2412 8<sup>th</sup> Ave. SE, 0.16 Acre, Zoned R 4-8
  - House, 1200 sf
  - Legal: J C HEAD DC COM 420F W & 702.1F N OF SE COR SEC 13 W 60F 117F E
- 09480052000, no street address, 0.07 Acre, Zoned R 4-8
  - Legal: J C HEAD DC COM 600.5F N & 395.66 F W OF SE COR SEC 13 N 1 1.6F W
- 09480053000, 2525 SE 9<sup>th</sup> Ave., 0.25 Acre, Zoned R 4-8
  - House, 1575 sf
  - Legal: J C HEAD DC COM 622.1 F N & 343 F W OF SE COR SEC 13 N 0-32 0 E 80F
- 09480054000, 2419 8<sup>th</sup> Ave SE, 0.89 Acre, Zoned R 4-8
  - Legal: J C HEAD DC COM 660F W & 570F N OF SE COR SEC 13 N 230F 180F S
- 09480056000, 908 Chambers St. SE, 0.65 Acre, Zoned R 4-8
  - House, 989 sf
  - Legal: J C HEAD DC COM 424.4F N & 480F W OF SE COR SEC 13 N 160F W 180
- 09480057000, no street address, 0.33 Acre, Zoned R 4-8
  - Legal: J C HEAD DC COM 420F W OF SE COR SEC 13 & 44.7F N FOR POB N 555.8
- 52900100100, 2502 8<sup>th</sup> Ave. SE, 3.27 Acre, Zoned R 4-8
  - House, 3068 sf     Garage, 616 sf
  - Legal: SECTION 13 TOWNSHIP 18 RANGE 2W QUARTER SE SE PLAT HAWLEYS SECOND ADDITION TO OLYMPIA DIV 2

- o 52900200900, no street address, 0.75 Acre, Zoned R 4-8
  - u Legal: HAWLEY 2 L 9 TO 14 B 2 LESS 20F OF 9
- o 52900200700, no street address, 0.13 Acre
  - u Legal: HAWLEY 2 L 7 B 2 37F OF W 23.2F L 8 S 37F

Total Acreage = 9.01

EXHIBIT A  
LEGAL DESCRIPTIONS

PARCEL NUMBERS: 52900100100 & 52900200900

THAT PART OF HEAD DONATION CLAIM NO. 52, TOWNSHIP 18 NORTH, RANGE 2 W, W.M., DESCRIBED AS ALL OF BLOCK 1 AND LOTS 1 THROUGH 6 INCLUSIVE AND LOTS 9 THROUGH 14 INCLUSIVE IN BLOCK 2 OF VACATED HAWLEY SECOND ADDITION TO OLYMPIA AS RECORDED IN VOL. 4 OF PLATS, PG. 11, TOGETHER WITH VACATED STREET ADJOINING SAID BLOCK 1 ON THE E, THAT PART OF VACATED STREET BETWEEN SAID BLOCKS 1 AND 2 AND THAT PART OF VACATED ALLEYS IN SAID BLOCK 1 AND 2; EXCEPT THE S 20 FEET OF LOTS 6 & 9 IN SAID BLOCK 2 AND EXCEPT ALSO STRANDBERG ROAD AND 7<sup>TH</sup> STREET.

PARCEL NUMBER 52900200700

THAT PART OF HEAD DONATION CLAIM NUMBER 52, TOWNSHIP 18 NORTH, RANGE 4 WEST, W.M., DESCRIBED AS FOLLOWS: COMMENCING AT A POINT 450 FEET WEST AND 600 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION 13; SAID TOWNSHIP AND RANGE; THENCE NORTH 20 FEET MORE OR LESS TO THE SOUTH LINE OF 8<sup>TH</sup> AVENUE; THENCE WEST TO THE NORTH LINE OF CHAMBERS STREET; THENCE SOUTH 20 FEET MORE OR LESS TO A POINT WEST OF THE POINT OF BEGINNING; THENCE EAST TO THE POINT OF BEGINNING.

PARCEL NUMBER 09480045000

THAT PART OF HEAD DONATION CLAIM NO. 52, TOWNSHIP 18 NORTH, RANGE WEST, W.M., DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID HEAD CLAIM, 652.8 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION 13, SAID TOWNSHIP AND RANGE, RUNNING THENCE NORTH ALONG SAID EAST LINE 129.3 FEET THENCE WEST 301.68 FEET, MORE OR LESS, TO THE EAST LINE OF COUNTY ROAD KNOWN AS PHOENIX STREET; THENCE S 0 DEGREES 32' WEST ALONG SAID EAST LINE OF ROAD 129.3 FEET, MORE OR LESS; THENCE EAST 302.88 FEET, MORE OR LESS TO THE POINT OF BEGINNING.

PARCEL NUMBER 09480046000

PORTION OF THE HEAD DONATION CLAIM NO. 52, TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., THENCE NORTH 482.5 FEET TO TRUE POINT OF BEGINNING THENCE NORTH 170 FEET; THENCE WEST 302.88 FEET; THENCE SOUTH 0 DEGREES, 32' WEST 270 FEET; THENCE EAST 204.47 FEET, MORE OR LESS TO THE TRUE POINT OF BEGINNING.

PARCEL NUMBER 09480048000

A PORTION OF THE J C HEAD DONATION CLAIM NUMBER 52 IN TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 332.8 FEET NORTH AND 505.88 FEET WEST OF THE SOUTHEAST CORNER OF SECTION 15, TOWNSHIP 18 NORTH, RANGE 2 WEST, A.M., THENCE WEST 104.8 FEET; THENCE NORTH 249.3 FEET; THENCE EAST 15 FEET; THENCE NORTH 200 FEET; THENCE EAST 103.52 FEET; MORE OR LESS, TO A POINT NORTH 0 DEGREES 32' EAST OF THE POINT OF BEGINNING THENCE SOUTH 0 DEGREES 32' WEST TO THE POINT OF BEGINNING.

PARCEL NUMBER 09480049000

THAT PART OF HEAD DONATION CLAIM NUMBER 52, TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., AND OF HAWLEY SECOND ADDITION TO OLYMPIA AS RECORDED IN VOLUME 4 OF PLATS, PAGE 11, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE WEST LINE OF COUNTY ROAD KNOWN AS SOUTH STEELE STREET 342 FEET MORE OR LESS WEST OF A POINT ON THE EAST LINE OF SECTION 13, SAID TOWNSHIP AND RANGE, 702.1 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION; RUNNING THENCE WEST 78 FEET MORE OR LESS TO A POINT 420 FEET WEST OF SAID EAST LINE OF SECTION; THENCE NORTH 117 FEET MORE OR LESS TO THE SOUTH LINE OF COUNTY ROAD KNOWN AS EIGHTH AVENUE; THENCE EASTERLY ALONG SAID SOUTH LINE OF ROAD 73 FEET MORE OR LESS TO THE WEST LINE OF SOUTH STEELE STREET; THENCE SOUTHERLY ALONG SAID WEST LINE OF ROAD 117 FEET, MORE OR LESS TO THE POINT OF BEGINNING.

PARCEL NUMBER 09480050000

BEGINNING AT A POINT ON THE WEST LINE OF COUNTY ROAD KNOWN AS STRANDBERG ROAD, 341 FEET, MORE OR LESS, WEST OF A POINT ON THE EAST LINE OF SECTION 13, SAID TOWNSHIP AND RANGE, 432.1 FEET NORTH OF ITS SOUTHWEST CORNER; RUNNING THENCE 0 DEGREES 32' WEST ALONG SAID WEST LINE OF ROAD 60 FEET MORE OR LESS TO THE NORTHERLY LINE OF PRIMARY STATE HIGHWAY NO 1; THENCE WESTERLY ALONG SAID NORTHERLY LINE OF HIGHWAY 135 FEET, MORE OR LESS TO A POINT 480 FEET WEST OF SAID EAST LINE OF SECTION 13; THENCE NORTH 80 FEET MORE OR LESS AND EAST 135 FEET MORE OR LESS TO A POINT OF BEGINNING.

PARCEL NUMBER 09480051000

THAT PART OF HEAD DONATION CLAIM NUMBER 52, TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., AND THE HAWLEY SECOND ADDITION TO OLYMPIA AS RECORDED IN VOLUME 4 OF PLATS, PAGE 11, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 420 FEET WEST OF A POINT ON THE EAST LINE OF SECTION 13, SAID TOWNSHIP AND RANGE, 702.2 FEET NORTH OF ITS SOUTHEAST CORNER; RUNNING THENCE WEST 60 FEET AND NORTH 117 FEET MORE OR LESS TO THE SOUTH LINE OF COUNTY ROAD; THENCE EASTERLY ALONG SAID SOUTH LINE OF ROAD 60 FEET; THENCE 117 FEET MORE OR LESS TO THE POINT OF BEGINNING.

PARCEL NUMBER 09480052000

THAT PART OF HEAD DONATION CLAIM NO. 52, TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SECTION 13, SAID TOWNSHIP AND RANGE, NORTH 600.5 FEET FROM THE SOUTHWEST CORNER THEREOF; RUNNING THENCE WEST 385.66 FEET TO THE INITIAL POINT OF THIS DESCRIPTION; THENCE NORTH 101.6 FEET, WEST 84.34 FEET, SOUTH 101.6 FEET AND EAST 84.34 FEET TO SAID INITIAL POINT.

PARCEL NUMBER 09480053000

THAT PART OF HEAD DONATION CLAIM NO. 52, TOWNSHIP 15 NORTH, RANGE 2 WEST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF THE WEST LINE OF COUNTY ROAD KNOWN AS STRANDBERG ROAD, 343 FEET, MORE OR LESS, WEST OF A POINT ON THE EAST LINE OF SECTION 13, SAID TOWNSHIP AND RANGE 622.1 FEET NORTH OF ITS SOUTHEAST CORNER; RUNNING THENCE 0 DEGREES 32' EAST ALONG SAID WEST LINE OF ROAD 60 FEET MORE OR LESS; THENCE WEST 138 FEET MORE OR LESS TO A POINT 480 FEET WEST OF SAID NORTH LINE OF SECTION 13; THENCE SOUTH 80 FEET AND EAST 137 FEET MORE OR LESS TO THE POINT OF BEGINNING.

PARCEL NUMBER 09480054000

THAT PART OF HEAD DONATION CLAIM NO. 52, TOWNSHIP 18 NORTH, RANGE 2 WEST; W.M., DESCRIBED AS FOLLOWS: COMMENCING AT A SOUTH 160 FEET WEST AND 585 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION 13, SAID TOWNSHIP AND RANGE; THENCE NORTH 225 FEET, THENCE EAST 180 FEET, THENCE SOUTH 215 FEET, THENCE WEST 180 FEET TO THE POINT OF BEGINNING; EXCEPT COUNTY ROAD KNOWN AS CHAMBERS STREET.

PARCEL NUMBER 09480056000

THAT PART OF HEAD DONATION CLAIM NUMBER 52, TOWNSHIP 18 NORTH, RANGE 2 WEST, W.M., DESCRIBED AS FOLLOWS:

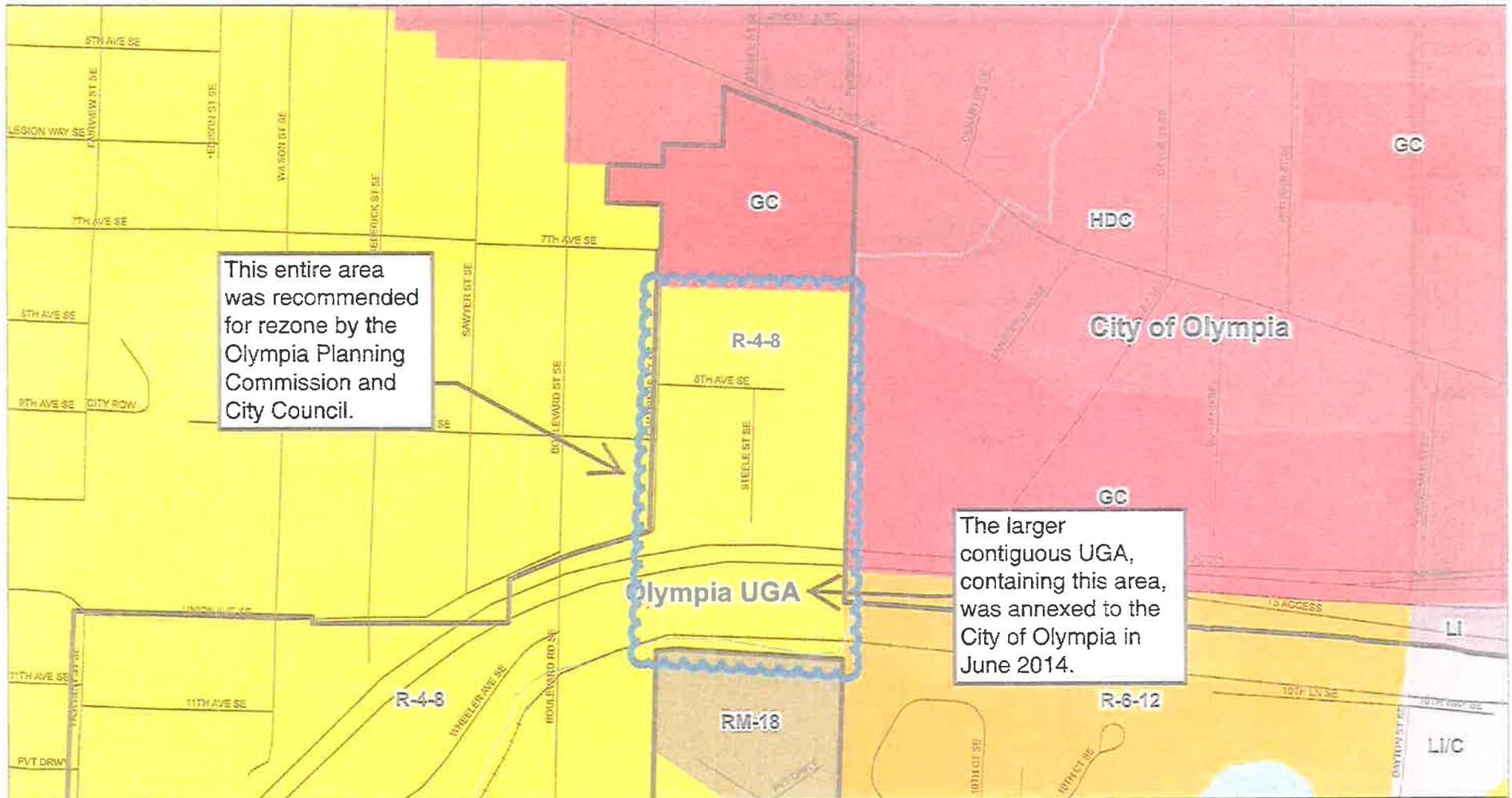
BEGINNING AT A POINT 424.4 FEET NORTH AND 480 FEET WEST OF THE SOUTHEAST CORNER OF SECTION 13, SAID TOWNSHIP AND RANGE; RUNNING THENCE NORTH 160.6 FEET; THENCE WEST 180 FEET, MORE OR LESS, TO THE EAST LINE OF CHAMBERS STREET; THENCE SOUTH ALONG SAID EAST LINE OF STREET 160.6 FEET; THENCE EAST 180 FEET TO POINT OF BEGINNING.

PARCEL NUMBER 09480057000

BEGINNING AT A POINT 420 FEET EAST AND 44.7 FEET NORTH OF SOUTHEAST CORNER OF SECTION 13, TOWNSHIP 18 NORTH RANGE 2 WEST; W.M., AND RUNNING THENCE NORTH 55.8 FEET, THENCE WEST 63 FEET, MORE OR LESS TO THE EAST LINE OF THAT CERTAIN

TRACT OF LAND SOLD BY JOHN G. GRIMM AND MARY GRIMM, HUSBAND AND WIFE, TO WILLIS; THENCE SOUTH 338.3 FEET; THENCE WEST 5.76 FEET; THENCE SOUTH 217 FEET, THENCE EAST TO THE POINT OF BEGINNING, 68.75 FEET MORE OR LESS. EXCEPTING THEREFROM ANY PORTION LYING WITHIN THE RIGHT OF WAY OF INTERSTATE 5 PSH 1 AS TO THE STATE OF WASHINGTON AND EXCEPTING ANY PORTION LYING SOUTHERLY OF SAID PSH-1.





**Applicant:**  
Ron Niemi/Woodard Bay Works, Inc  
**Amendment:**  
Residential 4 to 8 Units Per Acre to  
Residential Multifamily 18  
**Project Info:**  
8 +/- Acres

**Application #:**  
2009103063

Thurston District Planning Department  
Map Generated on 5/21/2012 4:04



**Olympia UGA Zoning**

- R-4-8 - Residential 4-8
- R-6-12 - Residential 6-12
- LI-C - Light Industrial-Commercial
- GC - General Commercial



**City of Olympia Zoning**

- R-4-8 - Residential 4-8
- R-6-12 - Residential 6-12
- RM-18 - Residential Multifamily 18
- LI - Light Industrial
- GC - General Commercial
- HDC - High Density Corridor



The Board of County Commissioners is pleased to announce that this is a true and accurate representation of the work of County Government. However, the County and its related entities do not make any warranty, express or implied, regarding the accuracy, completeness, or timeliness of any information contained on this map. The County is not liable for any damage or injury caused by the use of this map.

By the Official Printed Pursuant to the Official Map of Thurston County, Washington, all in all other respects or in any way, including but not limited to, moving, warping, or otherwise altering, the map, the County is not liable for any damage or injury caused by the use of this map.

Under no circumstances shall the County be liable for any direct, indirect, special or consequential damages that result from the use of or the inability to use Thurston County's website.





Jerome W. Morrisette & Associates Inc., P.S.

1700 Cooper Point Road SW, #B-2, Olympia, WA 98502-1110  
(360) 352-9456 FAX (360) 352-9990

January 10, 2013

MEDELA Group LLC<sup>1</sup>  
250 Courtney Creek Lane  
Belfair, WA 98528

RE: Professional Services: Preparation of a summary report responding to a DNS Appeal of a proposed rezone from R4-8<sup>2</sup> to RM-18<sup>3</sup>; The Thurston County MDNS appeal documents are dated November 1, 2012. Project Site is 14 parcels (approx. 9 acres) located in SE Olympia, east of Chambers Street SE, north of Interstate 5, west of Puget Sound Energy/Electric properties, and south of Forest Cemetery properties: Section 13, T18N, R2W, W.M.

Tax Parcel Numbers:

- 09480045000, 2504 8<sup>th</sup> Ave. SE, 0.65 Acre (R4-8)
- 09480046000, 2525 8<sup>th</sup> Ave. SE, 1.19 Acre (R4-8)
- 09480048000, 2525 SE 9<sup>th</sup> Ave., 0.27 Acre (R4-8)
- 09480049000, 823 Steele St. SE, 0.19 Acre (R4-8)
- 09480050000, 2525 SE 9<sup>th</sup> Ave., 0.21 Acre (R4-8)
- 09480051000, 2412 8<sup>th</sup> Ave. SE, 0.16 Acre (R4-8)
- 09480052000, no street address, 0.07 Acre (R4-8)
- 09480053000, 2525 SE 9<sup>th</sup> Ave., 0.25 Acre (R4-8)
- 09480054000, 2419 8<sup>th</sup> Ave SE, 0.89 Acre (R4-8)
- 09480056000, 908 Chambers St. SE, 0.65 Acre (R4-8)
- 09480057000, no street address, 0.33 Acre (R4-8)
- 52900100100, 2502 8<sup>th</sup> Ave. SE, 3.27 Acre (R4-8)
- 52900200900, no street address, 0.75 Acre (R4-8)
- 52900200700, no street address, 0.13 Acre (R4-8)

<sup>1</sup> CC: Ron Niemi

<sup>2</sup> Residential Four to Eight Units per Acre (R 4-8). To accommodate single-family houses and townhouses at densities ranging from a minimum of four units per acre to a maximum of eight units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhood

<sup>3</sup> Residential Multifamily Eighteen Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen units per acre, along or near (e.g., one-fourth mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.

### INTRODUCTION

This summary report is provided in response to an appeal of an earlier Thurston County Determination of No Significance (DNS) finding for a rezone request of the parcels listed above. The DNS appeal document was submitted to the county on November 1, 2012, and was signed by Teresa Goen-Burgman; Tim Burgman, Deborah Smithingell, Carla Baker, Kathleen Blanchette, Joe and Lisa Hanna – a coalition of the owners of Forest Memorial Gardens (the cemetery adjacent and north of the subject property) and 2-3 nearby neighbors. The appellants requested more in depth information – equivalent to an Environmental Impact Statement report – to settle their concerns about the proposed rezone.

### PROJECT HISTORY

This property has been owned for several decades by a single family – the Armstrongs. The MEDELA Group LLC is a partnership of three siblings, one of whom still resides onsite. The 14 parcels and 9 houses that comprise the proposed rezone property were originally purchased one at a time by the Armstrong's father as properties surrounding the original parcel came up for sale. The other eight homes were originally rental properties. Two are currently uninhabitable.

MEDELA LLC submitted the Site Specific Land Use Plan and Rezoning Amendment application to Thurston County in November of 2009. Because the property is within the Urban Growth Area, the request was processed jointly and concurrently by the County and City of Olympia planning staffs and planning commissions through public meeting and comment processes in the Fall of 2012. The non-project SEPA was evaluated by County staff, who issued a DNS on October 11, 2012. The City of Olympia and Thurston County staff reports both recommend rezoning the subject properties from Residential 4-8 units per acre (R4-8) to Residential Multi-Family 18 Units per Acre (RM 18).

According to the Sept. 19, 2012 Thurston County staff report, the proposal to change zoning is consistent “with the Olympia/Thurston County Joint Plan Land use policies in the Comprehensive Plan for the City of Olympia and the Olympia Urban Growth Area”, as this plan is designed to “*encourage growth to be focused in areas with the capacity to absorb development, in areas with vacant or underutilized land with available services that can provide for mass transit service and where adverse environmental impacts can be avoided or adequately mitigated.*”

According to the same report, the proposal is also consistent with the proposed City of Olympia Comprehensive Plan. The report indicates that “*the property is currently designated as Urban Corridor in the proposed Olympia Comprehensive Plan update*”.

*“This designation applies to areas within about one-quarter mile of certain major streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structures farther from the street to transition to adjacent designations. Particular ‘nodes’ or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.”*

Therefore, the proposed rezone from R4-8 to RM-18 meets joint Thurston County and City of Olympia Long-Term Planning goals, and the Regional Transportation Plan goals. It is important to note that this zoning never guarantees a maximum density outcome. Any future development proposal would still be required to meet existing regulations. Thus, based on the proposed development layout and density, the developer would be required to provide Traffic Impact Analysis (TIA) studies, Critical Areas studies, and etc. After the required mitigations and adjustments, it may not be possible to attain the full RM-18 zoning density. The conceptual layout provided with the rezone application is just that – conceptual only. It is intended more to show how the RM-18 zoning works – i.e., with single-family homes at the west adjacent to existing single-family homes, then with gradual density increases to the east.

#### RESPONSE TO APPELLANT REQUESTS

Typically, an EIS level report is neither required nor necessary for a rezone, particularly when the rezone meets Long-Term County/City planning goals – as is the case with this property. For that reason, we provide a listing of the requested information, and when possible, have responded to the issues at a level appropriate for a rezone request. We provide information that defines the issues and responds to each appellant information request.

Not every project with potential environmental impacts is required to provide an EIS. One only writes an EIS when there are significant and unavoidable environmental impacts which require careful design and mitigation in order to minimize or reduce the impacts. This is not typical with rezone requests that meet existing Long-Term Comprehensive Planning goals. Environmental impacts are typically taken into account when carrying out Long-Range Planning; and every project is still subject to background regulations designed to protect the environment. For that reason, most project development reports are written to address certain key environmental issues and are intended to define how the proposal has adjusted and accommodated to avoid or minimize environmental conflicts. If the project is well-designed, and report is properly prepared, there will be a “Finding of No Significant Impact”.

Using this basis, we review each of the Appellants requests below, and provide feedback.

#### **Appellant Request #1: A traffic study based on maximum potential build out (based on rezoning density structure).**

Both the City of Olympia and Thurston County addressed this issue in their responses to earlier public hearing comments. The City said that a Traffic Impact Analysis (TIA) will be required when a project-specific development plan is submitted, and any identified traffic impacts would be mitigated at that time. They assumed there would be a need to mitigate for traffic impacts, as is typical of most development projects. Thurston County also provided a preliminary estimate of trip numbers, based on “maximum build-out” density. They also assumed a TIA would be required once there is a proposed development. A TIA would provide the maximum number of daily trips from a particular site layout (not a maximum build out density), and would assess the need for improvements at nearby intersections – most likely at Boulevard and 9<sup>th</sup> Avenue, and possibly also at Boulevard and Pacific. *Therefore, a TIA study would not typically be undertaken for a rezone, but rather would define what would be required for a*

*certain development design. There is no development plan or proposal at this time. The rezone is undertaken primarily to prepare the property for sale.*

**Appellant Request #2: An onsite soil and wetland study – particularly in relation to the Indian Creek corridor along the eastern site boundary.**

Similar to the TIA discussion above, soils investigations in particular are more typically undertaken when there is a development plan, as the soil borings or pits are located in relation to specific site layout plans – i.e., within a proposed street ROW, or in the base of a proposed stormwater facility. A detailed wetland study with a surveyed wetland boundary will also be needed when there is a site development plan, in order to define density and exact setbacks from the wetland edge.

However, it is useful to collect a lower level of information during rezoning and preparation for sale, primarily because any wetland acreage within the project boundaries must be subtracted from the total acreage prior to calculating the maximum background density per acre – so is informative as to whether a particular zoning density is even possible.

For that reason, we provide some background soils and wetlands information in the section below, mainly to identify development potential and limitations. A generalized soil report is adequate now, mainly to document that there are no significant problems with the soils mapped onsite. A detailed report would be provided once there is a site development plan to characterize soil conditions that would affect design of buildings, roads and for stormwater management design. Final site design will also require that the wetland edge be formally flagged and surveyed, and -- depending on the specific development plan -- may also require a mitigation proposal.

**Appellant Request #3: An assessment of flood zones (as shown in Thurston County GeoData maps), associated with the Indian Creek system.**

A discussion about potential flood impacts will be included in the baseline wetland/soils information provided below. No significant impacts are expected due to topography constraints and overlying wetland buffers in potential flood zones.

**Appellant Request #4: An assessment of presence/absence of Mazama pocket gophers onsite.**

Although not required for this parcel (the soils are not on the “gopher habitat” soil types list), and typically not required for a rezone, we note that the Mazama pocket gopher was just formally listed as endangered in the last month or so. For that reason, we asked Key McMurry, (a wildlife biologist certified to identify pocket gopher presence), to provide an onsite assessment for presence or absence of pocket gophers. That report is provided separately.

**Appellant Request #5: An assessment of slope stability in relation to a possible need for retaining walls in steep slope areas.**

Based on our onsite reconnaissance, there are no active landslide areas onsite at this time, and the soils mapped onsite (Yelm fine sandy loams) are not listed as erosion-prone, according to USDA NRCS information, as listed in Table 24.15-3 in the Thurston County Critical Areas Ordinance (provided below).

Table 24.15.3 --Erosion Soils of Thurston County

Soil Survey of Thurston County, 1990			
Map Symbol	Soil Name	Percent Slope	Water Erosion Hazard
4	Alderwood gravelly sandy loam	30-50%	severe
8	Balahill very stony sandy loam	30-50%	severe
10	Baumgard loam	40-65%	severe
12	Baumgard-Pheenev complex	40-65%	severe
13	Baumgard-Rock outcrop complex	40-65%	severe
20	Dyadic Xerochrepts	00-90%	severe
35	Everett very gravelly sandy loam	30-50%	severe
45	Jonas silt loam	30-65%	severe
53	Kapowan silt loam	30-50%	severe
6	Mat clay loam	30-65%	severe
63	Mashed loam	30-65%	severe
80	Pheenev gravelly loam	30-65%	severe
81	Pheenev-Baumgard complex	30-65%	severe
82	Pheenev-Rock outcrop complex	40-65%	severe
83	Pheenev-Rock outcrop complex	65-90%	severe
91	Rainier clay loam	30-65%	severe
92	Rock outcrop-Pheenev complex	40-90%	severe
115	Tenno silt loam	30-60%	high
122	Walton silt loam	30-65%	severe

There are no areas onsite that meet the Thurston County CAO definition of a Landslide Hazard Area (definition provided below). There are some >15% slope areas onsite, but those areas do not also have impermeable subsurface material or springs – so are not classified as a Landslide Hazard Area; there are two small areas onsite that have >40% slopes, but the vertical slope height is less than 15 feet – so even those areas are not classified as Landslide Hazard Areas.

Even so, sloped areas would be evaluated for purposes of site planning and design, once there is a development proposal, and any regrading or engineered retaining walls would be reviewed and must meet requirements of the local regulatory authority. This work is required under current regulations to preclude causing an unstable future condition. However, detailed geotechnical studies must respond to a real rather than conceptual site plan. This is not a rezoning issue, but rather is a final site design issue.

Thurston County CAO definition of a Landslide Hazard Area (underlines are added for emphasis)

*"Landslide hazard areas" means those areas which are potentially subject to risk of landslide due to a combination of geologic, topographic, and/or hydrologic factors; and where the vertical height is fifteen feet or more, excluding those wholly manmade slopes created under the design and inspection of a geotechnical professional. The following areas, at a minimum, are considered to be subject to landslide hazards:*

*A. Any area with a combination of:*

- 1. Slopes of fifteen percent or steeper, and*
- 2. Impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel), and*
- 3. Springs or seeping groundwater during the wet season;*

*B. Slopes of forty percent or greater;*

- C. Any areas located on a landslide feature which has shown movement during the Holocene Epoch (post glacial) or which is underlain by mass wastage debris from that period of time;*
- D. Known hazard areas, such as areas of historic failures, including areas of unstable, old and recent landslides.*
- E. Breaks between landslide hazard areas shall be considered part of the landslide hazard area under the following condition: The length of the break is twice the height or less than the height of the slope below or above the break, whichever is greater; and the combined height is fifteen feet or more. When this condition is present, the upper and lower landslide hazard areas and the break shall be combined into one landslide hazard area.*

**Appellant Request #6: Assessment of air and noise pollution related to I-5 to the south and additional air and noise pollution from future development both during and after construction.**

Neither air nor noise pollution studies are typically undertaken during rezoning, but rather are *sometimes* required during detailed design phases.

An air pollution study is not typically required by the local jurisdiction for residential to residential conversion. So an air pollution study would not be typical for this type of project. There are no local regulations that preclude development of property adjacent to the freeway due to air quality impacts. There are no local regulations that preclude development of residential property adjacent to existing residential property due to air quality impacts. There are code regulations that control residential emissions such as from furnaces and fireplaces, which would automatically engage with any development proposal. For example, there is a crematorium at the adjacent cemetery which apparently has been monitored by the local Olympic Region Air Quality Control organization.

A noise pollution study is sometimes required when the project is in design phase (not for conceptual design or rezoning). There are no local rules that preclude development of property adjacent to the freeway due to noise impacts, and in fact, apartments are more typically located in these areas. There are no local rules that preclude development of residential property adjacent to the existing residential property due to noise impacts, but sometimes noise abatement design is included in the design phase in response to request by neighbors. At the time of detailed design, a noise pollution study might be used to reduce noise impacts to the neighborhood. But this is not typical for residential neighborhoods within the City.

**Appellant Request #7: Assessment as to whether required street widening will require more property than is currently available on existing street ROWs.**

This would be covered in the TIA report. The current proposal (suggested by the City of Olympia) is to redefine 9<sup>th</sup> Avenue as a neighborhood collector street, and add sidewalks. 9<sup>th</sup> Avenue already has a 60-ft ROW, so no new land would be needed. The proposed road width will use 55 feet of the 60ft ROW.

Access from the site along 8<sup>th</sup> Avenue (which lies on a private parcel within the subject property) can be extended to 9<sup>th</sup> along Chambers by widening the road east toward the subject property

rather than by widening Chambers to the west. Or 9<sup>th</sup> Avenue may be extended directly onto the subject site with proper engineering. Or Low Impact Development (LID) options might be utilized to reduce the required street width in some areas. Thus, there are many options available for street widening/design that will not require any additional property other than what is currently available on existing public ROWs and the subject property.

**Appellant Request #8: Assessment of access to public transportation (they desire eliminating possible access to Pacific).**

This would be covered in the TIA. At the time of site development, foot traffic patterns and needs of the future residents will be taken into account, and the local Transit Authority (TT) will be contacted for appropriate arrangements along Boulevard. In addition, fencing and signage can be included to ensure that residents cannot seek alternate routes through the cemetery to bus routes along Pacific Avenue.

**Appellant Request #9: Impacts to cemetery to north -- Viewscape? Noise? Historic home on 7<sup>th</sup> Avenue?**

At the time of site development and design, one could offer vegetative screening, signage and appropriate fencing along the northern site boundary to ensure that neighborhood residents have no access to the cemetery and to minimize visual impacts. In addition, the future site developer might offer to provide a public education area near the cemetery entrance along Pacific Avenue or in front of the historic home along 7<sup>th</sup> Avenue to describe and recognize the interesting historic aspects of the cemetery. There are many other cemeteries in the local area that peacefully co-exist with adjacent residential and commercial development, and project design can accommodate.

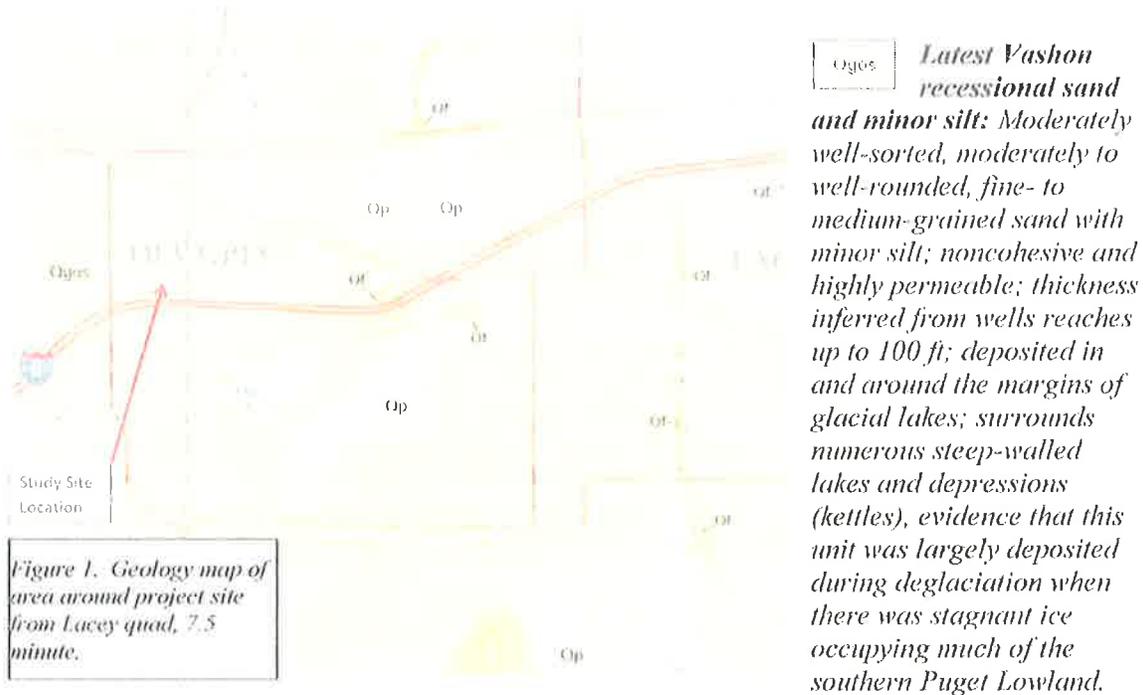
Appellant Response Summary: Most of the requested information is appropriate at site development stage rather than at rezoning stage. However, we do provide preliminary information below on wetlands, soils and flooding, and in a separate report on Mazama pocket gophers as this information does inform us as to whether the RM-18 zoning density is possible.

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## WETLANDS AND SOILS INFORMATION

### GEOLOGIC AND SOIL CONDITIONS IN THE PROJECT VICINITY

The Geologic Map (Figure 1) of the Lacey (7.5-minute Quadrangle, Thurston County, Washington) indicates that the project site is mapped as a sandy glacial outwash surface (Qgos map unit -- Vashon recessional sand and minor silt). We provide condensed versions of the primary geology map unit descriptions below.



The onsite geology mapping (Qgos) corresponds predominantly to areas mapped as Yelm soil series (Map units 126, 127) in the more detailed Thurston County Soil Survey maps (Figure 2).<sup>1</sup> The Yelm soils series "consists of very deep, moderately well drained soils formed in glacial outwash. They are in relict glacial lacustrine lakes and drainageways on terraces."

<sup>1</sup> Soil survey maps will focus on conditions in the upper 2 meters of the soil profile while surficial geology maps will target the upper 20-50+ feet of the regolith.

Nearby areas mapped as Qp are wetland soils, such as the Indian Creek corridor north of Pacific Avenue and the headwaters of Woodard Creek located farther to the east.



Figure 2. Soil Survey map of area surrounding project site.

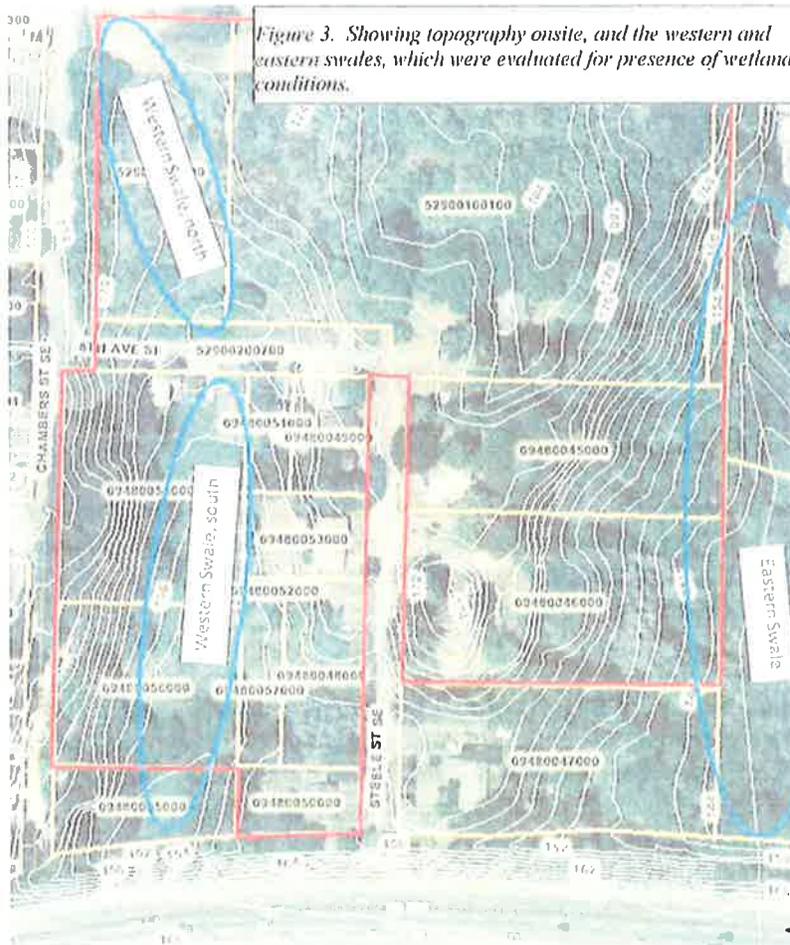
Yelm very fine sandy loams are upland soils; they are moderately well drained (i.e., may have a seasonal winter water table at 3-4 feet depth in some areas). In some areas, due to being layered (fine sands interbedded with silts), they may have redoximorphic features indicating a short-duration winter water table at ~4 feet.

#### WETLANDS INFORMATION

We carried out an onsite reconnaissance to evaluate potential wetland conditions on and near the site that might affect development potential. We followed standard federal and state protocol for these kinds of investigations (described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0), Environmental Laboratory U.S. Army Corps of Engineers May 2010) which is adopted by both Thurston County and the City of Olympia jurisdictions, i.e., we assessed soil samples, vegetation and hydrology in areas that were either already known to be wetland or had potential to be wetlands.

In order to be regulated as wetland, the area in question must:

- have wetland hydrology -- a persistent water table within 12 inches of the soil surface, lasting until at least mid-March in most years;
- have wetland soils -- soil morphology indicating a long-duration water table, as described in Field Indicators of Hydric Soils in the United States A Guide for Identifying and Delineating Hydric Soils, Version 7.0, 2010
- have wetland plants -- i.e., the plant community must be classified as Facultative (FAC), Facultative Wet (FACW) or Obligate (OBL) plants, per the USDA 2012 National Wetland Plant List and per protocols described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region which generally are intended to document that more than half of the dominant plants are hydrophytes.



From a Hydrogeomorphic standpoint, the most likely areas for wetlands would be in the base of the two onsite swales – one in the western portion of the site (base elevation on the Thurston County GeoData system ranging from 172' to 152') and the other more or less along the eastern study area boundary (base elevation ranging from 154' to 144').

We found no wetlands in the base of the Western Swale (Figure 3), although the swale base did become increasingly wet to the south. We did not have permission to access the offsite property at the far south end of the

swale, which is lowest in elevation, and thus should be wettest. However, there was no hydrology within 12 inches of the surface in any portion of the onsite western swale base, and we did not see indications of wetland conditions offsite to the south. We have had a relatively wet

winter recently – indicating that wetland hydrology should be present now, and should persist through mid-March.

The vegetation community across the northern and southern Western Swale base was dominated by non-hydrophytes (upland rather than wetland plants). At the northern end of the swale, Scots broom was common – a non-hydrophyte. At the central and southern portions of the swale, the surface was covered with Himalayan blackberry (non-hydrophyte invasive weed), English Ivy (non-hydrophyte escaped ornamental, invasive weed) and grasses.

Tree species around the perimeter of the western swale base included:

- Red alder (hydrophyte, but FAC only – i.e., also commonly found outside of wetlands);
- Filbert (non-hydrophyte)
- Big-leaf maple (non-hydrophyte)
- Willows (hydrophytes, but surrounded by non-hydrophytes)
- A wide range of conifer species that may have escaped from small onsite Christmas tree farms – including Douglas fir (Upland), Hemlock (FACU), Noble fir (NI), Grand fir (FACU-) and western redcedar (FAC)

The soils in the Western Swale base were silt loams and sandy loams. No soils sampled showed indications of a long duration water table within 12 inches of the surface. There were redoxymorphic features deeper in the soil profile at the far south end of the swale, indicating a short-duration, periodic water table at 2-3 feet depth – but there were no soil indicators of a long duration water table at 12 inches or less.

Thus, the Western Swale base did not contain the required characteristics to be classified and regulated as a wetland – it did not have wetland hydrology; did not have hydric soils, and was not dominated by wetland plants.

The Eastern Swale base did contain wetlands (Figure 4), as indicated on the Thurston County GeoData system. That Palustrine Forested (PFO)/ Palustrine Scrub-Shrub (PSS) wetland is fed primarily by piped flow from Indian Creek, but also receives direct runoff from the Puget Sound Energy (PSE) parking lot, and possibly also from Interstate 5, which bounds the southern edge of the wetland system.

Thurston County GeoData mapping shows the Indian Creek corridor (piped) as following the eastern study site boundary. However, information in City of Olympia utility mapping and WA-DOT As-Built drawings along the freeway corridor show that flow from Indian Creek is collected into a 36" diameter culvert at Pacific Avenue. That piped flow continues diagonally across the PSE parking lot, and flows into the NE corner of the subject wetland, located mostly offsite at the southeast corner of the project area. The invert elevation of the 36" diameter pipe at Pacific is 141.57; top of pipe at 144.45, and we are told (personal communication from Andy Haub, City of Olympia) that the pipe runs very close to full most of the time. WA-DOT As-Built drawings at the freeway culvert crossing indicate that the 36" diameter culvert below I-5 (which conducts overflow from the wetland) has an invert elevation of 140.07 feet on the N side of the freeway, and 139.62 feet on the south side of the freeway.

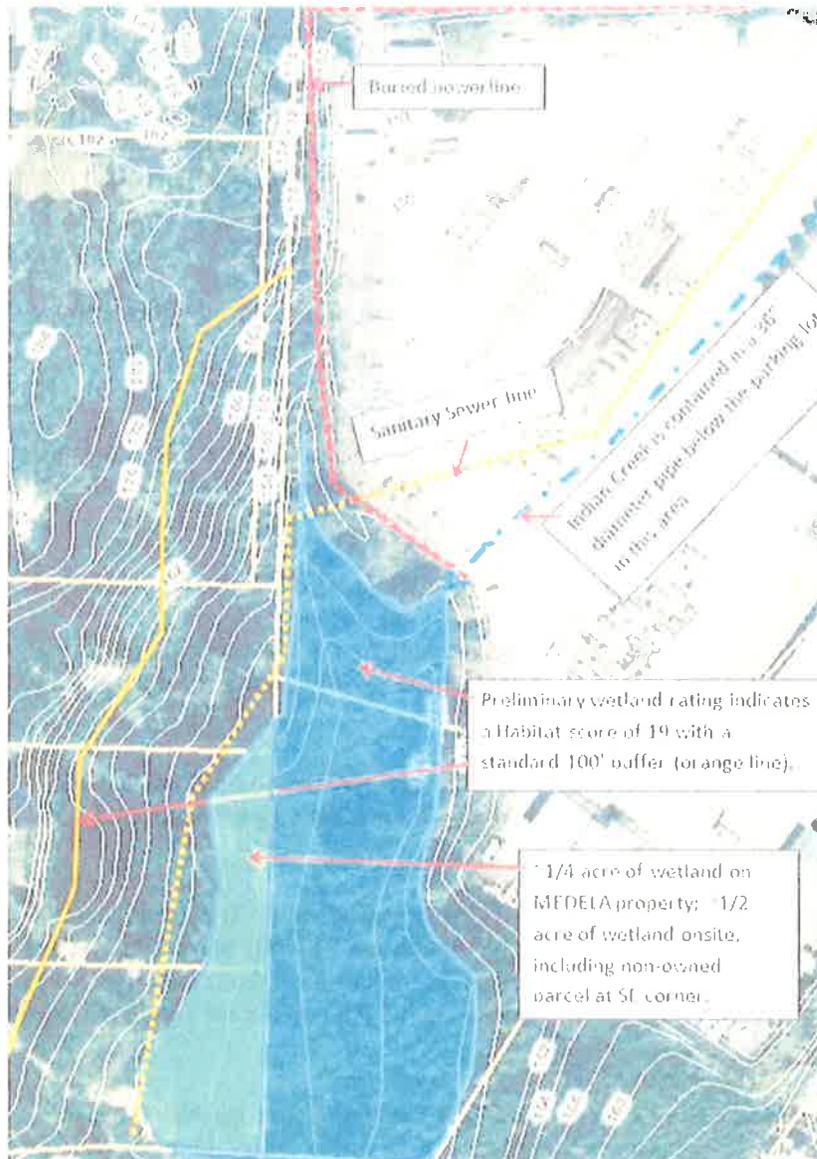


Figure 4. Showing approximate boundaries of wetland and 100' standard wetland buffer in Eastern Swale base. Also showing locations of buried utilities around the wetland, including the piped inflow from Indian Creek.

including a buried electrical line (around the entire N and W perimeter -- marked in red dashed line on the Figure 4 map) and a sewer pipeline (marked in dotted yellow line on the Figure 4 map), which diagonals across the parking lot approximately parallel to and west of the Indian Creek pipe, then turns to follow the western PSE property line (eastern study site boundary) approximately east of the onsite 8<sup>th</sup> Avenue roadway. That sewer line turns farther west as it

This information clarifies that Indian Creek does not flow through a pipe along the north and west sides of the PSE parking area, but rather takes the more direct, diagonal pathway across the PSE parking lots, and if free-flowing (not piped), would be expected to have a surface water elevation of about 143-144 feet. However, GeoData topography maps indicate that the wetland water surface elevation is at about 147 feet elevation during winter months. We assume this is due to extra flow inputs from the PSE parking lot and I-5 -- but also from water backing up at the freeway culvert (which may be blocked or undersized), causing the wetland water surface elevation to be higher.

We note that there are other utilities onsite that do use the utility corridor around the north and west sides of the PSE parking lot --

extends south to avoid the wetland boundary. Sometimes, pipeline bedding provides a preferential flow pathway for local groundwater, which could also contribute hydrology to the wetland system.

The area around the wetland is mapped as a flood zone on the Thurston County GeoData maps, with the edge of flood zone elevation lying at approx. 153 feet elevation (i.e., 5 feet higher than the approximate wetland water surface elevation). The potential flood zone falls entirely within the 100' standard wetland buffer, so is not expected to cause problems with site development.

Most of the wetland lays offsite on PSE property, but the entire wetland is considered when rating. The rating results indicate a total of 47 points (high Cat III system), with 19 habitat points -- i.e., a 100' standard buffer. The wetland scored lower due to being surrounded by residential development, commercial development and freeway with no direct surface connections to other critical habitats.

About 1/4 acre of wetland lays on the MEDELA property; thus would result on a ~2.75% reduction in total acreage for density calculation purposes. For example, under current zoning, 70 instead of 72 single family homes would be allowed. This same calculation would be required of any zoning, and would define the maximum number of building units allowed after removing the wetland acreage.

Please feel free to ask for clarification if needed on any of these issues.

Respectfully,  
Lisa Palazzi, CPSS, PWS

J. W. Morrissette & Associates, Inc., P.S.



## Key Environmental Solutions, LLC.

January 8, 2013

Thurston County Resource Stewardship Department  
Attn: Cindy Wilson, Senior Planner  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Re: Medela Group Property Rezoning DNS Appeal, Prairie Habitat Recon, Thurston County  
Parcels #09480045000, 09480046000, 09480048000, 09480049000, 09480050000,  
09480051000, 09480052000, 09480053000, 09480054000, 09480056000, 09480057000,  
52900100100, 52900200900, and 52900200700. Located in SE Olympia off 8<sup>th</sup>, 9<sup>th</sup> and  
Chambers Streets, Olympia, Washington, Section 13, Township 18 North, Range 02 West,  
W.M., and in accordance with the *Thurston County Interim Prairie Ordinance 14542*.

Dear Ms. Wilson,

Key Environmental Solutions, LLC. (KES) has completed a Prairie Habitat Recon on the above  
referenced parcels located off 8<sup>th</sup>, 9<sup>th</sup> and Chambers Streets in SE Olympia in Olympia, Thurston  
County, Washington. The purpose of the recon is in response to the DNS rezoning appeal.  
Fieldwork was conducted on January 3, 2013.

### **Project Description and Findings**

The project site is located on 14 parcels owned by the Medela Group LLC., located in SE  
Olympia. The site is approximately 9 acres and is currently developed with nine single family  
residences. The proposed project is to rezone the parcels from 4-8 acre residential to RM18. This  
rezoning is consistent with both Thurston County and the City of Olympia's Long Range  
Comprehensive Plans. Both Thurston County and the City of Olympia have issued staff reports  
that are in support of the rezoning of the 14 parcels. The current rezoning proposal does not  
impact any prairie or prairie species.

KES reviewed Washington Department of Fish and Wildlife's (WDFW) Priority Habitat Species  
(PHS) lists and maps and no listed species were found to occur in the area. Adjacent areas were  
also looked at for any critical areas or listed species, and none were found to occur.

Historically (approximately 30 years ago) the site was used as farm for pasture and as an old  
filbert (hazelnut) orchard. Over the years 9 houses have been constructed on the site.

The site was reviewed for prairie species, since #127 Yelm fine sandy loam, 3 to 15% slopes  
soils were shown to occur onsite and Mazama Pocket Gophers have been found to use this soil  
type. There were no Mazama Pocket Gopher mounds, prairie plants or oaks observed to occur  
onsite. There were numerous moles observed. #127 Yelm fine sandy loam is not listed on the

Prairie Soils list, but since appellants to the rezoning had brought up Mazama Pocket Gophers, the Medela Group, L.L.C., wanted to be proactive and have the site reviewed.

KES's is aware that this recon is outside of the Washington Department of Fish and Wildlife (WDFW) recommended guidance on when Prairie Habitat Recon's should occur, which is April-October. The project site was reviewed for past and current gopher activity and none were found to occur onsite. The site will be reviewed again in April to re-verify that no prairie species exist onsite. It is KES's professional opinion that no Prairie Habitat or species, including the Mazama Pocket Gophers occur on the 14 parcels.

KES also reviewed the surrounding properties for prairie species and did not find any.

The dominant vegetation that occurred onsite were: manicured lawns, various landscaping trees, shrubs, and plants including Camelia, a variety of orchard trees including apple and plum, a variety of grasses, *common dandelion (Taraxacum officinale-FACU)*, Himalayan blackberry (*Rubus armenicus-FACU*), Douglas fir (*Pseudotsuga menziesii-FACU*), English ivy (*Hedera helix-NI*), Scotch broom (*Cytisus scoparius-FACU*), red alder (*Alnus rubra-FAC*), soft rush (*Juncus effuses-FACW*), salmonberry (*Rubus spectabilis-FAC*) bracken fern (*Pteridium aquilinum-FACU*), hazelnut (*Corylus cornuta-FACU*), holly (*Ilex aquifolium-FACU*) and Western red cedar (*Thuja plicata-FAC*).

It is KES's professional opinion that the plan to rezone the 14 parcels should be permitted and will not impact Prairie Habitat or Prairie Species.



Typical mole mounds found to occur onsite.



One of the houses surrounded by mole mounds.



Area sloping towards I-5 covered in English ivy.



Typical area around one of the houses.



Area around one of the houses.



Adjacent cemetery property.



Typical area covered in Scotch broom.



Typical old hazelnut orchard area.

KES personnel have based the above conclusions on standardized scientific methods and best professional judgment. Local, state, and federal regulatory agencies may or may not agree with the findings presented in this report. The services described in this report were performed consistent with generally accepted professional consulting principles and practices. There are no other warranties, expressed or implied. The services performed were consistent with our agreement with our client. This report is prepared solely for the use of our client and may not be used or relied upon by a third party for any purpose. Any such use or reliance will be at such party's risk. The opinions and recommendations contained in this report apply to conditions existing when services were performed. Key Environmental Solutions, LLC, (KES) is not responsible for the impacts of any changes in environmental standards, practices, or regulations after the date of this report. KES does not warrant the accuracy of supplemental information incorporated in this report that was supplied by others.

Thank you for the opportunity to evaluate this project and please contact us at (360) 942-3184 or (360) 562-5763 should you have any questions.

Sincerely,

Key McMurry  
Owner/Professional Stream and Wildlife Biologist



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer



March 3, 2014

Board of Thurston County Commissioners  
2000 Lakeridge Drive SW  
Olympia, WA 98502-6045

Log: 022414-41-TN  
Property: Rezone Medela Land Use Proposal Mult. Parcels including 52900100100 &  
09480045000  
Re: Archaeology - Survey Requested

Dear Honorable Commissioners:

The Washington State Department of Archaeology and Historic Preservation (DAHP) is in receipt of the Notice of Application regarding re-zoning of the above referenced parcels. Based upon the Notice and supporting documentation, we understand that the re-zoning may lead to future development of the parcels.

As a result of our review, DAHP submits the following comments & recommendations for your consideration:

- The subject parcels are adjacent to the Forest Cemetery and therefore, the area has the potential for archaeological resources. It is also adjacent to a historic wetland, and has a moderate to high probability for archaeological resources according to DAHP's archaeological predictive model. This probability level is based upon data that suggests native peoples utilized wetlands for plant and animal resources.
- Forest Cemetery was founded in 1857, and many local historic figures are buried there, including unmarked Chinese and Native American graves. Historic cemeteries are frequently larger than they appear, with unmarked graves often found outside of the cemetery boundaries.
- The scale of the proposed ground disturbing actions could destroy archaeological resources present in the project area. Discovery of archaeological resources during construction work is not recommended since inadvertent discoveries often result in costly construction delays as well as damage to the resource.
- For the above reasons, DAHP requests an archaeological assessment be undertaken prior to any earth moving activities.
- We also recommend consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.
- In addition, we understand that the project area encompasses a few residences that are over 50 years in age. Therefore, we recommend that those buildings over 50 years in age be recorded by completion of entries into DAHP's on-line Historic Property Inventory (HPI) database. Completion of the inventory database records should be accomplished



by a historic preservation professional meeting professional qualifications standards as defined in 36 CFR Part 61 (standards can be found at: [http://www.nps.gov/history/local-law/arch\\_stnds\\_9.htm](http://www.nps.gov/history/local-law/arch_stnds_9.htm)).

- Finally, we also suggest that for buildings in the project area that are proposed for demolition, that they first be offered to other parties for removal and relocation off-site. With this step, these residences can be placed back into service rather than demolished with debris disposed of in a landfill.

Thank you for the opportunity to review and comment on this proposal. These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO). Should you have any questions, please feel free to contact me at (360) 586-3083 or [stephenie.kramer@dahp.wa.gov](mailto:stephenie.kramer@dahp.wa.gov).

Sincerely,



Stephenie Kramer  
Assistant State Archaeologist

cc: Cami Petersen  
Michelle Sadlier, City of Olympia  
Rhonda Foster, Squaxin Island Tribe  
Jackie Wall, Nisqually Tribe  
Christy Osborn  
Richard Bellon, Chehalis Tribe



**Medela Site Specific Proposal  
City Staff Recommendation**

**Olympia Planning Commission (OPC)**

Deliberation Date: October 22, 2012

**OPC and Thurston County Planning  
Commission Joint Public Hearing Date:**

October 10, 2012

**OPC Briefing Date:**

September 17, 2012

**Prepared by:**

Amy Buckler, Associate Planner

**Proponents:**

Thurston County and Applicants:  
Melvin Armstrong, Medela Group LLC,  
Property Owner  
Ron Niemi, Woodard Bay Works, Inc.,  
Applicant Representative

**State Environmental Policy Act  
(SEPA) Determination:**

Thurston County is the lead SEPA agency for this proposal. A Determination of Non-Significance (DNS) was issued on October 11, 2012 (Attach. 5 )

**City Staff Recommendation<sup>1</sup>:**

Re-designate the area from Residential 4-8 units per acre (R4-8) to Residential Multi-Family 18 Units per Acre (RM 18) *(as proposed by applicant.)*

Reclassify 9<sup>th</sup> Ave between Boulevard Rd. and Chambers St. from Local Access Street to Neighborhood Collector *(in addition to applicant's proposal.)*

**County Staff Recommendation:**

Not Available. Thurston County staff will issue their recommendation to the Thurston County Commissioners in early November.

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<sup>1</sup> See end of document for Joint Plan Land Use Designation definitions and the City's Residential Development standards table. The City's standards are included for reference. Development is subject to the applicable jurisdictions standards. The City and County have consistent (but not identical) standards for areas in the unincorporated UGA.

**Background and Analysis:** Thurston County is the primary agency responsible for analysis of this proposal (See Attachment 3.) As part of the joint planning process, City staff provides a recommendation to the Olympia Planning Commission and City Council regarding the proposed joint plan amendment and pre-zoning in the UGA. The following is supplemental to the County's staff report.

**Consistency with the Comprehensive Plan and Rational for Recommendation:** Various goals and policies within the Land Use & Transportation elements of the Joint Comprehensive Plan<sup>2</sup> for Olympia and its UGA aim to:

- Maintain or improve the character and livability of established neighborhoods;
- Provide for a variety of transportation alternatives to enable less reliance on automobiles;
- Provide people with opportunities to live close to work;
- Create desirable, livable neighborhoods that provide a variety of housing opportunities, accommodate different lifestyles and income levels, and provide a sense of community; and
- Provide for a compact growth pattern to efficiently use the remaining buildable land and enable cost effective provision of utilities and services.
- Encourage well-designed "infill"<sup>3</sup> development so that Olympia will become more urban.

Most of the Medela site is within ¼ mile from Pacific Avenue, an arterial envisioned for greater development intensity and activity. Over time, the Plan calls for this area to transition into an 'urban corridor' that accommodates a balanced mix of commercial, residential, and recreational uses. Within these areas, an average of 15 units per acre is desired in order to facilitate efficient and effective mass transit. The density is needed to support a dense, vibrant mix of uses that encourage walking, enable people to live close to work and shopping, and ultimately reduce dependency on the automobile. Olympia's Comprehensive Plan is consistent with the Thurston Regional Transportation Plan, which focuses heavily on the urban corridors concept to help our region achieve its sustainable land use and transportation goals.

The approximate 9.01 acre Medela site currently contains 14 single-family units, 2 of which are vacant. Under the current zoning (R 4-8), redevelopment of the site could achieve a maximum density of 8 units per acre. A more intense land use designation that allows higher density zoning would help to facilitate the planned transition of this area into an urban corridor.

**Street Reclassification:** Access to the Medela site off Boulevard Road SE is provided by 7<sup>th</sup> and 9<sup>th</sup> Avenues, which are both classified as local access streets in Olympia's Comprehensive Plan. A preliminary traffic assessment was completed based on the proposed land use and a

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<sup>2</sup> Goals marked with an "\*" in the [Olympia Comprehensive Plan](#) reflect goals and related policies that are part of the Joint Olympia/Thurston County Comprehensive Plan.

<sup>3</sup> New development that occurs on vacant lots within areas already developed.

preliminary site plan<sup>4</sup> estimating build-out at an average density of 15.5 units per acre. The preliminary assessment indicates traffic generated by this level of density would exceed the threshold of 500 average daily trips for local access streets. Thus, to designate the area as RM-18 would require an additional Plan amendment to reclassify 9<sup>th</sup> Avenue between Boulevard Road and Chambers from a Local Access Street to a Neighborhood Collector.

A Neighborhood Collector includes two vehicle lanes, a sidewalk, planter strip, utility easement, curb and gutter (See Attachment 2 for a design detail.) The street improvement would be required for a development project generating over 500 average daily trips. Typically, the developer pays for such improvements; however this would ultimately be decided at time of land use review.

Should development of the site occur, there may be other on-site and off-site traffic improvements required; however, what those specific improvements would be can only be accurately determined at the time a project application is submitted. An applicant would be required to submit a Traffic Impact Analysis (TIA) as part of the application.

In addition, traffic mitigation fees to address offsite impacts within the City may be requested by the City through the State Environmental Policy Act (SEPA) process. As lead agency on SEPA within their jurisdiction, the County may require the developer to pay traffic mitigation fees, which would then be applied to traffic improvements. A project specific SEPA evaluation would occur during project permit review.

**Other Impacts:** Other concerns raised by the public include neighborhood safety and character, flooding and loss of wildlife habitat related to development of the site. Many of these concerns are addressed by regulations that would be applied at the time a permit is issued. Development would be subject to standards of the applicable jurisdiction (currently the County). The City and County have compatible (but not identical) zoning and critical areas regulations.

Residents of the City who live west of the subject sight testified about concerns regarding loss of neighborhood character should multi-family development occur. The City and County have similar RM18 zoning that attempts to address such concerns. RM-18 regulations provide for buffering between existing single-family districts and multifamily developments— if over 5 acres. Townhouses, duplexes, or detached houses shall be located along the boundary of multifamily housing sites over five (5) acres in size which adjoin, but do not directly face, existing detached single-family housing. Exceptions may be granted where existing or proposed landscaping, screening, or buffers would provide an effective transition between the uses.

**Other land use designations/zoning considered:** In addition to the proposed RM 18 land use designation, City staff also considered the implications of re-designating and rezoning the area to Mixed Residential 10-18 (MR 10-18) Units per Acre, or Mixed Residential 7-13 (MR 7-13) Units per Acre. These may also be appropriate designations for the area.

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<sup>4</sup> A site plan approval (land use review) is not part of the current proposal. The preliminary site plan included in the applicant's submittal documents serves conceptual purposes only.

The City and County have similar regulations pertaining to these land use designations as well. Like RM-18, both MR 10-18 and MR 7-13 require buffering between existing single-family and multi-family. In addition to the minimum and maximum density requirements, key differences include:

- These mixed zones are more prescriptive and require specific ratios of multi-family and single-family with the uses intermixed on the site.
  - **MR 10-18** - A minimum of thirty-five (35) percent and a maximum of seventy-five (75) percent of the authorized dwelling units in a development must be single family dwellings.
  - **MR 7-13** - A minimum of sixty-five (65) percent and a maximum of seventy-five (75) percent of the total authorized units in a development must be single family dwellings. At least seventy (70) percent of these single family dwellings must be detached.
- There is a 50% open space requirement in these mixed zones, wherein at least fifty (50) percent of such open space must be available for the common use of the residents.

Preliminary traffic analysis suggests rezoning to MR 10-18 or MR 7-13 would also require reclassification of 9<sup>th</sup> Avenue between Boulevard Rd. and Chambers from a Local Access Street to a Neighborhood Collector.

**Planning Commission Options:** The Commission may decide to recommend:

1. The City staff recommendation outlined on page 1;
2. No change; or
3. Another land use designation defined within the Comprehensive Plan, including, but not limited to MR 10-18 or MR 7-13.

## POLICIES:

- LU 18.18 Expansion of existing industrial uses should only be permitted within properties currently used for industrial purposes.
- LU 18.19 New industrial uses should be limited to water-dependent or water-related industrial uses (as defined by the Shoreline Master Program). (Ordinance #6140, 08/28/01)
- LU 18.20 New structures along the shoreline should be located and designed to minimize the blockage of views from upland residences and offices.
- LU 18.21 In the event that the rail line adjacent to West Bay Drive is abandoned, consideration should be given to using the southern portion of the rail line right-of-way (near the wildlife tidal lagoon) for an urban trail connecting to the Percival Landing and Deschutes Parkway waterfront facilities. (See the Urban Trails Plan.) (Ordinance No. 5569, 12/19/95; Ordinance #6140, 08/28/01)

## LAND USE DESIGNATIONS

This section provides a brief description of the land use designations shown on Map 1-3. Figure 1-5 summarizes the types of uses, densities of development, and building heights generally allowed in under these designations. Figure 1-6 lists the acreage of land area proposed for each land use in each neighborhood. The zoning ordinance will provide more detailed direction regarding the development of these areas, consistent with the policies of this chapter.

Residential- 1 Unit Per 5 Acres. This designation provides for low-density residential development in designated sensitive drainage basins in a manner that protects aquatic habitat from degradation.

Residential Low Impact. This designation provides for mixed density single-family residential development at average housing densities from two to four units per acre, provided that the development avoids adverse impacts upon aquatic habitat and does not create off-site stormwater problems. (Ordinance #6140, 08/28/01)

Residential - 4. This designation provides for single family residential development at densities that will maintain environmental quality and prevent stormwater related problems. Residential development may occur in these areas at densities of up to four units per acre, provided that the applicant demonstrates that stormwater generated by the proposed development can be accommodated without creating off-site problems. (See the Drainage Design and Erosion Control Manual.)

Residential 4-8. This designation provides for single family and townhouse development at densities between four and eight units per acre. Housing on sites without sewer service must be clustered on a portion of the site, consistent with Environmental Health requirements, so that the overall site can achieve a minimum density of four units per acre upon provision of sewer service. (See LU5.)

Residential 6-12. This designation provides for single family, duplex, and townhouse development at densities from six to twelve units per acre. Areas designated for such use should be relatively close to arterials or major collectors with transit service. Parcels located in the High Density Corridor Transition Area are allowed triplex and fourplex housing types as permitted uses.

Residential Mixed Use. This designation provides for downtown high density housing mixed with commercial uses. The commercial uses are intended to help preserve the residential use of the area by providing retail and personal services within walking distance of the housing.

Residential Multifamily 18. This designation provides for multifamily development at densities averaging eighteen (18) units per acre.

The permitted maximum density will be on or near arterial or collector streets at a density and configuration that facilitates effective and efficient mass transit service, enables affordable housing and is designed to be compatible with adjoining uses including existing and proposed single-family. (Ord. #5757, 12/16/97)

Residential Multifamily 24. This designation provides for multifamily development at densities averaging twenty-four (24) units per acre. The permitted maximum density will be on or near arterial or major collector streets at a density and configuration that facilitates effective and efficient mass transit service, that enables affordable housing and is close to major employment and/or major shopping areas (e.g. the Capital Mall and the Lilly Road medical complex). (Ord. #5757, 12/16/97)

High Density MultiFamily. This designation provides for downtown mid-rise multifamily housing near the center of the City, the Capitol Campus, shopping, and transit. It is intended to encourage dense downtown neighborhoods with a wide range of housing types, prices, and rent levels.

Urban Residential. This designation accommodates multifamily housing in multistory structures in or near the State Capitol Campus, downtown, High Density Corridor or other activity center areas; to provide opportunities for people to live close to work, shopping, and services; to help achieve City density goals, to create or maintain a desirable urban living environment for residents of the district; and to ensure that new urban residential buildings incorporate features which encourage walking and add interest to the urban environment. (Ordinance #6323, 10/15/2004)

Mixed Density 7-13. This designation provides for a mixture of single and multifamily development at densities averaging seven to thirteen units per acre. The zoning ordinance may establish requirements for the minimum proportions of various types and densities of residential uses in projects developed under this designation. Neighborhood centers may be established in these districts subject to the policies of this chapter.

Mixed Density - 10-18. This designation provides for multifamily housing averaging ten to eighteen units per acre. Neighborhood centers may be established in these areas, consistent with applicable policies in this chapter.

Neighborhood Centers. This designation provides for the development of neighborhood centers, which will typically include neighborhood oriented convenience businesses and a small park (see Figure 1-1). The locations for neighborhood centers shown on Map 1-3, Future Land Use are approximate, but are intended to apply within the bounds of the districts in which they appear on the map. The exact location and mix of uses of the centers in these areas will be established at the time of project approval, consistent with applicable policies and requirements. Additional neighborhood centers may be established consistent with the policies of this chapter and other applicable regulations. (See LU9.)

Neighborhood Commercial. This designation provides for specific neighborhood convenience commercial uses in residential areas. [to be defined in the zoning ordinance]. [Language in brackets not adopted by Thurston County Board of County Commissioners.]

Community Oriented Shopping Center. This designation provides for the development of community- oriented shopping centers. Such centers will typically contain a supermarket and drug store, and a variety of personal and professional services scaled and oriented to serve the surrounding neighborhood (e.g., 1-1/2 mile radius). On larger sites, residential uses may be incorporated into the site design. The zoning ordinance will provide standards for the development of such districts to ensure that they are compatible with adjoining uses.

Neighborhood Village. This designation provides for a compatible mix of single and multifamily housing (averaging seven to thirteen units per acre) and a neighborhood center. This designation will enable development of innovative residential communities offering a wide variety of compatible housing types and densities,

neighborhood convenience businesses, recreational uses, open space, trails and other amenities that are seldom achieved under conventional, segregated zoning districts. Specific requirements for the siting and relationship of the various land uses, dwelling types, and densities in these developments will be established in the zoning ordinance, consistent with the applicable policies of this chapter. The actual mix and arrangement of uses will be established by the project's binding site plan. (See page LU10.)

Land under this designation may be redesignated for another use upon demonstration that the site is not viable for development of a neighborhood village due to site conditions, infrastructure or street capacity or, in the case of multiple ownerships, land assembly problems.

Urban Villages. This designation provides for the development of urban villages. Urban villages are essentially the same as neighborhood villages, except the commercial component is bigger and caters to a larger area. (See LU10.)

Land under this designation may be redesignated for another use upon demonstration the site is not viable for development of an urban village due to site conditions or inadequate infrastructure or street capacity.

Medical Services. This designation provides for medical services and facilities, associated uses, and moderate to high density housing.

Professional Office/MultiFamily. This designation accommodates a wide range of offices, services, limited retail uses specifically authorized by the applicable zoning district and moderate-to-high density multifamily housing in structures as large as four stories. (Ord. #5757, 12/16/97)

General Commercial (GC). This designation provides for commercial uses and activities which are heavily dependent on convenient vehicle access but which minimize adverse impact on the community, especially on adjacent properties having more restrictive development characteristics. The area should have safe efficient access to major transportation routes, but discourage extension of "strip" development by filling in available space in a way that

accommodates and encourages pedestrian activity. (Ord/ #5757, 12/16/97)

High Density Corridor-1 (HDC-1). This designation provides for a mix of office, moderate to high-density multifamily residential, and small-scale commercial uses. The area should be a safe, convenient and attractive pedestrian environment that includes access by a full range of travel modes in order to reduce the number and frequency of vehicle trips. Opportunities to live, work, shop and recreate are encouraged within walking distance of these areas. (Ord. 6073, 12/12/00)

High Density Corridor-2 (HDC-2). This designation provides for a mix of office, medium intensity commercial and moderate to high-density multifamily residential uses. Opportunities to live, work, shop and recreate are encouraged within walking distance of these areas. The area should be a safe, convenient and attractive pedestrian environment that includes access by a full range of travel modes in order to reduce the number and frequency of vehicle trips. (Ord. 6073, 12/12/00)

High Density Corridor-3 (HDC-3). This designation provides for a mix of medium to high-intensity commercial, offices, and moderate to high-density multifamily residential uses. Neighborhood and community shoppers will be encouraged to frequent these areas. As redevelopment occurs the access and needs of pedestrians, bicyclists, transit riders and motorists should be addressed. (Ord. 6073, 12/12/00)

High Density Corridor-4 (HDC-4). This designation provides for a mix of high-intensity commercial, offices, and high-density multifamily residential uses. Over time this area will transform into a more dense form of community activity centers and as continuous a street edge as possible which balances the access needs of pedestrians, bicyclists, transit riders and motorists. (Ord. 6073, 12/12/00)

Urban Waterfront. This designation provides for a compatible mix of commercial, light industrial, limited heavy industrial, and multifamily residential uses along the

waterfront, consistent with the Shoreline Master Program for Thurston Region. (Ord. #5757, 12/16/97)

Urban Waterfront – Housing (UW-H). This designation provides for a neighborhood of residential housing with limited retail/commercial/office. This area is intended to help meet city housing density goals for downtown, and sustainability 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. Housing in these high amenity areas will: contribute to downtown vitality; result in well-designed buildings on continuous street edges; link one area with another; encourage pedestrian activity; add resident surveillance of public spaces to increase safety and decrease vandalism or other security problems; and help the city achieve land use, transportation, environmental and housing goals. Development with 200 feet of the shoreline are subject to The Shoreline Master Program for the Thurston Region as amended. (Ord. #6195, 07/03/02)

Light Industrial. The designation provides for light industrial uses (e.g., assembly of products, warehousing) and compatible, complementary commercial uses.

Industrial. The designation provides for heavy industrial development, such as manufacturing, transportation terminals and bulk storage, and complementary commercial uses. Much of the land under this designation is subject to the provisions of the Shoreline Master Program for Thurston Region.

Downtown Business (DB). This designation provides for a wide range of activities that make downtown Olympia the cultural, civic, commercial and employment heart of the community. A dense mix of housing, pedestrian oriented land uses and design and proximity to transit make a convenient link between downtown, the State Capitol, the waterfront, and other activity centers in the region. The scale, height and bulk of development reinforces downtown Olympia's historic character, buildings, places and street layout. (Ord. #5757, 12/16/97)

Capitol Campus and Commercial Services – High Density. This designation contains the State of Washington Capitol Campus and areas where limited commercial services and high density multifamily can enhance activities near chief employment centers such as the Capitol Campus, Downtown Business District and Central Waterfront. The zoning ordinance will establish building height limits which protect views of the Capitol Dome. (Ord. #5757, 12/16/97)

Manufactured Housing Park. This designation is intended to provide suitable locations for retaining existing manufactured housing parks or allowing for the development of new ones. This designation should also allow other residential forms that are comparable to manufactured housing parks in development intensity, such as single-family homes, duplexes, townhouses, and the like. (Ord. #5661, 12/26/96.)

Planned Unit Development (Ord. #5757, 12/16/97)

Evergreen Park Development. This designation provides for development and use of properties in Evergreen Park Planned Unit Development in accordance with the original project approval granted by Ordinance No. 3544 and all subsequent amendments thereto, including, but not limited to, Ordinance Nos. 3579, 3730, 3776, 4835, and 5215.

# Residential Development Standards

City of Chicago

Table of Contents

## TABLE A-1. PERMITTED AND CONDITIONAL USES

AND

## TABLE A-2. DEVELOPMENT STANDARDS

18.04.040 TABLES: Permitted and Conditional Uses

TABLE 4.01  
PERMITTED AND CONDITIONAL USES

DISTRICT	R1/5	R-4	R-4CB	RLI	R-4S	R-6-12	MR-7-13	MR-10-18	RM-18	RM-24	RMH	RMU	MIP	UR	APPLICABLE REGULATIONS
District-Wide Regulations						18.04.060 (FF)	18.04.060 (N,Q)	18.04.060 (N,Q)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N,B,B)		18.04.060 (N)	
<b>1. SINGLE-FAMILY HOUSING</b>															
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (N)
Cow-housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (FF) 18.04.060 (FF)
Cottage Housing				P	P	P	P	P	P	P	P	P	P	P	18.04.060 (FF) 18.04.060 (FF)
Manufactured/Mobile Home Parks (Rental Spaces)								C	C	C					18.04.060 (P)
Manufactured Homes	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (O) 18.04.060 (FF)
Single-family Residences	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (FF)
Townhouses	P	P		P	P	P	P	P	P	P	P	P	P	P	18.04.060 (FF) 18.34
<b>2. MULTIFAMILY HOUSING</b>															
Apartments				P			P	P	P	P	P	P		P	18.04.060 (N) 18.04.060 (FF)
Boarding Homes				P				P	P	P		P			
Dormitories	P			P				P	P	P	P	P			
Duplexes - Existing	P	P		P	P	P	P	P	P	P	P	P	P	P	18.04.060 (J)
Duplexes	P		P	P		P	P	P	P	P	P	P	P	P	18.04.060 (FF)
Triplexes & Fourplexes			P			18.04.060 (FF)			P						
Fraternities, Sororities	P			P				P	P	P					
Group Homes with 6 or Fewer Clients and Confidential Shelters	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (K)
Group Homes with 7 or More Clients	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060 (K)

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(Revised 2/12)

OLYMPIA MUNICIPAL CODE

18.04.040

(Revised 2/12)

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**TABLE 4.01  
PERMITTED AND CONDITIONAL USES (Continued)**

DISTRICT	RI/5	R-4	R-4CB	RI/1	R-4-8	R-6-12	MR-7-13	MR-10-18	RM-18	RM-24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Lodging Houses									P	P	P	P		P	
Nursing/Convalescent Homes	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(S)
Retirement Homes				P			P	P	P	P	P	C		P	
<b>3. COMMERCIAL</b>															
Child Day Care Centers		C	C	C	C	C	C	P	P	P	P	P	C	P	18.04.060(D); 18.04.060(AA)
Commercial Printing												P			
Drive-In and Drive-Through Businesses – Existing												P			18.04.060(J)
Food Stores											P	P		P	18.04.060(AA)
Hardware Stores											P	P		P	
Home Occupations (including Adult Day Care, Elder Care Homes, Family Child Care Homes, and Bed & Breakfast Houses)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(L)
Hospice Care	C			C			C	C	C	C	C	C		C	18.04.060(M)
Laundries											P	P		P	18.04.060(AA)
Nursery (Retail and/or Wholesale Sales)	C	C	C	C	C	C	C	C	C	C			C		18.04.060(L)
Offices												P		P	18.04.060(AA)(2)
Personal Services												P			
Pharmacies												P			
Restaurants, without Drive-In and Drive-Through												P			
Servicing of Personal Apparel and Equipment												P			
Specialty Stores												P			
Veterinary Clinics - Existing	P	P		P	P	P							P		18.04.060(J)
Veterinary Clinics	P														

18.04.040

RESIDENTIAL DISTRICTS

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES (Continued)**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMI	RMU	MHP	UR	APPLICABLE REGULATIONS
<b>4. ACCESSORY USES</b>															
Accessory Structures	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(B)
Electric Vehicle Infrastructure	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(C)
Garage/Yard/Runnage or Other Outdoor Sales	P	P		P	P	P	P	P	P	P	P	P	P	P	5.24
Large Garages			C		C	C	C	C	C	C	C	C	C	C	18.04.060(B)
Residence Rented for Social Event, 7 times or more in 1 year	C	C		C	C	C	C	C	C	C	C		C	C	
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
<b>5. RECREATIONAL USES</b>															
Community Parks & Playgrounds	C	C	C	C	C	C	C	C	C	C	P	P	C	P	18.04.060(T)
Country Clubs	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Golf Courses		C	C		C	C	C	C	C	C					
Neighborhood Parks	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
Open Space - Public	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
Racing & Performing Pigeons		C	C	C	C	C				C	C		C	C	18.04.060(V)
Stables, Commercial and Private Building		C		C	C										18.04.060(C)
Trails - Public	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
<b>6. AGRICULTURAL USES</b>															
Agricultural Uses	P	P	P	P	P	P	P	P	P				P		
Greenhouses, Bulb Farms	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(G)
<b>7. TEMPORARY USES</b>															
Emergency Housing	P	P	P	P	P	P	P	P	P	P			P		18.04.060(EE)
Model Homes	P	P	P	P	P	P	P	P	P	P	P		P	P	18.04.060(EE)
Residence Rented for Social Event, 6 times or less in 1 year	P	P	P	P	P	P	P	P	P	P	P		P	P	18.04.060(EE)
Wireless Communication Facility	P	P		P	P	P	P	P	P	P	P	P	P	P	18.44.060

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(Revised 2/12)

01.XMPLA MUNICIPAL CODE

18.04.010

(Revised 2/12)

18.58

TABLE 4.01  
PERMITTED AND CONDITIONAL USES (Continued)

DISTRICT	RI/5	R-4	R-4CB	RLI	R 4-S	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
<b>S. OTHER</b>															
Animals	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(C)
Cemeteries		C	C		C	C	C	C	C	C			C		18.04.060(E)
Community Clubhouses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Crisis Intervention	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(F)
Fraternities/Organizations											P	P		C	
Historic House Museum		C	C	C	C	C	C	C	C	C	C	C	C	C	
Parking Lots and Structures				C							P	P			18.38.220 and 240
Places of Worship	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(C)
Public Facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(V)
Public Facilities - Essential	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(W)
Radio, Television, and Other Communication Towers	C	C	C	C	C	C	C	C	C	C	C		C	C	18.04.060
Schools	C			C	C	C	C	C	C	C	C		C	C	18.04.060(D)
Mineral Extraction - Existing					C		C								18.04.060(J)
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(N)
Wireless Communication Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44
Workshops for Disabled People	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(R)

LEGEND

- P = Permitted Use
- C = Conditional Use
- R-4 = Residential - 4
- R 4-S = Residential 4-8
- R 6-12 = Residential 6-12
- RLI = Residential Low Impact
- MR 10-18 = Mixed Residential 10-18
- RM 18 = Residential Multifamily - 18
- MR 7-13 = Mixed Residential 7-13
- RMH = Residential Multifamily High Rise
- RMU = Residential Mixed Use
- RM 24 = Residential Multifamily - 24
- UR = Urban Residential

(Ord. 6759 §2, 2011; Ord. 6594 §5, 2008; Ord. 6592 §2, 2008; Ord. 6517 §8, 2007; Ord. 6404 §2, 2006)

18.04.040

RESIDENTIAL DISTRICTS

18.04.080 TABLES: Residential Development Standards

TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R15	R4	R-4CB	R11	R 4-8	R 6-12	NR 7-13	NR 10-18	RM-8	RM-14	RMH	RM	MHP	UR	ADDITIONAL REGULATIONS TRONS
MINI- MUM AVERAGE DENSITY units per acre	14	2	4	8	8	12	24	36	24	36	44	36	16	-	1804-1804.5
MINI- MUM AVERAGE DENSITY units per acre	11	4	7	8	8	12	14	18	18	24	3	14	12	-	1804-1804.25
MINI- MUM AVERAGE DENSITY units per acre	11	11	11	2	8	8	7	10	8 Minimum Floor Area = 7	18 Minimum Floor Area = 5	11	12	-	1804-1804.3	

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1804.1-1804.10

1804.080





TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R-1E	R4	R-4CB	R-1J	R-4E	R-6-12	MR-7-13	MR-10-18	NM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS	
MINI-MIDSIDE S+RD SETBACKS	5' except 10' along banking street; provided garages in setback 20' (50' for agricultural) turn yield- ings with farm land- mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ing with farm- land mark	10' minimum setback; minimum lot width 400' for lots 400 yards	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' for (1) plax, four- way 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	5' except 10' along banking street; except: garages shall meet Minimum Front Yard Setbacks 5' on one side of zero lot; 50' for agricultural build- ings with farm- land mark	18.04.0800(C)
MAIN MID- BUILT-UP URBAN	35'	35'	40' except 10' for necessary buildings	40' except 15' for necessary buildings	35'	35'	45' except 25' for out- ings; 10' for buildings	45' except 25' for out- ings; 10' for buildings	35' except 10' for necessary buildings; 25' for out- ings	40'	40'	35'	35' except 10' for necessary buildings; 25' for out- ings	35' except 10' for necessary buildings; 25' for out- ings	18.04.0800(C)	

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RESIDENTIAL DISTRICTS

TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R1S	R4	R-4CB	RL1	R 4-8	R 6-12	NR 7-15	NR 10-18	RV-18	RM-18	RMH	RMH	MFP	UR	ADDITIONAL REQUIREMENTS
MAXI- MUM R1S, R4, R-4CB, RL1, R 4-8, R 6-12, NR 7-15, NR 10-18, RV-18, RM-18, RMH, MFP, UR	45' x 100' or 30' x 120' SI	35' x 80' or 40' x 100' SI	increased to 48' x 120' or 40' x 150' SI	Refer to Impervious Area	45' x 25' or less	35' x 25' or less	40'	40'	50'	45'	45'	45'	45' x 25'	45'	
MINI- MUM R1S, R4, R-4CB, RL1, R 4-8, R 6-12, NR 7-15, NR 10-18, RV-18, RM-18, RMH, MFP, UR	SI	SI	associated with detached garage	Maximum Impervious Area	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%
MAXI- MUM ABOVE GRADE STORIES		2 stories	3 stories	3 stories	2 stories	2 stories, 1 story 4 units, townplex	3 stories	3 stories	3 stories	3 stories	4 stories	4 stories		4 stories	
MAXI- MUM MPPKVI CHSRK B3C C3V100 A3C	45' x 100' or 30' x 120' SI	45' x 100' or 30' x 120' SI	increased to 48' x 120' or 40' x 150' SI	2,500 SF	45' x 25' or less	35' x 25' or less	40'	40'	50'	45'	45'	45'	45' x 25'	45'	
MINI- MUM MPPKVI CHSRK B3C C3V100 A3C	SI	SI	associated with detached garage		more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%	more than 20%

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TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R15	R4	R-4B	R11	R 4-8	R 6-12	MIR 7-13	MIR 10-18	RM 18	RM 24	RMH	RMH	MHP	UR	ADDITIONAL REGULATIONS
MINS	220' x 220'		58' x 110' min		40'	28'	30' Lot	40' Lot	50'	25'	25'	50'	25'	18' min	AS APPLICABLE
MIM	500' x 100'		58' x 110' min		SF min lot coverage	SF min lot coverage	450' SF min lot coverage	250' SF min lot coverage	SF space min lot coverage	SF space min lot coverage	SF space min lot coverage	SF space min lot coverage	SF space min lot coverage	18' min	
TYPEN	40%		Residential detached single story		Residential detached	Residential detached	Mixed Residential developments	Mixed Residential developments	Multifamily mobile home	18' min					
SPAC 2	250' x 120'		Residential detached single story		Residential detached	Residential detached	Mixed Residential developments	Mixed Residential developments	Multifamily mobile home	18' min					

LEGEND

SF = Square Feet

R15 = Residential Low Impact

R-4 = Residential - 4

MIR 7-13 = Mixed Residential 7-13

MIR 7-13 = Mixed Residential 7-13

Zero Lot = A Lot with Only One Side Yard

R 4-8 = Residential 4-8

MIR 10-18 = Mixed Residential 10-18

RMH = Residential Multifamily High Rise

--- = No Regulation

R 6-12 = Residential 6-12

RM 18 = Residential Multifamily - 18

RMU = Residential Mixed Use

UR = Urban Residential

(Ord. 6594 §6, 2008; Ord. 6517 §12, 2007).

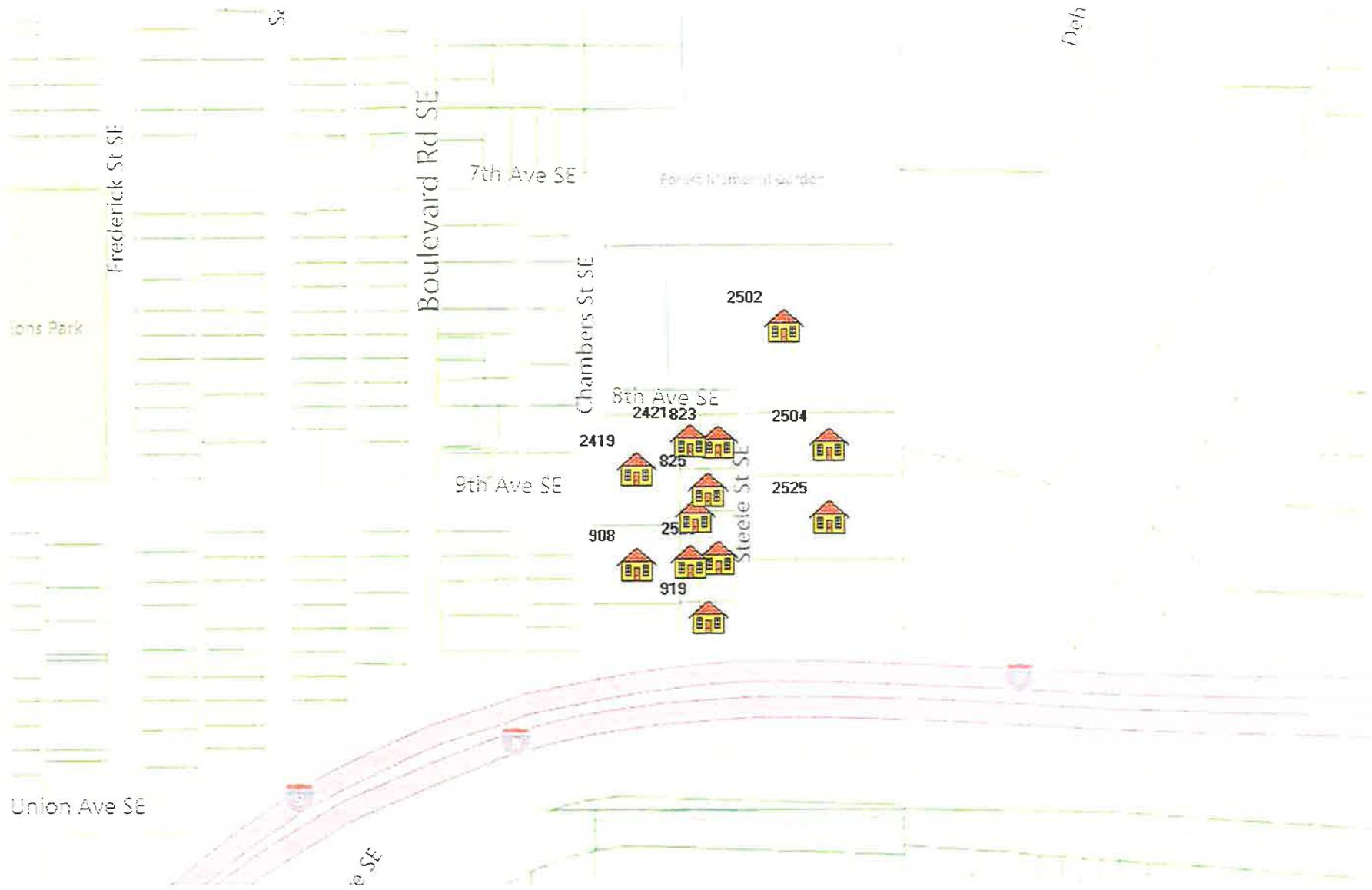
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13-01-080

RESIDENTIAL DISTRICTS

<u>OWNERFIRST</u>	<u>OWNERLAST</u>	<u>MAILADDRESS</u>	<u>MAILCITY</u>	<u>MAILSTATE</u>	<u>MZIPANDZIP</u>	<u>SITEADDRESS</u>	<u>SITENUMBER</u>	<u>SITESTREET</u>	<u>SITECITY</u>	<u>SITESTATE</u>	<u>SZIPANDZIP</u>
Deborah F	Smithingell	2324 7th Ave SE	Olympia	WA	98501-1903	2324 7th Ave SE	2324	7th Ave SE	Olympia	WA	98501-1903
Memorial Gardens Endowment	Forest	Po Box 3276	Lacey	WA	98509-3276	2326 7th Ave SE	2326	7th Ave SE	Olympia	WA	98501-1903
Thomas J	Banomi	24825 Marine View Dr S	Des Moines	WA	98198-8558	922 Steele St SE	922	Steele St SE	Olympia	WA	98501-0000
Forest Cemetery Assoc		Po Box 3276	Lacey	WA	98509-3276	2501 Pacific Ave SE	2501	Pacific Ave SE	Olympia	WA	98501-2032
Forest Funeral Home Inc		2501 Pacific Ave SE	Olympia	WA	98501-2032	2501 Pacific Ave SE	2501	Pacific Ave SE	Olympia	WA	98501-2032
Olympia City Of		Po Box 1967	Olympia	WA	98507-1967	*no Site Address*		*no Site Address*	Olympia	WA	98502-0000
Sound Energy & Elec	Puget	Po Box 97034	Bellevue	WA	98009-9734	*no Site Address*		*no Site Address*		WA	00000-0000
Sound Energy & Elec	Puget	Po Box 97034	Bellevue	WA	98009-9734	2711 Pacific Ave SE	2711	Pacific Ave SE	Olympia	WA	98501-2036
Thurston County Of		2000 Lakeridge Dr SW	Olympia	WA	98502-6001	2703 Pacific Ave SE	2703	Pacific Ave SE	Olympia	WA	98501-2058
Sound Energy & Elec	Puget	Po Box 97034	Bellevue	WA	98009-9734	*no Site Address*		*no Site Address*		WA	00000-0000
Wash-State Of		Po Box 47440	Olympia	WA	98504-7440	*no Site Address*		*no Site Address*		WA	00000-0000
Michael G	Johnson	3011 57th Ave SE	Olympia	WA	98501-8440	2327 7th Ave SE	2327	7th Ave SE	Olympia	WA	98501-1902
Rachelle M	Coumbs	2024 Marion St NE	Olympia	WA	98506-3487	715 Chambers St NE	715	Chambers St NE	Olympia	WA	98506-4837
Greater Joy Church Of God		5443 S Thompson Ave	Tacoma	WA	98408-5615	718 Boulevard Rd SE	718	Boulevard Rd SE	Olympia	WA	98501-1913
Shyloh L & Melissa M	Wideman	729 Chambers St. SE	Olympia	WA	98501 729 Chambers St. SE	729 Chambers St. SE	729	Chambers St SE	Olympia	WA	98501
Avis L	Watson	5716 Sleater Kinney Rd NE	Olympia	WA	98506-9658	801 Chambers St SE	801	Chambers St SE	Olympia	WA	98501-0000
Joe G & Lisa A	Hanna	815 Chambers St SE	Olympia	WA	98501-2011	815 Chambers St SE	815	Chambers St SE	Olympia	WA	98501-2011
William P	Wedel	825 Chambers St SE	Olympia	WA	98501-2011	825 Chambers St SE	825	Chambers St SE	Olympia	WA	98501-2011
Amy L	Mock	2312 9th Ave SE	Olympia	WA	98501-1907	2312 9th Ave SE	2312	9th Ave SE	Olympia	WA	98501-1907
Whitney K	Buschmann	1515 10th Ave SE	Olympia	WA	98501-1725	828 Boulevard Rd SE	828	Boulevard Rd SE	Olympia	WA	98501-1915
Kenney	Lilliquist	Po Box 7384	Olympia	WA	98507-7384	818 Boulevard Rd SE	818	Boulevard Rd SE	Olympia	WA	98501-1915
Kenney	Lilliquist	Po Box 7384	Olympia	WA	98507-7384	822 Boulevard Rd SE	822	Boulevard Rd SE	Olympia	WA	98501-0000
Kenney	Lilliquist	Po Box 7384	Olympia	WA	98507-7384	826 Boulevard Rd SE	826	Boulevard Rd SE	Olympia	WA	98501-0000
Rocco J & Cornelia E	Perez	814 Boulevard Rd SE	Olympia	WA	98501-1915	814 Boulevard Rd SE	814	Boulevard Rd SE	Olympia	WA	98501-1915
Angela M	Lilliquist	Po Box 11602	Olympia	WA	98508-1602	806 Boulevard Rd SE	806	Boulevard Rd SE	Olympia	WA	98501-1915
Angela M	Lilliquist	Po Box 11602	Olympia	WA	98508-1602	804 Boulevard Rd SE	804	Boulevard Rd SE	Olympia	WA	98501-0000
Angela M	Lilliquist	Po Box 11602	Olympia	WA	98508-1602	802 Boulevard Rd SE	802	Boulevard Rd SE	Olympia	WA	98501-0000
James T & Verleda	Watson	5020 Yakima Ave	Tacoma	WA	98408-5726	726 Boulevard Rd SE	726	Boulevard Rd SE	Olympia	WA	98501-1913
Mary E	Crowe	2317 9th Ave SE	Olympia	WA	98501-1906	2317 9th Ave SE	2317	9th Ave SE	Olympia	WA	98501-1906
Traci L	Smith	911 Chambers St SE	Olympia	WA	98501-2012	911 Chambers St SE	911	Chambers St SE	Olympia	WA	98501-2012
David J	Reed	915 1/2 Chambers St SE	Olympia	WA	98501-0000	915 Chambers St SE	915	Chambers St SE	Olympia	WA	98501-2012
Gonzalez Enrique	Rosario	D155 Calle Acerina	Aibonito	PR	00705-3913	923 Chambers St SE	923	Chambers St SE	Olympia	WA	98501-2012
Mark A	LaVergne	1314 169th St S	Spanaway	WA	98387-8998	927 Chambers St SE	927	Chambers St SE	Olympia	WA	98501-2012

Sundae	Goodpastor	1341 169th St S	Spanaway	WA	98387-0000	*no Site Address*		*no Site Address*	Olympia	WA	98501-0000
James	Terry Jr.	5238 Boston Harbor Rd NE	Olympia	WA	98506-1848	1002 Boulevard Rd SE	1002	Boulevard Rd SE	Olympia	WA	98501-1919
Jordan	Sahlin	918 Boulevard Rd SE	Olympia	WA	98501-1917	918 Boulevard Rd SE	918	Boulevard Rd SE	Olympia	WA	98501-1917
Carol M	Frink	802 Roosevelt St NE	Olympia	WA	98506-4626	914 Boulevard Rd SE	914	Boulevard Rd SE	Olympia	WA	98501-1917
	Foster	2223 Harrison Ave	Centralia	WA	98531-9365	912 Boulevard Rd SE	912	Boulevard Rd SE	Olympia	WA	98501-1917
David G	Payne	906 Boulevard Rd SE	Olympia	WA	98501-1917	906 Boulevard Rd SE	906	Boulevard Rd SE	Olympia	WA	98501-1917
Dallen	Bounds	902 Boulevard Rd SE	Olympia	WA	98501-1917	902 Boulevard Rd SE	902	Boulevard Rd SE	Olympia	WA	98501-1917
Medela Group LLC		250 NE Courtney Creek Ln	Belfair	WA	98528-9630	2502 8th Ave SE	2502	8th Ave SE	Olympia	WA	98501-2088
Medela Group LLC		250 NE Courtney Creek Ln	Belfair	WA	98528-9630	2419 8th Ave SE	2419	8th Ave SE	Olympia	WA	98501-2001
Medela Group LLC		250 NE Courtney Creek Ln	Belfair	WA	98528-9630	*no Site Address*		*no Site Address*		WA	00000-0000



Frederick St SE

Se

Boulevard Rd SE

7th Ave SE

Foreign National Guard

Det

Ions Park

Chambers St SE

8th Ave SE

2502

2421 823

2504

2419

823

2525

9th Ave SE

908

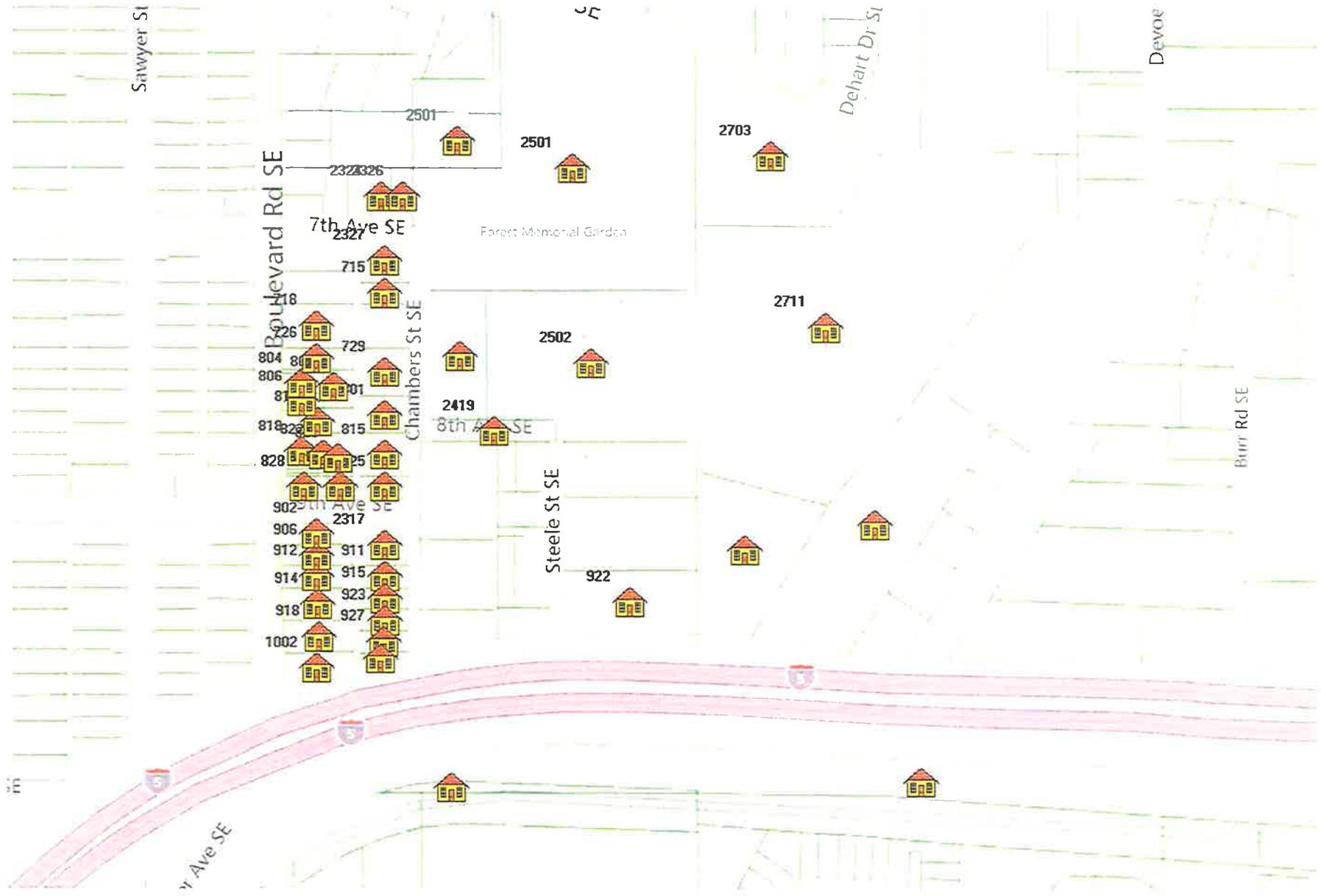
25

Steele St SE

919

Union Ave SE

SE



Adjacent Property Owners List  
Typed Labels Only

This List, Prepared By A Title Company  
includes all property owners within  
300 feet of the boundary of the  
property.

Case Number: \_\_\_\_\_

Ex: John Doe  
132 Main St  
Olympia, WA  
98501

Deborah F Smithingell  
2324 7th Ave SE  
Olympia, WA 98501-1903

Memorial Gardens Endowment Forest  
Po Box 3276  
Lacey, WA 98509-3276

Thomas J Banomi  
24825 Marine View Dr S  
Des Moines, WA 98198-8558

Forest Cemetery Assoc  
Po Box 3276  
Lacey, WA 98509-3276

Forest Funeral Home Inc  
2501 Pacific Ave SE  
Olympia, WA 98501-2032

Olympia City Of  
Po Box 1967  
Olympia, WA 98507-1967

Sound Energy & Elec Puget  
Po Box 97034  
Bellevue, WA 98009-9734

Medela Group LLC  
250 NE Courtney Creek Ln  
Belfair, WA 98528-9630

Thurston County Of  
2000 Lakeridge Dr SW  
Olympia, WA 98502-6001

Dallen Bounds  
902 Boulevard Rd SE  
Olympia, WA 98501-1917

Wash-State Of  
Po Box 47440  
Olympia, WA 98504-7440

Michael G Johnson  
3011 57th Ave SE  
Olympia, WA 98501-8440

Rachelle M Coumbs  
2024 Marion St NE  
Olympia, WA 98506-3487

Greater Joy Church Of God  
5443 S Thompson Ave  
Tacoma, WA 98408-5615

Shyloh L & Melissa M Wideman  
729 Chambers St. SE  
Olympia, WA 98501

Avis L Watson  
5716 Sleater Kinney Rd NE  
Olympia, WA 98506-9658

Joe G & Lisa A Hanna  
815 Chambers St SE  
Olympia, WA 98501-2011

William P Wedel  
825 Chambers St SE  
Olympia, WA 98501-2011

Amy L Mock  
2312 9th Ave SE  
Olympia, WA 98501-1907

Whitney K Buschmann  
1515 10th Ave SE  
Olympia, WA 98501-1725

Kenney Lilliquist  
Po Box 7384  
Olympia, WA 98507-7384

Traci L Smith  
911 Chambers St SE  
Olympia, WA 98501-2012

Mary E Crowe  
2317 9th Ave SE  
Olympia, WA 98501-1906

Rocco J & Cornelia E Perez  
814 Boulevard Rd SE  
Olympia, WA 98501-1915

Angela M Lilliquist  
Po Box 11602  
Olympia, WA 98508-1602

James T & Verleda Watson  
5020 Yakima Ave  
Tacoma, WA 98408-5726

David G Payne  
906 Boulevard Rd SE  
Olympia, WA 98501-1917

This informational report is provided at a nominal cost with the understanding that no liability is assumed for errors, accuracy or any other loss or damage, and may not be used as the basis for acquisition of any interest in the property.

Title Company: Chicago Title  
Representative: [Signature]  
02 JAN 2015

Adjacent Property Owners List  
Typed Labels Only

This List, Prepared By A Title Company  
includes all property owners within  
300 feet of the boundary of the  
property.

Case Number: \_\_\_\_\_

Ex: John Doe  
132 Mani St.  
Olympia, WA  
98501

David J Reed  
915 1/2 Chambers St SE  
Olympia, WA 98501-0000

Gonzalez Enrique Rosario  
D155 Calle Acerina  
Aibonito, PR 00705-3913

Mark A LaVergne  
1314 169th St S  
Spanaway, WA 98387-8998

Sundae Goodpastor  
1341 169th St S  
Spanaway, WA 98387-0000

James Terry Jr.  
5238 Boston Harbor Rd NE  
Olympia, WA 98506-1848

Jordan Sahlin  
918 Boulevard Rd SE  
Olympia, WA 98501-1917

Carol M Frink  
802 Roosevelt St NE  
Olympia, WA 98506-4626

Foster  
2223 Harrison Ave  
Centralia, WA 98531-9365

This informational report is provided at a  
nominal cost with the understanding that no  
liability is assumed for errors, accuracy or any  
other loss or damage, and may not be used as the  
basis for acquisition of any interest in the  
property.

Title Company: Alcogues Title  
Representative: [Signature]  
02 JAN 2015



April 21, 2014

Thurston County Board of Commissioners  
2000 Lakeridge Drive SW  
Olympia WA 98502  
MS-40947

Dear Commissioners:

**SUBJECT: Medela Rezone**

On April 15, 2014, at its regularly scheduled City Council meeting, the Olympia City Council unanimously directed me to send a second letter regarding the rezone of the Medela properties currently located in Thurston County.

As you know, in January, the City Council voted to recommend that these properties be rezoned from Residential Four to Eight (R 4-8) Units per acre to Residential Multi-Family Eighteen (RM-18) Units per acre. The Council did this after receiving considerable public input at a public hearing and upon receiving a positive recommendation from the Olympia Planning Commission and City staff to move forward with this rezone.

The City has been working collaboratively with the County to meet our joint obligations under the Growth Management Act. As for our part, we have been moving forward steadily at the urging of the County Commissioners to annex County islands within the City of Olympia's boundaries. As you are aware, in the past year we have completed annexation of three of those islands, including the Boulevard Road properties which contain the Medela rezone area. We see this as a strong partnership between the City and County in meeting our joint goals and would strongly urge you with following through by approving the Medela rezone as recommended by the City Council.

Not only will this further solidify our collaborative working relationship under the UGA, but it will also save the City considerable time, money, and process in having to reconsider this rezone a second time. I am certain you can appreciate as elected officials how much ends up on the City Council's agenda. Having already indicated our intent on this property, we would hope that the County Commissioners would honor our request.

Thank you for your additional consideration in this matter.

Sincerely,

**Stephen H. Buxbaum**  
Mayor

Cc: Olympia City Council  
Scott Clark, Planning Director, Thurston County  
Keith Stahley, Planning Director, City of Olympia



January 22, 2014

Thurston County Board of Commissioners  
2000 Lakeridge Drive SW  
Olympia, Washington 98502  
MS-40947

Dear Commissioners:

**SUBJECT: Medela Joint Comprehensive Plan Amendment, City File #13-0045**

This letter is in response to the Board's request that the Olympia City Council issue a recommendation regarding the Medela Olympia/Thurston Joint Comprehensive Plan and rezone amendment, proposed by the Medela Group, LLC. The City Council held a public hearing on the matter on November 5, 2012, but then placed further action on hold pending outcome of a SEPA appeal, which we understand was resolved last year. On January 7, 2014, the City Council completed their recommendation as follows:

Mayor Pro Tem Jones moved, seconded by Councilmember Cooper, to recommend to the Board of County Commissioners that the proposed area be rezoned from Residential Four to Eight (R 4-8) Units per acre to Residential Multi-Family Eighteen (RM-18) Units per acre. The motion carried by the following vote: 4 Ayes (Buxbaum, Jones, Cooper, Langer); 2 Nays (Hankins, Roe); and 1 abstention (Selby).

The City Council's rationale for their recommendation was based on the joint staff and Olympia Planning Commission recommendation, and analysis provided in the record. For your convenience, I have attached the City Council's deliberation record in regard to this matter. I understand City and County staff exchanged previous records, and will remain in contact until this matter is closed.

Thank you for your attention. If you have any questions, please do not hesitate to contact Amy Buckler, Associate Planner, by phone at 360.570.5847 or by email at [abuckler@ci.olympia.wa.us](mailto:abuckler@ci.olympia.wa.us).

Sincerely,

  
Stephen H. Buxbaum  
Mayor

Encl: City Council deliberation record for Medela, dated January 7, 2014

cc: Scott Clark, Planning Director, Thurston County  
Christy Osborne, Associate Planner, Thurston County



COUNTY COMMISSIONERS

Cathy Wolfe  
District One  
Sandra Romero  
District Two  
Karen Valenzuela  
District Three

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**RESOURCE STEWARDSHIP DEPARTMENT**

*Creating Solutions for Our Future*

Cliff Moore  
Director

**MEMORANDUM**

TO: Parties of Record

FROM: Cami Petersen  
Land Use Clerk

DATE: April 10, 2013

SUBJECT: **Project No. 2009103063, Sequence No. 12-118110 VE, Concerned Eastside Neighbors, Madela Group, LLC**

Attached is a copy of the Decision of the Board of Thurston County Commissioners relating to the above-mentioned case.

Please contact me at (360) 754-3355 extension 6348 if you have questions regarding this Decision.

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
THURSTON COUNTY, WASHINGTON

In Re the Matter of,

Medela Group LLC  
Rezone and Comprehensive Plan  
Amendment

Appeal No. 12-118110VE  
Project No. 2009103063

DECISION

THIS MATTER came before the Board of County Commissioners (Board) on April 2 and 9, 2013, as a result of an appeal filed Concerned Eastside Neighbors/Teresa Goen-Burgman, Joe Hanna, et al. ("Neighbors") of the determination of nonsignificance issued in Project No. 2009103063, Medela Group LLC, Rezone and Comprehensive Plan Amendment.

The Neighbors' appeal is challenging an environmental determination of nonsignificance made on Medela Group's proposal to amend the Comprehensive Plan for the City of Olympia and the Olympia UGA to change the land use plan from Residential 4 to 8 units per Acre (R-4-8) to Residential Multifamily 18 (RM 18). Because the proposed amendment to the zoning from R4-8 to RM 18 is not associated with a specific development, the proposed amendments are being reviewed as a non-project action under SEPA.

This matter was initially heard by the hearing examiner in an open record hearing on the SEPA appeal on February 4, 2013. After reviewing all the evidence and listening to the testimony, the hearing examiner issued a recommendation to the Board to uphold the determination of nonsignificance on the proposed rezone and comprehensive plan amendments.

The recommendation of the hearing examiner is a recommendation only and the final decision with respect to the appeal of the determination of nonsignificance shall be made by the Board.

It is the opinion of the majority of the Board that the Neighbors have not met their burden of proving that the County SEPA Responsible Official's environmental threshold determination was in error.

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**IT IS HEREBY ORDERED AS FOLLOWS:**

The October 11, 2012 determination of nonsignificance is upheld and the appeal is denied. Furthermore, the hearing examiner's recommendation, findings and conclusions are hereby adopted as the decision of the Board.

DATE:

April 10, 2013

ATTEST:

Cami S. Petersen  
Clerk of the Board

BOARD OF COUNTY COMMISSIONERS  
Thurston County, Washington

Jandra Lenard  
Chair

Cathy Steff  
Vice-Chair

Karen Valenzuela  
Commissioner



COUNTY COMMISSIONERS

Cathy Wolfe  
District One  
Sandra Romero  
District Two  
Karen Valenzuela  
District Three

**HEARING EXAMINER**

*Creating Solutions for Our Future*

**BEFORE THE HEARING EXAMINER  
FOR THURSTON COUNTY**

In the matter of the Appeal of	)	
	)	<b>APPEAL No. 12-118110VE</b>
<b>Concerned Eastside Neighbors/</b>	)	<b>Project No. 2009103063</b>
<b>Teresa Goen-Burgman, Joe Hanna, et al.</b>	)	
	)	
	)	<b>Medela Group LLC</b>
	)	<b>Rezone and Comprehensive Plan</b>
Of the County's October 11, 2012	)	<b>Amendment</b>
<u>SEPA Determination of Non-Significance</u>	)	

**SUMMARY OF RECOMMENDATION**

The Appellants have not met the burden of proving that the County SEPA Responsible Official's environmental threshold determination was in error. The October 11, 2012 determination of non-significance should be upheld and the appeal should be denied.

**SUMMARY OF RECORD**

**Underlying Request**

Medela Group, LLC proposed a Comprehensive Plan Land Use amendment and site-specific rezone from Residential 4 to 8 units per acre (R 4-8) to Residential Multifamily 18 (RM 18) within the City of Olympia Urban Growth Area (UGA). The 9.01-acre property subject to the application is located generally north of Interstate 5, east of Boulevard Street SE, and south of Pacific Avenue SE on an unincorporated island of Thurston County in the vicinity of 8th Avenue SE and Steele Street SE, Olympia, Washington.

Thurston County reviewed the Comprehensive Plan and zoning map amendments for compliance with the requirements of the State Environmental Policy Act (SEPA) and issued a determination of non-significance (DNS) on the proposed non-project action on October 11, 2012.<sup>1</sup>

<sup>1</sup>Under SEPA, "nonproject actions" involve decisions on policies, plans, or programs, including: (i) The adoption or amendment of legislation, ordinances, rules, or regulations that contain standards controlling use or modification of the environment; (ii) The adoption or amendment of comprehensive land use plans or zoning ordinances; (iii) The adoption of any policy, plan, or program that will govern the development of a series of connected actions (WAC 197-11-060), but not including any policy, plan, or program for which approval must be obtained from any federal

**Appeal**

Teresa Goen-Burgman, Tim Burgman, Lisa Hanna, Joe Hanna, Kathleen Blanchette, Carla Baker, and Deborah Smithingell, known collectively as the Concerned Eastside Neighbors (Appellants), timely appealed the DNS on November 1, 2012.

**Hearing Date**

After a November 16, 2012 pre-hearing conference to clarify issues and procedures on appeal, the Thurston County Hearing Examiner conducted an open record appeal hearing on the SEPA appeal on February 4, 2013.

**Testimony**

At the open record appeal hearing, the following individuals presented testimony under oath:

Joe Hanna, Appellant  
Teresa Goes-Burgman, Appellant  
Cynthia Wilson, Thurston County Planning Department  
Christy Osborn, Thurston County Planning Department  
Arthur Saint, Thurston County Public Works  
Ron Niemi, Woodard Bay Works, Inc, Applicant  
Lisa Palazzi, JW Morissette & Associates Inc., Applicant Representative  
Amy Buckler, City of Olympia

**Attorney Representation**

Jeff Fancher, Deputy Prosecuting Attorney, represented Thurston County.

**Exhibits**

The following exhibits were admitted in the record of this matter:

- EXHIBIT 1 Appeal of an Administrative Decision, November 1, 2012, submitted by Appellants
- EXHIBIT 2 Long Range Planning Department Staff Report, submitted by the County, with the following attachments:
- |              |  |
|--------------|--|
| Attachment a | Notice of Public Hearing                               |
| Attachment b | SEPA determination issued October 11, 2012             |
| Attachment c | Vicinity Maps (2)                                      |
| Attachment d | Application and SEPA checklist dated November 12, 2009 |
| Attachment e | Appeal received November 1, 2012                       |

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agency prior to implementation; (iv) Creation of a district or annexations to any city, town or district; (v) Capital budgets; and (vi) Road, street, and highway plans. *WAC 197-11-704(2)(b), emphasis added.*

*Findings, Conclusions, and Recommendation*

*Thurston County Hearing Examiner*

*Concerned Eastside Neighbors/Goes-Burgman, Hanna et al Appeal No. 12-118110VE*

*Medela Group LLC Rezone/Comp Plan Amendment #2009103063*

- Attachment f Pre-Hearing order November 20, 2012
- Attachment g Thurston County Zoning Map of Medela Property
- Attachment h City of Olympia and UGA Zoning Map of Medela Property
- Attachment i Memo to the Thurston County Planning Commission from Christy Osborn dated November 7, 2012 regarding the City of Olympia Planning Commission Recommendation for the Medela Site Specific comprehensive Plan/Rezone Amendment and Public Hearing Comments, with attachments:
1. Map of Project site
  2. Vicinity Map
  3. Map of Indian Creek
  4. Land Use Designations
  5. Neighborhood Collector Street Specifications
  6. Written Agency Comments on rezone
  7. Written Public Comments on rezone
- Attachment j Staff Report for the Thurston County Planning Commission dated September 19, 2012, prepared by Christy Osborn-Medela Olympia/Thurston County Joint Plan Site Specific Land Use Plan and Rezoning Amendment
- Attachment k Staff Report to City of Olympia Planning Commission dated October 22, 2012, prepared by Amy Buckler
- Attachment l Memo to file from Cynthia Wilson dated 11/19, 2012
- Attachment m Aerials and Lidar from Geodata
1. Aerial, 2012
  2. Aerial, 2012 with 2 foot contours
  3. Aerial, 2012 with Wetland, Stream, 100-year Floodplain Overlays
  4. 2011 Lidar Mapping from Geodata
- Attachment n Comment Letters
1. 10/25/2012 Comment letter from Department of Ecology
  2. 10/10/2012 Comment letter from Bigelow House Preservation Association
  3. 10/24, 2012 Comment letter from Deborah Smithingell
  4. 10/24/2012 Comment letter from Tim Burgman
  5. 10/24/2012 Comment letter from Joe Hanna
  6. 10/24/2012 Comment letter from Lisa Hanna
  7. 10/24/2012 Comment letter from Kathleen Blanchette
  8. 10/25, 2012 Comment letter from Carla Baker
  9. 10/24/2012 Comment letter from Teresa Goen-Burgman

- Attachment o January 10, 2013 Summary Report Responding to DNS appeal prepared by Lisa Palazzi, PWS of JW Morrissette and Associates, Inc. P.S. for the Medela group
- Attachment p Professional resume and qualifications for Lisa Palazzi
- Attachment q January 10, 2013, Prairie Habitat and Species Reconnaissance report submitted by Key Mc Murray, Owner, Professional Stream and Wildlife Biologist, Key Environmental Solutions, LLC
- Attachment r Professional resume and qualifications for Key McMurry
- EXHIBIT 3 Summary Report responding to DNS Appeal, Lisa Palazzi, CPSS, PWS of J.W. Morrissette & Associates, Inc. P.S., January 10, 2013, submitted by Applicant
- EXHIBIT 4 Prairie Habitat and Species Recon, Key McMurray, Key Environmental Solutions, LLC, January 8, 2013, submitted by Applicant
- EXHIBIT 5 Professional Resume of Lisa M. Palazzi, submitted by Applicant
- EXHIBIT 6 Professional Resume of Key McMurray, submitted by Applicant
- EXHIBIT 7 Correspondence from Paul Elvig, January 31, 2013, submitted by Appellants
- EXHIBIT 8 Professional Background of Paul M. Elvig, submitted by Appellants
- EXHIBIT 9 Court of Appeals Published Opinion No. 30178-8-III, Spokane County, Headwaters Development Group, LLC. And Red Maple Investment Group, LLC. vs. Eastern Washington Growth Management Hearings Board and Michael and Mary Fenke, Donald Lafferty, Leland and Darlene Lessig, David and Bobbie Masinter, Lawrence McGee, David and Barbara Shields, Bert Walkley and Robert and Camille Watson, filed January 31, 2013, submitted by County
- EXHIBIT 10 Correspondence from Steve Erickson, January 30, 2013, submitted by Applicant
- EXHIBIT 11 Correspondence from Lettie M. Arnold, Masonic Memorial Park, undated, submitted by Applicant
- EXHIBIT 12 Correspondence from Jamie Glasgow, Wild Fish Conservancy NW, January 31, 2013, submitted by Appellants
- EXHIBIT 13 Report: Thurston County, WA Urban Forest Data Development, completed January 2011, prepared by AMEC Earth and Environmental, Inc., submitted by Appellants

*Findings, Conclusions, and Recommendation*

*Thurston County Hearing Examiner*

*Concerned Eastside Neighbors/Goes-Burgman, Hanna et al Appeal No. 12-118110VE*

*Medela Group LLC Rezone/Comp Plan Amendment #2009103063*

*page 4 of 18*

- EXHIBIT 14 Air Quality and Land Use Handbook: A Community Health Perspective, April 2005, California Environmental Protection Agency California Air Resources Board, submitted by Appellants
- EXHIBIT 15 Chapter 173-WAC Maximum Environmental Noise Levels, submitted by Appellants
- EXHIBIT 16 Correspondence from Adam Sant, South Puget Sound Salmon Enhancement Group, January 29, 2013, submitted by Appellants
- EXHIBIT 17 Historic Cemetery Burials, submitted by Appellants
- EXHIBIT 18 Color photos submitted by Appellants (46 photos)
- EXHIBIT 19 "A Case For Water Typing in Washington State", a 14-minute video distributed by the Wild Fish Conservancy, submitted by Appellants
- EXHIBIT 20 Sound level measurements, taken by Tracy Burns and Teresa Goen-Burgman, submitted by Appellants
- EXHIBIT 21 "Conservancy, the Lifeblood of Puget Sound", promotional materials prepared by Wild Fish Conservancy, submitted by Appellants
- EXHIBIT 22 Excerpt of DRAFT Mazama Pocket Gopher Status Update and Recovery Plan, prepared by Washington Department of Fish and Wildlife, January 2013, cover and page 81 only, submitted by Appellants
- EXHIBIT 23 PowerPoint presentation slides prepared by Liza Palazzi, submitted by Applicant
- EXHIBIT 24 Four graphics submitted by Lisa Palazzi, referenced in her PowerPoint presentation:
- a. Puget Sound Electric Olympia Service Center Parking Lot Repaving As-Built, dated July 10, 1991
  - b. City of Olympia Pacific Avenue Crossing As-Built, map dated February 1987
  - c. City of Olympia Underground Utility Map (current version available, undated)
  - d. Washington State Department of Transportation map, "As-Built, State Route 5 Plum Street to Pacific Avenue" (15 pages)
- Exhibit 25 Written comments of Ron Niemi, submitted by Applicant

Based on the record developed at hearing, the Hearing Examiner enters the following findings and conclusions.

*Findings, Conclusions, and Recommendation*

*Thurston County Hearing Examiner*

*Concerned Eastside Neighbors/Goes-Burgman, Hanna et al Appeal No. 12-118110VE*

*Medela Group LLC Rezone/Comp Plan Amendment #2009103063*

## FINDINGS

### Site and Vicinity Description

1. On November 12, 2009, the Applicants submitted an application for a Comprehensive Plan Land Use Map amendment and site-specific rezone from Residential 4 to 8 units per acre (R 4-8) to Residential Multifamily 18 (RM 18) within the City of Olympia urban growth area (UGA). The 9.01-acre subject property is located generally north of Interstate 5, east of Boulevard Street SE, and south of Pacific Avenue SE on an unincorporated island of Thurston County near both 8th Avenue SE and Steele Street SE.<sup>2</sup> Medela Group LLC is a partnership made up of the three siblings of the Armstrong family. *Exhibit 2, Attachment D.*
2. The fourteen contiguous parcels are developed with nine low density single-family homes in various conditions. One of the Armstrong sibling Applicants resides in one of the nine homes; the other eight were originally intended to be rental properties. Two are currently uninhabitable. City of Olympia municipal water and sewer provide existing service to the site. *Exhibit 2; Exhibit 2, Attachments D and M; Exhibit 3.*
3. Adjacent to the north of the site is the Forest Memorial Gardens Funeral Home and Cemetery, also within the UGA; zoning to the north is General Commercial. Land to the east is within the City of Olympia, with General Commercial and High Density Corridor zoning designations. Development includes industrial warehouses and the Puget Sound Energy storage yard and offices, which abut the site's eastern boundary. Properties to the south are zoned R4-8 and RM18 in both the City and the UGA. Development to the south consists of a single-family home site at the end of Steele Street and the I5 corridor. Parcels to the west are within the City of Olympia, zoned R4-8, and developed with single-family residences at three to 4.5 units per acre on lots of 5,500 square feet and larger. *Exhibit 2; Exhibit 2, Attachments C and H.*
4. The site is accessed via Boulevard Street SE off of Pacific Avenue SE, which major arterial is approximately one quarter mile from the subject property as the crow flies. From Boulevard Street SE, one may take either 7th Avenue SE or 9th Avenue SE east to Chambers Street SE, which is the western site boundary. Presently, 8th Avenue SE and Steele Street SE provide access to the existing lots within the subject property. *Exhibit 2, page 4; Exhibit 2, Attachments C and G.*
5. Thurston County GeoData maps show a wetland and 100-year floodplain area abutting the site on the Puget Sound Energy parcel to the east, encumbering a portion of the southeastern corner of the subject property. Indian Creek, a fish-bearing stream, is piped under the Puget Sound Energy site just east of the shared boundary. Staff conducted a site visit for the purpose of inspecting the wetland and floodplain/stream area. The exact location of the underground piped creek is currently unknown, but it is assumed to

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<sup>2</sup> The subject property is comprised of fourteen contiguous tax parcels: 09480045000, 09480046000, 09480048000, 09480049000, 09480050000, 09480051000, 09480052000, 09480053000, 09480054000, 09480056000, 09480057000, 52900100100, 52900200900, and 52900200700. *Exhibit 2, Attachment D.*

daylight into the wetland (which itself is adjacent to I-5) and to then be directed under I-5 in a culvert before joining Moxlie Creek, which flows west and discharges in to Budd Inlet. Both Indian Creek and the wetland are regulated under the Thurston County critical areas ordinance (CAO, Title 24). The on-site area of the wetland and creek and the associated buffer areas would impact the development of the subject property, likely reducing maximum developable density regardless of zoning designation. *Exhibit 2, page 4; Wilson Testimony; Exhibit 2, Attachments L and M.*

Application and Environmental Threshold Determination

6. The application was originally submitted in 2009. At the time, the site was slated to be annexed by the City of Olympia by the end of 2010. However, annexation did not occur and the City has indicated that they are not currently processing any annexations. Because the site is within the UGA, the application was processed jointly by the City and the County via public meetings in the fall of 2012. Once the instant SEPA appeal was filed, the City tabled any action on the proposal pending resolution of the appeal in Thurston County. *Exhibit 2, page 3; Buckler Testimony; Exhibit 3.*
  
7. According to the application, circumstances surrounding the site have changed over the past 50 years such that a rezone is warranted. The Olympia urban growth area has developed and I-5 was built very near the site. Olympia's Boulevard Road has become an arterial, utility corridors have been developed, and public transit service has been initiated. Within the City of Olympia, Pacific Avenue is an arterial envisioned for greater development intensity. The City's Comprehensive Plan calls for the area to become an urban corridor. The Applicants assert that proximity to high capacity utilities, public transportation, and other alternative commute options renders the site appropriate for responsible higher-density development such that the current zoning designation would not support the highest and best use of the land. The Applicants' representative indicated that the rezone is being processed as part of preparing the property for sale to another party who would develop it. *Exhibit 2, Attachment D; Niemi Testimony; Exhibit 2, Attachment K, Buckler Testimony.*
  
8. In the City of Olympia's review of the application, City Planning Staff recommended approval of the proposed Comprehensive Plan Land Use Map amendment and rezone, finding the proposal consistent with City of Olympia Comprehensive Plan and Joint Olympia/Thurston County Comprehensive Plan goals and policies including those which aim to:
  - Maintain or improve the character and livability of established neighborhoods;
  - Provide a variety of transportation alternatives to enable less reliance on automobiles;
  - Provide people with opportunities to live closer to work;
  - Create desirable, livable neighborhoods that provide a variety of housing opportunities, accommodate different lifestyles and income levels, and provide a sense of community;

- Provide for a compact growth pattern to efficiently use the remaining buildable land and enable cost effective provision of utilities and services; and
- Encourage well-designed infill development so that Olympia will become more urban.

*Exhibit 2, Attachment K; Buckler Testimony.*

9. The Appellants' concerns regarding impacts to neighborhood character resulting from development of multifamily housing, expressed in letters submitted in the comment period leading up to the City and the County recommendations of rezone approval, were also addressed in the City's Staff report. City Planning Staff noted that the RM-18 zoning regulations address impacts to neighborhood character by providing for buffering between existing single-family districts and multifamily development when the subject property is greater than five acres. The RM-18 standards require townhomes, duplexes, or single-family residences to be located along the boundary of multifamily housing sites greater than five acres that adjoin existing single-family housing. *Exhibit 2, Attachment K.*
10. After completing State Environmental Policy Act (SEPA) review of the proposed non-project action, the County's Responsible Official issued a determination of non-significance (DNS) on October 11, 2012. The DNS noted that "critical areas including Indian Creek and an associated wetland system ... may limit development around this area or require the transfer of density outside of critical areas and buffers." *Exhibit 2, Attachment B, DNS.*

Appeal

11. On November 1, 2012, Appellants submitted an appeal of the DNS arguing as follows (partially paraphrased and condensed):

Court cases have allowed the use of future studies as a mitigating condition. However, agencies are encouraged to obtain the necessary studies to identify probable impacts before a threshold determination is issued. This allows appropriate mitigation to be added to the permit before any construction activities occur. The Appellants believe the following issues should have been studied prior to issuance of the threshold determination:

- Traffic: the identified 937 increased trips do not reflect maximum possible density under the proposal and traffic impacts on the neighborhood have not been fully analyzed
- On-site soils, wetlands, 100-year floodplain: Appellants believe there are wetland areas on-site and the 100-year floodplain has not been identified
- Mazama pocket gopher: Appellants believe the species could be on-site, affecting maximum densities

- Need for retaining walls
- Air pollution and noise pollution: Appellants believe the proposal would increase air and noise pollution to surrounding residences during construction and road upgrades, as well as through removing existing mature trees
- Street upgrades: Appellants assert that necessary street improvements to handle projected traffic would require "taking" of real property from existing residential parcels
- Impacts to historical cemetery and residence: Appellants assert that inadequate analysis of impacts to historical features in the area was reviewed prior to issuance

For these reasons, Appellants request the DNS be withdrawn and an environmental impact statement be required.

*Exhibit 1; Hanna Testimony; Goen-Burgman Testimony; Exhibit 2, Attachment B, DNS.*

12. Written notice of public hearing was mailed to the Appellants and published in The Olympian on January 25, 2013, at least ten days prior to the hearing. *Exhibit 2, page 5; Exhibit 2, Attachment A.*

#### *Traffic*

13. With the application for Comprehensive Plan Land Use Map amendment and rezone, the Applicant submitted a conceptual development plan showing what a potential development of the site could look like under the proposed zoning.<sup>3</sup> It showed single-family homes in the west portion of the site adjacent to the existing development, with the density gradually increasing to the east towards the PSE property. The conceptual design showed 140 townhome and apartment units, representing development at approximately 15.5 units per acre. Using the industry standard ITE Trip Generation Manual, Thurston County Staff extrapolated that this number of units would generate approximately 937 average new daily vehicle trips and an estimated 86 PM peak hour trips. Both County and City Roads Staff noted that the project would likely trigger the 500 trips per day threshold requiring the streets used for access to be upgraded to Neighborhood Collector standards from their current Local Access standards. City and County Staff noted that prior to any development permit issuance, a full traffic impact analysis would be required to determine the extent of additional traffic, required street improvements, and intersection and pavement capacities, among other road standards. *Exhibit 3; Exhibit 2; Exhibit 2, Attachment I.*

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<sup>3</sup> The conceptual plan was not offered in evidence.

14. Appellants argued that a full traffic study needed to be conducted prior to issuance of the DNS due to the significant increase in traffic volumes likely to result from development consistent with the proposed rezone and due to significant alteration to the existing local access streets that serve residential development around the project site. *Exhibit 1; Hanna Testimony.*
15. County Planning Staff took the position that a traffic study is premature given that no development proposal has been submitted. *Osborn Testimony; Exhibit 2.* City Planning Staff testified that at the rezone stage, traffic is considered in terms of feasibility rather than identification of mitigation because impacts cannot be known until a proposal is submitted. *Buckler Testimony.*
16. The Applicants acknowledged that a full traffic study would be required at the time development is proposed and that mitigation would be required for traffic from any future development of the site. They agreed with City and County Staff that a traffic impact analysis is not typically undertaken at rezone without a specific development proposal under review. *Niemi Testimony; Exhibit 3.*

*Soil, Slope, Wetland, and Floodplain*

17. Because portions of the site likely contain wetlands and possibly Indian Creek, Appellants argued that lack of detailed soil, wetland, and Indian Creek floodplain studies prior to DNS issuance could result in impacts the critical areas because future development would be too dense. They argued that preliminary information short of "boots on the ground site study" could not provide adequate information upon which to base the DNS. Appellants consulted with Jamie Glasgow, Science and Research Director with Wild Fish Conservancy, regarding their appeal. Mr. Glasgow submitted a letter asserting that failing to require detailed critical areas studies prior to non-project DNS issuance could have the adverse outcome of allowing the Applicants to move forward with inadequate certainty as to how much development their property can sustain in compliance with critical areas regulations. *Exhibit 1; Hanna Testimony; Exhibit 12.*
18. The Appellants did not submit argument or evidence relating to slopes or retaining walls at hearing.
19. The Applicants noted that there are no active landslide areas or other geological hazard areas on-site and the site's soils as mapped are not considered erosion prone by the NRCS. They also noted that slopes would be evaluated for site design purposes once there is a development proposal under consideration and that any grading or engineered retaining walls would be required to satisfy County regulations. *Exhibit 3; Exhibit 23, Slide 5; Palazzi Testimony.*
20. The County responded to the Appellants' critical areas arguments noting that the site was inspected and analyzed to determine if rezoning would cause a significant impact to the on-site critical areas including the creek, the wetland, and the potential for Mazama pocket gopher habitat on-site. Because the CAO would prohibit impacts to critical areas

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regardless of density, the County Responsible Official determined that the rezone would result in no significant impacts to the critical areas. All information indicates that there is developable area outside of the sensitive areas capable of being developed to the proposed zoning designation. *Wilson Testimony; Exhibit 2, pages 6-7.*

21. The Applicants acknowledged that a detailed soil study and wetland delineation/creek study would be required when a development proposal is reviewed. They noted that delineation of the wetland boundary and the wetland and creek buffer areas would be required in order to determine the required setbacks from critical areas and thus the size of the development envelope, which would determine the allowed density. *Exhibit 3.*
  
22. To respond to the SEPA appeal, the Applicants commissioned a professionally prepared critical areas and soil survey of the site. The southwestern portion of the site contains two natural swales. According to the Applicant's consultant who conducted the survey, the western of the two swales does not contain wetland hydrology, hydrophytic soils, or wetland vegetation. The eastern of the two swales contains a Palustrine Forested/Palustrine Scrub/Shrub wetland fed by piped flow from Indian Creek and also by stormwater flows from the adjacent PSE site (and potentially other properties including I-5). Indian Creek is a Type 3 fish-bearing stream requiring a 150-foot buffer based on stream width (measuring its width upstream of Pacific Avenue where it is free flowing). Based on her site visit, the Applicants' consultant estimated that approximately 1/4 acre of the wetland is within the subject property, while the rest is located to the east and south. Preliminary rating of the entire wetland indicates it is a Category 3 wetland with a score of 47 points, including 19 habitat points. Pursuant to the CAO, such a wetland must be provided with a 100-foot buffer. At the time a development proposal is reviewed, the wetland would be accurately delineated. The Applicants' consultant postulated that on-site portions of the stream buffer would fall within the 100-foot wetland buffer.<sup>4</sup> Regardless, the actual square footage of the on-site critical areas would be subtracted from the total site area for the purpose of calculating maximum density. The buffers would be protected from development but would not be subtracted from the site area for the purpose of calculating maximum density. The site visit confirmed that site soils are consistent with existing mapping. The Applicants' consultant concluded from her review of the site that the property is developable. She has no concerns that any critical areas would be adversely impacted by development consistent with the proposed rezone, due to the fact that any development would be required to comply with the County's CAO and other development regulations. *Exhibit 23; Palazzi Testimony.*

#### *Mazama Pocket Gopher*

23. The Appellants argued that the DNS was inappropriately issued without a site study to determine the presence of the Mazama pocket gopher, a species which is a candidate for listing under the federal Endangered Species Act and is designated as threatened by the State. They argued that the gopher survey conducted by the Applicants' consultant was

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<sup>4</sup> Jamie Glasgow of the Wild Fish Conservancy commented that the creek might require up to a 200-foot buffer. Ms. Palazzi noted that even a 200-foot stream buffer for Indian Creek is likely to fall within the 100-foot buffer for the Category 3 wetland. *Exhibit 23; Palazzi Testimony.*

performed at the wrong time of the year, outside of the optimal April through October window. They noted that the owner of Calvary Cemetery says its site has prairie soils. Appellants contended that no site soil samples were taken prior to DNS issuance. *Exhibit 1; Hanna Testimony.*

24. Per Thurston County GeoData, the sites soils are comprised primarily of Yelm fine sandy loam. *Exhibit 2, Attachment D.*
25. The excerpt of the Washington Department of Fish and Wildlife (WDFW) Draft Mazama Pocket Gopher Status Update and Recovery Plan (January 2013) submitted by Appellants rates the likely presence of the gophers based on soil types. The Draft Plan rates Yelm fine sandy loam as a "D" gopher soil. "D" soils are "gravelly, silt loam, or sandy soils with variable high seasonal water table [and] a small number of gopher occurrences." *Exhibit 22.*
26. Based on the appeal, the Applicants commissioned and submitted a professionally prepared prairie habitat reconnaissance study of the subject property. The study was performed on January 3, 2013, in response to the November 1, 2013 appeal. The study reported that no Mazama pocket gopher mounds, prairie plants, or oaks were observed on-site, while numerous moles were observed. The consultant submitted her professional opinion that no prairie species, including Mazama pocket gophers, exist on-site. The document stated that another site visit would occur in April to survey for then-current gopher presence within the WDFW-recommended window. *Exhibits 4, 6, and 6.a. Ms. Palazzi reviewed and concurred with the determination that the site did not contain evidence of Mazama pocket gophers or other prairie species/habitats. Palazzi Testimony; Exhibit 23.*

#### *Noise and Air Pollution*

27. The Environmental Checklists states, at Item 4.b: "The majority of existing grass, trees, and shrub vegetation will be removed as required to facilitate construction of the planned project and replaced by vegetation in accordance with an approved landscape plan." *Exhibit 2, Attachment D, page 7.*
28. The Appellants asserted that the site's mature vegetation acts to shield existing residences in the neighborhood from air and noise pollution caused by I-5 south of the subject property. Citing a Thurston County Urban Forest Data Development report, they noted that urban trees are known to reduce air and noise pollution, in addition to providing other benefits. They argued that removal of the site's mature trees would improperly increase noise and air pollution from I-5 in the neighborhood north of the subject property. Using a sound level measuring device from Radioshack, members of the Appellant team took sound measurements south of the site. According to their measurements, noise from the freeway already exceeds the County's adopted noise standards; they contended that removal of the trees would increase sound levels from the freeway. They noted that noise and air pollution are referenced in the first question of County's supplemental questionnaire form for non-project actions, arguing that this

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means noise and air pollution must be studied prior to issuance of environmental threshold determinations in non-project actions. *Exhibit 1; Hanna Testimony; Exhibit 20.*

29. The Applicant noted that the Appellants' sound measurements were not conducted by professionals using professionally calibrated equipment. *Niemi Testimony.* The Appellants conceded this to be true. *Hanna Testimony.*
30. The Applicants contended that air and noise pollution studies are not typically undertaken during the rezone process, but they are sometimes required during design phases when specific development is proposed. No local regulations require noise studies prior to development or prohibit development of residential property adjacent to I-5 or to other residential property. Sometimes noise abatement design is included in developments where known noise sources exist or where the development would result in noise impacts; however, no development proposal has been submitted that can be reviewed to determine whether or not noise abatement is appropriate. *Exhibit 3.*

*Street Upgrades Resulting in Taking of Real Property*

31. The Appellants argued that due to traffic volumes that would trigger Neighborhood Collector standards and because neither Chambers Street SE nor 7th Avenue SE have 60 feet of right-of-way, the rezone would result in significant taking of real property on several parcels. Offering photographs taken by group members over the last two months from the edges of the respective rights-of-way, the Appellants contended that several lots would lose their entire yards, that at least three homes would have to be taken down, and that the required road widening would encroach into the adjacent cemetery. *Exhibit 1; Hanna Testimony; Exhibit 18.*
32. The City of Olympia Planning Department has recommended to the City that 9th Avenue SE be reclassified from Local Access to a Neighborhood Collector in conjunction with rezone/ land use map amendment in order to provide access to the subject property for future development. Currently, 9th Avenue SE has a 60-foot right-of-way, which would allow for the improvements required of a Neighborhood Collector. This would also require the portion of Chambers Street SE between 8th and 9th Avenues to be upgraded to Neighborhood Collector. Because anticipated traffic volumes would be expected to exceed capacity for the existing rights-of-way along much of Chambers Street SE and along 7th Avenue SE, measures may be required to channel traffic off of these road segments. Access for development at the proposed new densities might require some deviation from standards along part of the route, such as eliminating a planter strip on one side or other minor deviations. County Public Works Staff testified that a variance could be required, but indicated that access to the site at the proposed densities appears to be feasible. City Planning Staff also testified that access at the proposed density appears to be preliminarily feasible. *Exhibit 2, Attachment K; Saint Testimony; Osborn Testimony; Buckler Testimony.*
33. The County has never used eminent domain powers to acquire private property for the benefit of a private development. It would be a private civil matter between the future

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developer and each property owner along the proposed access route as to whether any parcel gives up any real property to accommodate future development of the subject property. *Saint Testimony; Osborn Testimony.*

34. The Applicants noted that there are multiple options for providing site access that do not require the acquisition of additional property. Ninth Avenue SE already has 60 feet of right-of-way. The subject property abuts Chambers Street SE along most of its western boundary; needed right-of-way along Chambers could be dedicated from the site by the future developer. No new off-site land would be required to construct adequate roads. *Exhibit 3; Niemi Testimony.*

*Impacts to Historical Cemetery and Historical Residence on 7th Avenue*

35. The Appellants argued that approval of the rezone would adversely affect the adjacent historical Forest Memorial Gardens cemetery, established prior to statehood, where several Thurston County founding families have been laid to rest. They argued that environmental checklist item 13.b didn't reflect the cemetery or the historical house on 7th Avenue SE nearby, which is on the Olympia Heritage Register. Appellants contended that no cemeteries in Thurston County abut higher density residential development and that the proposed density is not compatible with a cemetery, suggesting that people at graveside services "don't need three stories of apartment windows looking in on their grief". Appellants asserted that farmland should abut cemeteries. *Exhibit 1; Hanna Testimony.*
36. County Planning Staff commented that there is no proposed development or intrusion on the cemetery property or on any historical site. They noted that at the time a specific site plan is reviewed, mitigation such as screening or visual buffers may be required depending on the design of the development. County Staff indicated that their review revealed no significant adverse impacts to historical properties identified from the proposed rezone. *Exhibit 2, page 7.* City Planning Staff testified that protections for historic sites prohibit redevelopment of historic sites, not development of adjacent land and that the City has no concerns about the rezone's potential to impact any historic sites. *Buckler Testimony.*
37. The Applicants argued that many existing cemeteries peacefully exist adjacent to residential and commercial development. Any project-specific impacts to the adjacent historic properties from future site development could be addressed through design. They submitted comments from managers of other Thurston County cemeteries indicating that residential development is more desirable next to cemeteries than vacant land, because in the experience of those commenting, adjacent residential development tends to reduce trespass and vandalism. The Applicants submitted testimony indicating that they have family buried at Forest Memorial Gardens and that they would never do anything to harm the adjacent cemetery. *Niemi Testimony; Exhibit 3; Exhibit 10; Exhibit 11.*

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*Final Arguments*

38. As argued by the County in its staff report:

Although this proposed rezone is identified for a specific area, it is considered a non-project action because it is a change in the Comprehensive Plan and there is not a site specific project being evaluated. SEPA review of a rezone evaluates whether the rezoning action will cause a significant adverse impact. There is a range of potential development for a particular zone. ...[F]or any proposed site specific project, additional information will be required based on the specific proposal itself. The number of units may vary as could the location and design of the development. ... Issuing a DNS for the rezone does not allow development of the site. ...[A] site specific SEPA [review] will be required for any development proposal over nine units and any development under that level would still be required to meet all City and County codes and requirements. *TCC 17.09.055*. For the proposed rezone request, the impacts to the elements of the environment were considered and it was determined that for the rezone, there were no significant impacts. At the time of project submittal, specific impacts, reports and mitigation would be evaluated. No project would be approved that could not meet the requirements of the Thurston County code.

*Exhibit 2, page 6.*

39. The Applicants argued in conclusion that the application has been through a complex dual jurisdiction process, resulting in determinations by both the City and the County that the non-project action would not result in any probable significant adverse environmental impacts. The critical areas studies prepared in response to the appeal go beyond the level of detail usually required at the point of rezone and were provided specifically to address the Appellants' concerns, rather than because they are required by any applicable regulations. The Applicants contended that all evidence in the record supports the County's determination that the proposed rezone would not result in probable, significant, adverse environmental impacts. *Niemi Testimony*.
40. In conclusion, the Appellants reiterate that it is not unheard of to do more complete traffic analysis at the rezone level and that for the people living in the neighborhood, it would be nice to know as early as possible what changes will occur to their neighborhood in terms of traffic volumes and road configurations. They disputed that the subject property is within the Urban Corridor associated with Pacific Avenue. They reiterated that those whose property may be affected by road upgrades want to know as soon as possible what impacts to their properties are going to result from higher density development. *Hanna Testimony*.

## CONCLUSIONS

### **Jurisdiction**

The Examiner is authorized to decide appeals of environmental threshold determinations made pursuant to the State Environmental Policy Act pursuant to TCC 2.06.010(E) and TCC 17.09.160(A).

### **SEPA Appeal Criteria and Standards for Review**

The State Environmental Policy Act (Chapter 43.21C RCW or “SEPA”) specifies the environmental review procedures the County must follow for proposals that may have an impact on the environment. One purpose of SEPA is to “insure that presently unquantified environmental amenities and values will be given appropriate consideration in decision making along with economic and technical considerations.” Every proposal that may impact the environment (unless it is exempt from the act) must undergo some level of environmental review. *RCW 43.21C.030 (b)*.

The SEPA threshold determination is a determination as to whether a proposal is “likely to have a probable significant adverse environmental impact.” *WAC 197-11-330*. If the responsible official determines that a proposal will not have a probable, significant adverse environmental impact, a Determination of Non-Significance (DNS) is issued. If the responsible official determines that a proposal *will* have a probable, significant adverse environmental impact, a Determination of Significance (DS) is issued and an Environmental Impact Statement (EIS) must be prepared. SEPA provides a process in which a Mitigated Determination of Non-Significance (MDNS) may be issued to address identified probable significant adverse environmental impacts so that an EIS need not be prepared. *WAC 197-11-350*.

“Significant” as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on the environment. Significance involves context and intensity and does not lend itself to a formula or a quantifiable test. *WAC 197-11-794*. Several marginal impacts when considered together may result in a significant adverse impact. *WAC 197-11-330(3)(c)*.

“Probable” means likely or reasonably likely to occur. The word probable is used to distinguish likely impacts from those that merely have a possibility of occurring, but are remote or speculative. *WAC 197-111-782*.

The lead agency must make its threshold determination “based upon information reasonably sufficient to evaluate the environmental impact of a proposal.” *WAC 197-11-335*.

In deciding whether to require an EIS, the lead agency must consider mitigation measures that the agency or Applicant will implement as part of the proposal, including any mitigation measures required by development regulations, comprehensive plans, or other existing environmental rules or laws. *WAC 197-11-330(1)(c)*. The lead agency’s reliance on existing laws and plans to mitigate some of the environmental impacts of a project need not be disclosed in the MDNS. *Moss v. City of Bellingham*, 109 Wn. App. 6, 21-23 (2001). Use of mitigation to

bring a project into compliance with SEPA, without promulgation of an EIS, has been viewed favorably by Washington Courts. *Anderson v. Pierce County*, 86 Wn. App. 290, 303 (1997).

Clear error is the standard of review applicable to substantive decisions under SEPA. *Cougar Mt. Assocs. v. King County*, 111 Wn.2d 742, 747, 765 P.2d 264 (1988). The determination by the governmental agency is clearly erroneous only if the reviewing tribunal is left with "the definite and firm conviction that a mistake has been committed." *Id.* at 747 (quoting *Polygon Corp. v. Seattle*, 90 Wn.2d 59, 69, (1978)).

The Hearing Examiner may consider environmental information presented after issuance of the threshold determination in deciding the appeal. The purposes of SEPA are accomplished if the environmental impacts of the development are mitigated below the threshold of significance, even if the mitigation is not identified in the SEPA document. *Moss v. City of Bellingham*, 109 Wn. App. 6, 25 (2001).

The burden of proof is on the Appellant to show that the proposal will have probable, significant adverse environmental impacts. *Boehm v. City of Vancouver*, 111 Wn. App. 711, 719, 47 P.3d 137 (2002).

The procedural determination of the County's Responsible Official shall be accorded substantial weight in appeals. *TCC 17.09.160.I.2; TCC 17.09.160.S; RCW 43.21C.075(3)(d); RCW 43.21C.090.*

### **Conclusions Based on Findings**

1. **Appellants did not show clear error on the part of the County Responsible Official in reaching the determination of non-significance.** The Appellants' concern that detailed studies of specific traffic and critical areas impacts must be done to allow "appropriate mitigation to be added to the permit before any construction activities occur" is not disputed by any party. Assertions that such study can and should be done prior to submittal of an actual development proposal in the present case are misguided. The Appellants have not shown that waiting to review future development for compliance with traffic, road standards, and critical areas regulations (among all other development standards) in place at the time a development application is submitted would a) prevent applicable regulations from being effectively applied at the time of project review or b) be any way inconsistent with current procedural requirements. The Appellants have shown no error. *Findings 3, 4, 5, 13, 15, 16, 19, 20, 21, 22, 24, 25, 26, 30, 32, 33, 34, 36, and 37.*
2. **The County relied on adequate information in reaching its environmental threshold determination.** The Applicants submitted a completed environmental checklist and additional information that the County found adequate to support review of the proposed rezone. Joint City/County public meetings were held to identify concerns with the proposal and many of the appeal issues were submitted in the comments prior to DNS issuance. Using a conceptual site plan designed to show a potential project that could be developed if the rezone were approved, County Staff estimated new traffic generation

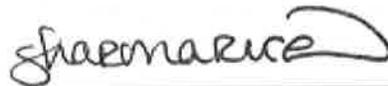
and concluded that road upgrades to provide access to the increased density of development would be feasible. County Planning Staff conducted site visits to verify the critical areas information in the environmental checklist. The nature and scope of information relied on were consistent with the SEPA regulations. *WAC 197-11-330(1)(a)(ii)*. The County's DNS was based on information sufficient to evaluate the impacts of the proposed amendments. The information submitted by the Applicants in response to the appeal, including the "boots on the ground" wetland and creek review done by Ms. Palazzi and the Pocket gopher survey done by Ms. McMurray, corroborate the DNS. *Findings 5, 8, 9, 10, 13, 19, 20, 21, 22, 24, 25, 26, 29, 30, 32, 33, 34, 36, and 37.*

3. **The Appellants did not demonstrate probable, significant, adverse environmental impacts that would result from the rezone and land use map amendment.** Any future development of the site would be subject to review for compliance with then-applicable regulations. The site would be closely studied for slope, prairie habitat, and the exact extent and location of all critical areas - and all other County requirements - at the time development is proposed. Any development of the site would be constrained by required protections for critical areas. The number of units allowed to be built would be constrained by availability of adequate access. The Appellants' concerns that real property would be forcibly taken by the County or a future developer are misplaced. While they voiced opinions regarding what type of development is appropriate adjacent to cemeteries, the Appellants have not shown any adverse impacts to the cemetery from the proposed rezone. The Appellants' arguments essentially amount to generalized opposition to the proposed increase in density without showing any specific harm. Having failed to show any lack of compliance with applicable plans or regulations, their opposition is not sufficient to stop the owner of the adjacent property from doing what the law allows. *Findings 15, 16, 18, 19, 20, 21, 22, 25, 26, 32, 33, 34, 35, 36, 37, 38, 39, and 40; Sunderland Servs. v. Pasco, 127 Wn.2d 782, 797 (1995)<sup>5</sup>; Parkridge v. City of Seattle, 89 Wn.2d 454, 462 (1978); Maranatha Mining, Inc. v. Pierce County, 59 Wn. App. 795 (1990).*
4. Any arguments not addressed were deemed unpersuasive.

#### RECOMMENDATION

Based on the preceding findings and conclusions, the October 11, 2012 determination of non-significance should be upheld and the appeal should be denied.

**DECIDED** this 19th day of February 2013.



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Sharon A. Rice  
Thurston County Hearing Examiner

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<sup>5</sup> "While the opposition of the community may be given substantial weight, it cannot alone justify a local land use decision." *Sunderland Servs. V. Pasco*, 127 Wn.2d 782, 797 (1995).

**RE: PROJECT #2009103063 MEDELA Comprehensive Plan and Land Use Amendment and Rezone from R 4-8 to RM-18.**

Good morning Examiner, Deputy Prosecutor, ladies and gentlemen. My name is Ronald E. Niemi. I reside at 6135 Woodard Bay Rd. NE, in Thurston County. I represent the **Property Owner**, The Medela Group LLC.

The **Medela Group LLC** consists of the three Armstrong family siblings: Melvin, DeAnn and LaRay; the sole heirs of their parent's lifelong work to put 14 parcels of land and 9 homes together on the 9.01 acres currently proposed for rezoning. The Armstrong's have owned land in the neighborhood for approximately 70 years. The three Armstrong siblings have invested more than three years of personal capital, both monetary and emotional, to comply with and work through in good faith each and every requirement of the County and City. They have carefully and successfully navigated a very complex dual-jurisdiction process to deliver a rezone request that aligns 100% with the State Growth Management Act guidance and regulations as implemented by the local City, County and Regional Transportation authorities.

**There exist two relevant FACTS associated with this proposed land use amendment:**

**FACT #1:** The proposed Comprehensive Plan Amendment and its accompanying SEPA checklist are **non-project actions** consistent with the Thurston County and City of Olympia joint land use plans.

**FACT #2:** There is no indication that there are any environmental issues associated with this proposed rezone that will have any **"significant adverse environmental impact"**.

**A few specifics directly related to FACT #1:**

- A. The rezone application and accompanying materials are, by definition, a non-project action.
- B. A specific project has not been proposed.
- C. The Thurston County and City of Olympia staff reports confirm that the proposed Comprehensive Plan Amendment aligns with the joint County and City land use plan.
- D. The City of Olympia Planning Commission has approved the Applicant's proposed Comprehensive Plan Amendment.
- E. The January 31, 2013 State of Washington Court of Appeals decision provided to us all last week, speaks directly to the issue of identification of and solutions for potential impacts of non-project plan amendment actions vs. project specific approvals. The court held that Spokane County's approval of a very similar land use plan amendment, with traffic concurrency and mitigation to be addressed at the **project-specific approval phase**, complies with Washington State Law.
- F. The City of Olympia has already addressed a major neighborhood component of the probable traffic by including the reclassification of 9<sup>th</sup> Avenue between Boulevard Road and Chambers from a Local Access Street to a Neighborhood Collector. The City of Olympia already owns more than enough right-of-way width to accomplish this without displacement of any existing homes.

**Regarding FACT #2:**

- A. In response to this Appeal, the landowner has funded an on-site critical areas review by Lisa Palazzi, CPSS, PWS of J.W. Morrisette & Associates, Inc. P.S. and an on-site Mazama Pocket Gopher survey by Key McMurry, Key Environmental Solutions, LLC.

- B. In response to this Appeal, the landowner provided right-of-entry to the Appellant on January 12, 2013, after providing timely transmittal of subject matter expert names, and their reports on January 10, 2013 in accordance with the Pre-Hearing Order.
- C. Each and every substantive comment made by the Appellant in the DNS appeal has been addressed in the professional reports provided, and by County staff.
- D. The professional reports provided find no indication of "significant adverse environmental impact".
- E. Professional reports of the nature and detail provided by Lisa Palazzi and Key McMurry are typically not performed for non-project actions. They are typically performed in preparation for a project-specific submission. This is not a project-specific submission, it is a request for rezone.
- F. This appeal has resulted in cost to the property owner and has further delayed the rezone of this property another year.

I have a few additional comments before I turn the floor over to Lisa Palazzi.

Regarding the Cemetery, and its relationship to future development:

- The Armstrong's Grandfather is buried there.
- The Armstrong's Grandmother is buried there.
- The Armstrong's Cousin's husband is buried there.
- The Armstrong's childhood friend's parents are buried there.
- Armstrong childhood friends are buried there.

The Armstrong's would never do anything to debase or disrespect the Cemetery.

There is much evidence to suggest that cemeteries and urban development can and have co-existed very well. We have evidence that vacant urban land is more of a threat to cemeteries than developed urban land.

I'm now going to turn the floor over to Lisa Palazzi. Lisa will take you through her investigation and findings associated with critical areas, as well as an overview of the Mazama Pocket Gopher findings.

**<LISA's Critical Area Review and Pocket Gopher Survey Powerpoint presentation.>**

#### **CLOSING STATEMENT**

We do understand the concerns of certain residential neighbors and property owners regarding any potential change to the neighborhood. With change comes uncertainty. The natural reaction is to push back on the change.

The County and City Comprehensive Plan, and Regional Transportation Plans are in place, and have been for several years. They are based on and tied to the latest practices of urban planning and transportation demand management. They have been approved and validated by Thurston County and the City of Olympia.

With the land use plan in place, there is a pending opportunity for the neighbors to influence the ultimate development of the property is at the time a project-specific development proposal is put forth. I've been associated with many, many projects that resulted in enhancement of the

neighborhood, increases in surrounding property values, improved utility and transportation infrastructure, and reduced crime and vandalism.

Those partnerships are formed during the project development phase. I would urge the Appellants to get involved, and maximize the value of the changes that will come.

The value associated with attaining the highest and best use of land extends well beyond the current property owner, the current residential neighbors, and the current timeframe. If density is increased within the Urban Growth Area as the Comprehensive Plan and Regional Transportation Plan suggest, there are large, ongoing societal benefits to NOT continue to expand housing into outlying area. That is a major reason why responsibly increasing density in and around the urban core has been a key urban planning tenet for many years. That is also a driving force behind the designation of this area near Pacific Avenue and Boulevard Rd. as an Urban Corridor.

Other real values associated with highest and best use of available land include establishment of a thriving neighborhood that will support efficient and effective transit service, an enhanced and solid tax base, consolidation of public services, project-related construction and maintenance jobs, and the like. As communities are developed outside the inner core, those residing in the outlying communities drive to the inner core for shopping, entertainment and services. This alone has an adverse impact on traffic congestion and transportation infrastructure. More so than if high density areas are responsibly developed within the inner core that are within proximity to the shopping, services and the jobs people need. Alternative means of transportation, such as walking, riding bikes and using mass/public transportation can then be used, which has a positive impact in a number of ways.

There are numerous examples of cemeteries co-existing with low, medium and high density development in a mutually respectful manner. We acknowledge the historical, personal and religious significance of those interred at Forest Cemetery.

We urge the Hearing Examiner and the Board of County Commissioners to carefully consider the non-project specific nature of this land use plan amendment request, the critical areas review assessments that have been provided today, as well as the compliance of the Medela rezone proposal with the Joint Plans of the jurisdictions, and hold that the Determination of Non-Significance issued by Thurston County on October 11, 2012 be upheld, and the Appeal be denied.

Respectfully,



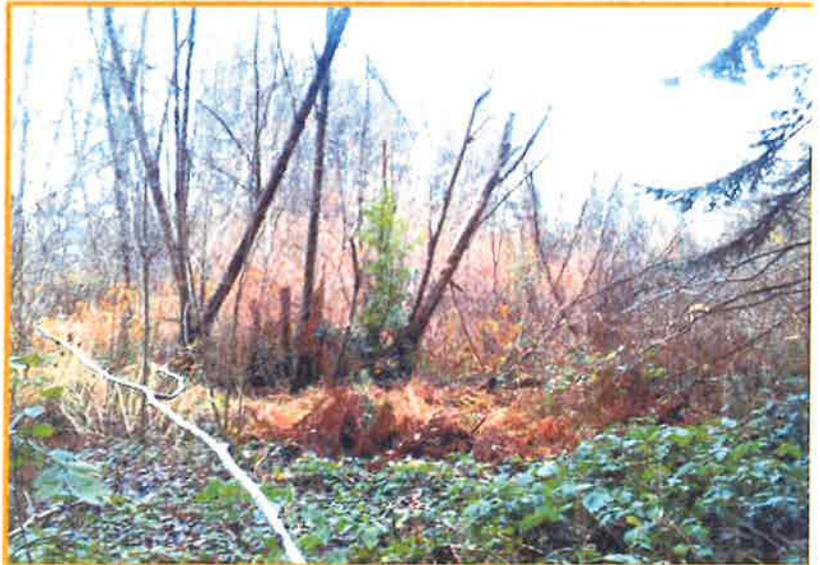
Ronald E. Niemi, Applicant and Owner Representative

MEDELA Group LLC  
Public Hearing, February 4, 2013



Response to Re-Zoning Appeal  
Primary Emphasis on Assessment of  
Wetlands and Streams

**Presenter: Lisa Palazzi, CPSS, PWS**  
**J.W. Morrisette & Associates, Inc.**  
[www.jwmorrisette.com](http://www.jwmorrisette.com)  
(previously with Pacific Rim Soil & Water, Inc.  
[www.pacificrimsoilandwater.com](http://www.pacificrimsoilandwater.com))  
Olympia, WA



## **SOILS, STREAMS, WETLANDS and GOPHER ISSUES**

### **Soils:**

- **Concerns about onsite slopes and erosion potential**

### **Streams (Indian Creek):**

- **County policy is to apply the same stream setbacks to open systems and to those stream sections contained in pipes**
- **The standard Indian Creek stream setback would be 150 feet (Type 3, fish-bearing)**
- **Jamie Glasgow of the Wild Fish Conservancy has provided written testimony indicating that Indian Creek should have a 200' buffer**

### **Wetlands:**

- **Wetland acreage is subtracted from total acreage prior to calculating number of parcels (potential density).**
- **Wetland buffers areas are not available for buildings or related infrastructure, so will dictate future position and location of onsite buildings to varying degrees – dependent on final site design proposal**

### **Gophers:**

- **Concerns about potential Mazama pocket gopher presence**

**Site location  
on Geology  
overlay**

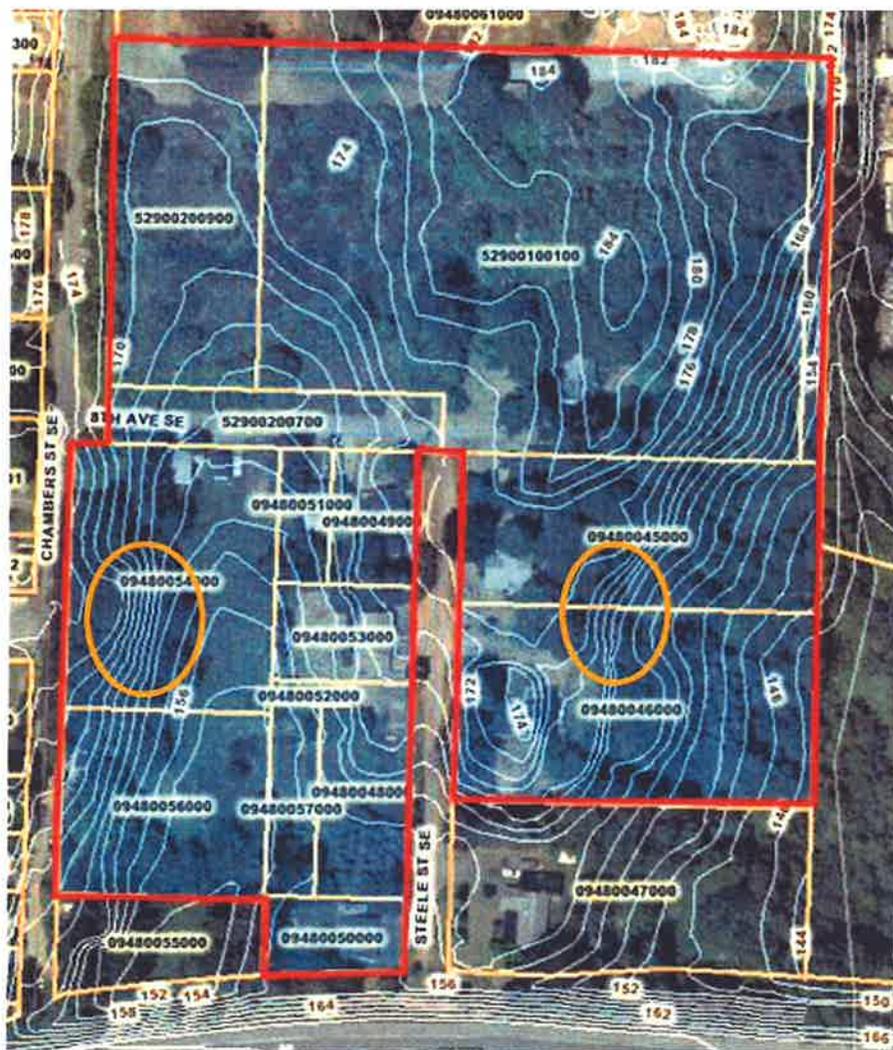
**Qgos = glacial  
outwash sands**

**Qp = peats**

**Qf = fills**







**GeoData topography indicates that the two small circled areas may be steeper than 40%**

**Slope height is less than 15 feet – thus they are not defined as Hazard Areas.**

**Soils:**

- **Concerns about onsite slopes and erosion potential**

**For a Specific Development Plan -- Existing regulations require:**

- **An Sediment and Erosion Control Plan based on onsite soil conditions and a specific site design**
- **A Stormwater Management and Design Plan based on onsite soil infiltration potential and a specific site design**
- **A Grading Plan based on onsite slopes and existing grades and a specific site design**
  
- **These plans must all respond to a specific site layout design.**
  
- **These issues are addressed when developing a site – not for rezoning**
  
- **However -- This site has no significant or unusual soil or slope problems that cannot be addressed with proper site design**



**HYDROLOGY  
DISCUSSION:**

**MEDELA parcels  
outlined in red**

**GeoData depiction  
of Indian Creek is  
yellow dashed line**

**Approximate  
location of PSE  
wetland to southeast**

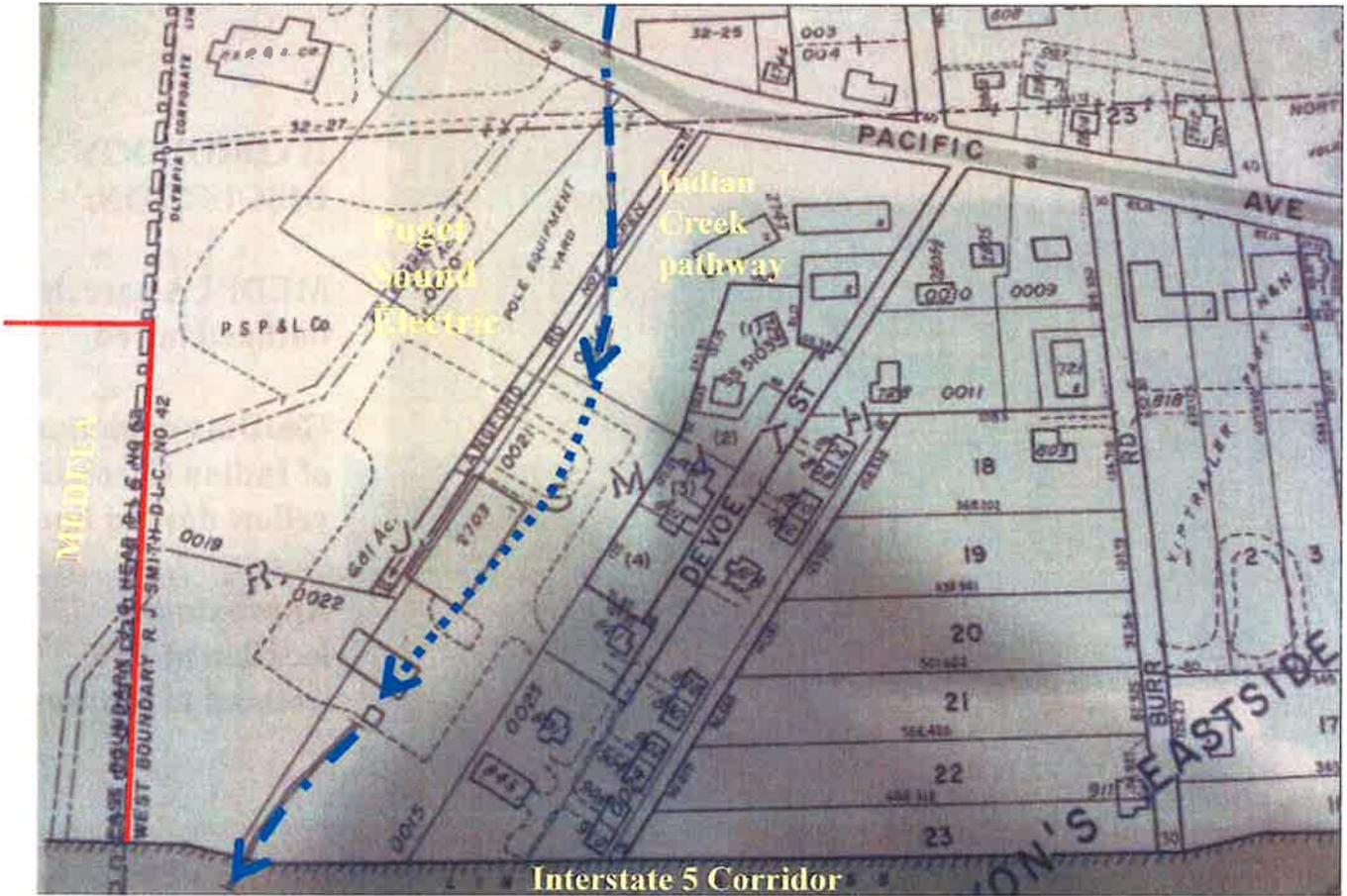
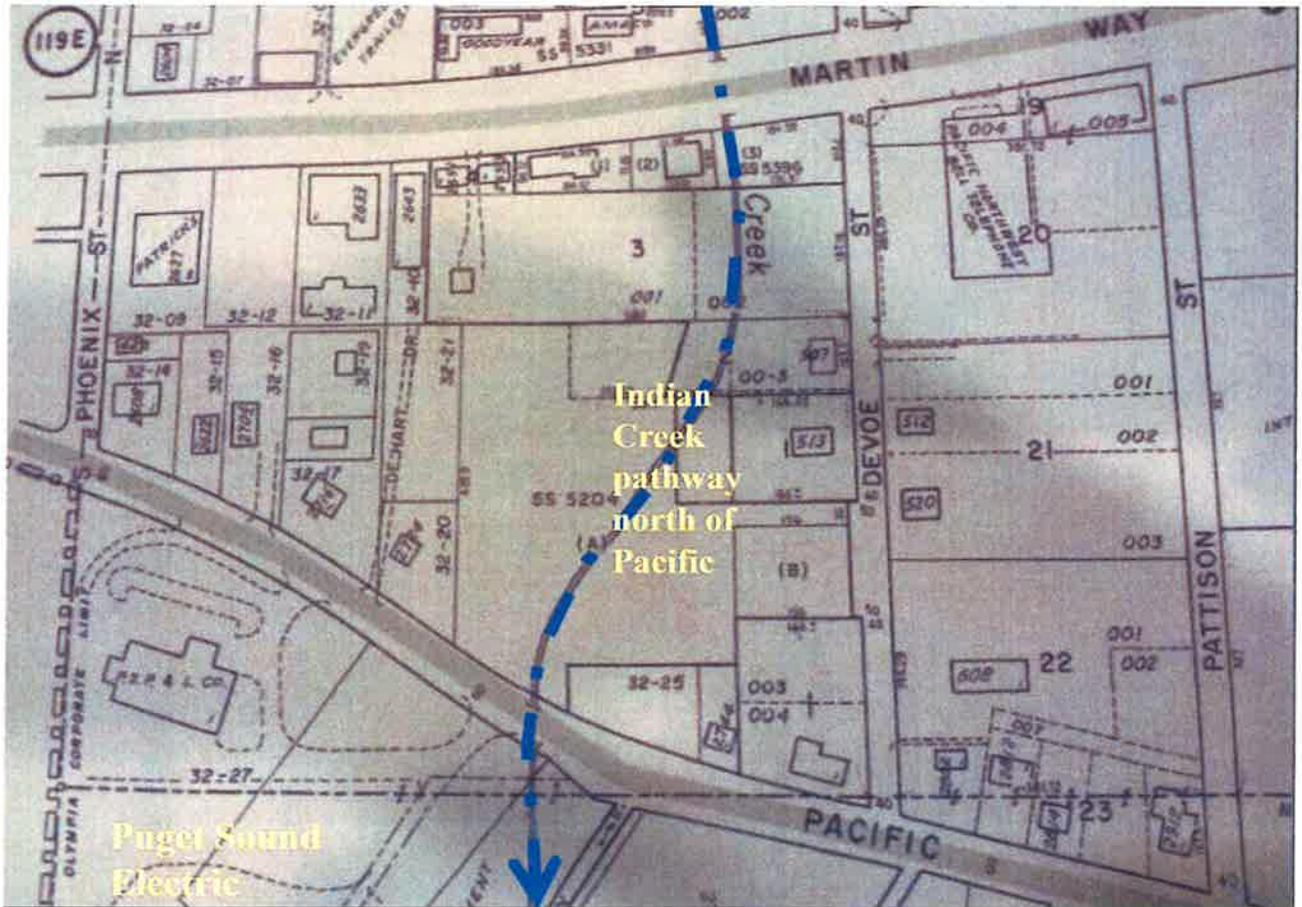
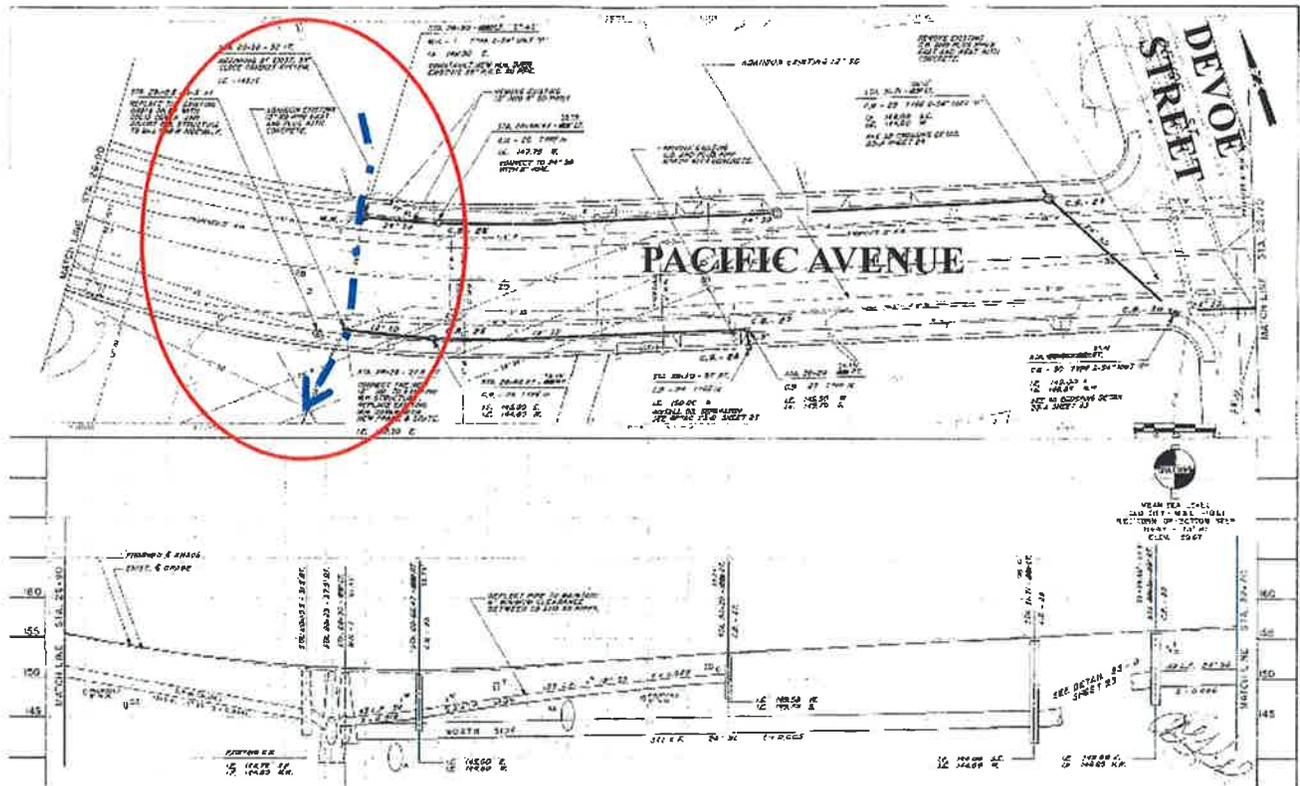


Photo of City of Olympia Plat maps at Walk-up Counter – Page 119E (see following slide), showing earlier, partially piped pathway of Indian Creek

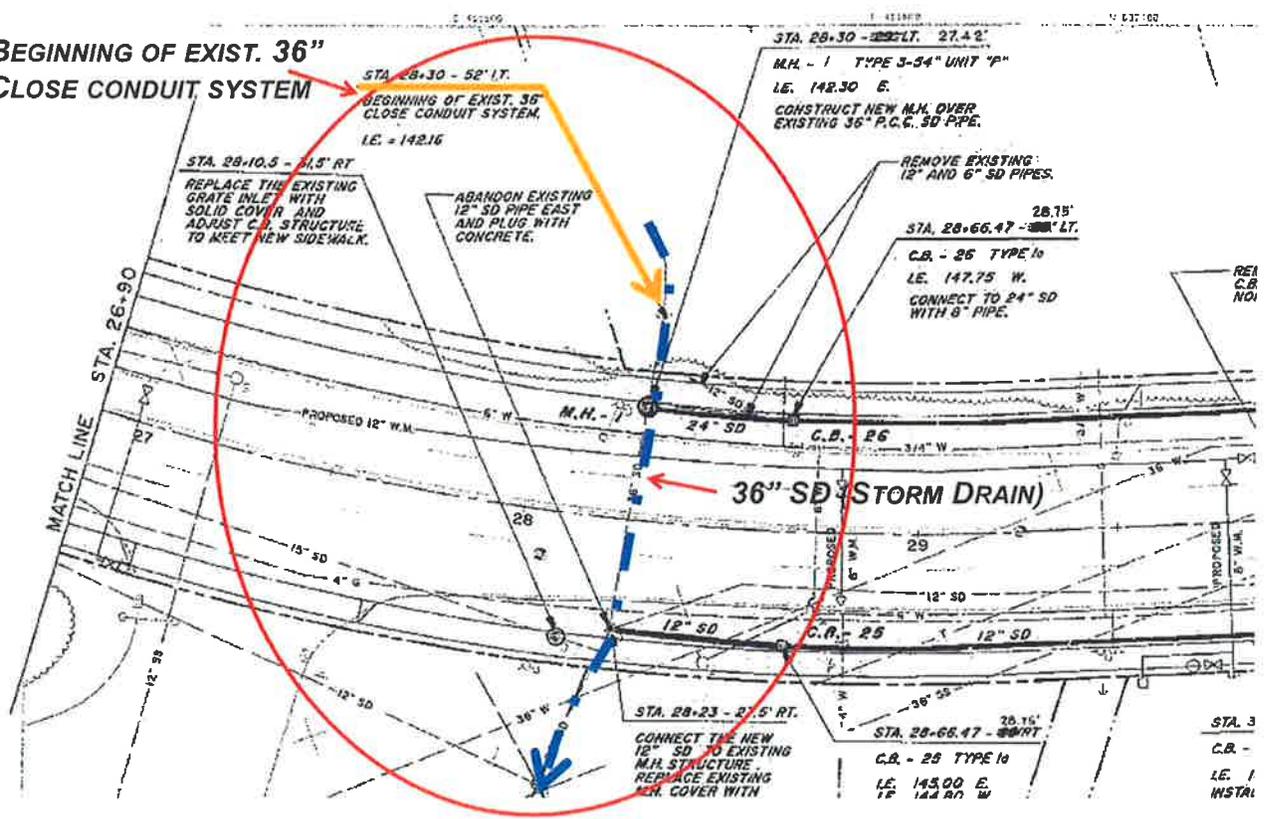


**Page 119E farther north, showing pathway of Indian Creek leading to Pacific Avenue Crossing**

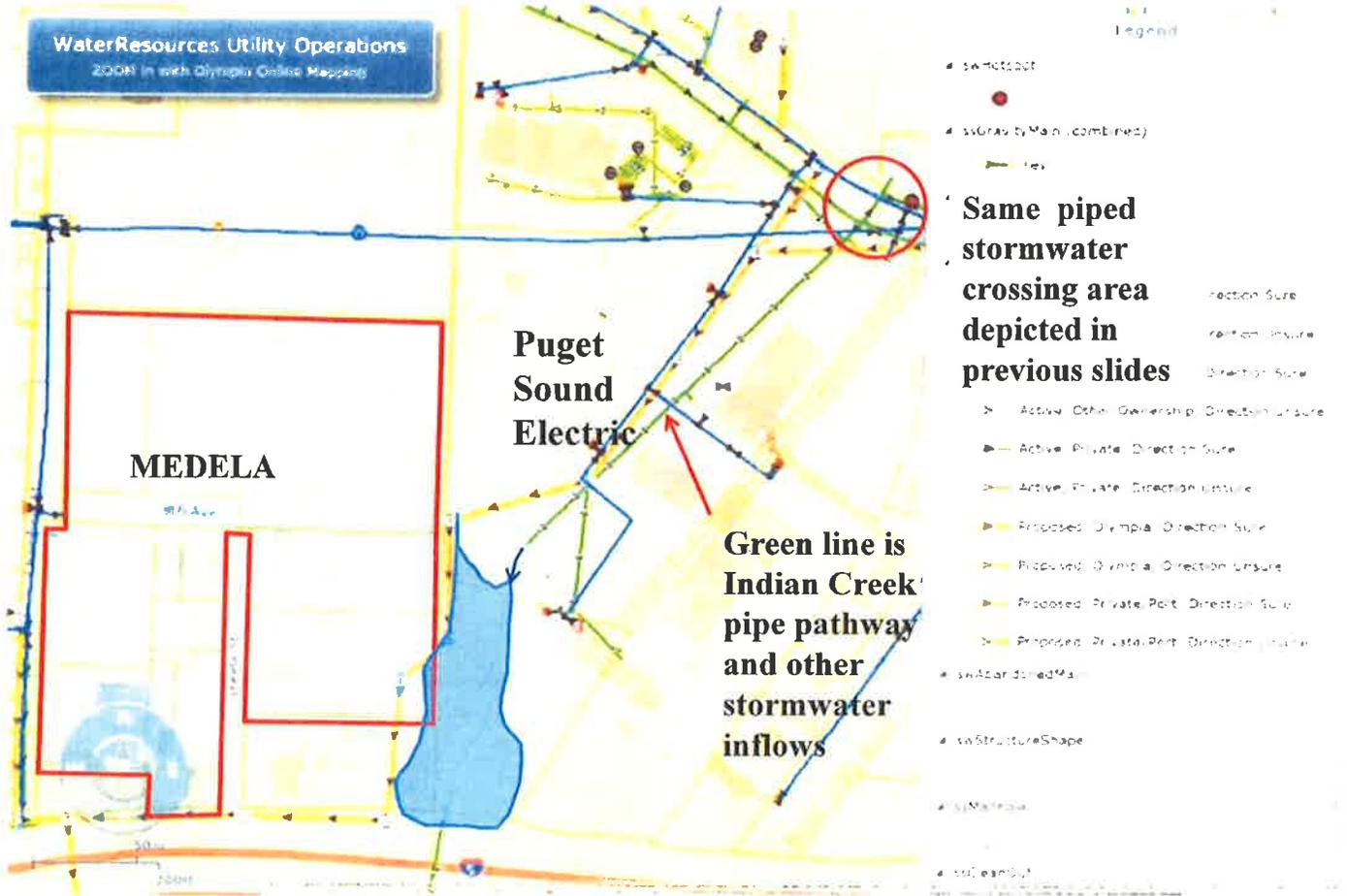


**City of Olympia Storm Drain Improvements at the Indian Creek Crossing of Pacific Ave. As-Built Drawing, Sheet 29 of 61, Job # 105524, Date 2/02/87**

**BEGINNING OF EXIST. 36" CLOSE CONDUIT SYSTEM**



**Zoomed in to enable reading the notes**



**City of Olympia Underground Utility Maps of the PSE site and surrounding area.**

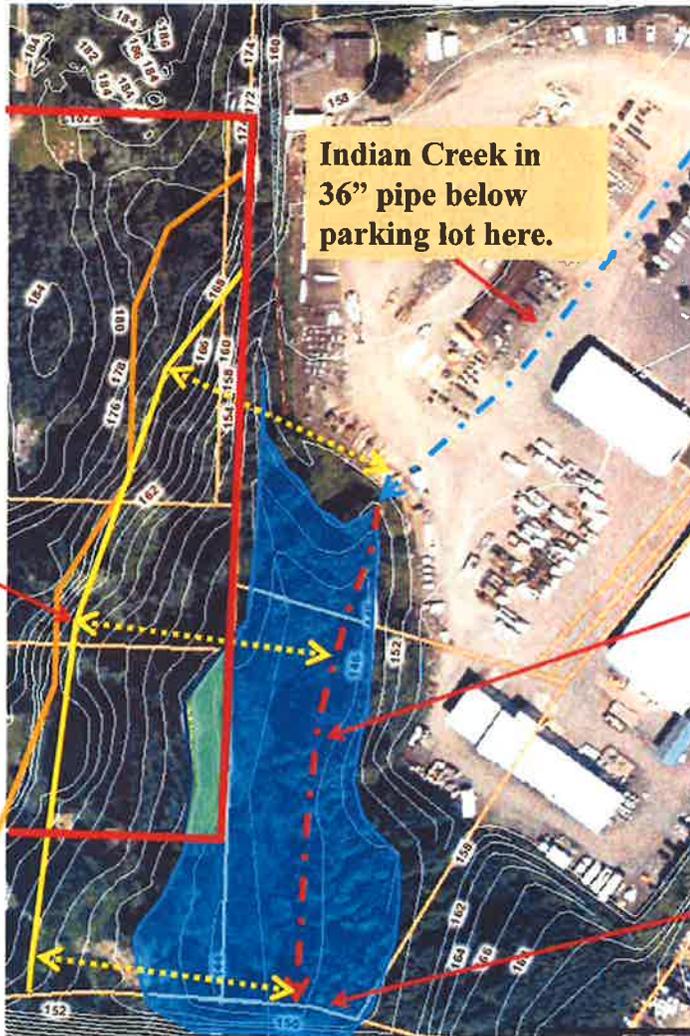
**Preliminary wetland rating indicates a Habitat score of 19 with a standard 100' wetland buffer (see orange line).**

**Portion of wetland on MEDELA property ~1/4 acre**



**Indian Creek in 36" pipe below parking lot here.**

**Wetland outflow below I-5 is here.**



Indian Creek in 36" pipe below parking lot here.

Yellow dotted line is ~200', representing a potential stream setback; all within standard wetland buffer (orange line)

Red line through wetland represents line of stream flow from inlet to outlet

Wetland outflow below I-5 is here.

## **WETLAND AND STREAM SUMMARY**

- **The onsite wetland acreage on the MEDELA property is about ¼ acre.**
- **Current wetland rating results indicate a standard wetland buffer of 100 feet width.**
- **Current County policy is to require a 150 foot buffer for a Type 3, fish-bearing stream (i.e., Indian Creek), even if piped.**
- **Even if we add a 200 foot buffer to Indian Creek (as suggested by Mr. Glasgow, Wild Fish Conservancy), the wetland buffer setback is still greater than the stream setback.**
- **None of these issues present a significant problem to site development.**

***Quote from Key Environmental Solutions, LLC. Report, dated January 8, 2013; sent to Thurston County Resource Stewardship Department, Attn: Cindy Wilson, Senior Planner***

***“There were no Mazama Pocket Gopher mounds, prairie plants or oaks observed to occur onsite. There were numerous moles observed.... The project site was reviewed for past and current gopher activity and none were found to occur onsite. The site will be reviewed again in April to re-verify that no prairie species exist onsite. It is KES’s professional opinion that no Prairie Habitat or species, including the Mazama Pocket Gophers occur on the 14 parcels.”***



Typical mole mounds found to occur onsite.



One of the houses surrounded my mole mounds.



Jerome W. Morrisette & Associates Inc., P.S.

1700 Cooper Point Road SW, #B-2, Olympia, WA 98502-1110  
(360) 352-9456 FAX (360) 352-9990

January 10, 2013

MEDELA Group LLC<sup>1</sup>  
250 Courtney Creek Lane  
Belfair, WA 98528

RE: Professional Services: Preparation of a summary report responding to a DNS Appeal of a proposed rezone from R4-8<sup>2</sup> to RM-18<sup>3</sup>; The Thurston County MDNS appeal documents are dated November 1, 2012. Project Site is 14 parcels (approx. 9 acres) located in SE Olympia, east of Chambers Street SE, north of Interstate 5, west of Puget Sound Energy/Electric properties, and south of Forest Cemetery properties: Section 13, T18N, R2W, W.M.

Tax Parcel Numbers:

- 09480045000, 2504 8<sup>th</sup> Ave. SE, 0.65 Acre (R4-8)
- 09480046000, 2525 8<sup>th</sup> Ave. SE, 1.19 Acre (R4-8)
- 09480048000, 2525 SE 9<sup>th</sup> Ave., 0.27 Acre (R4-8)
- 09480049000, 823 Steele St. SE, 0.19 Acre (R4-8)
- 09480050000, 2525 SE 9<sup>th</sup> Ave., 0.21 Acre (R4-8)
- 09480051000, 2412 8<sup>th</sup> Ave. SE, 0.16 Acre (R4-8)
- 09480052000, no street address, 0.07 Acre (R4-8)
- 09480053000, 2525 SE 9<sup>th</sup> Ave., 0.25 Acre (R4-8)
- 09480054000, 2419 8<sup>th</sup> Ave SE, 0.89 Acre (R4-8)
- 09480056000, 908 Chambers St. SE, 0.65 Acre (R4-8)
- 09480057000, no street address, 0.33 Acre (R4-8)
- 52900100100, 2502 8<sup>th</sup> Ave. SE, 3.27 Acre (R4-8)
- 52900200900, no street address, 0.75 Acre (R4-8)
- 52900200700, no street address, 0.13 Acre (R4-8)

<sup>1</sup> CC; Ron Niemi

<sup>2</sup> Residential Four to Eight Units per Acre (R 4-8). To accommodate single-family houses and townhouses at densities ranging from a minimum of four units per acre to a maximum of eight units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhood

<sup>3</sup> Residential Multifamily Eighteen Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen units per acre, along or near (e.g., one-fourth mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.

### INTRODUCTION

This summary report is provided in response to an appeal of an earlier Thurston County Determination of No Significance (DNS) finding for a rezone request of the parcels listed above. The DNS appeal document was submitted to the county on November 1, 2012, and was signed by Teresa Goen-Burgman; Tim Burgman, Deborah Smithingell, Carla Baker, Kathleen Blanchette, Joe and Lisa Hanna – a coalition of the owners of Forest Memorial Gardens (the cemetery adjacent and north of the subject property) and 2-3 nearby neighbors. The appellants requested more in depth information -- equivalent to an Environmental Impact Statement report -- to settle their concerns about the proposed rezone.

### PROJECT HISTORY

This property has been owned for several decades by a single family – the Armstrongs. The MEDELA Group LLC is a partnership of three siblings, one of whom still resides onsite. The 14 parcels and 9 houses that comprise the proposed rezone property were originally purchased one at a time by the Armstrong's father as properties surrounding the original parcel came up for sale. The other eight homes were originally rental properties. Two are currently uninhabitable.

MEDELA LLC submitted the Site Specific Land Use Plan and Rezoning Amendment application to Thurston County in November of 2009. Because the property is within the Urban Growth Area, the request was processed jointly and concurrently by the County and City of Olympia planning staffs and planning commissions through public meeting and comment processes in the Fall of 2012. The non-project SEPA was evaluated by County staff, who issued a DNS on October 11, 2012. The City of Olympia and Thurston County staff reports both recommend rezoning the subject properties from Residential 4-8 units per acre (R4-8) to Residential Multi-Family 18 Units per Acre (RM 18).

According to the Sept. 19, 2012 Thurston County staff report, the proposal to change zoning is consistent “with the Olympia/Thurston County Joint Plan Land use policies in the Comprehensive Plan for the City of Olympia and the Olympia Urban Growth Area”, as this plan is designed to “*encourage growth to be focused in areas with the capacity to absorb development, in areas with vacant or underutilized land with available services that can provide for mass transit service and where adverse environmental impacts can be avoided or adequately mitigated.*”

According to the same report, the proposal is also consistent with the proposed City of Olympia Comprehensive Plan. The report indicates that “*the property is currently designated as Urban Corridor in the proposed Olympia Comprehensive Plan update*”.

*“This designation applies to areas within about one-quarter mile of certain major streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structures farther from the street to transition to adjacent designations. Particular ‘nodes’ or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.”*

Therefore, the proposed rezone from R4-8 to RM-18 meets joint Thurston County and City of Olympia Long-Term Planning goals, and the Regional Transportation Plan goals. It is important to note that this zoning never guarantees a maximum density outcome. Any future development proposal would still be required to meet existing regulations. Thus, based on the proposed development layout and density, the developer would be required to provide Traffic Impact Analysis (TIA) studies, Critical Areas studies, and etc. After the required mitigations and adjustments, it may not be possible to attain the full RM-18 zoning density. The conceptual layout provided with the rezone application is just that – conceptual only. It is intended more to show how the RM-18 zoning works – i.e., with single-family homes at the west adjacent to existing single-family homes, then with gradual density increases to the east.

#### **RESPONSE TO APPELLANT REQUESTS**

Typically, an EIS level report is neither required nor necessary for a rezone, particularly when the rezone meets Long-Term County/City planning goals – as is the case with this property. For that reason, we provide a listing of the requested information, and when possible, have responded to the issues at a level appropriate for a rezone request. We provide information that defines the issues and responds to each appellant information request.

Not every project with potential environmental impacts is required to provide an EIS. One only writes an EIS when there are significant and unavoidable environmental impacts which require careful design and mitigation in order to minimize or reduce the impacts. This is not typical with rezone requests that meet existing Long-Term Comprehensive Planning goals.

Environmental impacts are typically taken into account when carrying out Long-Range Planning; and every project is still subject to background regulations designed to protect the environment. For that reason, most project development reports are written to address certain key environmental issues and are intended to define how the proposal has adjusted and accommodated to avoid or minimize environmental conflicts. If the project is well-designed, and report is properly prepared, there will be a “Finding of No Significant Impact”.

Using this basis, we review each of the Appellants requests below, and provide feedback.

#### **Appellant Request #1: A traffic study based on maximum potential build out (based on rezoning density structure).**

Both the City of Olympia and Thurston County addressed this issue in their responses to earlier public hearing comments. The City said that a Traffic Impact Analysis (TIA) will be required when a project-specific development plan is submitted, and any identified traffic impacts would be mitigated at that time. They assumed there would be a need to mitigate for traffic impacts, as is typical of most development projects. Thurston County also provided a preliminary estimate of trip numbers, based on “maximum build-out” density. They also assumed a TIA would be required once there is a proposed development. A TIA would provide the maximum number of daily trips from a particular site layout (not a maximum build out density), and would assess the need for improvements at nearby intersections – most likely at Boulevard and 9<sup>th</sup> Avenue, and possibly also at Boulevard and Pacific. *Therefore, a TIA study would not typically be undertaken for a rezone, but rather would define what would be required for a*

*certain development design. There is no development plan or proposal at this time. The rezone is undertaken primarily to prepare the property for sale.*

**Appellant Request #2: An onsite soil and wetland study – particularly in relation to the Indian Creek corridor along the eastern site boundary.**

Similar to the TIA discussion above, soils investigations in particular are more typically undertaken when there is a development plan, as the soil borings or pits are located in relation to specific site layout plans – i.e., within a proposed street ROW, or in the base of a proposed stormwater facility. A detailed wetland study with a surveyed wetland boundary will also be needed when there is a site development plan, in order to define density and exact setbacks from the wetland edge.

However, it is useful to collect a lower level of information during rezoning and preparation for sale, primarily because any wetland acreage within the project boundaries must be subtracted from the total acreage prior to calculating the maximum background density per acre – so is informative as to whether a particular zoning density is even possible.

For that reason, we provide some background soils and wetlands information in the section below, mainly to identify development potential and limitations. A generalized soil report is adequate now, mainly to document that there are no significant problems with the soils mapped onsite. A detailed report would be provided once there is a site development plan to characterize soil conditions that would affect design of buildings, roads and for stormwater management design. Final site design will also require that the wetland edge be formally flagged and surveyed, and -- depending on the specific development plan -- may also require a mitigation proposal.

**Appellant Request #3: An assessment of flood zones (as shown in Thurston County GeoData maps), associated with the Indian Creek system.**

A discussion about potential flood impacts will be included in the baseline wetland/soils information provided below. No significant impacts are expected due to topography constraints and overlying wetland buffers in potential flood zones.

**Appellant Request #4: An assessment of presence/absence of Mazama pocket gophers onsite.**

Although not required for this parcel (the soils are not on the “gopher habitat” soil types list), and typically not required for a rezone, we note that the Mazama pocket gopher was just formally listed as endangered in the last month or so. For that reason, we asked Key McMurry, (a wildlife biologist certified to identify pocket gopher presence), to provide an onsite assessment for presence or absence of pocket gophers. That report is provided separately.

**Appellant Request #5: An assessment of slope stability in relation to a possible need for retaining walls in steep slope areas.**

Based on our onsite reconnaissance, there are no active landslide areas onsite at this time, and the soils mapped onsite (Yelm fine sandy loams) are not listed as erosion-prone, according to USDA NRCS information, as listed in Table 24.15-3 in the Thurston County Critical Areas Ordinance (provided below).

Table 24.15-3 --Erosion Soils of Thurston County

Soil Survey of Thurston County, 1990			
Map Symbol	Soil Name	Percent Slope	Water Erosion Hazard
4	Alderwood gravelly sandy loam	30-50%	severe
8	Baldhill very stony sandy loam	30-50%	severe
10	Baumgard loam	40-65%	severe
12	Baumgard-Pheeneey complex	40-65%	severe
13	Baumgard-Rock outcrop complex	40-65%	severe
30	Dystric Xerochrepts	60-90%	severe
35	Everett very gravelly sandy loam	30-50%	severe
49	Jonas silt loam	30-65%	severe
53	Kapowsin silt loam	30-50%	severe
61	Mal clay loam	30-65%	severe
63	Mashel loam	30-65%	severe
80	Pheeneey gravelly loam	30-65%	severe
81	Pheeneey-Baumgard complex	30-65%	severe
82	Pheeneey-Rock outcrop complex	40-65%	severe
83	Pheeneey-Rock outcrop complex	65-90%	severe
91	Rainier clay loam	30-65%	severe
96	Rock outcrop-Pheeneey complex	40-90%	severe
119	Terino silt loam	30-60%	high
122	Vailton silt loam	30-65%	severe

There are no areas onsite that meet the Thurston County CAO definition of a Landslide Hazard Area (definition provided below). There are some >15% slope areas onsite, but those areas do not also have impermeable subsurface material or springs – so are not classified as a Landslide Hazard Area; there are two small areas onsite that have >40% slopes, but the vertical slope height is less than 15 feet – so even those areas are not classified as Landslide Hazard Areas.

Even so, sloped areas would be evaluated for purposes of site planning and design, once there is a development proposal, and any regrading or engineered retaining walls would be reviewed and must meet requirements of the local regulatory authority. This work is required under current regulations to preclude causing an unstable future condition. However, detailed geotechnical studies must respond to a real rather than conceptual site plan. This is not a rezoning issue, but rather is a final site design issue.

Thurston County CAO definition of a Landslide Hazard Area (underlines are added for emphasis)

*“Landslide hazard areas” means those areas which are potentially subject to risk of landslide due to a combination of geologic, topographic, and/or hydrologic factors; and where the vertical height is fifteen feet or more, excluding those wholly manmade slopes created under the design and inspection of a geotechnical professional. The following areas, at a minimum, are considered to be subject to landslide hazards:*

- A. Any area with a combination of:
  1. Slopes of fifteen percent or steeper, and
  2. Impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel), and
  3. Springs or seeping groundwater during the wet season;
- B. Slopes of forty percent or greater;

*C. Any areas located on a landslide feature which has shown movement during the Holocene Epoch (post glacial) or which is underlain by mass wastage debris from that period of time;*

*D. Known hazard areas, such as areas of historic failures, including areas of unstable, old and recent landslides.*

*E. Breaks between landslide hazard areas shall be considered part of the landslide hazard area under the following condition: The length of the break is twice the height or less than the height of the slope below or above the break, whichever is greater; and the combined height is fifteen feet or more. When this condition is present, the upper and lower landslide hazard areas and the break shall be combined into one landslide hazard area.*

**Appellant Request #6: Assessment of air and noise pollution related to I-5 to the south and additional air and noise pollution from future development both during and after construction.**

Neither air nor noise pollution studies are typically undertaken during rezoning, but rather are *sometimes* required during detailed design phases.

An air pollution study is not typically required by the local jurisdiction for residential to residential conversion. So an air pollution study would not be typical for this type of project. There are no local regulations that preclude development of property adjacent to the freeway due to air quality impacts. There are no local regulations that preclude development of residential property adjacent to existing residential property due to air quality impacts. There are code regulations that control residential emissions such as from furnaces and fireplaces, which would automatically engage with any development proposal. For example, there is a crematorium at the adjacent cemetery which apparently has been monitored by the local Olympic Region Air Quality Control organization.

A noise pollution study is sometimes required when the project is in design phase (not for conceptual design or rezoning). There are no local rules that preclude development of property adjacent to the freeway due to noise impacts, and in fact, apartments are more typically located in these areas. There are no local rules that preclude development of residential property adjacent to the existing residential property due to noise impacts, but sometimes noise abatement design is included in the design phase in response to request by neighbors. At the time of detailed design, a noise pollution study might be used to reduce noise impacts to the neighborhood. But this is not typical for residential neighborhoods within the City.

**Appellant Request #7: Assessment as to whether required street widening will require more property than is currently available on existing street ROWs.**

This would be covered in the TIA report. The current proposal (suggested by the City of Olympia) is to redefine 9<sup>th</sup> Avenue as a neighborhood collector street, and add sidewalks. 9<sup>th</sup> Avenue already has a 60-ft ROW, so no new land would be needed. The proposed road width will use 55 feet of the 60ft ROW.

Access from the site along 8<sup>th</sup> Avenue (which lies on a private parcel within the subject property) can be extended to 9<sup>th</sup> along Chambers by widening the road east toward the subject property

rather than by widening Chambers to the west. Or 9<sup>th</sup> Avenue may be extended directly onto the subject site with proper engineering. Or Low Impact Development (LID) options might be utilized to reduce the required street width in some areas. Thus, there are many options available for street widening/design that will not require any additional property other than what is currently available on existing public ROWs and the subject property.

**Appellant Request #8: Assessment of access to public transportation (they desire eliminating possible access to Pacific).**

This would be covered in the TIA. At the time of site development, foot traffic patterns and needs of the future residents will be taken into account, and the local Transit Authority (IT) will be contacted for appropriate arrangements along Boulevard. In addition, fencing and signage can be included to ensure that residents cannot seek alternate routes through the cemetery to bus routes along Pacific Avenue.

**Appellant Request #9: Impacts to cemetery to north – Viewscape? Noise? Historic home on 7<sup>th</sup> Avenue?**

At the time of site development and design, one could offer vegetative screening, signage and appropriate fencing along the northern site boundary to ensure that neighborhood residents have no access to the cemetery and to minimize visual impacts. In addition, the future site developer might offer to provide a public education area near the cemetery entrance along Pacific Avenue or in front of the historic home along 7<sup>th</sup> Avenue to describe and recognize the interesting historic aspects of the cemetery. There are many other cemeteries in the local area that peacefully co-exist with adjacent residential and commercial development, and project design can accommodate.

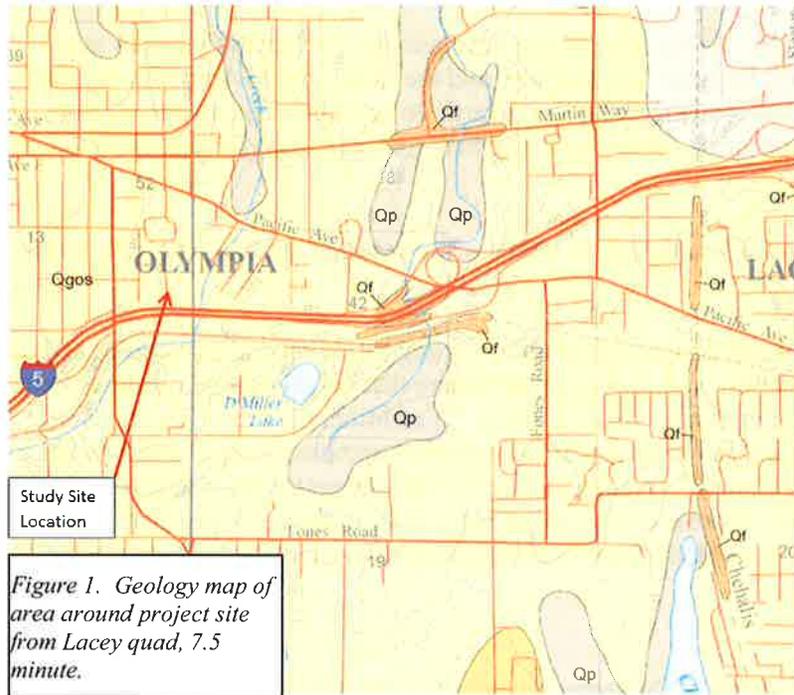
Appellant Response Summary: Most of the requested information is appropriate at site development stage rather than at rezoning stage. However, we do provide preliminary information below on wetlands, soils and flooding, and in a separate report on Mazama pocket gophers as this information does inform us as to whether the RM-18 zoning density is possible.

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## WETLANDS AND SOILS INFORMATION

### GEOLOGIC AND SOIL CONDITIONS IN THE PROJECT VICINITY

The Geologic Map (Figure 1) of the Lacey (7.5-minute Quadrangle, Thurston County, Washington) indicates that the project site is mapped as a sandy glacial outwash surface (Qgos map unit – Vashon recessional sand and minor silt). We provide condensed versions of the primary geology map unit descriptions below.



**Qgos** **Latest Vashon recessional sand and minor silt:** Moderately well-sorted, moderately to well-rounded, fine- to medium-grained sand with minor silt; noncohesive and highly permeable; thickness inferred from wells reaches up to 100 ft; deposited in and around the margins of glacial lakes; surrounds numerous steep-walled lakes and depressions (kettles), evidence that this unit was largely deposited during deglaciation when there was stagnant ice occupying much of the southern Puget Lowland.

**Qp** **Peat**—Organic and organic-matter-rich mineral sediments deposited in closed depressions; includes peat, muck, silt, and clay in and adjacent to wetlands.

**Qf** **Fill**—Clay, silt, sand, gravel, organic matter, rip-rap, and debris; includes engineered and non-engineered fills; shown only where fill placement is extensive, sufficiently thick to be of geotechnical significance, and readily verifiable.

The onsite geology mapping (Qgos) corresponds predominantly to areas mapped as Yelm soil series (Map units 126, 127) in the more detailed Thurston County Soil Survey maps (Figure 2).<sup>4</sup> The Yelm soils series “consists of very deep, moderately well drained soils formed in glacial outwash. They are in relict glacial lacustrine lakes and drainageways on terraces.”

<sup>4</sup> Soil survey maps will focus on conditions in the upper 2 meters of the soil profile while surficial geology maps will target the upper 20-50+ feet of the regolith.

Nearby areas mapped as Qp are wetland soils, such as the Indian Creek corridor north of Pacific Avenue and the headwaters of Woodard Creek located farther to the east.

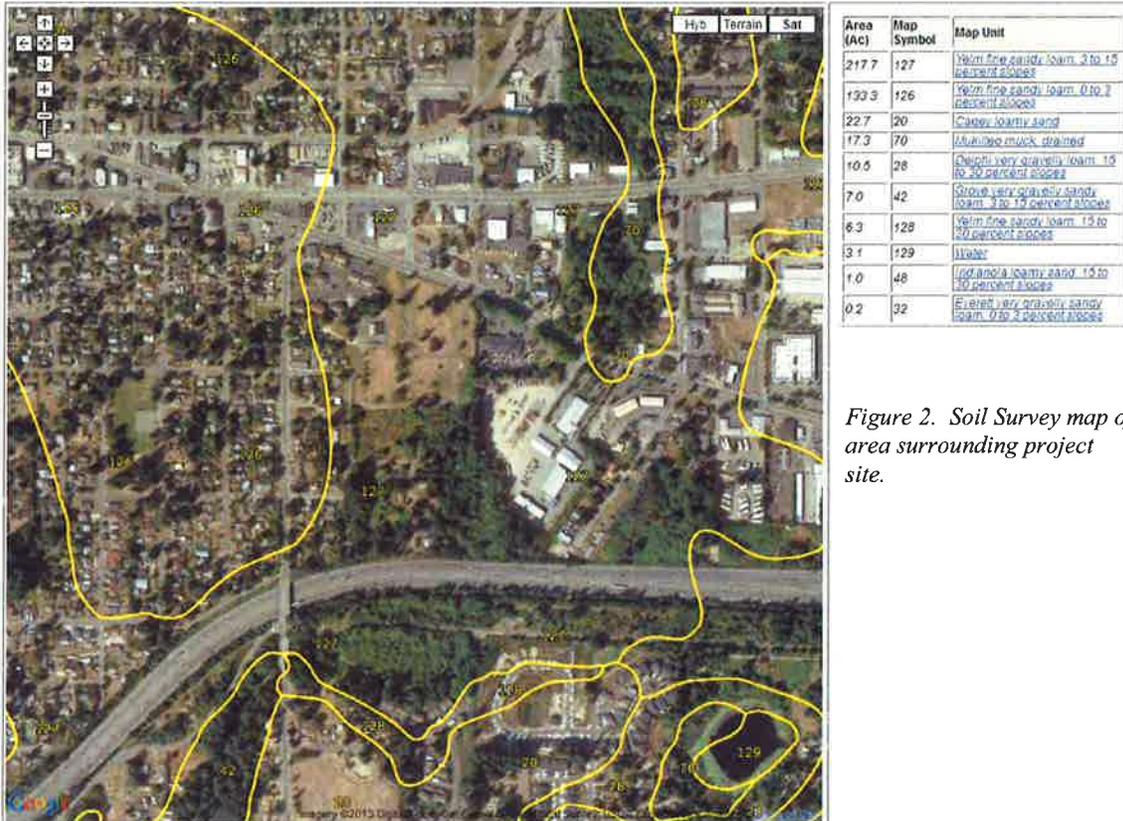


Figure 2. Soil Survey map of area surrounding project site.

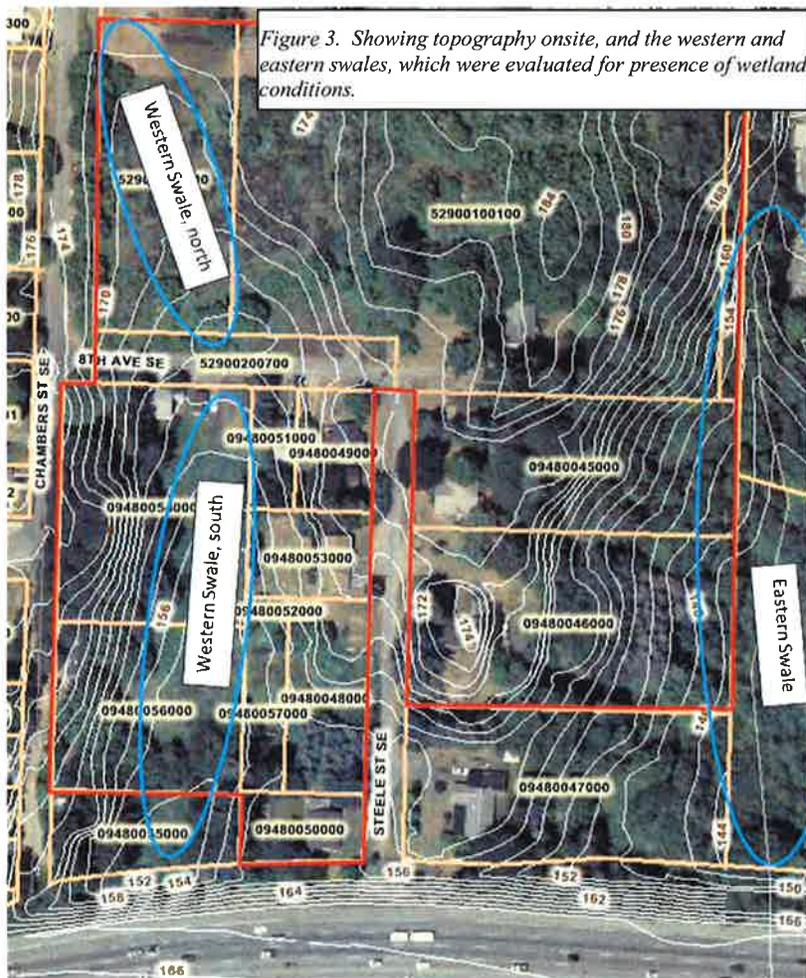
Yelm very fine sandy loams are upland soils; they are moderately well drained (i.e., may have a seasonal winter water table at 3-4 feet depth in some areas). In some areas, due to being layered (fine sands interbedded with silts), they may have redoximorphic features indicating a short-duration winter water table at ~4 feet.

**WETLANDS INFORMATION**

We carried out an onsite reconnaissance to evaluate potential wetland conditions on and near the site that might affect development potential. We followed standard federal and state protocol for these kinds of investigations (described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0), Environmental Laboratory U.S. Army Corps of Engineers May 2010) which is adopted by both Thurston County and the City of Olympia jurisdictions, i.e., we assessed soil samples, vegetation and hydrology in areas that were either already known to be wetland or had potential to be wetlands.

In order to be regulated as wetland, the area in question must:

- have wetland hydrology -- a persistent water table within 12 inches of the soil surface, lasting until at least mid-March in most years;
- have wetland soils – soil morphology indicating a long-duration water table, as described in Field Indicators of Hydric Soils in the United States A Guide for Identifying and Delineating Hydric Soils, Version 7.0, 2010
- have wetland plants – i.e., the plant community must be classified as Facultative (FAC), Facultative Wet (FACW) or Obligate (OBL) plants, per the USDA 2012 National Wetland Plant List and per protocols described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region which generally are intended to document that more than half of the dominant plants are hydrophytes.



From a Hydrogeomorphic standpoint, the most likely areas for wetlands would be in the base of the two onsite swales – one in the western portion of the site (base elevation on the Thurston County GeoData system ranging from 172' to 152') and the other more or less along the eastern study area boundary (base elevation ranging from 154' to 144').

We found no wetlands in the base of the Western Swale (Figure 3), although the swale base did become increasingly wet to the south. We did not have permission to access the offsite property at the far south end of the

swale, which is lowest in elevation, and thus should be wettest. However, there was no hydrology within 12 inches of the surface in any portion of the onsite western swale base, and we did not see indications of wetland conditions offsite to the south. We have had a relatively wet

winter recently – indicating that wetland hydrology should be present now, and should persist through mid-March.

The vegetation community across the northern and southern Western Swale base was dominated by non-hydrophytes (upland rather than wetland plants). At the northern end of the swale, Scots broom was common – a non-hydrophyte. At the central and southern portions of the swale, the surface was covered with Himalayan blackberry (non-hydrophyte invasive weed), English Ivy (non-hydrophyte escaped ornamental, invasive weed) and grasses.

Tree species around the perimeter of the western swale base included:

- Red alder (hydrophyte, but FAC only – i.e., also commonly found outside of wetlands);
- Filbert (non-hydrophyte)
- Big-leaf maple (non-hydrophyte)
- Willows (hydrophytes, but surrounded by non-hydrophytes)
- A wide range of conifer species that may have escaped from small onsite Christmas tree farms – including Douglas fir (Upland), Hemlock (FACU), Noble fir (NI), Grand fir (FACU-) and western redcedar (FAC)

The soils in the Western Swale base were silt loams and sandy loams. No soils sampled showed indications of a long duration water table within 12 inches of the surface. There were redoxymorphic features deeper in the soil profile at the far south end of the swale, indicating a short-duration, periodic water table at 2-3 feet depth – but there were no soil indicators of a long duration water table at 12 inches or less.

Thus, the Western Swale base did not contain the required characteristics to be classified and regulated as a wetland – it did not have wetland hydrology; did not have hydric soils, and was not dominated by wetland plants.

The Eastern Swale base did contain wetlands (Figure 4), as indicated on the Thurston County GeoData system. That Palustrine Forested (PFO)/ Palustrine Scrub-Shrub (PSS) wetland is fed primarily by piped flow from Indian Creek, but also receives direct runoff from the Puget Sound Energy (PSE) parking lot, and possibly also from Interstate 5, which bounds the southern edge of the wetland system.

Thurston County GeoData mapping shows the Indian Creek corridor (piped) as following the eastern study site boundary. However, information in City of Olympia utility mapping and WA-DOT As-Built drawings along the freeway corridor show that flow from Indian Creek is collected into a 36” diameter culvert at Pacific Avenue. That piped flow continues diagonally across the PSE parking lot, and flows into the NE corner of the subject wetland, located mostly offsite at the southeast corner of the project area. The invert elevation of the 36” diameter pipe at Pacific is 141.57; top of pipe at 144.45, and we are told (personal communication from Andy Haub, City of Olympia) that the pipe runs very close to full most of the time. WA-DOT As-Built drawings at the freeway culvert crossing indicate that the 36” diameter culvert below I-5 (which conducts overflow from the wetland) has an invert elevation of 140.07 feet on the N side of the freeway, and 139.62 feet on the south side of the freeway.

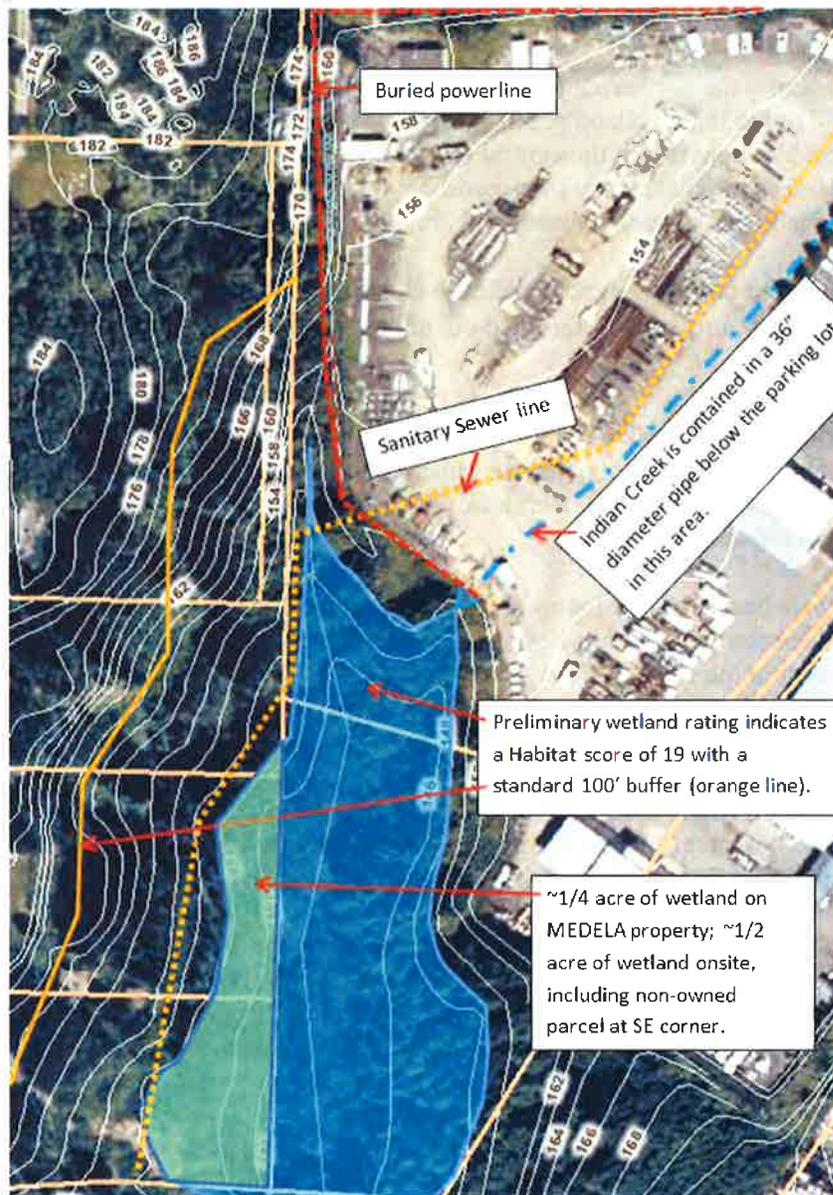


Figure 4. Showing approximate boundaries of wetland and 100' standard wetland buffer in Eastern Swale base. Also showing locations of buried utilities around the wetland, including the piped inflow from Indian Creek.

including a buried electrical line (around the entire N and W perimeter – marked in red dashed line on the Figure 4 map) and a sewer pipeline (marked in dotted yellow line on the Figure 4 map), which diagonals across the parking lot approximately parallel to and west of the Indian Creek pipe, then turns to follow the western PSE property line (eastern study site boundary) approximately east of the onsite 8<sup>th</sup> Avenue roadway. That sewer line turns farther west as it

This information clarifies that Indian Creek does not flow through a pipe along the north and west sides of the PSE parking area, but rather takes the more direct, diagonal pathway across the PSE parking lots, and if free-flowing (not piped), would be expected to have a surface water elevation of about 143-144 feet. However, GeoData topography maps indicate that the wetland water surface elevation is at about 147 feet elevation during winter months. We assume this is due to extra flow inputs from the PSE parking lot and I-5 – but also from water backing up at the freeway culvert (which may be blocked or undersized), causing the wetland water surface elevation to be higher.

We note that there are other utilities onsite that do use the utility corridor around the north and west sides of the PSE parking lot –

extends south to avoid the wetland boundary. Sometimes, pipeline bedding provides a preferential flow pathway for local groundwater, which could also contribute hydrology to the wetland system.

The area around the wetland is mapped as a flood zone on the Thurston County GeoData maps, with the edge of flood zone elevation lying at approx. 153 feet elevation (i.e., 5 feet higher than the approximate wetland water surface elevation). The potential flood zone falls entirely within the 100' standard wetland buffer, so is not expected to cause problems with site development.

Most of the wetland lays offsite on PSE property, but the entire wetland is considered when rating. The rating results indicate a total of 47 points (high Cat III system), with 19 habitat points – i.e., a 100' standard buffer. The wetland scored lower due to being surrounded by residential development, commercial development and freeway with no direct surface connections to other critical habitats.

About 1/4 acre of wetland lays on the MEDELA property; thus would result on a ~2.75% reduction in total acreage for density calculation purposes. For example, under current zoning, 70 instead of 72 single family homes would be allowed. This same calculation would be required of any zoning, and would define the maximum number of building units allowed after removing the wetland acreage.

Please feel free to ask for clarification if needed on any of these issues.

Respectfully,  
Lisa Palazzi, CPSS, PWS

J. W. Morrissette & Associates, Inc., P.S.



## Key Environmental Solutions, LLC.

January 8, 2013

Thurston County Resource Stewardship Department  
Attn: Cindy Wilson, Senior Planner  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Re: Medela Group Property Rezoning DNS Appeal, Prairie Habitat Recon, Thurston County Parcels #09480045000, 09480046000, 09480048000, 09480049000, 09480050000, 09480051000, 09480052000, 09480053000, 09480054000, 09480056000, 09480057000, 52900100100, 52900200900, and 52900200700. Located in SE Olympia off 8<sup>th</sup>, 9<sup>th</sup> and Chambers Streets, Olympia, Washington, Section 13, Township 18 North, Range 02 West, W.M., and in accordance with the *Thurston County Interim Prairie Ordinance 14542*.

Dear Ms. Wilson,

Key Environmental Solutions, LLC. (KES) has completed a Prairie Habitat Recon on the above referenced parcels located off 8<sup>th</sup>, 9<sup>th</sup> and Chambers Streets in SE Olympia in Olympia, Thurston County, Washington. The purpose of the recon is in response to the DNS rezoning appeal. Fieldwork was conducted on January 3, 2013.

### **Project Description and Findings**

The project site is located on 14 parcels owned by the Medela Group LLC., located in SE Olympia. The site is approximately 9 acres and is currently developed with nine single family residences. The proposed project is to rezone the parcels from 4-8 acre residential to RM18. This rezoning is consistent with both Thurston County and the City of Olympia's Long Range Comprehensive Plans. Both Thurston County and the City of Olympia have issued staff reports that are in support of the rezoning of the 14 parcels. The current rezoning proposal does not impact any prairie or prairie species.

KES reviewed Washington Department of Fish and Wildlife's (WDFW) Priority Habitat Species (PHS) lists and maps and no listed species were found to occur in the area. Adjacent areas were also looked at for any critical areas or listed species, and none were found to occur.

Historically (approximately 30 years ago) the site was used as farm for pasture and as an old filbert (hazelnut) orchard. Over the years 9 houses have been constructed on the site.

The site was reviewed for prairie species, since #127 Yelm fine sandy loam, 3 to 15% slopes soils were shown to occur onsite and Mazama Pocket Gophers have been found to use this soil type. There were no Mazama Pocket Gopher mounds, prairie plants or oaks observed to occur onsite. There were numerous moles observed. #127 Yelm fine sandy loam is not listed on the

Prairie Soils list, but since appellants to the rezoning had brought up Mazama Pocket Gophers, the Medela Group, LLC., wanted to be proactive and have the site reviewed.

KES's is aware that this recon is outside of the Washington Department of Fish and Wildlife (WDFW) recommended guidance on when Prairie Habitat Recon's should occur, which is April-October. The project site was reviewed for past and current gopher activity and none were found to occur onsite. The site will be reviewed again in April to re-verify that no prairie species exist onsite. It is KES's professional opinion that no Prairie Habitat or species, including the Mazama Pocket Gophers occur on the 14 parcels.

KES also reviewed the surrounding properties for prairie species and did not find any.

The dominant vegetation that occurred onsite were: manicured lawns, various landscaping trees, shrubs, and plants including Camelia, a variety of orchard trees including apple and plum, a variety of grasses, *common dandelion (Taraxacum officinale-FACU)*, Himalayan blackberry (*Rubus armenicus-FACU*), Douglas fir (*Pseudotsuga menziesii-FACU*), English ivy (*Hedera helix-NI*), Scotch broom (*Cytisus scoparius-FACU*), red alder (*Alnus rubra-FAC*), soft rush (*Juncus effuses-FACW*), salmonberry (*Rubus spectabilis-FAC*) bracken fern (*Pteridium aquilinum-FACU*), hazelnut (*Corylus cornuta-FACU*), holly (*Ilex aquifolium-FACU*) and Western red cedar (*Thuja plicata-FAC*).

It is KES's professional opinion that the plan to rezone the 14 parcels should be permitted and will not impact Prairie Habitat or Prairie Species.



Typical mole mounds found to occur onsite.



One of the houses surrounded my mole mounds.



Area sloping towards I-5 covered in English ivy.



Typical area around one of the houses.



Area around one of the houses.



Adjacent cemetery property.



Typical area covered in Scotch broom.



Typical old hazelnut orchard area.

KES personnel have based the above conclusions on standardized scientific methods and best professional judgment. Local, state, and federal regulatory agencies may or may not agree with the findings presented in this report. The services described in this report were performed consistent with generally accepted professional consulting principles and practices. There are no other warranties, expressed or implied. The services performed were consistent with our agreement with our client. This report is prepared solely for the use of our client and may not be used or relied upon by a third party for any purpose. Any such use or reliance will be at such party's risk. The opinions and recommendations contained in this report apply to conditions existing when services were performed. Key Environmental Solutions, LLC, (KES) is not responsible for the impacts of any changes in environmental standards, practices, or regulations after the date of this report. KES does not warrant the accuracy of supplemental information incorporated in this report that was supplied by others.

Thank you for the opportunity to evaluate this project and please contact us at (360) 942-3184 or (360) 562-5763 should you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Key McMurry".

Key McMurry

Owner/Professional Stream and Wildlife Biologist



**COMPREHENSIVE PLAN and SEPA PROJECT NUMBER**

Project Number 2009103063, Folder Number 09 109600 XA

**DETERMINATION OF NONSIGNIFICANCE**

**Proponent:** Thurston County Development Services  
2000 Lakeridge Drive SW, Building #1  
Olympia, WA 98502  
Contact: Jeremy Davis (360) 754-3355 ex 7010

**Description of Proposal:**

This SEPA review is for 2012 Thurston County Comprehensive Plan Land Use Amendments and associated development regulations and zoning amendments. This update is part of a schedule of periodic reviews required by the Growth Management Act. Because these proposed amendments are not associated with a specific development proposal, they are being reviewed as Non-project Actions, in accordance with the requirements of the State Environmental Policy Act (SEPA).

Following is a brief summary of the proposed code changes. If you would like a more detailed description of the proposed changes, please go to the web page at: [http://www.co.thurston.wa.us/PLANNING/comp\\_plan/comp\\_plan\\_home.htm](http://www.co.thurston.wa.us/PLANNING/comp_plan/comp_plan_home.htm) and [http://www.co.thurston.wa.us/PLANNING/subdivision/subdivision\\_home.htm](http://www.co.thurston.wa.us/PLANNING/subdivision/subdivision_home.htm), or contact staff above.

**A. Olympia UGA Site Specific Comprehensive Plan, Land Use Plan Amendment - Project Number 2009103063 Medela, S13/T18/R1W**

The proposal is to amend the Comprehensive Plan for the City of Olympia and the Olympia UGA to change the land use plan from Residential 4 to 8 units per Acre (R 4-8) to Residential Multifamily 18 (RM 18). A variety of density proposals will be evaluated.

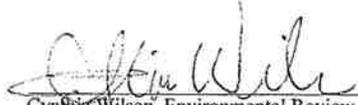
Critical areas, including Indian Creek and an associated wetland system, lie to the east and southeast of the subject area and may limit development around this area or require the transfer of density outside of critical areas and buffers.

**Location of Proposal:** Thurston County  
**Section/Township/Range:** N/A **Tax Parcel No.:** Multiple

**Threshold Determination:** The lead agency for this proposal has determined that it does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement is not required under RCW 43.21C.030(2)(C). This decision was made after review by the Lead Agency of a completed Environmental Checklist and other information on file with the Lead Agency. This information is available to the public on request.

**Jurisdiction:** Thurston County  
**Lead Agency:** Development Services  
**Responsible Official:** Cliff Moore, Resource Stewardship Director

**Date of Issue:** October 11, 2012  
**Comment Deadline:** October 25, 2012  
**Appeal Deadline:** November 1, 2012

  
Cynthia Wilson, Environmental Review Officer

This Determination of Nonsignificance (DNS) is issued under 197-11-340; the lead agency will not act on this proposal for 14 days from the date of issue. No permits may be issued, and the applicant shall not begin work until after the comment and any appeal periods have expired and any other necessary permits are issued. If conditions are added, deleted, or modified during the 14-day review period, a modified DNS will be issued. Otherwise, this DNS will become final after the expiration of the comment deadline and appeal period, if applicable.

**APPEALS:** Threshold determinations may be appealed pursuant to TCC 1709.160 if: (1) a written notice of appeal, meeting the requirements of TCC 17.09.160(4), and the appropriate appeal fee is received by the Thurston County Development Services Department within seven calendar days of the last day of the comment period; and (2) the person filing the appeal meets the requirements of TCC 17.09.160(2).

**NOTE:** The issuance of this Determination of Nonsignificance does not constitute project approval. The applicant must comply with all applicable requirements of Thurston County Departments and/or the Hearing Examiner prior to receiving permits.

Thurston County Development Services, Cynthia Wilson  
Building #1, Administration  
2000 Lakeridge Drive SW  
Olympia, WA 98502 (360) 786-5475

- cc: Department of Ecology
- Thurston Co Roads & Transportation Service
- Roads Development Review
- Washington Department of Transportation
- City of Tenino, Mayor
- City of Yelm
- City of Tumwater
- City of Olympia, Planning
- Port of Olympia
- Squaxin Island Tribe
- Nisqually Tribe
- W DNR
- Jeremy Davis
- Thurston Co Environmental Health Dept
- Department of Fish & Wildlife
- Sub Area # All
- Town of Rainier, Mayor
- Town of Bucoda, Mayor
- City of Lacey
- Holly Gilbert, TRPC
- Scott Clark
- Chehalis Tribe
- T.C. Water and Waste Management
- Interested Parties
- Medela APO list
- Christy Osborn

# Land Use and Urban Design



A blending of old and new land uses.

## What Olympia Values:

*Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens in neighborhoods, downtown, and along our shorelines.*

## Our Vision for the Future:

*A walkable, vibrant city.*

Read more in the [Community Values and Vision](#) chapter

## Introduction

[+](#) SHARE

How we choose to live within, and how we alter, our landscape is critical to our quality of life, and to whether that quality of life can be sustained and improved.

The State's 1990 [Growth Management Act](#) <sup>GA</sup> called for Olympia to establish land use designations and densities sufficient for at least 20 years. The [County-Wide Planning Policies](#) <sup>GA</sup> adopted by Thurston County and its seven cities in 1993 describe a common goal of concentrating growth in the urban areas "in ways that ensure livability, preservation of environmental quality and open space, varied and affordable housing, high quality urban services at least cost, and orderly transition of land from County to City." We can choose to isolate land uses and neighborhoods, or blend them into a single vital community. We can create spaces separated by long travel distances, or provide for a variety of experiences in each part of the city. We can choose to use land efficiently for recreation, housing, and business while setting aside selected areas for open space and communing with nature, or we can create homogenous subdivisions and isolated commercial areas. We can employ architecture and landscaping reflecting Olympia's unique and historic character, or we can build places with little regard to the local landscape and climate. These choices will determine Olympia's form for many generations.

Our community seeks to:

- Encourage development in urban areas where public services and facilities are already present.
- Phase urban development and facility extension outward from the downtown area.
- Establish land use patterns that ensure residential densities sufficient to accommodate 20-years of population growth.
- Focus higher residential densities downtown, along urban corridors, and near neighborhood centers.
- Employ innovative development techniques that create a better community.



### A new pair of townhomes reflects Olympia's historic character.

Olympia's "[Urban Design Vision and Strategy](#)," appreciation of the area's history, and sustainable community philosophy all provide additional direction for this chapter. In particular, the sustainability policies call for us to consider the long-range implications of our land use decisions and to provide for a pattern of development that can be sustained and enjoyed by future generations.

For example, mixed-use 'villages' and opportunities for residential development in commercial areas provide for increasing residential densities by blending land uses. By enabling less reliance on automobiles, by providing for compact development that requires less land, by efficiently providing streets, utilities, and services, and by establishing development densities and site designs that protect environmentally sensitive areas and reflect the capacity of natural systems, we can provide a quality community for coming generations.

We envision:

- Spaces that are safe and pedestrian-friendly
- Development that minimizes harm to the environment
- Densities and land use types consistent with many types of transportation
- Places for quiet residential uses, and places where economic activity is emphasized
- Walkable neighborhoods with unique centers and identities
- Development that complements the historic character of the community
- Recognition of the importance of lands near water
- A process for exploring the unique possibilities of each area with special attention given to Downtown, the Westside core area, the eleven planning 'subareas,' and other special geographic areas within the community

The focus here is on 'built' land uses such as housing and commercial structures and development patterns. Complementary parks, open spaces and natural areas are addressed in the [Public Health, Parks, Arts and Recreation](#) and [Natural Environment](#) chapters. These land uses cannot be isolated from economic topics, and employment in particular, addressed by the [Economy](#) chapter. Facilities and services to support this urban development pattern, including the critical transportation system, are described in the [Transportation, Utilities](#), and [Public Services](#) chapters. In many cases the special area plans described in this chapter will touch on all of those topics and more.

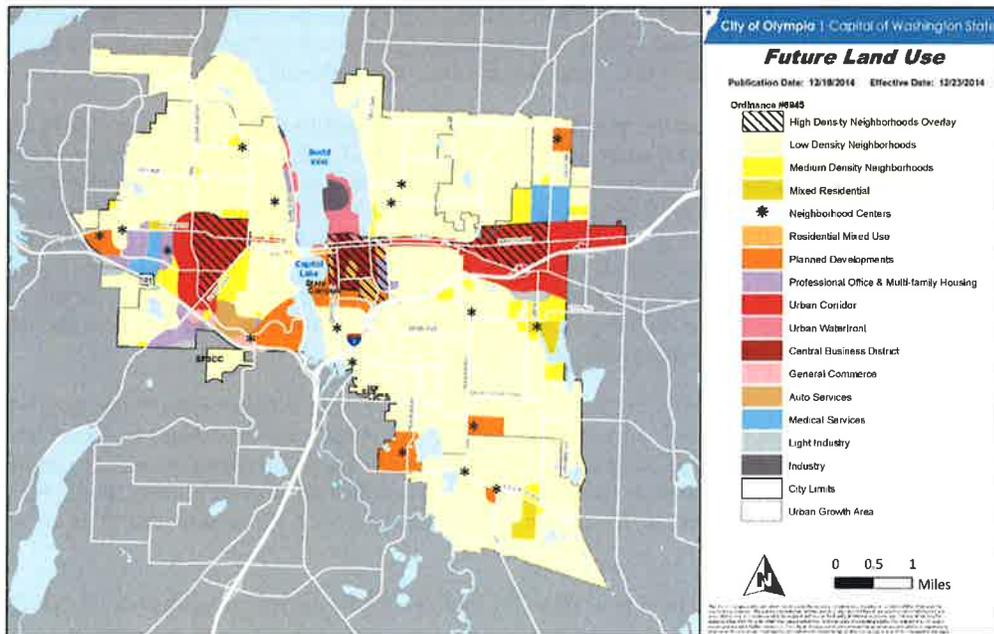
The City of Olympia, in cooperation with Thurston County, plays a major role in determining the location, intensity, and form of land uses in the community. This chapter addresses the proposed uses of land in Olympia's Urban Growth Area and the design and locations of buildings and other structures within that landscape. It includes:

- The location and quantity of those land uses and their relation to each other
- The functional design of those land uses including buildings and surrounding spaces
- Opportunities for historic preservation
- The aesthetic form of the built environment

The [Future Land Use Map](#) shows the approximate locations for a variety of land uses in Olympia's Urban Growth Area. This map is not a zoning map. Rather it provides guidance for zoning and other regulations to ensure uses of land and development consistent with this Plan. Although these map lines are approximate, all future land uses should be consistent with the intent of this map and the land use category descriptions in Appendix A as well as the goals and policies of this Plan. In general, zoning and land uses should not deviate from the [Future Land Use Map](#) boundaries by more than about 200 feet. Compatible and supporting land uses, such as parks, schools, churches, public facilities and utilities, streets and similar features, are expected within these areas. See Appendix A regarding acreages, densities, and building heights of each use category.

Proposed rezones shall meet criteria to be adopted into the Olympia Municipal Code that address:

1. Consistency with the Comprehensive Plan.
2. Consistency with the City's development regulations that implement the Comprehensive Plan.
3. Compatibility with adjoining zoning districts and transitioning where appropriate to ensure compatibility.
4. Adequacy of infrastructure in light of development potential of the proposed zoning.



#### [Future Land Use Map of Olympia and its Urban Growth Area](#)

The community employs regulations, such as zoning, design review, stormwater, engineering, building, and subdivision standards, to ensure that new development conforms to the goals and policies described in this chapter. The regulations are administered by City staff and a Hearing Examiner selected by the City Council. Equally important to this land use and design vision is capital facility planning and construction by the City of Olympia and other public agencies of the area. Continuing

cooperation between the State and the City, among the local governments, and with special purpose governments such as the Port of Olympia and the school districts is critical. And, as envisioned, substantial resources and the support of everyone in the community will be needed to focus more detailed efforts in neighborhoods and other special places.

## General Land Use and Design

SHARE

To achieve our vision of Olympia while accommodating our share of the region's population, we need to plan for quantity at the same time as we pursue quality. Such a community is one in which pattern and mix of land uses supports healthy lifestyles, such as walking to nearby services instead of driving. We need to consider the implications of climate change, and how we can minimize our community's contribution. We must be prepared to adapt our built environment as resources change, while preserving key elements of Olympia's architectural and cultural heritage. At the same time, we need to consider the character of Olympians today, and those of the future. The needs and interests of a more diverse, more urban, and generally older population will differ from those of today.

Olympia was once a port-oriented community with a central business district and compact single-family neighborhoods. Now, its land-use pattern is more suburban, with commercial development taking place outside of downtown, and lower-density neighborhoods with fewer street connections. Over the next 20 years, as Olympia becomes a more urban place, the pattern of land use and design of urban areas will change as we accommodate an expanding population while retaining our community's character and heritage.

This Plan envisions gradually increasing densities in Olympia accompanied by attractive streets and buildings arranged for the convenience of pedestrians. The location, mix and relationship of land uses to each other and to our streets will be crucial as will be the character of commercial and residential areas, parks, and open spaces. The Plan envisions new development that will reinforce the community's identity, urban design preferences, and historic form. Selected major streets will gradually transform into attractive, higher density, mixed residential and commercial "urban corridors" with frequent transit service.

Housing will be available within and near shopping and employment areas. Development will be carefully designed to integrate with the adjacent transportation system, and with key features such as downtown and the hospitals. Neighborhoods and commercial areas will gradually be woven together into a cohesive urban fabric. These "ten-minute" neighborhoods will provide ready-access from homes to supporting businesses, and to parks, schools and other gathering places.

The relationship between the transportation system and other land uses plays a key role in urban life. The [Transportation](#) chapter addresses the specific design of streets, such as the number of travel lanes, the presence of bike lanes, transit pull-outs, pedestrian amenities, street trees, and sidewalks. The relationship of these street features to adjacent land uses, the location and supply of parking, and the proximity of buildings to the street is critical to the experience and choices of pedestrians, bicyclists, transit riders and motorists. Thus, to integrate the streets and trails with adjacent uses, development must be carefully designed in combination with the adjacent transportation system. Details must be suited to all users and to the form of the street. For example, major building entrances should face or be conveniently reached from streets, rather than parking lots.

In addition to private activities, such as homes, businesses and industry, some of the lands within the City will be used for public purposes and facilities. Although some those lands are identified in this Plan, such as the locations of future streets, other specific needs are identified in more detailed planning documents of the City, such as the Water System Plan which identifies this utility's need for new water tank sites. Olympia works with Thurston County and other local agencies to identify areas of shared need for public facilities.

The purpose of the goals and policies below is to direct land use patterns, densities, and design standards which:

- Reflect the community's urban design vision
- Maintain or improve the character of established neighborhoods
- Preserve the historic features of Olympia
- Provide for a variety of transportation alternatives

- Provide people with opportunities to live close to work
- Create desirable neighborhoods with a variety of housing opportunities, different lifestyles and income levels, and a sense of community
- Provide for a compact growth pattern
- Promote energy efficiency
- Reflect the land's physical and environmental capability
- Provide space for parks, open spaces, and other community facilities
- Protect views and features of the community's landscape valued by the public

## GL1

### Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.

 SHARE

**PL1.1** - Ensure that new development is built at urban densities or can be readily modified to achieve those densities; and require that development lacking municipal utility service be designed to cost-effectively transform when services become available.

**PL1.2** - Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.

**PL1.3** - Direct high-density development to areas with existing development where the terrain is conducive to walking, bicycling and transit use and where sensitive drainage basins will not be impacted.

**PL1.4** - Require functional and efficient development by adopting and periodically updating zoning consistent with the [Future Land Use Map](#).

**PL1.5** - Require new development to meet appropriate minimum standards, such as landscaping and design guidelines, stormwater and other engineering standards, and buildings codes, and address risks, such as geologically hazardous areas; and require existing development to be gradually improved to such standards.

**PL1.6** - Provide for a compatible mix of housing and commercial uses in commercial districts and village sites that enables people to walk to work and shopping, supports transit, and includes convenience businesses for residents. Integrate adjacent uses with walkways and bike paths leading from residential areas to commercial districts and neighborhood-oriented businesses.

**PL1.7** - Enable frequent transit service, support housing, utilize existing infrastructure, provide public improvements and concentrate new major shopping, entertainment and office uses downtown, in the medical services area of Lilly Road, near the Capital Mall, and in the urban corridors.

**PL1.8** - Buffer incompatible industrial, commercial and residential uses by requiring landscaped buffers or transitional uses, such as plazas, offices, or heavily landscaped parking; use natural buffers where possible and require clustering where warranted.

**PL1.9** - Require direct and convenient pedestrian access to commercial and public buildings from streets, bus stops and parking lots, and encourage sheltered seating and other uses of vacant sections of the street edge.

**PL1.10** - In pedestrian-oriented commercial areas, require sidewalk awnings or other weather protection on new and substantially remodeled buildings.

**PL1.11** - Require businesses along transit routes to accommodate transit use by including building entrances near bus stops or other features such as transit shelters or on-site bus access.

**PL1.12** - Encourage major commercial projects to include display windows, small shops with separate entrances, and plazas with seating and other well-landscaped gathering spaces.

**PL1.13** - Require new, and encourage existing, businesses to provide bicycle parking.

## Land Use Patterns and Building Forms Determine Whether Energy is Used Efficiently

 SHARE

Land use patterns and development influence energy use. Blending of residential units with work places promotes energy efficiency. Higher densities contribute to the success of bus systems. Higher densities close to offices and commercial districts help reduce fuel consumption by reducing overall commuter and shopper mileage. In contrast, suburban densities and sprawl result in spending a lot of time and energy on transportation.

With a more compact development pattern and other transportation improvements, Thurston County's percentage of drive-alone commuters can be reduced from 85 to 60 percent. Park-and-ride lots, vanpooling, ridesharing and flexible work schedules can help reduce vehicle miles and congestion. Both the public and private sectors can encourage transit use by offering bus passes and other incentives to employees. A well-laid-out transportation system will also aid in conserving energy. Smoother traffic flows can increase vehicle efficiency by up to five percent. Provisions for pedestrian and bicycle traffic can promote use of the energy saving means of commuting. By these means we could achieve a 10-15 percent transportation energy savings within a decade or two.

The primary residential use of energy is for space-heating. Thus, strengthening building code requirements for energy efficiency is an effective way to reduce energy consumption. When combined with appropriate insulation levels, solar energy can meet half the heating needs of a home in Olympia. Effective layout of subdivisions that allow for solar access and protection from winter winds can help, as can public education on energy conservation.

The competitive environment can stimulate energy efficiency by reducing production costs. Thus the combined industrial and commercial sectors do not use as much energy as either the transportation or residential sectors. Local governments can further influence industrial and commercial energy use through education and incentives.

The government sector is a very visible part of the energy picture and can set an example for efficient and conscientious energy use. Education in this sector includes both educating users, such as employees, and informing the public. Government buildings and equipment can be models of efficiency in the use of construction methods and materials, as well as utilizing efficient pumps, heating systems, and lighting. Government operations can also be models of use of alternative fuel sources and non-motorized travel.

### GL2

#### **Buildings, commercial and industrial processes, and site designs use energy efficiently.**

 SHARE

**PL2.1** - Pursue partnerships to promote energy efficient construction and lighting, low-energy designs, and weatherization in both new and existing buildings. Encourage material subsidies for low-income citizens.

**PL2.2** - Promote public education and provide energy conservation and solar and other renewable energy information in cooperation with local utilities and others.

**PL2.3** - Encourage local 'cogeneration' of energy when environmentally sound and not in conflict with other land uses.

**PL2.4** - Encourage and sometimes require buildings and site designs that result in energy efficiency and use of solar and other renewable energy.

**PL2.5** - Support efforts to protect solar access in existing structures and to incorporate solar access provisions into new development projects.

## Urban Design, Historic Structures and Built Form

 SHARE

Olympia's [Urban Design Vision and Strategy of 1991](#) identified the design and architectural preferences of community residents. This study continues to provide guidance for this Comprehensive Plan and future development. It identified the types of development that citizens feel are appropriate and inappropriate for our community. Study participants particularly valued Olympia's waterfront, downtown, the Capitol Campus, the older established neighborhoods, and views of the Olympic Mountains and the Black Hills. They favored streets that provide an attractive, safe, and inviting place for pedestrians, as well as provide for efficient traffic flow. Specifically, they liked the portions of downtown where buildings form a continuous edge along the street, where it is interesting to walk, and where awnings protect people from the rain.

Much of our community is already built. Many of our neighborhoods are more than 50 years old and our downtown is older still. These established neighborhoods provide the 'sense of place' and character of Olympia. To preserve this character, new buildings incorporated into the existing fabric must reflect both their own time-period and what's come before. We will acknowledge the importance of historic preservation by protecting buildings and districts and celebrating the people and events that shaped our community. We will conserve natural resources by keeping historic buildings properly maintained and in continuous use, thereby avoiding decay and demolition which would waste resources used to create these structures.



**The Bigelow House, Olympia's oldest residence.**

However, our heritage extends beyond buildings and back in time before European settlement. Artifacts, photographs, structures, sites and stories of our collective past were entrusted to us and so should be preserved for future generations. Tribes, such as the Squaxin Island Tribe, play a major role in this task. Private property owners shoulder much of the responsibility of protecting historic buildings. And Olympia's Heritage Commission advises the City Council on matters of historic preservation and assists owners of historic buildings in caring for their property. With the community support we can ensure that our heritage is preserved for everyone to appreciate today and always.



Many of our older homes are a source of pride for young families.

Studies of Olympia and other communities also reveal that including open space and appropriate landscaping within site designs improves developments by providing places for relaxing, restoration and outdoor activities in general. In particular, trees provide a valuable public resource, enhance the quality of the environment, provide visual buffers and natural beauty, preserve the natural character of an area, and soften the impact of buildings and streets. Trees and other landscaping help reduce air pollution, noise and glare, provide cooling in summer and wind protection in winter, and in some cases provide materials and food for wildlife and humans. The goals and policies below encompass all of these elements of good design.

### GL3

**Historic resources are a key element in the overall design and establishment of a sense of place in Olympia.**

 SHARE

- PL3.1 - Protect and evaluate historic and archaeological sites.
- PL3.2 - Preserve those elements of the community which are unique to Olympia or which exemplify its heritage.
- PL3.3 - Protect historic vistas from the Capitol Campus to Budd Inlet and the Olympic Mountains and from Budd Inlet to the Capitol Group.
- PL3.4 - Safeguard and promote sites, buildings, districts, structures and objects which reflect significant elements of the area's history.
- PL3.5 - Encourage development that is compatible with historic buildings and neighborhood character, and that includes complementary design elements such as mass, scale, materials, setting, and setbacks.
- PL3.6 - Plan for land uses that are compatible with and conducive to continued preservation of historic neighborhoods and properties; and promote and provide for the early identification and resolution of conflicts between the preservation of historic resources and competing land uses.
- PL3.7 - Identify, protect and maintain historic trees and landscapes that have significance to the community or a neighborhood, including species or placement of trees and other plants.
- PL3.8 - Encourage preservation and discourage demolitions or partial demolitions of intact historic

structures.

## GL4

### **Neighborhoods take pride in their historic identity.**

 SHARE

**PL4.1** - Assist older neighborhoods and districts to discover their social and economic origins and appreciate their historic features. (Also see downtown section below.)

**PL4.2** - Facilitate the preservation of historic neighborhood identity and important historic resources.

## GL5

### **Historic preservation is achieved in cooperation with all members of the community and is integrated into City decision-making processes.**

 SHARE

**PL5.1** - Work with the State archeologist to protect archeological resources.

**PL5.2** - Coordinate with adjacent governments; particularly to provide public information about the area's history and development.

**PL5.3** - Recognize the contributions of minorities, workers, women and other cultures to Olympia's history.

**PL5.4** - Continue programs -- such as the Heritage Commission, the Heritage Register and the historic marker program -- that effectively identify, recognize, and encourage the preservation and continued use of historic structures, districts, and sites which provide physical evidence of the community's heritage.

**PL5.5** - Provide incentives and assistance for preserving, restoring, redeveloping and using historic buildings, districts, neighborhoods, streets, structures, objects and sites.

**PL5.6** - Support public or non-profit acquisition of the most important historic resources to ensure their preservation.

**PL5.7** - Recognize the value of historic preservation as part of the effort to maintain an affordable housing stock.

**PL5.8** - Promote economic vitality through historic preservation.

**PL5.9** - Promote mutual goals in historic areas, including districts, buildings and site, through collaboration among City departments, the Heritage Commission and other commissions.

## GL6

### **Community beauty is combined with unique neighborhood identities.**

 SHARE

**PL6.1** - Establish a design review process for:

- Commercial and mixed use development adjacent to freeways and public streets
- Other highly-visible, non-residential development, such as the Port of Olympia, campus developments, and master planned developments
- Multifamily residential development and manufactured housing parks
- Detached homes on smaller lots (less than 5,000 square feet) and in older neighborhoods (pre-1940)
- Properties listed on a Historic Register or located within a designated historic district

**PL6.2** - The design review process should recognize differences in the city with the objective of maintaining or improving the character and livability of each area or neighborhood.

**PL6.3** - Require commercial and residential buildings to face the street or a courtyard or other common area.

**PL6.4** - Require multi-family housing to incorporate architectural forms and features common to nearby housing; to include porches, balconies, bay windows and similar details; to have entries oriented to streets or a courtyard, and include accessible open space; and to be reduced in size near lower density residential districts.

**PL6.5** - Ensure that parking areas do not dominate street frontages or interrupt pedestrian routes, and that they are screened from single-family housing.

**PL6.6** - Prohibit fences and walls that inhibit walking or isolate neighborhoods from streets, except to reduce noise, provide buffers, or create private rear yards.

**PL6.7** - Create attractive entry corridors to the community and neighborhoods, especially downtown and along urban corridors; to include adopting design standards and installing significant special landscaping along community-entry corridors.

**PL6.8** - Enhance neighborhood identity by encouraging interested groups to beautify open spaces, streets and private property.

**PL6.9** - Require that buildings complement and enhance their surroundings, appeal to and support pedestrian activities, and facilitate transit use.

**PL6.10** - Preserve and enhance water vistas by retaining public rights-of-way that abut or are within one block of water bodies and by not siting public buildings within associated view corridors.



Percival Landing is enjoyable to view and to enjoy the view.

**PL6.11** - Plant and protect trees that contribute to Olympia's visual identity and sense of place.

**PL6.12** - Separate incompatible land uses and activities with treed areas, including buffering residential areas from major streets and freeways.

**GL7**

**Urban green space is available to the public and located throughout the community and incorporates natural environments into the urban setting, which are easily**

**accessible and viewable so that people can experience nature daily and nearby.**

 **SHARE**

**PL7.1 -** Provide urban green spaces in which to spend time. Include such elements as trees, garden spaces, variety of vegetation, water features, “green” walls and roofs, and seating.

**PL7.2 -** Provide urban green spaces that are in people’s immediate vicinity and can be enjoyed or viewed from a variety of perspectives.

**PL7.3 -** Establish a maximum distance to urban green space for everyone in the community.

**PL7.4 -** Increase the area of urban green space and tree canopy within each neighborhood proportionate to increased population in that neighborhood.

**PL7.5 -** Establish urban green space between transportation corridors and adjacent areas.

**GL8**

**Community views are protected, preserved, and enhanced.**

 **SHARE**

**PL8.1 -** Implement public processes, including the use of digital simulation software, to identify important landmark views and observation points.

**PL8.2 -** Use visualization tools to identify view planes and sightline heights between the landmark view and observation point.

**PL8.3 -** Prevent blockage of landmark views by limiting the heights of buildings or structures on the west and east Olympia ridge lines.

**PL8.4 -** Avoid height bonuses and incentives that interfere with landmark views.

**PL8.5 -** Set absolute maximum building heights to preserve publicly-identified observation points and landmark views.



Percival Landing with the Olympics in the distance.

**GL9**

**Built and natural environmental designs discourage**

## criminal behavior.

SHARE

**PL9.1** - Incorporate crime prevention principles in planning and development review and educate designers regarding those principles.

**PL9.2** - Modify public facilities and properties to enhance crime prevention.

## Industry

SHARE

Industrial uses represent a relatively small but key component of Olympia's jobs. Olympia's waterfront has supported forest-related industries and maritime shipping for decades. The Olympia area also contains a few scattered, relatively small, light-industrial districts which support a variety of uses. Industrial districts in Tumwater, Lacey, and in the County will likely absorb most of the area's new, non-waterfront-dependent industrial uses. However, the industrial land along Budd Inlet provides the only sites in the area for water-dependent industrial uses. This Plan aims to focus industrial development:

- Along Budd Inlet (in industrial districts)
- At Mottman Industrial Park, and
- Along Fones Road

while encouraging opportunities for small-scale industry integrated with other uses of land.

The Port of Olympia owns approximately two hundred acres and adjacent tidelands of what is known as the 'Port peninsula,' an area equivalent to about 80 city blocks. The Port peninsula includes a variety of industrial, commercial, retail, and recreational facilities. The centerpiece of the Port peninsula is its international marine shipping terminal. The East Bay waterfront is the location of the East Bay Marina, with moorage, a boat launch, and support facilities. On the northern end of the peninsula, the 17-acre [Cascade Pole](#) site is a contaminated area, used from 1940 to 1986 to treat wood poles with creosote and other chemicals. Although cleanup of that site is underway, future use will be restricted.



### Batdorf and Bronson Coffee Roasters at the Port of Olympia.

The industrial portion of the Port peninsula will continue to be the community's key industrial center. It has been, and should continue to be, a local source of family-wage jobs, handling inbound and outbound cargo by rail, truck and ship. Large buildings are anticipated for boat building and repair. A

one-stop, full-service marine facility with a large vessel haul-out and repair center may be added.

## GL10

### **Industry and related development with low environmental impact is well-located to help diversify the local economy.**

 SHARE

**PL10.1** - Encourage industry that is compatible with surrounding land uses and diversifies and strengthens the local economy.

**PL10.2** - Designate and preserve sufficient land for industrial uses consistent with the regional strategy for 'build out' of the community and competitive land prices.

**PL10.3** - Encourage full, intensive use of industrial areas while safeguarding the environment. Ensure land-use compatibility by buffering, height limits, landscaping, traffic routing, building design, and operation and maintenance standards.

**PL10.4** - Limit non-industrial uses in industrial areas to those which do not conflict with industry; and eliminate or reduce the size of industrial areas only if not expected to be needed or not suitable for industry.

**PL10.5** - Focus major industries in locations with good freeway access, adequate utilities, minimal environmental constraints, sufficient space and minimal land-use conflicts. Specific areas identified for industrial use include the Port Peninsula, the Mottman Industrial Park, and the vicinity of Fones Road.

**PL10.6** - Coordinate with the Port of Olympia to allow for long-term viability of Port peninsula industry, compatibility with surrounding uses, and continuation of marina uses along East Bay. This coordination should address – at a minimum – transportation, pedestrian and recreation facilities, environmental stewardship, and overwater development.

**PL10.7** - Design industrial areas for convenient freight access.

**PL10.8** - Provide opportunities for light industrial uses in commercial areas consistent with the commercial and multi-family uses of those areas, such as low-impact production within buildings with retail storefronts.

## Commercial Uses and Urban Corridors

 SHARE

More intensive development in commercial areas will increase their vitality and make better use of the City's transit and street systems. For this reason, major new commercial areas are not to be created. Any new commercial areas will be limited to allowing neighborhood-oriented businesses and services in the neighborhood centers of residential areas that reduce the need for residents to travel far to shop.

Over time, we envision our existing commercial areas becoming more attractive to pedestrians and customers, to the point where they can attract a more balanced and attractive mix of commercial, residential, and recreational uses. Significant changes will need to occur for some of our commercial areas to increase their appeal as places to shop, live, work, and visit and to become more inviting higher-density, pedestrian-friendly, mixed-use areas for pedestrian and transit users.

## GL11

### **Adequate commercial land conveniently serves local and regional trade areas.**

 SHARE

**PL11.1** - Encourage increasing the intensity and diversity of development in existing commercial areas by mixing commercial and multi-family development along with entertainment and cultural centers in a way that will reduce reliance on cars and enable people to work, shop, recreate and reside in the same area.

**PL11.2** - Provide incentives for housing in commercial districts near transit stops.

**PL11.3** - Work with developers to identify commercial areas for infill and redevelopment, to remove

unnecessary barriers to this type of development, and to provide the infrastructure needed for intensive commercial and mixed use development.

**PL11.4 -** Locate and size commercial areas to decrease reliance on cars, improve community life, and maintain the tax base.

**PL11.5 -** Encourage the efficient use and design of commercial parking areas; reduce parking space requirements (but avoid significant overflow into residential areas); support parking structures, especially downtown and in urban corridors; and designate streets for on-street parking where safe.

**PL11.6 -** Encourage new commercial uses adjacent to the arterial street edge and in mixed-use projects.

**PL11.7 -** Provide convenient pedestrian access to and between businesses.

**PL11.8 -** Prohibit new and expanded commercial 'strips,' and allow conversion of such existing uses to a multi-use development with greater depth and integration of residential units.

**PL11.9 -** Outside urban corridors provide for low-intensity commerce that depends on automobile access and allow wholesale businesses near major customers or where resulting traffic will not impact retail areas.

## GL12

### Commercial areas are attractive, functional and appealing.

 SHARE

**PL12.1 -** Work with businesses and residents to help make commercial areas functional and attractive.

**PL12.2 -** Establish maximum building heights that are proportional to streets, retain scenic views and result in compatibility with adjoining development.

**PL12.3 -** Seek opportunities to create or enhance town squares framed by commercial or civic buildings, pocket parks, plazas and other small public or private spaces in downtown or other high-density areas.

**PL12.4 -** Ensure that commercial uses are compatible with adjoining residential districts. This might include prohibiting reflective surfaces, screening solid waste and parking areas, regulating emissions, building size reductions and increased setbacks near residential districts, screening parking areas, and requiring facades with architectural features that reduce the appearance of a commercial building's size, such as stepbacks and tiering above three stories.

**PL12.5 -** Require site designs for commercial and public buildings that will complement nearby development and either maintain or improve the appearance of the area. This may include building designs with a defined bottom, middle, and top; appealing architectural elements such as windows, wall detailing; fountains, vendor stations; and the use of balconies, stepped back stories and pitched roofs that reduce the perceived size of the building.

**PL12.6 -** Create visual continuity along arterial streets through coordinated site planning, landscaping, building designs, signage and streetscapes.

**PL12.7 -** Require screening of unattractive site features such as mechanical equipment and large solid waste receptacles, while maintaining good access for collection and maintenance.

**PL12.8 -** Use design standards to ensure pedestrians and bicyclists have direct, convenient access to commercial and public buildings.

**PL12.9 -** Require a form of parking that retains aesthetics and minimizes pedestrian barriers and inconvenience by including screening along streets and residential areas; limits parking lots to one contiguous acre; and locates them at the rear of buildings, or, if the rear is not possible, then on the side, but with minimal street frontage.

**PL12.10 -** Ensure that business signs identify the business but do not create visual clutter or dominate the character of the area; require the use of low or façade-mounted signs where possible.

Portions of our major arterial streets are lined with low-density residential and office uses and typical strip-commercial development. Driveways to each business interrupt and slow the flow of vehicular and pedestrian traffic; the pattern of buildings behind parking lots makes pedestrian access difficult and uninviting; and the disjointed signage, landscaping, and building designs are often unattractive. As a result, these areas have limited appeal as places to live, work, and shop.

Over time, thoughtful planning will change some of these sections of major streets into 'urban corridors' that will have a mix of high-density uses, and where people will enjoy walking, shopping, working, and living. See [Transportation Corridors Map](#). Urban corridors like this are key to avoiding sprawl by providing an appealing housing alternative for people who want to live in an attractive, bustling urban environment close to transit, work and shopping. Redevelopment along these corridors will be focused in areas with the greatest potential for intensive, mixed-use development so that public and private investment will have maximum benefit. These corridors, first described in the [1993 Thurston Regional Transportation Plan](#), also should include land uses that support the community, such as community centers, day care centers, social service offices, educational functions, parks, and other public open space.

In cooperation with Lacey, Tumwater and Thurston County, this Plan calls for gradually redeveloping these urban corridors (listed below) with:

- Compatible housing, such as apartments and townhouses, within or near commercial uses
- Excellent, frequent transit service
- Housing and employment densities sufficient to support frequent transit service
- Wide sidewalks with trees, attractive landscaping, and benches
- Multi-story buildings oriented toward the street rather than parking lots
- Parking spaces located behind the buildings or in structures

The land use designations along these streets vary (see [Future Land Use Map](#) at the end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods. Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the activity of the major street edge to less-dense areas in adjacent neighborhoods. Similarly, areas furthest from the downtown core are expected to infill and redevelop with excellent support both for cars and for those who walk, bike and use public transit.

These outer reaches of the urban corridors will feature buildings and walkways with safe and easy pedestrian access. Walkways will link those on foot to bus stops, stores, neighboring residences, free-standing businesses on corners, and perimeter sidewalks.

“Gateways” to Olympia are to be located at the entry/exit points of landscaped “civic boulevards,” at city boundaries, topographical changes, transition in land use, and shifts in transportation densities. Three of the eight gateways are located at the city limits and may include “Welcome to Olympia” signage. Gateways provide a grand entrance into the capital city of the State of Washington. Gateways are to be densely planted with trees and native understories; consideration will be given to the maximum landscaping and amenities feasible. Each civic boulevard will have a distinctive special environmental setting that is shaped by a public planning process that involves citizens, neighborhoods, and city officials. Civic boulevards are to be densely planted with trees and native understory; consideration will be given to the maximum landscaping and amenities feasible.



[See Gateways and Civic Boulevards map.](#)

**GL13 Attractive urban corridors of mixed uses are established near specified major streets.**

 SHARE

**PL13.1** - Establish urban corridors as shown on the [Future Land Use Map](#) with potential employment and residential density to support frequent transit service, encourage pedestrian traffic between businesses, and provide a large customer base and minimize auto use for local trips.

**PL13.2** - Regionally coordinate urban corridor planning and improvements including public facilities and services in these areas to ensure redevelopment is continuous, consistent, and balanced.

**PL13.3** - Transform urban corridors into areas with excellent transit service; multi-story buildings fronting major streets with trees, benches and landscaping; parking lots behind buildings; and a compatible mix of residential uses close to commercial uses.

**PL13.4** - Establish minimum housing densities in urban corridors to support frequent transit service and sustain area businesses.

**PL13.5** - Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of the urban corridors to the uses adjacent to the corridors; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.

**PL13.6** - Focus public intervention and incentives on encouraging housing and walking, biking and transit improvements in the portions of the urban corridors nearest downtown and other areas with substantial potential for redevelopment consistent with this Plan. These include, for example, the area from the Fourth Avenue/Pacific Avenue intersection east to Pattison Avenue, and the area near the intersection of Harrison Avenue and Division Street.

**PL13.7** - Designate different categories of corridors generally as follows:

- Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor to the intersection of Fourth Avenue and Pacific Avenue should

blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multifamily buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There will be a 35 feet height limit if any portion of the building is within 100' from a single-family residential zone, provided that the City may establish an additional height bonus for residential development except in areas adjacent to a designated historic district.

- The area along Harrison Avenue west from the vicinity of Division Street to Cooper Point Road - and the portions of Martin Way and Pacific Avenues from Lilly Road to the intersection of Fourth Avenue and Pacific Avenue - will transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment of the area will create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.
- The outer portions of the urban corridors west of the vicinity of the Capital Mall and east of Lilly Road will primarily be accessed by motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas. (See Capital Mall special area below.)

## GL14

**Olympia's neighborhoods provide housing choices that fit the diversity of local income levels and lifestyles. They are shaped by thorough public planning processes that involve citizens, neighborhoods, and city officials.**

 SHARE

**PL14.1 -** Establish eight gateways with civic boulevards that are entry/exit pathways along major streets to downtown Olympia and the Capitol.

**PL14.2 -** Concentrate housing into three high-density Neighborhoods: Downtown Olympia, Pacific/Martin/Lilly Triangle; and the area surrounding Capital Mall. Commercial uses directly serve high-density neighborhoods and allow people to meet their daily needs without traveling outside their neighborhood. High-density neighborhoods are highly walkable. At least one-quarter of the forecasted growth is planned for downtown Olympia.

**PL14.3 -** Preserve and enhance the character of existing established Low-density Neighborhoods. Disallow medium or high-density development in existing Low-density Neighborhood areas except for Neighborhood Centers.

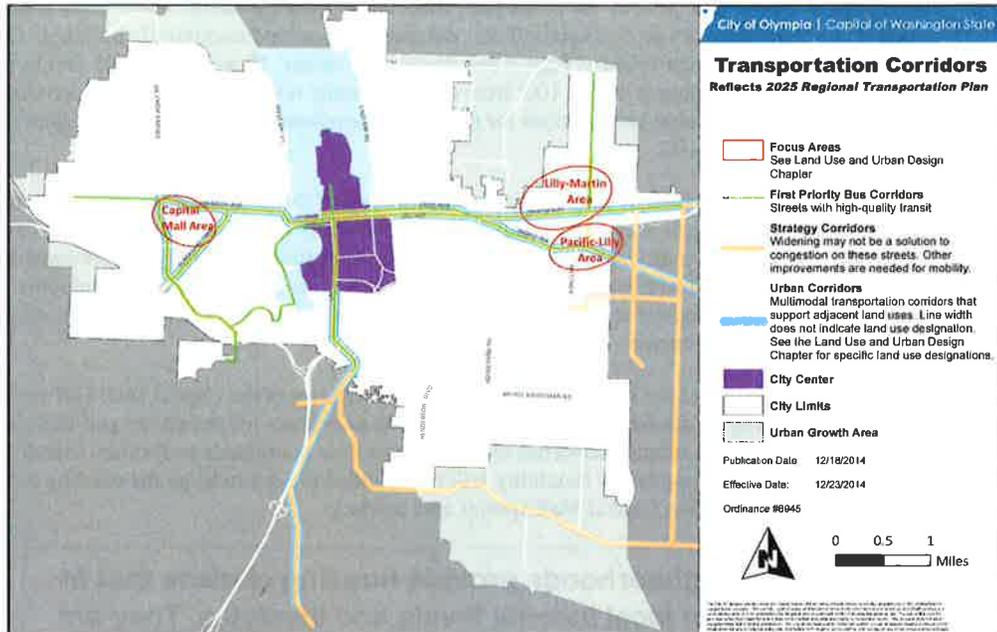
**PL14.4 -** In low-density Neighborhoods, allow medium-density Neighborhood Centers that include civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process.

## Focus Areas

 SHARE

The City prepares plans and studies to help guide the future of targeted areas within our community. Leadership for plan preparation will vary by location and purpose, and priorities depend on funding availability and the potential for appropriate development or redevelopment. Generally, these plans feature the location, size and type of land uses; residential and employment density targets; pedestrian amenities; street system and parking location and quantity; and other public improvements. A few specific areas have been identified; more may be identified in the future.

Several of the city's commercial and industrial areas have distinct roles, opportunities, and limitations. This section provides further guidance for the future of some of these areas. The City envisions some areas, such as the vicinity of Capital Mall, as areas that will gradually convert into urban neighborhoods with a mix of land uses. Others, such as the Auto Mall area, will be reserved for one or two primary uses. In cooperation with landowners and others, the City will be focusing its planning efforts on three of these urban corridor 'focus areas', possibly in the form of a 'master plan' that addresses issues such as land use, infrastructure and design.

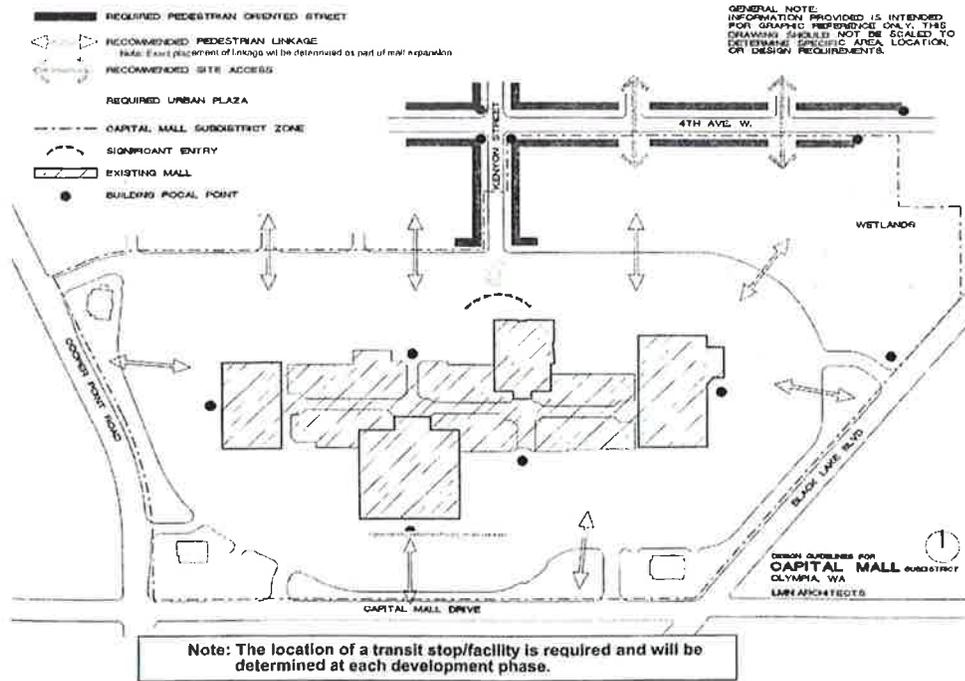


[See Transportation Corridors map.](#)

In addition to the focus areas described below, the City works with the State of Washington in its preparation of the [Capitol Campus Master Plan](#) and with the Port of Olympia in its planning of its properties including the Port peninsula. Included in these efforts is the continuing goal of integrating these areas with downtown Olympia. The [Future Land Use Map](#) frames all of these planning efforts.

## Capital Mall Area

The Capital Mall area is a regional shopping center, which also includes one of the area's best balances of jobs within walking distance of medium-density housing. This area should continue to be economically viable and contribute to the community's goals with infill, redevelopment, and connections to adjacent areas for all modes of travel. It is to evolve into a complete urban neighborhood with a mix of jobs, housing, and services. Redevelopment and incremental expansion consistent with community goals will allow the mall to flexibly adapt to retail trends. Design standards will encourage continued infill and redevelopment in the vicinity of 4th Avenue and Kenyon Street so that the potential of the mall and its surrounding properties can be fully realized. As illustrated below, redevelopment to the north, south, east and west will incorporate vehicle access and circulation with the addition of building focal points, significant entries and better access for walking from surrounding neighborhoods.



## A plan for linking Capital Mall to its neighborhood. Auto Mall Area

The Olympia Auto Mall is the region's major center for auto sales and specialized services. Most of Thurston County's new and used car dealers are located here, along with firms offering light trucks and motorcycles, auto rentals, body repair and detailing, and other auto-oriented businesses. Because it offers so many opportunities for comparison shopping in one location, it is a highly successful group of businesses, attracting customers from a regional trade area, and a significant employment center. Its proven formula should continue to serve the community successfully for many years to come.



Landscaping enhances auto dealerships.

## Lilly and Martin Area

The Medical Services district along Lilly Road near Martin Way is home to a regional hospital and numerous medical and dental clinics and offices. However, portions of Martin Way, once a rural highway, are little changed. These areas have the potential for additional health-care related uses, and multi-family, senior citizen, and assisted-living housing, as well as supporting retail and service businesses. Thus this area is expected to continue to evolve into a medically-oriented neighborhood with jobs, housing, and supporting services.

## Pacific Avenue and Lilly Road Area

The area surrounding the intersection of Pacific Avenue and Lilly Road, like the nearby Stoll Road area, has the potential to become a unique area within an urban corridor. It is located next to a regional trail, lies between two shopping centers, and includes a nearly complete street grid with many single-family homes. This location provides good access to retail services for daily and weekly shopping needs within easy walking distance for its residents, and is large enough for planned creative designs. Transit service on both Pacific Avenue and Lilly Road is excellent. But the area also has its challenges, such as substandard public improvements, no nearby parks, and surrounding traffic. City plans call for this area to be developed with a mix of retail, service, and high-density residential uses consistent with its location in an urban corridor.

## West Bay Drive

The West Bay Drive area has a challenging mix of opportunities and constraints. Several sites along the shore are significant in Squaxin Island Tribal cultural history. Industrial use of this waterfront dates to the nineteenth century. The shallow waters along this shoreline continue to provide crucial habitat for young salmon leaving the Deschutes River basin. Birds, marine and upland mammals, and other wildlife species are relatively common for an urban area. The area known as the Port Lagoon, which is subject to a U.S. Fish and Wildlife Service conservation easement, serves as a fish and wildlife conservancy area.

Most industry has left this area, and only fragments of waterborne commerce remain. The community foresees continued transition of the West Bay Drive area toward a mix of urban uses and habitat improvements, while also allowing existing industries and shipping facilities to remain economically viable. The resulting mix of uses should form the foundation for a vibrant mix of light-industrial, office, restaurant, commercial, recreational, and residential uses, that also provides improved habitat for fish and wildlife. Future development and street improvements in this corridor will be consistent with the [West Bay Drive Corridor](#).

**GL15**

**Focus areas are planned in cooperation with property owners and residents.**

 **SHARE**

**PL15.1** - Maximize the potential of the Capital Mall area as a regional shopping center by encouraging development that caters to a regional market, by providing pedestrian walkways between businesses and areas; by increasing shopper convenience and reducing traffic by supporting transit service linked to downtown; by encouraging redevelopment of parking areas with buildings and parking structures; and by encouraging multifamily housing.

**PL15.2** - Maximize the potential of the Olympia Auto Mall as a regional auto sales and services center by encouraging its use for auto sales and services and limiting incompatible activities, and by imposing auto-oriented design guidelines along Cooper Point Road that ensure pleasing landscaping, minimal visual clutter, and easy pedestrian and vehicle access.

**PL15.3** - Enhance the Lilly Road hospital area as a medical services center by encouraging health-care supporting uses such as restaurants, florists, child care, and convenience shops, and upper floor and rear multi-family and senior housing nursing homes; and by prohibiting non-medical uses that would generate high traffic volumes or noise disruptive of recuperation.

**PL15.4** - Plan for redevelopment of the Stoll Road area and that area bounded by Lilly Road, Pacific Avenue and I-5 as 'focus areas' adjacent to the Pacific Avenue and Martin Way urban corridors to

include retail, office, personal and professional services and high density housing. Planning for these areas should encompass consideration of redevelopment and improvement of nearby portions of the urban corridor.

**PL15.5** - In the West Bay Drive area provide for a mix of recreation and urban uses that enhance wildlife habitat and cultural resources; limit industrial uses to existing sites; minimize blockage of upland views of Budd Inlet; and connect the area to the south with an urban trail.



South Puget Sound Community College is a valued feature of Olympia.

**PL15.6** - Work cooperatively with the State of Washington on planning for the Capitol Campus, and the Port of Olympia in planning for its properties. Provide opportunities for long-term 'master planning' of other single-purpose properties of at least 20 acres, such as hospitals, colleges, and high-school campuses.

## Housing

 SHARE

Adequate and affordable housing is critical to a healthy community. The [Growth Management Act](#)  directs each community to plan for it by:

- Encouraging affordable housing for all economic segments of the population
- Promoting a variety of residential densities and housing types
- Encouraging preservation of existing housing stock
- Identifying sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, group homes, and foster-care facilities

The strategies of this chapter depend on well-formulated design standards to promote flexibility and stimulate innovation while preserving and enhancing the character of neighborhoods. We seek to establish and encourage diversity in housing opportunities and link diverse neighborhoods. With a strong foundation in preserving our heritage, our community can incorporate new housing and other developments in a manner that continues our legacy of well-planned neighborhoods. The housing goals and policies below provide a framework for residential land uses in Olympia's area. See the City's related programs for supporting affordable housing in the [Public Services](#) chapter.



### **An apartment building is added to the City's housing stock.**

Many factors contribute to the need for more and varied housing:

- Olympia's growing residential population
- Varying household incomes
- The capitol's legislative session creates a demand for short-term housing
- College students seek affordable housing near transportation corridors and services
- Households are getting smaller
- The proportion of senior citizens is increasing

The City will annually provide information to citizens on affordable housing, family incomes, and market-rate housing.

Olympia is part of a larger housing market extending throughout Thurston County and beyond. Thus planning for housing is done based on anticipated shares of this larger area. The 2010 Census indicated that Olympia and its urban growth area included almost 26,000 housing units. As estimated in the Thurston Regional Planning Council "Profile," 57% were single-family homes, 39% were multi-family (shared-wall) units, and 4% were manufactured housing. The 2014 [Buildable Lands Report](#) for Thurston County estimated that about 13,000 new housing units will be needed by 2035 to accommodate population growth in Olympia's urban growth area. Of these, about 45% are expected to be single-family homes.

Based on existing zoning and development patterns, that Buildable Lands Report indicated the area could accommodate about 16,000 new housing units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family-and duplex zoned land were available. And, an additional 500 acres of vacant and partially-used commercial land could be redeveloped for new housing.

Because Olympia generally allows small group homes and manufactured housing wherever single-family homes are permitted, allows larger group homes by special approval, and does not discriminate with regard to government-assisted housing, foster-care, or low-income housing, the area is expected to be adequate to accommodate all types of housing.

Similarly, the 2008 Thurston County Consolidated Plan for housing indicates that there is no shortage of land for affordable housing. However, there is a "mismatch" between the availability of affordable

housing and the need for such housing, both at the lowest end of the income scale and the upper end of the moderate-income bracket. That Plan and the Public Services Chapter of this Plan describe efforts to close these gaps and make adequate provisions for all economic segments of the community.

To meet all housing needs, we must keep growth compact, so it can preserve space for future residents and reduce the cost of public services. To ensure this happens, we will need to allocate enough land that will be suitable for a variety of housing types and costs including detached homes, duplexes, group homes, small cottages, apartments, special needs housing, manufactured housing, and accessory dwellings. This approach can provide both variety and affordable options. For example, factory-built manufactured housing governed by federal standards and modular housing built to state standards are often less expensive than site-built housing. This Plan provides for these types of units and more luxurious and higher-priced shared-wall housing, including condominiums and townhouses.

Housing costs in the Olympia area rose rapidly from 1990 until the economic recession of 2008. In general the cost of owner-occupied housing rose more rapidly than income, while rents roughly corresponded to income changes. Those changing costs and availability of land for development, combined with public preferences, resulted in gradual changes in the area's ownership. While county-wide owner-occupancy rose from 65% to 68% between 1990 and 2010, owner-occupancy in the City declined from 52% to 50%. The type of housing structures being added to the housing stock has varied as a result of similar factors. As a result, multi-family housing county-wide increased gradually from about 16% in 1970 to about 22% by 2010. In the Olympia city limits multi-family structures provided 28% of the housing in 1970, and gradually increased to about 42% by 2010 as most new apartments were being built inside the urban areas.

## GL16

### **The range of housing types and densities are consistent with the community's changing population needs and preferences.**

 SHARE

**PL16.1** - Support increasing housing densities through the well-designed, efficient, and cost-effective use of buildable land, consistent with environmental constraints and affordability. Use both incentives and regulations, such as minimum and maximum density limits, to achieve such efficient use.

**PL16.2** - Adopt zoning that allows a wide variety of compatible housing types and densities.

**PL16.3** - Allow 'clustering' of housing compatible with the adjacent neighborhood to preserve and protect environmentally sensitive areas.

**PL16.4** - Disperse low and moderate-income and special needs housing throughout the urban area.

**PL16.5** - Support affordable housing throughout the community by minimizing regulatory review risks, time and costs and removing unnecessary barriers to housing, by permitting small dwelling units accessory to single-family housing, and by allowing a mix of housing types.

**PL16.6** - Promote home ownership, including by allowing manufactured homes on individual lots, promoting preservation of manufactured home parks and allowing these parks in multi-family and commercial areas, all subject to design standards ensuring compatibility with surrounding housing and land uses.

**PL16.7** - Allow single-family housing on small lots, but prohibit reduced setbacks abutting conventional lots.

**PL16.8** - Encourage and provide incentives for residences above businesses.

**PL16.9** - In all residential areas, allow small cottages and townhouses, and one accessory housing unit per home -- all subject to siting, design and parking requirements that ensure neighborhood character is maintained.

**PL16.10** - Require effective, but not unreasonably expensive, building designs and landscaping to blend multi-family housing into neighborhoods.

**PL16.11** - Require that multi-family structures be located near a collector street with transit, or near an arterial street, or near a neighborhood center, and that they be designed for compatibility with adjacent lower density housing; and be 'stepped' to conform with topography.

**PL16.12** - Require a mix of single-family and multi-family structures in villages, mixed residential density districts, and apartment projects when these exceed five acres; and use a variety of housing types and setbacks to transition to adjacent single-family areas.

**PL16.13** - Encourage adapting non-residential buildings for housing.

**PL16.14** - Provide annual information on affordable homeownership and rentals in the City, including the operative definitions of affordable housing, criteria to qualify for local, state, and federal housing assistance, data on current levels of market-rate and affordable housing, demand for market-rate and affordable housing, and progress toward meeting market-rate and affordable housing goals.

## Downtown and other Neighborhoods

 SHARE

Our community is composed of many neighborhoods. Some, like the downtown area, are composed of commercial, cultural and residential activities and land uses. Other neighborhoods are primarily residential, with nearby parks and schools. This section of the Plan addresses these varied and unique places that together form Olympia.

### Downtown Olympia

A community needs a "heart." For our community, the downtown area performs this role, not just for our city, but for the larger region. Downtown Olympia thus deserves and receives special attention. A city with a thriving downtown has more potential for bolstering community spirit and providing a healthy local economy.

Olympia's downtown includes over 500 acres. It is bounded generally by the State Capitol Campus, Capitol Lake, Budd Inlet, and Plum Street. This area includes Olympia's retail core, State and other office uses, and access to the waterfront, and is the center of most major transportation links. It is the social, cultural, and economic center of the area.

Downtown will continue to be an attractive place to live, work and play. Future office, retail and residential development will support downtown's role as a regional center and home of state government, commerce, and industry. Given its history, physical location and established identity, downtown Olympia will continue to be the heart of Olympia and the region.

**GL17**

### **Regional urban activity is centered in downtown Olympia.**

 SHARE

**PL17.1** - Adopt a Downtown Plan addressing - at minimum - housing, public spaces, parking management, rehabilitation and redevelopment, architecture and cultural resources, building skyline and views, and relationships to the Port peninsula and Capitol Campus.

**PL17.2** - Include public art and public spaces in the downtown landscape.

**PL17.3** - Through aggressive marketing and extra height, encourage intensive downtown residential and commercial development (at least 15 units and 25 employees per acre) sufficient to support frequent transit service.

**PL17.4** - Encourage development that caters to a regional market.

**PL17.5** - Coordinate with State of Washington and Port of Olympia to ensure that both the Capitol Campus plan and Port peninsula development are consistent with and support the community's vision for downtown Olympia.



The Farmers Market, where downtown meets the Port.

**PL17.6** - Landscape the downtown with trees, planters and baskets, banners, community gardens and other decorative improvements.

## GL18

### **Downtown designs express Olympia's heritage and future in a compact and pedestrian-oriented manner.**

 SHARE

**PL18.1** - Regulate the design of downtown development with specific but flexible guidelines that allow for creativity and innovation, enhance historic architecture and recognize distinct areas of downtown, and do not discourage development.

**PL18.2** - Require that downtown development provide active spaces, adequate sunlight and air-flow and minimize 'blank' walls at street level.

**PL18.3** - Require development designs that favor pedestrians over cars by including awnings and rain protection that blend with historic architecture, create interest, and minimize security and safety risks; development designs should also foster cultural events, entertainment, and tourism.

**PL18.4** - Provide for private use of public lands and rights-of-way when in the best interest of the community.

**PL18.5** - Design streets with landscaping, wide sidewalks, underground utilities and a coordinated pattern of unifying details.

**PL18.6** - Designate 'pedestrian streets' where most of the frontage will have 'people-oriented' activities and street-level buildings will have a high proportion of glass. Prohibit parking lots along these streets, except when preserving scenic views and instead provide surface parking along other streets.

**PL18.7** - Plant, maintain, and protect downtown trees for enjoyment and beauty; coordinate planting, with special attention to Legion Way and Sylvester Park and a buffer from the Port's marine terminal.

**PL18.8** - Limit drive-through facilities to the vicinity of the Plum Street freeway interchange.

**PL18.9** - Limit building heights to accentuate, and retain selected public views of, the Capitol dome.

**GL19 Downtown's historic character and significant historic buildings, structures, and sites are preserved and enhanced.**

 SHARE

- PL19.1** - Promote the Downtown Historic District to provide a focal point of historic interest, maintain the economic vitality of downtown, and enhance the richness and diversity of Olympia.
- PL19.2** - Minimize damage to significant historic features or character during rehabilitation projects.
- PL19.3** - Design new development and renovations so they are compatible and harmonious with the established pattern, alignment, size and shape of existing downtown area.
- PL19.4** - Incorporate historic buildings into redevelopment projects and restore historic facades.

## Neighborhoods

This section contains the goals and policies that will protect and improve the character and livability of our established neighborhoods and shape our new neighborhoods. All of the city's neighborhoods are envisioned as places where many features are available within a ten-minute walk. A variety of housing types located along pleasant, pedestrian-oriented streets will provide quality living opportunities. Most housing will be single-family detached homes, but higher-density housing will be available near major streets and commercial areas to take advantage of transit, other services, and employment opportunities. Housing types and densities will be dispersed throughout the city to minimize social problems sometimes associated with isolating people of similar means and lifestyles.



## One of Olympia's many attractive neighborhoods.

Each neighborhood should have:

- Narrow, tree-lined streets that are easy and interesting to use for walking, bicycling, and travel by transit
- A system of open space and trails with a neighborhood park
- A readily-accessible elementary school or other place of public assembly
- Diverse housing types that accommodate varying income levels, household sizes, and lifestyles
- Sufficient housing densities to support frequent transit service and sustain neighborhood businesses
- A 'neighborhood center' with businesses serving area residents



### A neighborhood grocery near the Capitol.

Large portion of Olympia's residents are to live within a quarter-mile of a neighborhood center. These centers will be focal points of neighborhoods. Although they will vary by location, they generally should contain small-scale convenience and service businesses, a transit stop and a neighborhood park and be bounded by moderate or high-density housing. These neighborhood centers will serve as activity hubs or small-scale town squares that foster social interaction and a sense of community and accommodate nearby residents' routine shopping needs.

Where possible, a network of walking and biking routes that provide both recreational and commuting opportunities will connect these neighborhood centers to parks, schools, and downtown. To minimize traffic impacts and provide for transit service, these centers will be near major streets. Approximate locations for these centers are shown on the [Future Land Use Map](#).

Although neighborhoods will have some common features, each is unique. Recognizing this, the City envisions a public process where the needs of specific neighborhoods can be individually addressed. This process is described in the Public Participation Chapter and will focus on twelve planning areas. And, as described below, site-specific plans will be prepared for a few select other areas of the community. Managing these areas well will be critical to the success of this Comprehensive Plan and deserves extraordinary attention.



Shady sidewalks provide neighborhood character.

**GL20**

**Development maintains and improves neighborhood character and livability.**

 SHARE

**PL20.1** - Require development in established neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

**PL20.2** - Unless necessary for historic preservation, prohibit conversion of housing in residential areas to commercial use; instead, support redevelopment and rehabilitation of older neighborhoods to bolster stability and allow home occupations (except convalescent care) that do not degrade neighborhood appearance or livability, nor create traffic, noise or pollution problems.

**PL20.3** - Allow elder care homes and seniors-only housing and encourage child care services everywhere except industrial areas; but limit hospice care to multi-family and commercial districts.

**PL20.4** - Support development and public improvements consistent with healthy and active lifestyles.

**PL20.5** - Prevent physical barriers from isolating and separating new developments from existing neighborhoods.

**GL21**

**Neighborhood centers are the focal point of neighborhoods and villages.**

 SHARE

**PL21.1** - Establish a neighborhood center at each village site, encourage development of the neighborhood centers shown on [Future Land Use Map](#), and add additional centers when compatible with existing land uses and where they are more than one-half mile from other commercial areas.

**PL21.2** - Locate neighborhood centers along collector or arterial streets and within about 600 feet of a transit stop.

**PL21.3** - Support housing, a food store, a café or bakery, and a neighborhood park or civic green at all neighborhood centers. Allow churches, schools, and convenience businesses and services that cater primarily to neighborhood residents. Prohibit auto-oriented uses. Vary the specific size and composition of such centers for balance with surrounding uses. Where practical, focus commercial uses on civic greens or parks. Limit the size of commercial uses. (Note: A larger urban center is permitted in the Briggs Urban Village.)

**PL21.4** - Allow neighborhood center designs that are innovative and provide variety, but that ensure compatibility with adjoining uses. Consider appropriate phasing, scale, design and exterior materials, as well as glare, noise and traffic impacts when evaluating compatibility. Require that buildings include primary access directly from street sidewalks and be oriented toward the neighborhood and any adjacent park or green. Require that signage be consistent with neighborhood character.

**PL21.5** - Locate streets and trails for non-arterial access to the neighborhood center.

## GL22

### **Trees help maintain strong and healthy neighborhoods.**

 SHARE

**PL22.1** - Use trees to foster a sense of neighborhood identity.

**PL22.2** - Identify, protect and maintain trees with historic significance or other value to the community or specific neighborhoods.

**PL22.3** - Encourage the use of appropriate fruit and nut trees to increase local food self-sufficiency.

## Sub-area Planning

Much of this Plan applies to the entire Olympia community. However, this is a large area of over twenty-four square miles with tens of thousands of residents. Thus this Plan cannot address all of the details of our community. Twelve planning areas, including downtown, are to be established to provide that opportunity. In general, planning areas will be comparable to the scale of an elementary school service area with five to ten thousand residents. As described in the [Public Participation and Partners](#) chapter, this scale will provide the opportunity for interested parties to focus on furthering the community's plan for these areas. These sub-area efforts must be consistent with this Comprehensive Plan.

## GL23

### **Each of the community's major neighborhoods has its own priorities.**

 SHARE

**PL23.1** - In cooperation with residents, landowners, businesses, and other interested parties, establish priorities for the planning sub-areas. The specific area, content, and process for each sub-area is to be adapted to the needs and interests of each area. (See Goal 5 of [Public Participation and Partners](#) chapter.)

**PL23.2** - Create sub-area strategies that address provisions and priorities for community health, neighborhood centers and places of assembly, streets and paths, cultural resources, forestry, utilities, open space and parks.

**PL23.3** - Develop neighborhood and business community approaches to beautification that include activities in residential and commercial areas.

## 'Villages' and other Planned Developments

Sites for 'neighborhood villages,' one 'urban village,' and the older Evergreen Park planned unit development, each with a compatible mixture of single and multi-family housing and businesses, are designated within the urban area. These mixed-use projects are to provide for a coordinated, compatible mixture of single and multi-family housing arranged around a readily-accessible neighborhood center. The locations and mix of land uses and the design of the street and trail system in these areas are to create an environment that encourages walking, biking and use of transit, while providing direct,

pleasant routes for motorists. These 'villages' will foster efficient land use through compact, higher-density development with residential uses near bus stops and basic retail and support services.

The smaller 'neighborhood villages' will typically consist of single-family detached homes, townhouses and multi-family units, surrounding a small neighborhood center. The 'urban village' will be more diverse and intensely developed. The businesses of the urban village will serve a larger area and may include a supermarket, offices, and a broad array of predominantly neighborhood-oriented businesses and services. Both the neighborhood villages and urban villages are to be designed as coordinated, integrated projects with a compatible mix of land uses. Development phasing requirements will ensure that each project component and amenity is developed at the appropriate time. While these villages and the Evergreen Park PUD will have many characteristics in common, the design and composition of each project will vary in response to site conditions, location, market demand, available street and utility capacity, and the character of the surrounding neighborhood, and will evolve over time.

**GL24**

**Mixed use developments, also known as "villages," are planned with a pedestrian orientation and a coordinated and balanced mix of land uses.**

 **SHARE**

**PL24.1 -** Require planned development sites shown on the [Future Land Use Map](#) to develop as coordinated, mixed-use projects.

**PL24.2 -** Provide for any redevelopment or redesign of planned developments including the Evergreen Park Planned Unit Development to be consistent with the 'village vision' of this Plan.

**PL24.3 -** Require 'master plans' for villages that encompass the entire site and specify the project phasing, street layout and design, lot arrangement, land uses, parks and open space, building orientation, environmental protection and neighborhood compatibility measures.

**PL24.4 -** Provide for a compatible mix of housing in each village with pleasant living, shopping and working environment, pedestrian-oriented character, well-located and sized open spaces, attractive well-connected streets and a balance of retail stores, offices, housing, and public uses.

**PL24.5 -** Require a neighborhood center, a variety of housing, connected trails, prominent open spaces, wildlife habitat, and recreation areas in each village.

**PL24.6 -** Require that villages retain the natural topography and major environmental features of the site and incorporate water bodies and stormwater ponds into the design to minimize environmental degradation.



**Landscaping enhances a stormwater pond.**

**PL24.7 -** Locate parking lots at the rear or side of buildings, to avoid pedestrian interference and to minimize street frontage. Landscape any parking adjacent to streets and minimize parking within villages by reducing requirements and providing incentives for shared parking.

**PL24.8 -** Require village integrity but provide flexibility for developers to respond to market conditions.

**PL24.9 -** Limit each village to about 40 to 200 acres; require that at least 60% but allow no more than 75% of housing to be single-family units; and require at least 5% of the site be open space with at least one large usable open space for the public at the neighborhood center.

**PL24.10 -** Require that 90% of village housing be within a quarter mile of the neighborhood center and a transit stop.

**PL24.11 -** Provide for a single "urban village" at the intersection of Henderson Boulevard and Yelm Highway; allowing up to 175,000 square feet of commercial floor area plus an additional 50,000 square feet if a larger grocery is included; and requiring that only 50% of the housing be single-family.

**GL25**

**Local Thurston County food production is encouraged and supported to increase self-sufficiency, reduce environmental impact, promote health, and the humane treatment of animals, and support the local economy.**

 [SHARE](#)

**PL25.1 -** Actively partner with community organizations to provide education and information about the importance of local food systems.

**PL25.2 -** Encourage home gardens as an alternative to maintaining a lawn.

**PL25.3 -** Collaborate with community partners to ensure that everyone within Olympia is within biking or walking distance of a place to grow food.

**PL25.4 -** Encourage for-profit gardening and farming in the community.

**PL25.5 -** Purchase locally grown food when possible.

**PL25.6** - Allow food-producing gardens on rooftops, and offer incentives to include greenhouses for year-round food production.

**PL25.7** - Recognize the value of open space and other green spaces as areas of potential food production.

**PL25.8** - Work with community organizations to develop strategies, measure, and set goals for increasing local food production.

**PL25.9** - Work with local governments throughout the region to help protect existing agricultural lands and develop and promote a vibrant local food economy.

**PL25.10** - Partner with community organizations to help educate citizens who are interested in raising animals for food in the city. This might include information about protecting animals from predators, maintaining sanitary conditions, and treating animals humanely.

**PL25.11** - Educate and encourage citizens to purchase from local farms and small producers as an alternative to factory farms that may engage in inhumane treatment of animals.

## Appendix A - Future Land Use Map Designations



The land use designations of the [Future Land Use Map](#) are described below and summarized in the Future Land Use Designations Table. Note that those indicated as symbols on the [Future Land Use Map](#) generally are not to exceed ten acres each.

**Low-Density Neighborhoods.** This designation provides for low-density residential development, primarily single-family detached housing and low-rise multi-family housing, in densities ranging from twelve units per acre to one unit per five acres depending on environmental sensitivity of the area. Where environmental constraints are significant, to achieve minimum densities extraordinary clustering may be allowed when combined with environmental protection. Barring environmental constraints, densities of at least four units per acre should be achieved. Supportive land uses and other types of housing, including accessory dwelling units, townhomes and small apartment buildings, may be permitted. Specific zoning and densities are to be based on the unique characteristics of each area with special attention to stormwater drainage and aquatic habitat. Medium Density Neighborhood Centers are allowed within Low Density Neighborhoods. Clustered development to provide future urbanization opportunities will be required where urban utilities are not readily available.

**Medium-Density Neighborhoods.** This designation provides for townhouses and multi-family residential densities ranging from thirteen to twenty-four units per acre. Specific zoning is to be based on proximity to bus routes and major streets, land use compatibility, and environmental constraints. Specific zoning will include minimum and maximum densities to ensure efficient use of developable land and to ensure provision of an adequate variety of types of housing to serve the community. Higher densities should be located close to major employment or commercial areas. Clustering may be permitted.

**Mixed Residential.** This designation requires a mixture of single and multifamily housing at densities ranging from seven to eighteen units per acre. Specific density ranges and mandatory mixes should be based on land use compatibility and proximity to bus routes and major streets, while also ensuring availability of a variety and blending of housing types and choices.

**Neighborhood Centers.** This designation provides for neighborhood-oriented convenience businesses and a small park or other public space. Although the locations shown on the [Future Land Use Map](#) are approximate, these centers should be along major streets and generally near areas of higher residential densities. The exact location and mix of uses of the centers in these areas will be established at the time of development approval. In general they should be focused on serving nearby residents, be well integrated with adjacent land uses, and have excellent pedestrian and bicyclist access with minimal car parking.

**Residential Mixed Use.** To provide opportunities for people to live close to work, shopping, and services, this designation provides for high-density multifamily housing in multistory structures combined with limited commercial uses in parts of downtown, near the State Capitol Campus, and near urban corridors and other activity centers. This designation helps to achieve density goals, to create or maintain a desirable urban living environment for residents of these areas, and to ensure that new urban residential buildings incorporate features which encourage walking and add interest to the urban

environment. The commercial uses are intended to help support the residential use of the area by providing retail and personal services within walking distance of the housing. Housing in these high amenity areas will contribute to community vitality, include well-designed buildings on continuous street edges, link one area with another, encourage pedestrian activity, and include visible public spaces that increase safety and decrease vandalism.

**Planned Developments.** This designation includes areas of mixed uses where specific 'master plans' are required prior to development. These master plans are prepared and proposed by one or a few parties and subject to review and confirmation by the City. This designation is intended to achieve more innovative designs than in conventional developments but which are also compatible with existing uses in the area. Innovative designs may include offering a wider variety of compatible housing types and densities, neighborhood convenience businesses, recreational uses, open space, trails and other amenities. Generally residential densities should range from seven to thirteen units per acre, but the specific mix of land uses will vary with the zoning, environment, and master plan of each site. In addition to a variety of housing types, these areas may include neighborhood centers as described below. Each of the two planned developments along Yelm Highway may include a larger neighborhood-oriented shopping center with a supermarket. The planned development designation also includes retaining certain existing, and potentially new, manufactured housing parks in locations suitable for such developments. Two unique planned developments include substantial government office buildings and related uses - these are the Capitol Campus; and Evergreen Park, which includes the site of the Thurston County courthouse.

**Professional Offices & Multifamily Housing.** This designation accommodates a wide range of offices, services, limited retail uses specifically authorized by the applicable zoning district, and moderate-to-high density multifamily housing in structures as large as four stories.

**Urban Corridors.** This designation applies to certain areas in the vicinity of major arterial streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structures farther from the street to transition to adjacent designations. Particular 'nodes' or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.

**Urban Waterfront.** Consistent with the State's Shoreline Management Act, this designation provides for a compatible mix of commercial, light industrial, limited heavy industrial, and multifamily residential uses along the waterfront.

**Central Business District.** This designation provides for a wide range of activities that make downtown Olympia the cultural, civic, commercial and employment heart of the community. A dense mix of housing, pedestrian-oriented land uses and design and proximity to transit make a convenient link between downtown, the State Capitol, the waterfront, and other activity centers in the region. The scale, height and bulk of development reinforce downtown Olympia's historic character, buildings, places and street layout.

**General Commerce.** This designation provides for commercial uses and activities which are heavily dependent on convenient vehicle access but which minimize adverse impact on the community, especially on adjacent properties having more restrictive development characteristics. The area should have safe and efficient access to major transportation routes. Additional "strip" development should be limited by filling in available space in a way that accommodates and encourages pedestrian activity.

**Auto Services.** This designation conserves areas for concentrating land uses associated with automobile and other motor vehicle sales and services. Alternative uses such as professional offices may be permitted if compatible with the primary purpose of the designation.

**Medical Services.** This designation conserves areas in the vicinity of hospitals for concentrating medical services and facilities, associated uses, and moderate to high-density housing.

**Light Industry.** This designation provides for light industrial uses, such as assembly of products and warehousing, and compatible, complementary commercial uses.

**Industry.** This designation provides for heavy industrial development, such as manufacturing, transportation terminals and bulk storage, and complementary commercial uses in locations with few land use conflicts, minimal environmental constraints, and adequate freight access.

**High-Density Neighborhoods Overlay:** Multi-family residential, commercial and mixed use neighborhoods with densities of at least 25 dwelling units per acre for residential uses that are not re-

using or redeveloping existing structures. New mixed-use developments include a combination of commercial floor area ratio and residential densities that are compatible with a high-density residential neighborhood. The height in these neighborhoods will be determined by zoning and based on the "Height and View Protection Goals and Policies."

**Table: Future Land Use Designations**

<b>FUTURE LAND USE DESIGNATION</b>	<b>PRIMARY USE<sup>1</sup></b>	<b>RESIDENTIAL DENSITY<sup>2</sup></b>	<b>BUILDING HEIGHTS<sup>3</sup></b>	<b>ESTIMATED ACREAGE<sup>4</sup></b>	<b>PERCENTAGE OF UGA<sup>5</sup></b>
Low-Density Neighborhoods (LDN)	Single-family Residential	Up to 12 units per acre	2 to 3 stories	11,000 ac.	71%
Medium-Density Neighborhoods (MDN)	Multi-family Residential	13 to 24 units per acre	Up to 3 stories	600 ac.	4%
Mixed Residential	Single & Multi-family	7 to 18 units per acre	Up to 4 stories	150 ac.	1%
Neighborhood Centers	Commercial	Variable	2 to 3 stories	Variable	N/A
Residential Mixed Use	Multi-family Residential	Not limited	3 to 5 stories	100 ac.	1%
Planned Developments	Mixed Use	Residential areas: 7 to 13 units per acre	Varies by site and land use	725 ac.	5%
Professional Offices & Multifamily Housing	Mixed Use	Minimum 7 units per acre	3 to 4 stories	375 ac.	2%
Urban Corridors	Commercial	Minimum 15 units per acre	3 to 6 stories	1,500 ac.	10%
Urban Waterfront	Mixed Uses	Minimum 15 units per acre	3 to 7 stories	200 ac.	1%
Central Business District	Commercial	Minimum 15 units per acre	Up to 8 stories	200 ac.	1%
General Commerce	Commercial	Minimum 7 units per acre	3 to 6 stories	75ac.	<1%
Auto Services	Commercial	Not applicable	Up to 3 stories	125 ac.	1%
Medical Services	Commercial	Minimum 7 units per acre	Up to 6 stories; plus taller hospitals	250 ac.	2%
Light Industry	Industry & Wholesaling	Not applicable	5 stories	100 ac.	1%
Industry	Industrial	Not applicable	3 to 6 stories	75ac.	<1%

<sup>1</sup>Primary Use is the anticipated use of the majority of building floor area in each category. Substantial other uses are likely.

<sup>2</sup>Residential Density is a general range for planning purposes and subject to variation based on site suitability. Specific allowed ranges should be established by development regulations.

<sup>3</sup>Building Heights is the approximate size of the taller buildings anticipated in each category. Specific height or stories limits should be established by development regulations.

<sup>4</sup>Estimated Acreage is a rough approximation based on the [Future Land Use Map](#) with recognition of the indistinct nature of the category boundaries.

<sup>5</sup>Percentage of UGA is a rounded number provided for convenience based on the 'estimated acreage' and an assumption of approximately 24 square miles of land in the Urban Growth Area.

## For More Information

 SHARE

- The [Buildable Lands Report](#)  prepared for Thurston County by the staff of the [Thurston Regional Planning Council](#)  helps Olympia to determine the quantity of land to provide for population and employment growth
- The [Capitol Master Plan](#)  prepared by the Department of Enterprise Services describes the State's plans for certain lands within and adjacent to downtown
- The [Port of Olympia's Planning documents](#)  describe the Port's vision for the future of its lands within Olympia, as well as its role within Thurston County in general
- The [Downtown Strategy](#)  will define what steps the City will take to make the community's vision for downtown a reality
- The [Urban Corridors Task Force Recommendations](#) , adopted by [Thurston Regional Planning Council](#)  in 2012, describes challenges and opportunities for the urban corridors of Olympia, Lacey and Tumwater

### **The Olympia Comprehensive Plan was adopted by Ordinance 6945 on December 16, 2014.**

Note: Links from this Comprehensive Plan to other web pages and documents are for convenience and do not make those pages part of this Plan.

#### **Comprehensive Plan contact information:**

Email: [imagineolympia@ci.olympia.wa.us](mailto:imagineolympia@ci.olympia.wa.us)  
(<mailto:imagineolympia@ci.olympia.wa.us>)  
Telephone: (360) 753-8314

City Website: <http://olympiawa.gov>  
(<http://olympiawa.gov>)  
[Code Publishing Company](#)  
(<http://www.codepublishing.com/>)



# Introduction

**T**he Thurston Region is the economic and cultural heart of South Puget Sound. Government, education, health care, manufacturing, and service sectors fuel our economy. Ports, freeways, and railroads move our goods, and leafy neighborhoods, urban centers, and open spaces provide us places to live, work, and play. But it's our people — our progressiveness and inclusiveness — that make our growing community attractive to new residents and adaptive to new ideas. The choices we make today will shape our community's economic, environmental, and social sustainability in the coming decades.

A sustainable community will enhance quality of life, foster economic vitality, and protect the environment while balancing our needs today with those of future residents.

*Definition of Sustainability for the Thurston Region*

Our region's wants and needs are changing. The share of the population age 65 and older is projected to grow from 12 percent today to 19 percent by 2035. An increasing number of young people are foregoing or delaying marriage and parenthood. New high school and college graduates are



substituting shiny cars for smart phones and seeking out urban areas instead of suburbs. We are a moderate-sized community — some 250,000 people call our region home. If we continue to grow at the rate we have in the past, our population will increase by about 120,000 people by 2035.

What sort of homes will we need in the future? Will we be nimble and responsive to our changing needs? What jobs will we have, and how will we get to them? Where will we shop, recreate, and interact with each other? And, how will we preserve and protect our streams, skies, forests, farms, and prairies — the natural capital that makes the region special?

Change comes with many challenges and opportunities. This ambitious plan — the first of its kind in the region's history — seeks to address those challenges and opportunities in a comprehensive way. Put simply, the purpose of the plan, *Creating Places – Preserving Spaces: A Sustainable Development Plan for the Thurston Region*, is to identify the actions needed to integrate sustainability into all regional decision-making to achieve a healthy economy, society, and environment.

## The Sustainable Thurston Vision:

*In one generation — through innovation and leadership — the Thurston Region will become a model for sustainability and livability. We will consume less energy, water, and land, produce less waste, and achieve carbon neutrality. We will lead in doing more while consuming less. Through efficiency, coupled with strategic investments, we will support a robust economy. Our actions will enhance an excellent education system, cultivate a healthy environment, and foster an inclusive and equitable social environment that remains affordable and livable. We will view every decision at the local and regional level through the sustainability lens. We will think in generations, not years. The region will work together toward common goals, putting people in the center of our thinking, and inspire individual responsibility and leadership in our residents.*

**The Priority Goals, Targets and Action Steps:** To measure progress toward achieving the vision, the Sustainable Thurston Task Force identified the following priority goals and targets. These goals and targets represent the cumulative effects of the broad range of actions outlined in the Plan. The first two priority goals and targets (the land-use goals) are essential to achieving the other goals and targets.

Sustainability is a balance of quality of life, economic vitality, and environmental health. The priority goals and targets measure this balance. If progress is not made on all of the goals, the *balance* is not achieved, and additional actions must be taken.

	Priority Goal	Target	First Action Steps
	Create vibrant centers, corridors, and neighborhoods while accommodating growth.	By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.	Rethink our existing land-use zoning and regulations in the urban areas to allow for greater mix of uses and densities to support efficient provision of services. Identify priority areas, begin neighborhood-level planning to create clarity about design, mix of uses, and density, and take actions. Find resources for continuing the community conversation about land-use and zoning changes.
	Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.	Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural areas, and 95 percent will be within cities, towns, unincorporated growth areas, and tribal reservations. Rural areas are defined as outside of the cities, towns, unincorporated urban growth areas and tribal reservations.	To better understand rural land uses, create and prioritize an inventory of farmlands, forestlands, prairies, and other critical habitats that may be at risk due to development pressure.  Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.
	Create a robust economy through sustainable practices.	The Economic Development Council will develop a Sustainable Economy Index. The "Index" will identify what to measure in order to track progress toward a robust sustainable economy. A target can be developed from the index after it is monitored for several years.	Implement the Sustainable Economy actions.

	Priority Goal	Target	First Action Steps
	Protect and improve water quality, including groundwater, rivers, streams, lakes, and Puget Sound.	Protect small stream basins that are currently ranked as “Intact” or “Sensitive”. Improve and restore as many as possible “Impacted” stream basins.	To preserve the stream basins that still have the opportunity to function properly, conduct watershed-based land-use planning (i.e., basin plans). Focus on those areas that may be at risk of degradation under current plans and development regulations. Implement adopted plans.
	Plan and act toward zero waste in the region.	Reduce per capita landfill waste by 32 percent by 2035 to achieve no net increase in landfill waste compared to 2010 in Thurston County.	Maintain a rate structure that will incentivize waste prevention, as well as implement policy and support programs.
	Ensure that residents have the resources to meet their daily needs.	By 2035, less than 10 percent of total households in Thurston County will be cost-burdened; less than 5 percent will be severely cost-burdened.	To become more strategic in managing scarce social service resources, create a single governing entity to ensure a coordinated and streamlined approach to social service planning and funding in Thurston County.
	Support a local food system to increase community resilience, health, and economic prosperity.	To be determined after development of a local food systems plan.	Find resources to create a local food systems plan, and support development of a regional food policy council.
	Ensure that the region’s water supply sustains people in perpetuity while protecting the environment.	Reduce per capita water use by 33 percent by 2035 to achieve no net increase in water use in Thurston County.	Find resources to create a water systems plan that explores ways to manage water resources in the Thurston Region more holistically.

	Priority Goal	Target	First Action Steps
	Move toward a carbon-neutral community.	Become a carbon-neutral community by 2050. Supporting target: Achieve a 45 percent reduction of 1990 greenhouse gas emissions by 2035.	Find resources to create a Thurston Region climate action plan.
	Maintain air quality standards.	Continue to meet state and federal air quality standards. <ul style="list-style-type: none"> <li>• PM<sub>10</sub>: 150 micrograms per cubic meter of air (<math>\mu\text{g}/\text{m}^3</math>), 24-hour average [state and federal primary/secondary standards];</li> <li>• PM<sub>2.5</sub>: 12 <math>\mu\text{g}/\text{m}^3</math>, annual average [federal primary/secondary standards];</li> <li>• Ozone: 0.075 parts per million (ppm), 8-hour average [federal primary/secondary standards].</li> </ul>	Continue to focus on reducing vehicle miles traveled and improving operational efficiency of the transportation network (e.g., “Smart Corridors” — see Environment chapter).
	Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.	Integrate education on sustainability and sustainable practices into K-12 curricula, as well as planner’s short courses, workshops, professional training, and other educational opportunities.	Find resources to ensure continued focus on sustainability actions, education, and coordination.
	Make strategic decisions and investments to advance sustainability regionally.	Create and adopt sustainability checklists for use in all local decision making processes by 2016.	Develop a generic checklist for modification and use by local jurisdictions. Use the list when making decisions such as funding allocations, comprehensive plan amendments, and capital facilities investments.



## Create vibrant centers, corridors, and neighborhoods while accommodating growth.

Creating places will support equal access to quality education, services, amenities, and infrastructure, as well as attract and retain employers and residents who desire an active urban environment.

### TARGET

By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

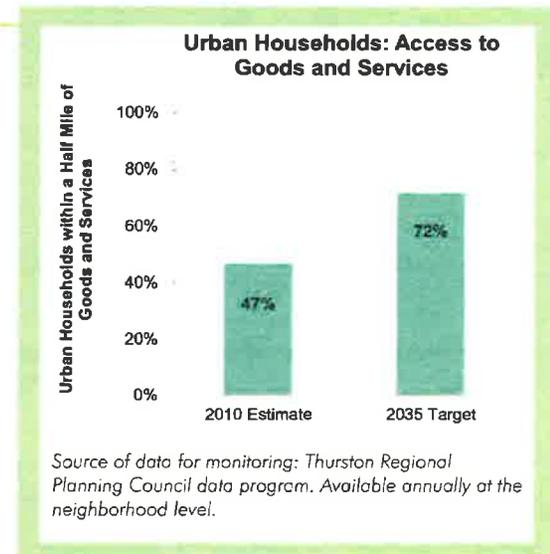
### How meeting the target will achieve the goal:

Creating vibrant centers and corridors where people can live, work, shop and play, and creating neighborhood centers where people can meet some of their daily needs, are the foundation of our urban land-use vision. Walkable urban places should contain all five of these elements:

- People or activity — both residents and employers
- Proximity — places that are interesting near where people live
- Physical Form — great design
- Public Amenities — investment in street design, public buildings, transit, and parks
- Parking Policy — parking sized and designed to support walkable urban areas

Meeting the target will result in urban areas that have a greater mix of housing and commercial activity, and urban densities that support services and businesses. The other components of vital urban places are less quantifiable.

**First Action Steps:** Rethink our existing land-use zoning and regulations in the urban areas to allow for a greater mix of uses and densities to support efficient provision of services. Identify priority areas, and begin neighborhood-level planning to create clarity about design, mix of uses, and density and take actions. Find resources for continuing the community conversation about land-use and zoning changes.





**Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.**

Preserving spaces will result in multiple outcomes, including maintaining viable local food, farm, and forest economies, protecting the environment, as well as using land in urban areas efficiently and effectively for residential, commercial, and industrial uses while preserving open space.

**TARGET**

Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural areas, and 95 percent will be within cities, towns, unincorporated growth areas, and tribal reservations. Rural areas include land outside of the cities, towns, unincorporated urban growth areas and tribal reservations.

**Supporting target:** No net loss of farmlands, forest lands, prairie habitats (in addition to environmentally critical areas that are currently protected) while providing for a range of densities within rural Thurston County.

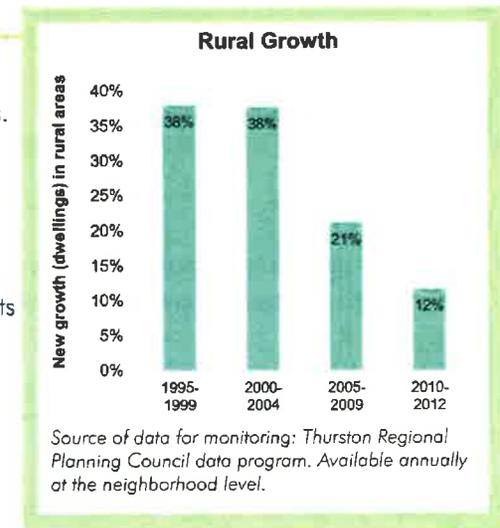
**How meeting the target will achieve the goal:**

Preserving Thurston County’s rural character is dependent on guiding residential growth into the urban areas where households will have greater access to goods and efficiently provided services.

Since Washington adopted the Growth Management Act (GMA) in the early 1990s, Thurston County’s rural growth has decreased from 38 percent (1995-2004) to 12 percent (2010-2012). It is projected that without changes to existing plans, however, Thurston County will see a 10 percent reduction in forest lands and 32 percent reduction in farm lands by 2035. Meeting the target and setting a supporting target of no net loss of farmlands, forest lands, and prairie habitats in rural Thurston County will ensure that the goal of preserving environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands will be met.

**First Action Steps:** To better understand rural land uses, create and prioritize an inventory of farmlands, forest lands, prairies, and other critical habitats that are at risk due to development pressure.

Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.



## Leadership & Participation

### Regional Goals

Three leadership goals and associated actions have been identified through Task Force discussion, public input, and panel work as being essential to support meeting the region's sustainability goals. They are essential first steps — many related to funding or capacity for implementation of the Plan, and actions that require ongoing collaboration between partners.

**Goal L-1: Become a model for sustainability and livability. Identify resources, organizational structure, and educational opportunities to achieve regional sustainability goals.**

**Goal L-2: Develop regional plans and strategies essential to meeting sustainability priority goals and targets.**

**Goal L-3: Increase regional coordination and collaboration.**

The Plan sets a dozen priority goals to achieve the Sustainable Thurston vision.

1. Create vibrant centers, corridors, and neighborhoods while accommodating growth.
2. Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.
3. Create a robust economy through sustainable practices.
4. Protect and improve water quality, including groundwater, rivers, streams, lakes, and the Puget Sound.
5. Plan and act toward zero waste in the region.
6. Ensure that residents have the resources to meet their daily needs.
7. Support local food systems to increase community resilience, health, and economic prosperity.
8. Ensure that the region's water supply sustains people in perpetuity while protecting the environment.
9. Move toward a carbon-neutral community.
10. Maintain air quality standards.
11. Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.
12. Make strategic decisions and investments to advance sustainability regionally.

## What is our vision for the future?

*In one generation, the Thurston Region's built environment will transition to unique, recognizable places and neighborhoods, fostering a sense of community, supporting a robust economy, and protecting farmlands and natural areas. City and town centers in Bucoda, Grand Mound, Lacey, Olympia, Tumwater, Rainier, Tenino, Rochester, and Yelm will develop or grow into thriving business districts, all with a walkable, well-designed urban form that encourages a mix of housing, goods, services, and places to recreate. Some neighborhoods that are closer in will have greater access to goods and services, as well as increased opportunities for housing choices to fit the needs of the changing population. We'll pay greater attention to design, walkability, accessibility, and affordability — all essential to meet the needs of an aging population and to attract and retain innovators in our community. Suburban, single-family neighborhoods will provide housing choices for families and others that value quiet neighborhoods with private spaces. The rural areas will remain a mixture of rural homes, farms, forest lands, and natural areas, with markedly lower densities of residential growth than the urban area.*

## What will the future look like under current plans?

The partners first considered the future given current land-use plans and zoning regulations — the Baseline Future.<sup>1</sup> Using the best information available and the adopted population forecast for 2035 analysis shows that existing land-use plans will lead to the following<sup>2</sup>:

- 32 percent loss of farmlands to urbanization — some 15,600 acres — compared to a vision of producing a greater proportion of our food locally and protecting farmlands;
- 10 percent loss of forest lands to urbanization — around 19,300 acres — compared to a vision of maintaining forest canopy to preserve water quality and stream health;
- 13 percent of growth going into the rural areas, contributing to the loss of forestlands, farms, and prairies, resulting in growth patterns that are difficult to serve with infrastructure and services, and straining limited resources;
- Difficulty attracting enough growth to our urban and town centers to create the envisioned vibrant places that will attract and support innovators and creative people to help foster a strong economy;
- Only a slight increase in activity and density in our major transit corridors — areas that are our best opportunity to support enhanced transit service in the future;
- Only a slight increase in our jobs/housing balance, compared to a vision of areas where we can live, work, play, and shop;
- Difficulty achieving the neighborhood centers envisioned in the larger city's comprehensive plans — places that offer destinations close to home and a few goods and services;

- Concerns over water availability to sustain people while protecting the environment; and,
- Concerns over increased energy use and ability to meet the state's targets for reducing greenhouse gas emissions and vehicle miles traveled.

### What will we achieve under the Sustainable Thurston vision?

In contrast, the Preferred Land-Use Scenario presents an alternative future and will result in the following measurable benefits compared to the current trends shown in the Baseline Future:

#### Greater Efficiency in the Delivery of Services and Provision of Infrastructure

- 95 percent of growth locating in areas designated for urban growth — the cities, towns, designated urban growth areas and tribal reservations;
- An increase in activity density (people plus jobs) in higher-frequency transit corridors approaching a level that may support an enhanced level of transit service; and,
- \$1.6 billion savings in road, water, sewer, and other related infrastructure to support residential development, and additional savings in future maintenance costs (it costs \$250,000-\$500,000 every 10-15 years to maintain a lane mile of road).

#### Greater Access to Jobs, Shopping, Food, and Services

- A better mix of jobs and housing in the county as a whole will lead to a 16 percent reduction of 1990 levels of vehicle miles traveled based on land-use changes alone;
- 43 percent of the population living within a quarter-mile of transit service; and,
- 72 percent of urban households living within a half-mile of goods and services.

#### More Efficient Use of Resources

- 33 percent reduction in developed land consumption compared to the Baseline Future;
- 11 percent reduction of 2010 levels in per-household water use through land-use changes alone; and a 45 percent reduction when conservation measures are included, leading to a 21 percent decrease in total residential water consumption while accommodating growth;



Cost of Infrastructure: Compact communities need fewer miles of roads, water lines, and other infrastructure.



The Preferred Land-Use Scenario calls for a greater mix of jobs and housing. Commuting to work accounts for a large part of household travel, so increasing housing near job opportunities will result in shorter commutes.



The Preferred Land-Use Scenario calls for a more compact form of development — or a greater proportion of growth to be accommodated in multifamily units or in homes with smaller lots. This means less lawn and landscaping per person.

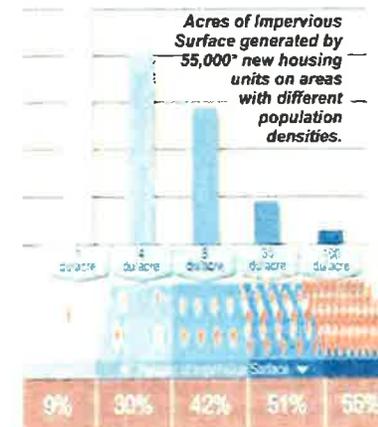
- 28 percent reduction of 2010 levels in per-household energy consumption through land-use changes alone; and a 39 percent reduction when conservation measures are included, leading to an 11 percent decrease in total energy consumed by households while accommodating growth;
- No net loss of forestlands; and,
- No net loss of rural farmlands

#### Greater Protection of Environmental Quality

- 34 percent reduction in new impervious area compared to the Baseline Future in protected stream basins, and a 31 percent reduction in new impervious area compared to Baseline Future in sensitive stream basins; and,
- 38 percent reduction in residential carbon dioxide emissions per household, leading to a 10 percent reduction in total carbon dioxide emissions from residential uses compared to 2010.

#### Some benefits of the Preferred Land-Use Scenario are less quantifiable:

- Creating vital urban places will foster an innovative and entrepreneurial economy. By integrating land uses, increasing transportation options, increasing housing density and employment intensity, our urban areas will become more economically productive. This will reduce unemployment, increase wages, and make our economy more resilient. One study showed that doubling population density led to a 6 percent increase in labor productivity and a 15 percent increase in economic productivity.<sup>3</sup>



\* Theoretical number

Runoff from impervious surfaces, such as roads and parking lots, can degrade water quality. Compact growth, such as the Preferred Land-Use Scenario, creates less impervious surface on a per-person basis, making urban stormwater more efficient to treat and protecting rural stream basins.



Long-term job creation begins with small businesses that grow over time within the region. To attract the "innovators" who grow businesses, a community must have vital urban places and activities.

- Focusing on walkable urban places and economic and social factors, such as employment, community safety, income, and education, will have positive outcomes on personal health. According to the County Health Rankings Model, 50 percent of health outcomes relate to social and economic factors (education, employment, income, family and social support, and community safety constitute 40 percent, while the built environment and environmental quality constitute 10 percent). The other factors are health behaviors (30 percent) and clinical care (20 percent).
- Reducing cost burden. Twenty-four percent of Thurston Region households spend more on housing than they can afford — or are “cost-burdened.”<sup>4</sup> Of our low-to-moderate-income households (those earning less than 80 percent of median income), 64 percent spend more than 30 percent of their income on housing. One-third pays more than 50 percent. This group is considered severely cost-burdened and at risk of becoming homeless. The Preferred Land-Use Scenario focuses on measures to reduce transportation and energy costs, increase economic opportunities, and increase access to food. These measures will lead to households that are more able to meet their basic needs.
- Fostering a sense of community. In a recent survey<sup>5</sup> for the Sustainable Thurston project, 85 percent of respondents contended that working together as a region to plan for the future would lead to an improved quality of life. Sixty-six percent believed that actions and participation as individuals could affect the planning and future of the region.



Walkable communities, such as those envisioned in centers and corridors and the neighborhood centers described in the Preferred Land-Use Scenario, will contribute to positive community health outcomes.



*Reducing cost burden means reducing how much we pay for our daily needs relative to how much we earn. Compact communities, such as those envisioned in the Preferred Land-Use Scenario, call for housing in areas with increased and more affordable transportation choices — walking and transit — and greater energy efficiency.*

### What steps are needed?

The Preferred Land-Use Scenario imagines that we create vibrant centers, corridors, and neighborhood centers while protecting rural residential lands, farmlands, prairies, and forest lands. Many of the actions needed to achieve this future are outlined in this and subsequent chapters but can be summarized as:

1. Focus on creating or enhancing walkable urban city and town centers in Bucoda, Grand Mound, Lacey, Olympia, Rainier, Rochester, Tenino, Tumwater, and Yelm. These places create the vital centers of our community, foster economic development and an innovative culture, and offer places to live, work, shop, and play.
2. Transition auto-oriented transit corridors into a more walkable urban form and seek opportunities for housing and a mix of services and amenities. These “nodes” along the corridor include the city centers and smaller clusters of activity at regular intervals.
3. Increase sustainable economic development activities, focusing on opportunities identified in the Economy chapter. Increase commercial infill and redevelopment in city and town centers and along major transit corridors. Look for opportunities for neighborhood commercial centers where appropriate.
4. Increase the range and choice of housing, especially in areas with access to goods and services such as transit. Focus on moderate, or “gentle,” density and accessible housing choices for neighborhoods to meet the needs of our changing demographics.
5. Rethink current low-density residential-only zoning districts in the urban areas. These districts encourage development to occur at densities too low for transit service, creating large neighborhoods with very few transportation options, which are often far away from jobs, goods, and services.
6. Use the remaining urban land supply more efficiently.
  - Take a comprehensive look at the vacant land supply, especially in the unincorporated urban growth area, and remove any areas from consideration that are not suitable for urban development because of environmental reasons, such as high groundwater, large amounts of wetlands, or steep slopes.
  - Assess the cost of extending infrastructure to the remainder of the urban growth areas, and consider the full costs of maintenance when determining appropriate areas for urban growth. Place areas within the unincorporated growth area without urban infrastructure (sewer or water lines) or with no specific plans to extend infrastructure into longer-term holding zones or lower-density development.

7. Increase opportunities for urban agriculture while accommodating growth.
8. Take into account property rights, vesting, and reasonable use of property. Since we have about a 10-to-12-year supply (TRPC estimate<sup>1</sup>) of residential lots and multifamily projects either permitted, vested, or proposed, work with property owners to encourage new development that supports the preferred land-use vision when possible.
9. Inventory and assess farmlands, forest lands, prairies, and other rural lands, and take steps such as re-examining rural zoning, create workable transferring or purchasing development rights programs, providing economic incentives, and improving the farm economy to protect the rural character of the Thurston Region.

The remainder of this chapter looks at four types of places that constitute the built and natural environment of the Thurston Region:

- Northern Thurston County’s urban area, composed of Lacey, Olympia, and Tumwater and the transit corridors that link the city centers;
- Southern Thurston County’s cities and towns and rural communities — Bucoda, Grand Mound, Rainier, Rochester, Tenino, and Yelm — separated by rural lands;
- Neighborhoods that surround the centers in both northern and southern Thurston County; and,
- Rural and resource lands.

#### Sustainable Thurston Foundational Principles & Policies related to Community:

- Build and maintain distinct communities;
- Preserve and enhance the character and identity of existing urban, suburban, and rural communities while offering additional opportunities;
- Add cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being;
- Support education, employment, and commercial opportunities that bolster community health and well-being; and,
- Respond and adapt to future social, economic, and environmental challenges.

# Executive Summary

Sustainable Thurston ... A community conversation

**T**he Sustainable Thurston project began in early 2011 with a simple question for the Thurston Region's quarter-million residents: *How do you want your community to look, function, and feel in 2035?*

Online and in person, thousands of people considered the challenges and opportunities of growth from an economic, environmental, and social sustainability perspective. Just as important, these engaged residents helped the Sustainable Thurston Task Force craft a regional vision of sustainable development that encompasses land use, housing, energy, transportation, food, health, and other interconnected issues.



Sustainable Thurston’s flagship document, *Creating Places — Preserving Spaces: A Sustainable Development Plan for the Thurston Region*, is as comprehensive as it is ambitious. It aims, no less, to integrate sustainability into all regional decision-making to achieve a healthy economy, society, and environment.

The Plan begins by establishing a definition of sustainability and crafting a dozen foundational principles around six elements: Leadership & Participation, Community, Investment, Economy, Opportunities & Choices, and Environment.

A sustainable community will enhance quality of life, foster economic vitality, and protect the environment while balancing our needs today with those of future residents.

*Definition of Sustainability for the Thurston Region*

A bold vision statement establishes a clear direction for the region during the next quarter-century:

*In one generation — through innovation and leadership — the Thurston Region will become a model for sustainability and livability. We will consume less energy, water, and land, produce less waste, and achieve carbon neutrality. We will lead in doing more while consuming less. Through efficiency, coupled with strategic investments, we will support a robust economy. Our actions will enhance an excellent education system, cultivate a healthy environment, and foster an inclusive and equitable social environment that remains affordable and livable. We will view every decision at the local and regional level through the sustainability lens. We will think in generations, not years. The region will work together toward common goals, putting people in the center of our thinking, and inspire individual responsibility and leadership in our residents.*

## Executive Summary

Making the vision a reality will require tough decisions and significant time and resources over the long term. So why change? The Thurston Region is already a great place — innovative, inclusive, attractive, and affordable. The answer is that doing nothing still comes with costs. Current local land-use plans and trends would result in the following outcomes by 2035:

- Losing 32 percent of farmlands to urbanization — about 15,600 acres
- Losing 10 percent of forest lands to urbanization — about 19,300 acres
- Sending 13 percent of growth into the rural areas, contributing to the loss of forests, farmlands, and prairies
- Difficulty creating vibrant urban and town centers that attract innovative businesses and residents
- Difficulty conserving and protecting water to sustain people and the environment
- Difficulty meeting Washington State’s vehicle miles traveled and greenhouse gas reduction targets

## A course correction

Business-as-usual puts us on an unsustainable trajectory. To change course and realize the vision, *Creating Places — Preserving Spaces* sets a dozen priority goals and targets and recommends roughly 300 discrete actions related to 10 quality-of-life topics.

	Priority Goal	Target	First Action Steps
	Create vibrant centers, corridors, and neighborhoods while accommodating growth.	By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.	Rethink our existing land-use zoning and regulations in the urban areas to allow for greater mix of uses and densities to support efficient provision of services. Identify priority areas, begin neighborhood-level planning to create clarity about design, mix of uses, and density, and take actions. Find resources for continuing the community conversation about land-use and zoning changes.
	Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.	Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural areas, and 95 percent will be within cities, towns, unincorporated growth areas, and tribal reservations. Rural areas are defined as outside of the cities, towns, unincorporated urban growth areas and tribal reservations.	To better understand rural land uses, create and prioritize an inventory of farmlands, forestlands, prairies, and other critical habitats that may be at risk due to development pressure.  Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.
	Create a robust economy through sustainable practices.	The Economic Development Council will develop a Sustainable Economy Index. The “Index” will identify what to measure in order to track progress toward a robust sustainable economy. A target can be developed from the index after it is monitored for several years.	Implement the Sustainable Economy actions.

	Priority Goal	Target	First Action Steps
	<p>Protect and improve water quality, including groundwater, rivers, streams, lakes, and Puget Sound.</p>	<p>Protect small stream basins that are currently ranked as “Intact” or “Sensitive”. Improve and restore as many as possible “Impacted” stream basins.</p>	<p>To preserve the stream basins that still have the opportunity to function properly, conduct watershed-based land-use planning (i.e., basin plans). Focus on those areas that may be at risk of degradation under current plans and development regulations. Implement adopted plans.</p>
	<p>Plan and act toward zero waste in the region.</p>	<p>Reduce per capita landfill waste by 32 percent by 2035 to achieve no net increase in landfill waste compared to 2010 in Thurston County.</p>	<p>Maintain a rate structure that will incentivize waste prevention, as well as implement policy and support programs.</p>
	<p>Ensure that residents have the resources to meet their daily needs.</p>	<p>By 2035, less than 10 percent of total households in Thurston County will be cost-burdened; less than 5 percent will be severely cost-burdened.</p>	<p>To become more strategic in managing scarce social service resources, create a single governing entity to ensure a coordinated and streamlined approach to social service planning and funding in Thurston County.</p>
	<p>Support a local food system to increase community resilience, health, and economic prosperity.</p>	<p>To be determined after development of a local food systems plan.</p>	<p>Find resources to create a local food systems plan, and support development of a regional food policy council.</p>
	<p>Ensure that the region’s water supply sustains people in perpetuity while protecting the environment.</p>	<p>Reduce per capita water use by 33 percent by 2035 to achieve no net increase in water use in Thurston County.</p>	<p>Find resources to create a water systems plan that explores ways to manage water resources in the Thurston Region more holistically.</p>

	Priority Goal	Target	First Action Steps
	Move toward a carbon-neutral community.	Become a carbon-neutral community by 2050. Supporting target: Achieve a 25 percent reduction of 1990 greenhouse gas emissions by 2020.	Find resources to create a Thurston Region climate action plan.
	Maintain air quality standards.	Continue to meet state and federal air quality standards. <ul style="list-style-type: none"> <li>• PM<sub>10</sub>: 150 micrograms per cubic meter of air (µg/m<sup>3</sup>), 24-hour average [state and federal primary/secondary standards];</li> <li>• PM<sub>2.5</sub>: 12 µg/m<sup>3</sup>, annual average [federal primary/secondary standards];</li> <li>• Ozone: 0.075 parts per million (ppm), 8-hour average [federal primary/secondary standards].</li> </ul>	Continue to focus on reducing vehicle miles traveled and improving operational efficiency of the transportation network (e.g., “Smart Corridors” — see Environment chapter).
	Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.	Integrate education on sustainability and sustainable practices into K-12 curricula, as well as planner’s short courses, workshops, professional training, and other educational opportunities.	Find resources to ensure continued focus on sustainability actions, education, and coordination.
	Make strategic decisions and investments to advance sustainability regionally.	Create and adopt sustainability checklists for use in all local decision making processes by 2016.	Develop a generic checklist for modification and use by local jurisdictions. Use the list when making decisions such as funding allocations, comprehensive plan amendments, and capital facilities investments.

## Executive Summary

So what would we get? The Sustainable Thurston Task Force's Preferred Land-Use Scenario, which assumes we achieve the priority targets, would result in the following measurable outcomes in 2035:

- 95 percent of growth locating in areas designated for urban growth
- \$1.6 billion savings in road, water, sewer, and other related infrastructure costs to support residential development
- 16 percent reduction of 1990 levels of vehicle miles traveled based on land-use changes
- 43 percent of the population living within a quarter-mile of transit service
- 72 percent of urban households living within a half-mile of goods and services
- 33 percent reduction in land consumption
- 21 percent decrease in total residential water consumption
- 11 percent decrease in total residential energy consumption
- No net loss of forestlands
- No net loss of rural farmlands
- 34 percent reduction in new impervious area in protected stream basins
- 31 percent reduction in new impervious area in sensitive stream basins

- 38 percent reduction in carbon dioxide emissions per household, leading to a 10 percent reduction in total CO<sub>2</sub> from residential uses compared to 2010 which will contribute to meeting our greenhouse gas reduction target. (see priority goals for CO<sub>2</sub> emissions from all sources)

### A shared future

The general goals and actions that conclude each of the six core chapters show us how to achieve our sustainability vision, who must be involved and when. What we would get is a more economically, environmentally, and socially sustainable future.



Actions that conclude the **Economy** chapter would coordinate economic development efforts, foster industry clusters, and diversify the region’s employment base. Changing how we use land would be good for business, too.

Actions that conclude the **Community** chapter would create vital city and town centers that attract artists, entrepreneurs, and other members of the “creative class,” as well as increase active transportation and affordable and accessible housing choices in close-in neighborhoods. Additional actions would transition auto-oriented transit corridors into a more walkable urban form and preserve rural lifestyles in the countryside.

Actions in the **Opportunities & Choices** chapter would create “complete” communities by tying together some of the aforementioned transportation, housing, and economic development issues with health and human services, local food systems, and access to schools. Such communities have efficient and equitable access to healthy food, quality schools, parks, and other opportunities.

Actions in the **Investment** chapter would maximize the use of existing public infrastructure and assets and prioritize and leverage future investments. Municipalities would deliver water, sewer, solid waste, public safety, transportation, and communications services in a more

cost-effective manner and champion energy efficiency and renewable energy strategies that bolster energy independence and economic stability. The **Environment** chapter builds upon these actions to improve local air and water quality and mitigate global climate change.

The **Leadership & Participation** chapter ties the core chapters together and underscores the maxim “think regionally — act locally.” The chapter lists the first action steps we must take to achieve our priority goals and hit our sustainability targets. Such steps include reinvesting in our communities, prioritizing and protecting farms, forests and other lands facing development pressure, as well as drafting comprehensive climate action, water, and food systems plans.

Success will require sustained and widespread commitment. At the household level, this means individuals integrating sustainability actions into their life and influencing neighbors. At the government level, it means municipalities integrating sustainability actions into their comprehensive plan and coordinating regionally to bring about greater change.

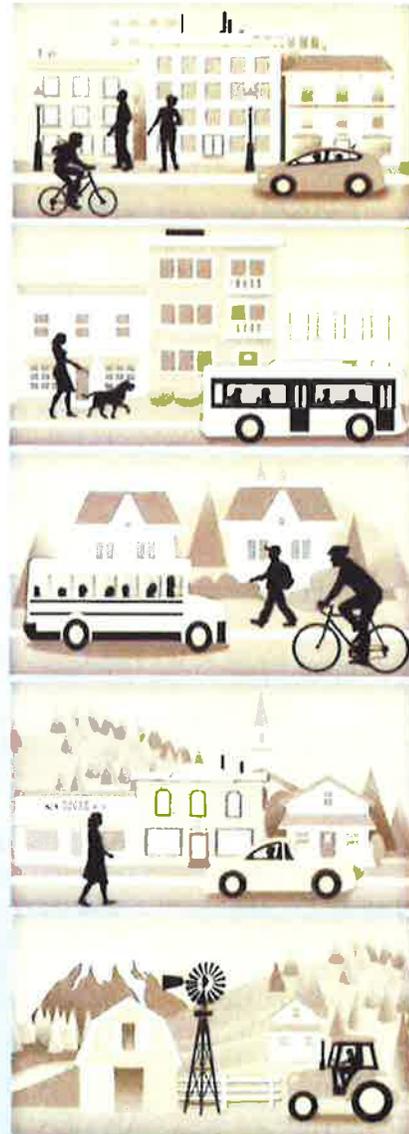
Want to learn more about access to housing, services, and other opportunities in the region? Read the companion *Fair Housing Equity Assessment and Regional Housing Plan* at [www.sustainablethurston.org](http://www.sustainablethurston.org).

*The Sustainable Thurston project is an opportunity to shape this region's future as well as the actions and responsibilities to achieve it.*

## Land Use, Transportation, and Climate Change

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**White Paper  
January 2013**



## Land Use, Transportation, and Climate Change White Paper

The Sustainable Thurston planning process engaged dozens of people from across many different sectors in exploring study topics and developing white papers for the Sustainable Thurston Task Force. For many of these groups, it was the first time that practitioners, experts, and interested stakeholders came together to discuss these topics. In many regards, they were literally starting from scratch in preparing background to inform Task Force deliberations.

Transportation and land use were different.

That is because local jurisdictions in the Thurston region have been engaged in State-mandated Growth Management Act planning activities since 1990. The region is 20 years into implementation of those visions and plans. As we were advised repeatedly during interviews with local staff, "we're not starting from scratch" when it comes to coordinated transportation and land use planning.

How then to convey in an accessible way the myriad relationships of local and regional comprehensive planning processes? Providing an exhaustive level of detail might satisfy some of the policy wonks and community activists who have been involved in these processes since the 1990s but it would alienate newcomers to the comprehensive planning process. Alternatively, focusing on the most basic aspects of the Growth Management Act and tailoring content to those unfamiliar with the planning process would frustrate the many people with a good understanding of the basics.

In the end, we opted for a middle approach. We attempted to tell the story of fundamental relationships between transportation and land use, their connection to climate change, and the underlying philosophies guiding local and regional decision-making. We used [video](#) and [infographics](#), backed up by the planner's ubiquitous [powerpoint presentation](#). We presented these materials in October 2011 to the Task Force. The content and format proved effective; infographics and video have become a mainstay of the Sustainable Thurston communications strategy.

This draft paper completes the package.

Again, the focus is on those fundamental relationships between transportation and land use and the philosophical underpinnings of the shared vision that has guided local and regional efforts for more than 20 years. It is peppered with endnotes and links to more information, and includes meaty resources. It also points people in useful directions if they are interested in finding out more or how to get involved in their local communities.

In-depth interviews with agency staff and others keenly interested in this essential transportation – land use intersection provided critical input to this paper. There is a remarkable depth of knowledge, experience, and commitment to local and regional planning in the staff and citizenry of this region; it is humbling to attempt to communicate those collective insights. That said, they had little opportunity to review the final direction of this paper or its conclusions. Omissions and errors should be fully credited to the author.

## Introduction

Thurston residents have more choices today about where to live and how to get around than at any time in the past. This is due in large measure to decisions made twenty or more years ago about what kind of place Thurston County should be in the future.

The great places that welcome, nurture and inspire us don't just happen. They are the result of visions, plans, investments, individual actions, outside forces, and more than a little serendipity. Since their very earliest days, communities in the Thurston region have worked together to create neighborhoods, cities, towns, and rural areas that reflect this region's values over time, preserving what works well and improving on those things that can be better.

This paper focuses on the ways in which two intersecting elements of place – transportation and land use – shape decisions we face today and the choices we'll have tomorrow. It offers an overview of the framework and big ideas guiding transportation and land use decision-making. It looks at some achievements and challenges, and suggests opportunities for accomplishing more community objectives. This paper also speaks to the most direct linkages between how a community is built, the travel options it supports, and climate change.



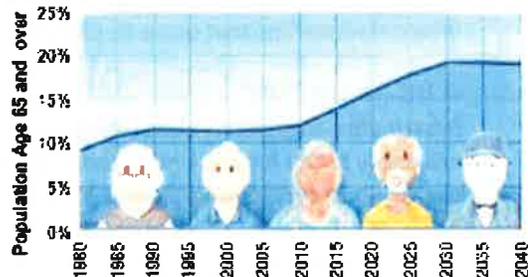
Sustainable Thurston is revisiting existing visions and community aspirations, revalidating what works and is consistent with current values, and identifying areas of concern or new areas of community interest. It is a multi-disciplinary exploration, with direct and indirect linkages between every one of the topic areas under consideration. Many of those linkages relate back to the kind of place that transport and land use policy are shaping. This paper aims to stimulate further thinking about those complex inter-relationships that underlie places throughout the region, today and tomorrow.

### A Bit about “Us”

Sustainable Thurston is about the places people know in Thurston County today, and the ones people will know in the future. Understanding a little bit about the people who call Thurston County home is useful when considering the issues explored in this Sustainable Thurston process.

- About 270,000 people call Thurston County home in 2012: 46% live in an incorporated city or town; 21% live in unincorporated “urban growth areas,” parts of unincorporated Thurston County that will be annexed into a city within the next 20 years; and 33% live in rural Thurston County<sup>1</sup>.
- The Thurston region grew a lot between 2000 and 2010 – in those ten years Thurston County's population increased by 44,900, to 252,264 people. As has been true since 1960, most of Thurston County's growth between 2000 and 2010 came from net in-migration (77%) – more people moved to the region than moved away from it – and the rest (23%) was from the natural increase resulting from more births than deaths<sup>2</sup>. In-migration is expected to remain the primary source of population growth in the future<sup>3</sup>.

- Despite the housing boom that kicked off this past decade, it was not the region’s biggest growth decade. In terms of sheer numbers and growth rate, 1970 heralded an unprecedented decade of growth for the region. Between 1970 and 1980, Thurston County grew by 47,375 people, from 76,900 to 124,264 people. That’s more than a 60% increase in population in just ten years! 84% of the growth in that decade came from net in-migration. During that time, most people moved to unincorporated Thurston County so that by 1980, only 42% of the region’s entire population lived in cities, down from the high of 53% when the decade began. There has never been a stronger decade of growth in the region<sup>4</sup>; development patterns associated with that decade still have a pronounced influence on today’s communities.
- While Thurston County continues to be an employment draw for people from surrounding counties, an ever-larger share of Thurston County’s work force commutes to jobs outside the region. Currently, about 1 in 4 employees who live in Thurston County commute to jobs elsewhere. Pierce County is the number one destination, attracting over 62% of those commuters<sup>5</sup>; Joint Base Lewis-McChord (JBLM) accounts for a significant number of those Pierce County trips<sup>6</sup>. Today, more people commute to jobs outside the region to work than work locally for State government. That is expected to continue into the future as people are attracted by the range and affordability of lifestyles in the region that are relatively close to good-paying jobs to the north<sup>7</sup>.
- As is true across the country, average household size in Thurston County continues to decrease. In 1960, the average household size was 3.11 persons per household; in 2010, it was 2.46 persons per household. This corresponds to fewer households with children. Roughly 1/3 of households in the region have children at home; this compares to almost half of households in 1970<sup>8</sup>. This trend is expected to continue into the foreseeable future.
- Also consistent with national patterns, Thurston County will rapidly grow “older” over the next twenty years. Today’s population aged 65 or older represents about 12% of the population; that is expected to increase to 19% of the population by 2035. This will put new strains on households and on jurisdictions working to accommodate the needs of an aging population.
- Changing demographics bring with them major changes in lifestyle influences at the other end of the generational spectrum. The “millennial generation” refers to those people born between the late 1970s/early 1980s and early 2000s or so (there are no hard dates such as there are for the Baby Boom generation). Representing about 1/3 of the U.S. population, they are not following in the footsteps of previous generations. This generation grew up with computers and the internet. Often characterized as technologically savvy, fluent in communications and digital media, progressive and politically active<sup>9</sup>, optimistic, entrepreneurial, tolerant, and civic-minded, the Millennials show little interest in suburban lifestyles and traditional career paths. They grew up in the suburbs and demonstrate little desire to return. The largest generation in America’s history is redefining the “American



Dream”, flocking to metropolitan areas, foregoing drivers’ licenses, postponing marriage and child-rearing, and fostering a burgeoning “creative class” that is highly sought after by successful companies. If market studies and research analyses are correct, Millennials are already an economic force of their own despite spending much or all of their young adult lives weathering the Great Recession<sup>10</sup>. This generation is something of a wild card in Thurston County’s future. Will the region be able to attract and retain this generation over the next two decades? Or, will this generation take its creativity, technological competency, and economic clout to urban communities offering lifestyles that this region has yet to achieve? The answer may depend on how Thurston County grows. For forecasting purposes the region assumes there will not be an exodus of this generation from the region but time will tell if this is an accurate assumption.

- Looking ahead, this region is planning for another 120,000 people over the next quarter century. The plan is for most of that growth – about 87% of it – to locate in cities and towns and urban growth areas; the rest will locate in unincorporated rural Thurston County. This will mean more homes throughout the region, the majority of them designed and built for these changing demographics. In fact, about 1/3 of the housing stock that will be available in 2035 will be built between now and then<sup>11</sup>. Where and how those homes are built is the focus of community planning efforts across the region and a key topic of interest in this Sustainable Thurston process.

## We’re Not Starting from Scratch

This region has a long history of coordinated planning. Long before the Washington State Legislature passed the Growth Management Act in 1990<sup>12</sup>, jurisdictions throughout the Thurston region were working together in an effort to curb runaway suburban development that was rapidly changing the character of rural Thurston County.

In response to the siting of The Evergreen State College far outside any city limits into what was then rural Thurston County, government agencies voluntarily came together in 1967 and agreed to coordinate planning efforts through a newly-established organization called Thurston Regional Planning Council. Through this cooperative regional planning process, short-term and long-term growth boundaries were established in 1988, two years before passage of growth management legislation at the state level would require such boundaries.

Sub-area plans from the 1970s and 1980s shaped how places like the Cooper Point peninsula (1972), NE Thurston County (1977), Rochester (1978), the Lacey Environs (1978), Black Lake/Littlerock/Delphi (1981) and the Nisqually Valley (1991) responded to growth pressures they were experiencing. A master plan was developed for Meridian Campus (1986), a long-range plan prepared by private sector investors with a long-term stake in how the region grows. Inter-local agreements resulted in inter-governmental agencies like Intercity Transit (1981) and the LOTT Clean Water Alliance (1976)<sup>13</sup>.

All of these efforts laid the groundwork for the current era of growth management activities expressly aimed at shaping how communities throughout the Thurston region grow over time.

## Growth Management Act

Passage in 1990 of the Growth Management Act<sup>14</sup> (GMA) marked the beginning of a new era of coordinated planning in Washington State. The State Legislature found that uncoordinated and

investments. Despite concerted word-smithing, any effort to describe a singular vision in detail will be thwarted by the diversity of lifestyles and aspirations that exist throughout Thurston County and which are reflected in locally-adopted plans. Somewhat like beauty, the details of a vision are in the eye of the beholder.

For that reason, this paper avoids going into too many details about specific visions – the more detail, the more there is to disagree about. Details about the plans for residential neighborhoods, city centers, transit corridor districts, small cities, and rural areas – the places that are the foundation of adopted visions across the region – are best left to the individual plans that describe them for each community and to the people who live in those communities. This paper focuses instead on the foundation of those visions and their relationship to each other and to other Sustainable Thurston topics. The goal is to stimulate interest in the ideas that informed how the region has grown to date and the planning processes that will influence what the Thurston region is like in 2035.

## A Choice of Places and Lifestyles

Just like individuals have visions for the future that guide their life decisions, so too do communities have visions that describe the kind of place they aspire to be. Each jurisdiction in Thurston County has a vision on which its Comprehensive Plan is based (see Resources for links to each Comprehensive Plan). Those visions – crafted through thousands of hours of public input in the early 1990s and periodically updated – reflect core community values and describe characteristics that jurisdictions strive to achieve as they evolve over the years and decades. The details of each vision vary by jurisdiction but what they share in common is the intent to meet today’s needs without jeopardizing tomorrow’s opportunities, and to retain and build upon the characteristics that make each community unique.

Adopted visions describe places that offer a range of lifestyle choices that reflect the diversity of this region – places that provide different types of housing and travel options to meet different needs and desires over time:

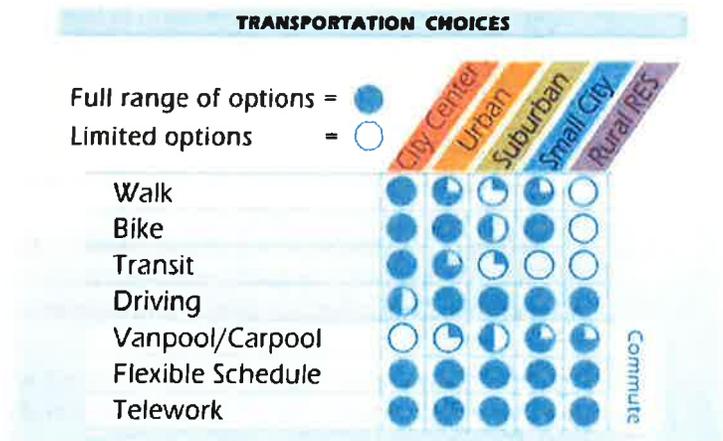
- **Dynamic city centers** will offer urban lifestyle choices that don’t exist today, featuring a range of high quality, multi-story housing, employment, and commercial opportunities within walking distance of each other in pedestrian-oriented settings. These will be the most urban of places in the region. Walking, transit, and biking may be more convenient than driving for those who live and work here. These places will offer the option of truly “car-lite” lifestyles for people of all ages and abilities, where car ownership is more of a choice than a necessity.
- **Urban transit corridors** refer to the premier Intercity Transit service corridors with 15-minute or better service frequencies. Future corridor investments will transform a select handful of transit-oriented **districts** on these corridors into vibrant, urban mixed-use neighborhoods offering a range of residential, service, retail, and civic opportunities. Short, one-seat transit rides connect these districts, enabling people to easily partake of a wealth of corridor activities without having to rely on a car.
- **Residential neighborhoods** range from older, close-in neighborhoods adjacent to city centers to 1970s and 1980s era cul-de-sac subdivisions to new subdivisions with sidewalks and a mix of housing types. Many neighborhoods will feature parks or other neighborhood amenities. Over time more residential neighborhoods will have small-scale retail or commercial services located

within or adjacent to residential areas though most will continue to rely on larger commercial centers nearby. Neighborhoods located on major suburban corridors will have access to basic transit service while those located adjacent to urban transit corridors will be a short walk from very frequent transit service. Biking and walking will be options for lots of people, though driving will continue to be the only practical mode of travel for most people.

- Vibrant, resilient **small cities and towns** will offer an increasing range of housing, retail, service, and medical opportunities served by street and trail systems that afford good walking and biking options for local trips, though most trips out of town will still require a car. Over time, economic development will increase the range of employment opportunities in these small cities so that more people have the opportunity to work locally. These centers will capture an increasing share of rural residential shopping and business trips, meeting basic daily needs while strengthening local economies.
- Pastoral **rural residential** lifestyles at very low densities will accommodate rural resource activities like farming, timber harvest, lumber production, mining and agri-tourism, and will be served by safe roads that facilitate car and truck travel with wide shoulders for walking and biking. Small commercial centers will continue to provide basic services at key crossroads and in rural communities. Fixed-route bus service will not be an option in these areas, though carpooling and vanpooling will offer good commute options. Measures like teleworking and compressed work weeks will generate maximum benefit for these residents that tend to do the most driving.

Inherent in adopted visions is the understanding that each type of place will be served by an appropriate mix of transportation facilities and services, recognizing that one size does not fit all when it comes to either lifestyle choices or travel options. This is the basic intent of the places envisioned in adopted plans.

It is not now, nor has it ever been the intent, to impose one type of lifestyle on all residents of this region. For many decades, jurisdictions have worked to ensure a range of lifestyle opportunities for their residents, recognizing that different people want and need different options at different times in their lives. Many successes have been realized in this effort and many lessons have been learned along the way; some things have been much harder to achieve than originally expected. While those challenges tend to shape current effort, they do not negate the overall intent of diverse lifestyle opportunities today and in the future.



## Transportation

This overview of comprehensive planning in the Thurston region starts with transportation planning and the Regional Transportation Plan, or RTP. The RTP adopted in 1993 put into place the fundamental land use and transportation framework that informed subsequent development of local Comprehensive Plans and that is still in place today.

The 1993 RTP was not the region's first coordinated transportation plan, but it was the first plan adopted after passage of the Growth Management Act. The 1993 RTP, which planned for a forecast year of 2010:

- Identified an urban network of **high-density corridors** and city centers served by frequent transit service.
- Formalized a regional commitment to **multi-modal transportation** – that is, a transportation system that supports all forms (modes) of travel. This resulted in locally-adopted street standards that include sidewalks and bike lanes and which emphasize street connectivity, close coordination between transportation and land use decision-making, and comprehensive and coordinated investments in trails, transit, and the retrofit of old infrastructure to include non-motorized facilities.
- Put **land use** squarely in the forefront of the regional transportation planning process, making connections between different types of land use activities and places and the transportation system needed to serve them, and describing the importance of urban density and building design in supporting alternatives to driving alone.
- Emphasized the importance of a **well-connected street grid** and the problems associated with increased development of a cul-de-sac network.
- Set **aggressive goals for reducing drive-alone travel**, relying on a combination of measures that included demand management and commute trip reduction strategies in addition to non-motorized infrastructure, transit, and supportive land use policies.



Subsequent updates to the Regional Transportation Plan added to these concepts as thinking about transportation choices and trade-offs evolved with on-the-ground experience. Today these regional concepts are echoed in local Comprehensive Plans and processes.

- **Limits to Street Widening:** Maximum street widths for arterials limit mid-block cross-sections of the largest streets to two general-purpose lanes each direction with a center turn lane or median. This prevents excessive street widening from undermining other community livability objectives and minimizes the phenomenon of “induced demand<sup>22</sup>,” whereby widening streets generates more traffic until that additional capacity is consumed and the congestion is worse than before the street was widened.
- **Strategy Corridors:** Building off the concept that there's a practical limit to street widening, strategy corridors are designated where street widening is no longer an option. These corridors

are exempted from “concurrency requirements” that would result in wider streets or growth dispersed to the urban fringes where driving is the only travel option. The emphasis is instead on improving operational efficiency and multi-modal accessibility through enhanced, proactive land use coordination, recognizing that these urban corridors are the best location for compact, urban mixed-use neighborhood districts where alternatives to driving are viable options.

- **Strategic Transit Service:** Offering high quality, frequent, fixed-route service along key urban corridors enables transit to play an important role in regional transportation by providing a viable, efficient travel option for more people. In many ways, these premier transit corridors are prototypes for possible high capacity transit in the distant future, if this region were ever to grow in size to justify such service. Targeted rural transit investments through innovative community partnerships tailor service to the specific needs of small cities and tribes. An aggressive vanpool program strategy provides cost-effective commute options for people where fixed-route service is not practical.
- **System Efficiency:** Restricting street widths makes operational efficiency a *de facto* priority. Technological improvements, system redundancy, and street connectivity are all means of improving system efficiency and alleviating or postponing the need for costly capital projects. An emphasis on signal programs and coordinated corridor operations between cities and transit is key to making the existing urban system operate as efficiently as possible, reducing wasted capacity and increasing overall reliability. Meanwhile, taming the speed of state highways that serve as “main street” in small cities and towns increases system efficiency and helps the rest of the network to function well while preserving small city character. And a suite of efficiency measures will help I-5 move more people and goods using the infrastructure that is already in place.
- **Managing Demand:** Recognized as important in the 1993 RTP, demand management and trip reduction were elevated in importance over time as system efficiency became paramount. School-based programs were added to promote Safe Routes to School and active transportation activities like the “Walk and Roll” program. Commute Trip Reduction programs were expanded to more employment sites, and innovative programs targeted to the special needs of small and rural communities are being developed. Reductions in free parking where there are good transit and walk options help shift demand to non-auto modes. Within twenty years options like congestion pricing will likely be used to encourage more efficient modes and travel times on high-demand facilities like I-5.
- **Social and Environmental Health:** Public health considerations were added to regional transportation policies, recognizing the direct link between active lifestyles and air quality with a myriad of public health objectives. Climate change was formally acknowledged as an area of concern with specific targets established for reducing impacts attributed to transportation.
- **Analysis Framework:** Transportation analyses are based on forecasts derived from locally-adopted land use plans and reflect regionally agreed upon growth assumptions and distributions



based on those land use plans<sup>23</sup>. Congestion analysis looks at the entirety of commute periods and not just the most congested “peak hour” of travel. Models are being expanded to enable better analysis of demand management measures, High Occupancy Vehicle lanes, and technology advances. A unified regional model is used for regional analysis as well as by local agencies, ensuring use of consistent and coordinated assumptions across the region.

- **Funding Priorities:** Funding emphasis was placed on the care and upkeep of the existing network as a priority over general-purpose capacity projects, keeping life cycle costs as low as possible and making the system safe and efficient for all users, regardless of mode. This region has not spent discretionary federal funding on general-purpose capacity projects since 1998. This region encourages all project types in its federal funding awards, including transit, bike, walking, and travel demand, in addition to standard preservation, safety, and efficiency projects.

More people in the Thurston region have more travel choices available to them today than they did when the Growth Management Act was passed in 1990. The policy framework laid out by the Regional Transportation Plan and carried out through local plans and processes provides structure and flexibility in meeting on-going needs and responding to emerging issues and opportunities. It rewards close coordination between local and regional entities, traditional and non-traditional partners, and cities and transit. Established policies and processes put a high priority on taking care of what we’ve already built, and making the existing system as safe and efficient as possible before making it bigger. Much work is still needed to fully realize the vision of a truly multi-modal transportation system that offers the widest range of travel choices to the people who live and work here, but a lot of progress has been made.

## Land Use

The State’s Growth Management law requires local jurisdictions to develop Comprehensive Plans<sup>24</sup> (Comp Plans) that address numerous considerations such as affordable housing, economic development, infrastructure and utilities, shoreline protection, and transportation. Perhaps the most critical element, though, is the mandatory land use element. Every other element of the Comprehensive Plan is influenced one way or the other by the community’s vision for how and where it will grow, the ways in which it will use its finite supply of land to meet current and future needs.

Every single jurisdiction in the Thurston region has a Comprehensive Plan, from tiny Bucoda to Thurston County. In addition, there are “joint” plans for the unincorporated urban growth areas of each city that ensure development in these areas is compatible with the cities into which they’ll be annexed in the future. Because Comp Plans are developed within the framework of the Countywide Planning Policies, they are inherently consistent with one another across the region. Consistency does not mean they are the same or even similar, but it does mean that the plans work in concert and share similar core considerations with those from other jurisdictions across the region.



Comp Plans are amended regularly and periodically go through major updates. The point of these amendments and updates is to ensure each plan remains current, and is consistent with other plans and

forecasts in the region. Updates reflect changes in community values, new governing legislation, fiscal realities, and the lessons learned from previous experiences in plan implementation.

Each local jurisdiction's comprehensive land use plan is the foundation for subsequent local planning and development regulatory processes. The vision upon which each Comp Plan is based guides government decisions about where and how to accommodate growth in population and jobs. It informs public investments in transportation, parks, utilities, and services. It describes the way in which jurisdictions will address the effects of growth on existing neighborhoods and businesses through level of service standards, zoning, and design standards. In short, the detailed community vision underpinning each comprehensive land use plan is the basis for implementing regulations that govern the physical and spatial form of new development. That is why the Comp Plan is so important. Development regulations and public investments must be consistent with the Comp Plan, ensuring that the shape and design of growth reinforces the values inherent in the vision and contributes to each community's unique sense of place.

While they all comply with state GMA laws, Comp Plans reflect the unique opportunities and characteristics of each jurisdiction and the values as expressed by its residents when the plans were adopted or updated. That said, there are several key concepts that will be found in plans across the region:

- **Neighborhoods** are a primary building block of cities and towns. Many neighborhoods were in place long before comprehensive land use plans were developed; many more have been or will be shaped by these plans. Neighborhoods come in different sizes and forms. Those that have been built since passage of the Growth Management Act discourage the inefficient cul-de-sac form that characterized residential development in the 1970s and 1980s, favoring a more traditional and efficient gridded street pattern that maximizes neighborhood connectivity. Paramount to all local Comp Plans is the need to protect the character of existing neighborhoods while accommodating new neighborhoods. Note that most Comp Plans do not include specific neighborhood plans; often that is a finer level of detail than can be accommodated. However, more cities are promoting neighborhood-based planning as a means of applying Comp Plan principles to the unique needs of different neighborhoods.
- Many of the neighborhoods described in Comp Plans include a mix of **housing types**, similar to older-style neighborhoods from the early 20<sup>th</sup> century. This means that new and future neighborhoods are likely to include single-family homes as well as townhomes, duplexes, and granny flats. Even within a single-family neighborhood there are likely to be different sizes and types of homes instead of generic, one-size-fits-all house types.



- Over time, **increased densities** in residential neighborhoods are being realized, achieving more of a modern suburban or urban character than the sprawling suburbs of the 1970s and 1980s. This more efficient land use pattern minimizes the suburbanization of rural areas and maximizes the value of public amenities like streets, parks and trails. Increased density is also requisite for fixed-route transit service, which requires a minimum of seven units per acre for the most basic of services.
- There is and will continue to be a need for **multi-family housing** like apartments, townhomes, and condominiums. Comp Plans help identify when and where it is appropriate for these higher-density housing types to be located. While large complexes are often situated away from single-family neighborhoods, smaller scale complexes can often fit within the fabric of a diverse residential neighborhood, adding to its vibrancy and enhancing housing opportunities for a wider range of people. It is common for multi-family housing to be located between commercial corridors and single family neighborhoods.
- Often, it is some type of multi-family housing that is envisioned for **mixed-use neighborhoods** and districts, where neighborhood-scale commercial services are within walking distance of homes. The higher concentration of residential activity is better for business than traditional single-family neighborhoods since it means that more people will live within walking distance, reducing reliance on drive-by traffic. Occasionally a jurisdiction has the luxury of planning for a mixed-use neighborhood from the ground up when there is a sufficiently large parcel owned by a single entity and located in an appropriate place<sup>25</sup>. More often than not, though, new mixed-use neighborhoods will be the result of careful integration of residential activities into existing commercial areas and commercial activities into select residential areas. Both types of retrofit require particular attention to design details, circulation patterns, public spaces, and parking requirements. Jurisdictions are learning the very slow and difficult process these types of retrofits entail.
- Residential communities rely on **commercial uses** for their support. Comprehensive Plans describe where commercial activities are to be located. This often depends on the type of use – for example, retail or service or eating establishment – as well as the scale of the building. Large buildings and intensive uses – a big box retailer, for example – are incompatible with residential uses whereas smaller scale activities like a coffee shop or a day care facility may be an appropriate activity adjacent to residential areas. Increasingly cities are working to ensure that basic daily needs can be met within a reasonable distance from residential neighborhoods. Sometimes referred to as “ten-minute neighborhoods,” this concept is based on the idea that people should be able to access basic services within ten minutes of where they live. For some parts of the region that may be a ten-minute walk, transit trip, or bike ride but for others it will be a ten-minute drive. Different residential



neighborhoods will have different access to essential commercial services by virtue of their location, even as communities grow and mature and are shaped by progressive comprehensive planning objectives.

- Considerations for **rural residential** uses are quite different than in cities and towns. Comprehensive Plans strive to maintain the character of rural areas by decreasing residential densities. Rampant suburbanization of rural areas from the 1970s through the early 1990s encroached on working agricultural and forest lands, congested old farm-to-market roads, and transformed the character of much of rural Thurston County. Today, Comprehensive Plans limit rural residential densities in most areas to no more than one unit per five acres; one unit per ten acres and one unit per twenty acres are more in keeping with rural character and are in place in some areas.
- **Rural communities** are the exception to the rural residential density rules. Officially termed Limited Areas of More Intensive Rural Development, or LAMIRD, Thurston County has numerous communities that are recognized by name but which are not incorporated nor are they part of a city or town. Some examples include Rochester, Boston Harbor, Steamboat Island, and Scott Lake. Long before the Growth Management Act was passed, these places assumed the character of distinct rural places complete with residential neighborhoods, small retail and service businesses, eating establishments, and other activities that support rural lifestyles and economies. While they serve important functions in the rural community fabric, most of these places are limited in how much they can grow due to limited infrastructure; septic systems and wells in particular limit the kind and intensity of activities in these areas. These same limitations serve to maintain their rural character. These LAMIRDs are identified as such in the Comp Plan.
- Rural land use activities addressed in the Comp Plan include **rural resource lands** – agricultural, forestry, mining, and aquaculture. The vision is that these types of activities should continue to exist and flourish in the Thurston region. Important rural resource lands require special zoning to keep residential activities from encroaching on them and possibly displacing them. It is not uncommon for people to move to a rural location because of the rural lifestyle it affords and then complain bitterly about the activities associated with working farms or forest lands. Sometimes residential uses are incompatible with rural resource land activities. The Comp Plan articulates the importance of these activities and helps preserve this aspect of our rural economy by designating them as priority uses in certain areas.
- Cities and County alike must plan for other important land use activities associated with **manufacturing and industry**. While the nature of manufacturing and industry has changed immensely in the last 100 years, there are still many reasons to consider where these



# Revitalizing Urban Transit Corridors



## Strategic Thinking about Corridor Development

Thurston Regional  
Planning Council

July 2012

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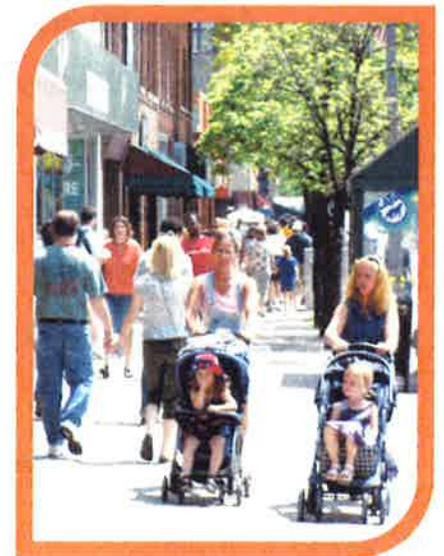
## Context

*The Urban Corridors Task Force was commissioned by the Thurston Regional Planning Council in October 2009 to understand the dynamics of urban infill and redevelopment and to make recommendations on measures needed to overcome barriers to achieving more compact, transit-supportive land-use patterns in the metropolitan area of Lacey, Olympia, and Tumwater.*

*Over the course of two years, the Task Force delved deep into the intricacies of corridor development. It met with planning staff from local agencies to understand how the development process works in each jurisdiction, consulted with other public agencies such as Intercity Transit, North Thurston Public Schools and State government to understand their roles and authorities regarding transport and land-use, and reviewed the array of regulatory and financial tools available for community development. Task Force members explored the economics of “walkable communities” and evaluated all urban corridors for the greatest opportunity. Perhaps most importantly, Task Force member convened a panel of private sector representatives from the finance, real estate, and building communities to help them understand the nuances of market forces in influencing commercial and residential investment decisions – what the community development process looks like from “the other side of the counter.”*

*This report presents the recommendations of the Urban Corridors Task force on how to stimulate mixed-use infill and redevelopment along premier transit corridors. Many of these recommendations are bold and unconventional. They challenge Lacey, Olympia, Tumwater and Thurston County to rethink the role of the public sector in stimulating community development by augmenting traditional regulatory tools with fresh approaches better suited to the nature of urban infill and redevelopment. To be successful, the measures will require new partnerships between the public and private sectors, the three cities and Thurston County.*

*The Task Force recommendations have been endorsed by the Thurston Regional Planning Council and its transportation planning subcommittee, the Transportation Policy Board. The Task Force encourages the Region to move forward with implementation of the recommendations in this report with a sense of urgency, recognizing that the current economy provides a window of opportunity to achieve key transportation and land-use objectives long envisioned by this community.*





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## Executive Summary

To more efficiently provide the services the public demands, the comprehensive plans for Lacey, Olympia, Tumwater and Thurston County all envision vibrant, dense urban centers and moderately dense suburban development within longer term Urban Growth Areas, while preserving outlying rural areas for low density residential and rural activities. One of the keys to achieving dense urban centers is utilizing our urban transit corridors to their fullest potential, particularly through mixed-use development where appropriate.

In examining the impediments to achieving this vision, the Task Force reviewed historic development patterns, demographic trends, transit routes, corridor characteristics, and the challenges of creating profitable mixed-used development. The Task Force also



convened a panel of local developers, lenders, real estate professionals and investors to discuss the challenges and opportunities for mixed-use development in the northern urban growth area encompassing Lacey, Olympia and Tumwater.

The Task Force considered that population in the region is expected to grow at 1.5% per year over the next 30 years, adding as many as 140,000 new people. Jobs are also expected to increase at an average annual rate of 1.5% during that same time, growing

regional employment by 71,000 jobs. Furthermore, rapid demographic changes will result in a population that will be increasingly older and younger than today's community. National demographic research shows that these segments of the population will likely want the option to live in smaller households that offer a more urban, walkable lifestyle with nearby jobs and readily accessible public and private amenities and services.

Our current housing patterns leave this area ill-prepared to provide these options. In addition, increasingly uncertain energy futures, congestion, rising costs of government services, and pressures on resource and sensitive lands make it even more critical to

create mixed-use urban districts that will provide choices for these segments of the population. The logical place for this type of development is on transportation corridors where the community has already invested heavily in frequent transit service.

Based on its work the Task Force concluded that, left to itself, it is unlikely that the Market will generate the kind of high-quality, mixed-use infill and redevelopment needed to serve these populations. Today's real estate Market faces formidable barriers, including: limited availability of suitable building parcels in close-in urban areas; new lending standards limiting the availability of investment capital; low commercial rents making it difficult to finance quality mixed-use developments; environmental constraints in some areas of these corridors; an inconsistent political environment; public resistance to change; and abundant capacity to absorb new growth in the urban fringe. The Task Force concluded further that without strong public/private partnerships to change the status quo, developments will continue to preferentially locate at the margins of the urban area in patterns that are more auto-dependent than transit-supportive, increasing the costs of providing transportation and other government services.

*There are measures that government can take to reduce the risk and cost associated with infill and redevelopment*

**To achieve this end, the Urban Corridors Task Force members recommend that Lacey, Olympia, Tumwater, and Thurston County take a more active role in partnering with the development community to stimulate mixed-use development along the primary urban corridor: Martin Way/ 4<sup>th</sup> Avenue/ State Avenue/ Capitol Way/ Capitol Boulevard.**

There are measures that government can take to reduce the risk and cost associated with infill and redevelopment, and to enhance the attractiveness of specific locations for private investment. These measures, ranging from modest to mighty efforts, are described in this report. They include compiling additional information on redevelopment opportunities, providing financial and regulatory incentives, and strategically investing public funds in civic projects to complement and attract private sector development along these corridors. Two of the key recommendations are:

1. Form a multi-jurisdictional "Corridor Development Partnership" to coordinate implementation of the Task Force recommendations. This partnership is intended to complement, not override, the authority of individual jurisdictions.

This Partnership recommendation underscores the Task Force belief that local governments need to better understand and engage more fully in community development activities if existing hurdles that inhibit infill and redevelopment

along these corridors are to be overcome. The current economic downturn provides a window of opportunity in which to establish such a partnership and lay the foundation for harnessing market forces in partnership with the private sector when economic conditions improve. The private sector has many choices about where to invest. Active and informed participation by the public sector can reduce the risks of investing in these older corridors and activity centers where transit, walking, and biking are viable alternatives to driving.

*..local governments need to better understand and engage more fully in community development activities if existing hurdles that inhibit infill and redevelopment along these corridors are to be overcome*

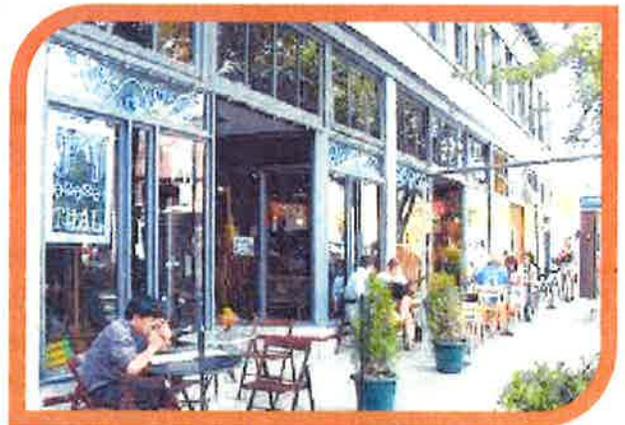
2. Introduce a new development area designation called a “Corridor District” in specific, strategic locations. Focus innovative development strategies in these designated Corridor Districts rather than trying to spread efforts out along the entire corridors. Corridor Districts are described more fully on Page 4.

With political vision, leadership, and courage, it is possible to create strong public/private partnerships that will attract private-sector investment in vibrant, mixed-use, transit-supportive neighborhoods offering an array of urban lifestyle choices and business opportunities. Doing so will address the needs for a growing segment of our population as well as provide a long-term benefit of improved mobility for all transportation system users and a more sustainable local economy.

### The Vision

Adopted plans across the region envision strong urban centers, healthy suburban residential neighborhoods, resilient rural cities and towns, and low-density rural areas. This land-use vision is supported by a transportation strategy intended to provide increased travel choices for people over time, including viable alternatives to driving for many daily needs in close-in urban centers and mixed-use neighborhoods.

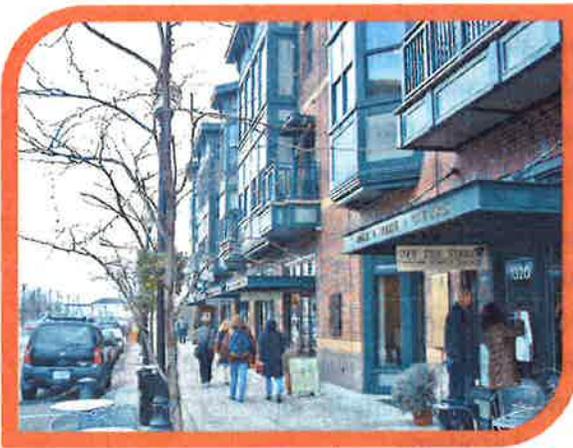
The focus of this report is on the urban centers envisioned in those plans.



### Corridor Districts

Vibrant urban centers offering an array of mixed-use neighborhoods with their own character and identity are an essential part of this region's vision. Corridor Districts as described by the Task Force are a type of urban center, and are located at select locations along the priority corridor. As they develop and mature, these Districts will provide a range of lifestyle choices that currently do not exist in the Thurston region. They will provide an alternative for those people wanting or needing less car-dependent lifestyles, with stores and services within walking distance of home and where transit is a better option than driving for many needs.

What might these places look like? One might think about the Fremont, Upper or Lower



Queen Anne, Northgate, or Ballard neighborhoods in Seattle, the Uptown and Downtown districts in Port Townsend, or Redmond's Town Center. People often mention Portland's Pearl District when talking about mixed-use neighborhoods they like. While most of these are a bit larger than this region is likely to experience within the next 20-30 years, they offer nearby examples of successful mixed-use neighborhoods.

Though they will have different features and identities, successful Corridor Districts will have certain things in common:

- Busy, lively sidewalks oriented around pedestrians and activities
- Well-designed, multi-story architecture
- Different types of uses – residential, retail, services, civic – adjacent to each other or “stacked” vertically
- Abundant public amenities like plazas, pocket parks, and street features (benches, trees, fountains)
- High quality transit service
- Minimal surface street parking
- People – lots of people, all day long, engaged in different kinds of activities

Corridor Districts will evolve around a cohesive plan that ensures individual elements are integrated, even though they will typically develop out over many years. They will probably reflect a mix of coordinated private and public investments. Many existing buildings will be retained, though underutilized buildings may be repurposed to meet current needs. Housing will accommodate a mix of incomes and owner/renter

opportunities. Over time these emerging Corridor Districts will develop their own strong sense of place and local identity. They are not necessarily large, though in order to support neighborhood-scale retail and services, a minimum of 3,500 households within a half mile radius is needed. In this way these neighborhoods will become increasingly self-sufficient, offering the full range of services and amenities that make an urban lifestyle “urban.”

There is no expectation that everyone in the Thurston region will want to live in these Corridor Districts; many people will continue to prefer the amenities that suburban or rural lifestyles offer and can afford the household costs associated with those lifestyles. Adopted visions simply acknowledge that this region needs to offer a lifestyle choice increasingly in demand by people looking to downsize from their large suburban homes and by a younger and creative working class that is not attracted to the suburban residential lifestyle that dominates this region. Over time, the demand for a more urban lifestyle in this region is expected to increase due to significant demographic changes taking place. Additionally, the per capita cost of providing sewer, water, police, fire, and transportation services is lower in mixed-use urban neighborhoods than either suburban or rural residential areas. That is why mixed-use neighborhoods have been an integral part of adopted comprehensive land-use policy since the mid-1990s. They are a cornerstone of this region’s land-use and transportation vision, complementing the other lifestyle choices currently available. Focusing on Corridor Districts is a promising way to achieve this elusive aspect of adopted visions.

The rest of this report summarizes results of this region’s efforts to create truly urban places in the Lacey-Olympia-Tumwater area and real-world challenges to realizing that vision. It outlines the framework behind the Task Force recommendations and the alignment of this effort with other regional efforts. This report lays out a series of bold measures intended to reduce the risk to private developers so they would more likely invest in creating quality urban neighborhoods that provide an additional lifestyle choice to complement current development patterns. It concludes with a detailed summary of all recommended measures, including timing, responsibility and other key factors for each.



**The Reality**

This region’s transportation policies and investments are predicated on achieving the land-use vision embodied in locally adopted Comprehensive Plans. As noted previously, those visions describe vibrant urban centers, healthy suburban residential communities, resilient rural cities and towns, and low-intensity rural residential and resource areas. Since plans were adopted in the mid-1990s, many successes have been realized in achieving this vision. But an intractable problem remains: attracting the growth needed to retrofit under-utilized, auto-oriented arterials into mixed-use urban corridors where transit, walking and biking are viable alternatives to driving for most or all daily needs.

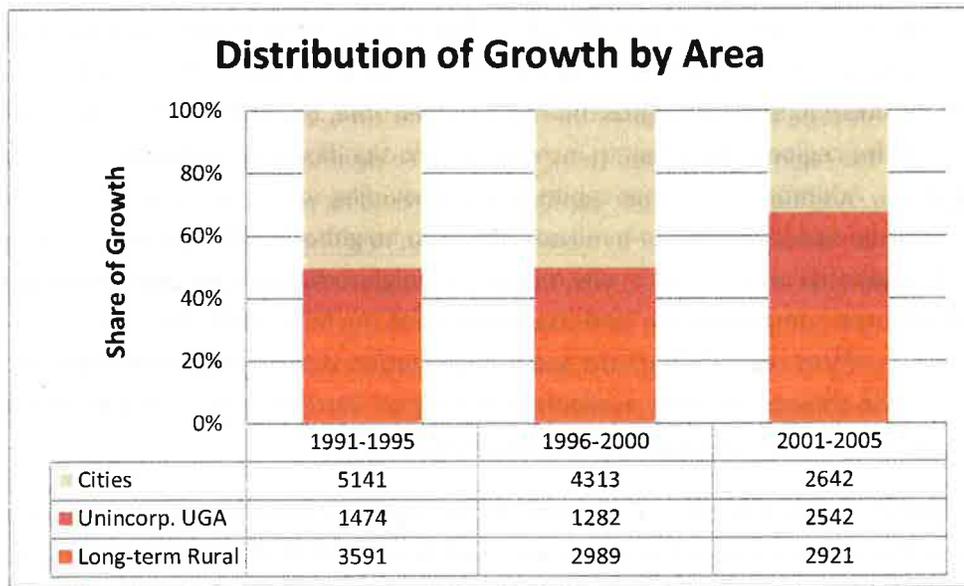


Figure 1 - Distribution of Residential Growth 1991 – 2005. Buildable Lands data, TRPC.

Since the early 1990s, the share of growth locating in rural areas has remained relatively constant at just over one third of all units permitted, as shown in Figure 1. During that same time, the share of residential growth locating in the cities and unincorporated urban growth areas (UGA) has gone through a dramatic shift whereby the unincorporated urban growth areas now attract almost as much residential development as do the cities. While the long-range intent is for these areas to become urbanized, Countywide Planning Policies envisioned growth locating closer in to established urban centers and gradually over time expanding outwards in an efficient, contiguous pattern. Figure 2 illustrates this shift from incorporated to unincorporated urban growth areas over the last 15 years. It is summarized in the following table.

### Distribution of Growth by Major Area Type

Share of Growth	1991-1995	1996-2000	2001-2005
Cities	50%	50%	33%
Unincorporated UGAs	14%	15%	31%
Long-term Rural	35%	35%	36%

Figure 2 - Summary of Residential Growth 1991 – 2005. Buildable Lands data, TRPC.

This outward expansion of residential activity into unincorporated urban growth areas is reflected in the decline over this same period in the number of residential units built as infill or redevelopment along high-density corridors offering frequent transit service. These strategy corridors are intended to accommodate a larger share of residential growth, much of it as mixed-use development, where viable alternatives to driving are available. Not only has the share of transportation-efficient residential growth not increased, it has actually declined over time. Table 3 below describes residential infill and corridor development activity since 1991. Despite land-use visions for mixed-use and dynamic urban centers, Thurston County's high-frequency transit corridors are attracting a declining share of residential growth.

### Distribution of Growth to Infill Areas, Strategy Corridors

Area Type	1991-1995	1996-2000	2001-2005
Infill Areas	8%	14%	6%
Strategy Corridors	8%	9%	5%

Figure 3 - Summary of Residential Infill and Corridor Development Activity, 1991 - 2005. Buildable Lands data, TRPC.

The price of continued sprawling growth is significant. For transportation alone, studies done in 1998 found that if these growth patterns continue, to maintain acceptable service levels would require widening many rural roads to 4 or 5 lanes and most urban arterials to 6 or 7 lanes, costing nearly \$1 billion dollars. Even with this level of investment, congestion and travel times would increase dramatically, as would the personal costs of travel as energy costs escalate. This is in addition to significant and unacceptable impacts on community character and the environment.

Recognizing this level of transportation funding is unlikely to ever materialize and that the community impacts of such a street system would be intolerable, local jurisdictions have already made significant investments in land-use plans, multi-modal transportation infrastructure that supports all modes of travel, and public amenities to support a long-term transformation to more urban development patterns.

- Jurisdictions embraced the philosophy and investment policy of multi-modal “complete streets” more than a decade before that term became mainstream jargon. They have invested tens of millions of public and private dollars into a growing network of sidewalks and bike lanes on city streets, and made sidewalk, bike lanes, and connected streets standard compliance features for development projects. Transportation impact fees in Lacey, Olympia, and Tumwater are based on multi-modal “complete street” cross sections.
- Major investments in transit have resulted in 15-minute or shorter headways on the region’s most important urban corridors with frequent, coordinated connections between neighborhoods and these primary corridors.

The bigger challenge has turned out to be attracting the kind of urban land-use activities that will generate the transit, walk, and bike trips to use this transportation system and relieve growing demand for street capacity.

Generating walk or transit trips that replace car trips requires more than just building sidewalks or running buses. It requires that there be a destination within walking distance of one’s home or job, or at most, within a short, direct transit ride. What’s required are destinations offering the basics to support day-to-day needs. These are typically neighborhood-serving retail, food and drink, services, banking, and health care establishments.

To be financially viable without relying solely on drive-by customers for their support, these neighborhood-serving businesses need about 1,500 households within a 5-10 minute walk – that is, within a ¼ mile radius on a connected street grid, as shown in Figure 4. They need another 2,000 or so households within the next ¼ mile radius, totaling about 3,500 households within a ½ mile radius.<sup>1</sup> This is what it takes to support a small neighborhood business district with modest reliance on traffic from outside the neighborhood.

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<sup>1</sup> Creating Walkable Neighborhood Districts: An Exploration of the Demographic and Physical Characteristics Needed to Support Local Retail Services. June 2010. Greg Easton and John Owen.

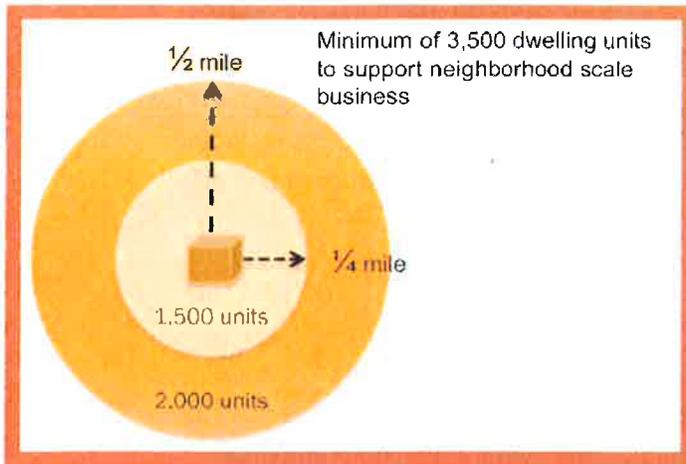


Figure 4 - Residential Units Needed to Support Neighborhood-Serving Businesses

These land-use patterns aren't compatible with suburban low density residential development unless commercial development can be located adjacent to residential uses. Few of the region's suburban neighborhoods allow this. The promise of neighborhood-scale business districts lies in walkable, mixed-use urban areas. These are the hard realities of a community vision calling for neighborhoods that offer more travel choices and less reliance on driving for every trip.

Suburban areas – with their segregation of uses, low densities, and dispersed activities – will remain primarily auto-dependent. While a large segment of our population will continue to want to live in these areas, our demographics are changing and with that, the demand for a different type of lifestyle is emerging.

Population in the region is expected to grow at 1.5% per year over the next 30 years, adding 140,000 new people. This growth is accompanied by rapid demographic changes that will result in a population that is both older and younger than today's community.

Today's residents age 65 or older represent almost 13 percent of Thurston County's population. The number of residents age 65 or older will more than double over the next 30 years, increasing to over 19 percent of the population by 2040. Mid-to-late sixties is traditionally the age when many people begin to reconsider their need for a large home or a residential location that can only be accessed by driving. Anecdotal information suggests that Thurston County is already losing active seniors who are looking to transition to a walkable, urban lifestyle which does not yet exist in this region but which can be found in Tacoma, Portland, and other places.

*Our demographics are changing and with that, the demand for a different type of lifestyle is emerging*

In addition, the so-called "Millennial Generation," born between 1982 and 2003, are the single largest segment of Thurston County's population today. More than one in four people are in this demographic group. Ranging in age from their mid-teens to early 30's, the Millennial Generation is demonstrating a stronger preference for urban lifestyles than any generation since the 1940s.

These demographics, supported by a market analysis, indicate that when this region emerges from the current recession there will be pent-up demand for smaller homes, condominiums and townhomes. These residents will want to live close to urban services and attractive destinations, in areas that offer viable transportation choices including frequent transit services and walkable destinations. Our existing urban corridors offer an opportunity to meet these needs.

### Challenges to Achieving Urban Densities

Development patterns of the last fifty years leave this area ill-prepared to provide housing choices for this growing and changing population. Yet opportunities exist to retrofit existing under-utilized transportation corridors where the community has already heavily invested in frequent transit service and other urban services. This is the great potential that corridor redevelopment offers.

In examining the impediments to achieving this vision, the Task Force convened a panel of local developers, lenders, real estate professionals and investors to discuss the challenges and opportunities for mixed-use development in the northern urban growth area encompassing Lacey, Olympia and Tumwater. The panel observed that achieving this potential faces substantial barriers.



- **High-quality mixed-use infill and redevelopment is a high demand specialty niche within the development industry.** There is only so much investment capital for this type of product and few developers with the expertise to deliver quality projects. Good developers have many attractive communities vying for their business. Throughout Washington, the Pacific Northwest, and the nation, this type of development is a greatly sought after alternative to traditional suburban residential products. Good developers have many choices about where to make this type of investment.
- **Limited investment capital is hampered by national financial criteria that rate the Thurston region as a secondary lending market** (Seattle-Tacoma is a primary lending market). This means that projects have to surpass standard risk assessments before developers can get financing to build in this market, or have some other kind of assurance from the community that these projects are a good financial investment.

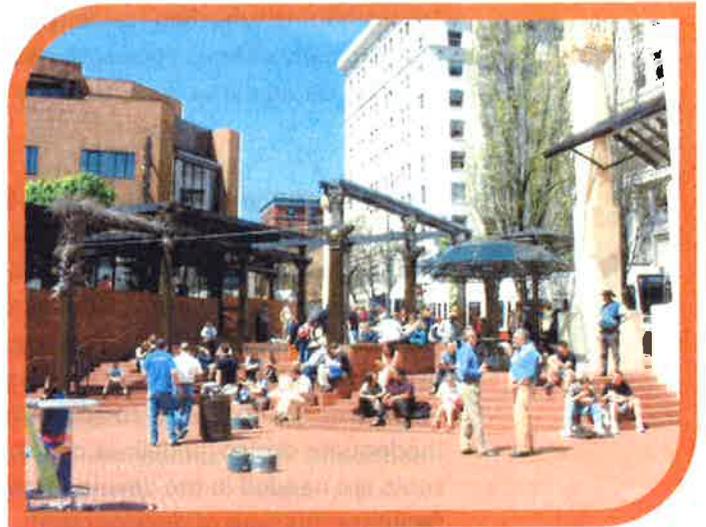
- **Rents are lower in the Thurston region than in the central Puget Sound.** Though land prices are also lower in this region, the majority of development costs – such as labor, materials, environmental remediation, and insurance – are fixed. And they are much higher for mixed-use infill and redevelopment than they are for traditional suburban residential development. The region’s lower rents make it particularly difficult to absorb risk and recoup costs for these higher-cost projects on timelines acceptable by lending agencies.
- **These are complicated projects to accommodate in the traditional zoning and development review process.** Most development codes reflect decades’ worth of experience with standard suburban residential development; review processes are not set up to handle the complexity of mixed-use projects. Parking standards suitable for suburban uses can kill an urban project, overly-prescriptive zoning can undermine an otherwise desirable project, impact fees structures are not set up to accommodate transit-oriented projects, and inadequate design guidelines can sour a community on high-density infill. New tools are needed in the development review toolboxes of local jurisdictions to facilitate this type of development.
- **It is difficult to amass parcels large enough to accommodate an economically viable project.** Unlike outlying development on large parcels of vacant suburban land, infill and redevelopment projects must contend with small parcels of land, fragmented city blocks, and environmental uncertainty associated with previous uses of the land.
- **Thurston County residents have very little experience with truly urban-style development in this region.** Citizens wary of change and frustrated by various aspects of previous development projects can stall projects, increasing risk and uncertainty in addition to cost. Often “high density” is blamed for poor or incompatible design requirements, making it that much more difficult to introduce appropriately-scaled higher-density products into or adjacent to existing neighborhoods.

The reality is that growth is often looked upon as a liability. Yet, if this region is to create more opportunities for walk / bike / transit-oriented lifestyles – if people are to have a choice of urban as well as suburban and rural residential choices in the future – then growth can be viewed as a resource that will enable the retrofit of some under-utilized land-use patterns into more sustainable, people-oriented places that offer a truly urban lifestyle. This is not just good for urban centers and corridors, it supports close-in suburban neighborhoods and helps preserve rural lands and lifestyles.

## Recommendation Framework

Efforts to stimulate corridor investment should strive to achieve important objectives inherent in locally and regionally adopted plans, and central to these Task Force recommendations. The vibrant, Corridor Districts envisioned in this process will:

- Orient around people, not cars.
- Foster increased residential density and diversity.
- Grow neighborhood commercial activity.
- Support the community's environmental ethic.
- Reflect jurisdictions' similarities and respect their differences.
- Promote inter-governmental coordination and innovation.



The priority focus corridor extends from Lacey to Tumwater along Martin Way/ 4<sup>th</sup> Avenue/ State Avenue/ Capitol Way/ Capitol Boulevard; secondary consideration is given to the Harrison Avenue – West Olympia and Pacific Avenue corridors.

The priority corridor is the old state highway route that preceded construction of Interstate 5. It connects the city centers of Lacey, Olympia, and Tumwater. It is served by 15-minute transit service and is a logical corridor if more intensive, urban transit services like street cars or bus rapid transit are introduced in the future.

Figure 5, on the next page, provides greater detail on this priority corridor. Also depicted on the map are the first three candidate Corridor Districts identified by local jurisdictions. They include Tumwater's Brewery District, Olympia's Martin Way District, and Lacey's Woodland District. Also shown is the Capitol Boulevard Study Area, a corridor segment currently undergoing strategic analysis by Tumwater.

This emphasis on corridors and Corridor Districts is consistent with previous and on-going efforts, providing a new approach to understanding and solving problems that have handicapped previous efforts at corridor development over the last twenty years.

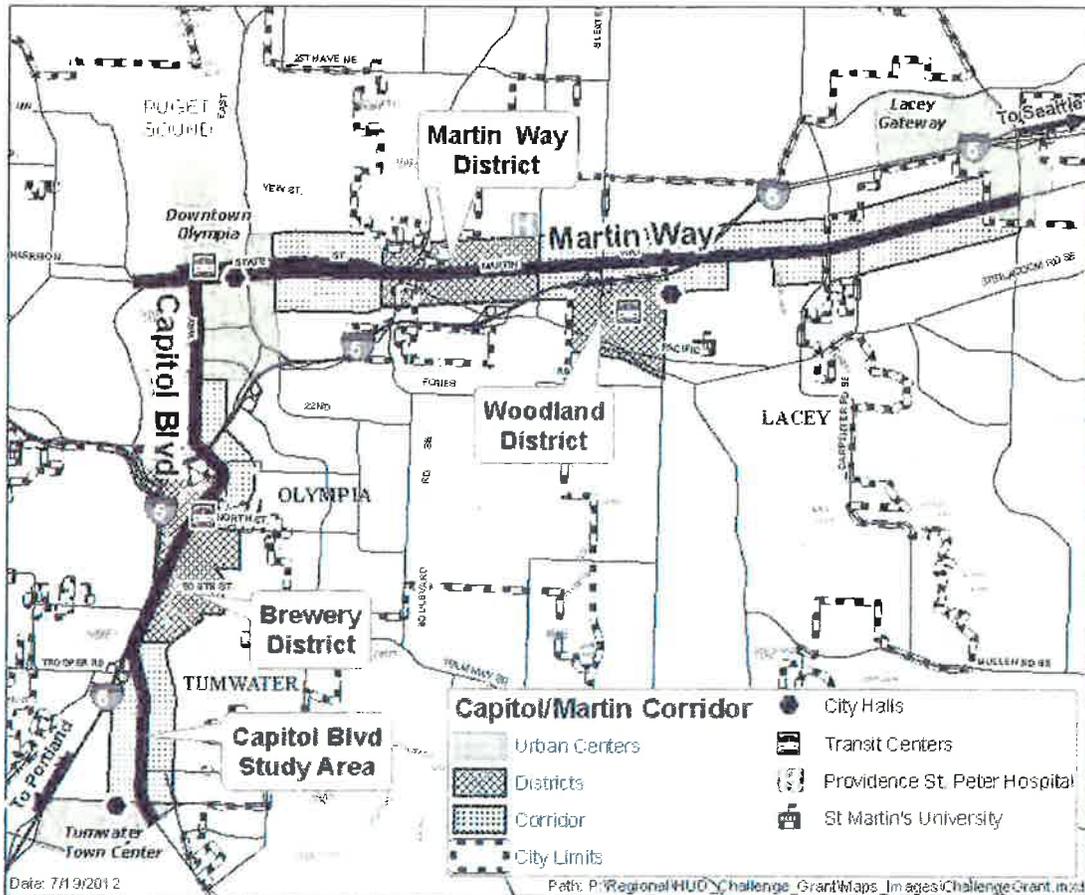


Figure 5 - Priority Corridor in UCTF Recommendation with Three Candidate District Corridors

### Alignment with Regional Efforts

Collaboration on corridor issues is nothing new for this region. From the earliest days of growth management planning when high-density corridors were singled out for focused treatment, local and regional efforts have been directed to these corridors.

- The 1993 Regional Transportation Plan identified these as “high density corridors” along which high frequency transit should run, supported by high density, mixed-use development.
- Designation of these key arterials in 1998 as ‘strategy corridors’ in the Regional Transportation Plan exempted them from concurrency standards requiring ever wider streets that undermine broader community objectives. It recognized that growth should be directed to these corridors instead of outlying areas since this

is where transit, walking, and biking will be the most effective alternatives to driving in the future.

- Transportation considerations were reinforced with local Comprehensive Plan policies calling for high-density, mixed-use development throughout the corridors, and restricting auto-oriented businesses in these areas.
- The 2009 Olympia Transportation Mobility Strategy laid out specific steps for a multi-modal approach to transportation, planning and development in the City, including focus on a Community Transit Network that emphasizes the importance of supporting good transit service with sound land-use policy and strategic transportation investments in key corridors.
- Lacey is leading efforts to understand and apply the potential application of Form Based Code as a means of reducing barriers to achieving mixed-use infill and redevelopment along the corridor.
- Tumwater is intensely focused on revitalizing the old brewery site and fostering land-use investments on Capitol Boulevard that are consistent with regional transportation efforts. This early focus will generate useful insights for other corridor projects.
- Intercity Transit route planning placed a priority on this corridor, which today boasts 15-minute service frequency throughout the day. If this region will ever have local, high capacity transit service, this corridor would be a priority candidate for that service.
- TRPC's 'Smart Corridors' project brings together Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, and the Washington State Department of Transportation to work on signal and technology upgrades that will improve multi-modal mobility and system efficiency within the existing corridor right-of-way. 'Smart Corridors' emphasis is on the same corridor on which UCTF efforts focused.
- Work of the Urban Corridors Task Force is a cornerstone of the collaborative *Sustainable Thurston* planning effort underway right now. This work enabled TRPC to receive a federal Community Challenge Grant in November 2011 to pursue implementation measures in three pilot Corridor Districts located on the priority corridor and explore the potential for a unified corridor vision.

Work of the Urban Corridors Task Force reveals the importance of each of these efforts, which are consistent with and supported by the recommendations included in this paper. While this work is purposefully urban in nature, lessons and insights gained from this effort will have application in the region's smaller communities.

## Rethinking Redevelopment

The status quo is one in which public sector regulations combine with private sector investments to result in a market-driven pattern of community development. This public regulation combined with private sector investment has typically resulted in moderate density single-family suburban residential development served by medium-to-large suburban commercial centers and several large office complexes.

As described earlier, most of this residential development has occurred around the margins of the metropolitan area, at the fringes of the cities and in the unincorporated urban growth areas. The scale of new retail is geared towards citywide or regional markets more so than neighborhood scale markets. Little mixed-use infill or redevelopment along the corridor has resulted from this market-driven approach to community development as it is currently practiced.

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*Government can help reduce the risk associated with infill and redevelopment, offset private sector costs commensurate with community benefits generated, and deliberately recruit businesses and investments.*

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There are additional roles that government can pursue, roles that entail more active participation in the community development process than simply regulatory enforcement. As an active participant in the community development process, government can help reduce the risk associated with infill and redevelopment, offset private sector costs commensurate with community benefits generated, and deliberately recruit businesses and investments. The Urban Corridors Task Force recommends a selection of these measures as a way of fostering the livable, transit-oriented communities envisioned in local plans.

## Recommended Measures

Recommended measures range in complexity, risk, and benefit from modest to mighty. At one end of the spectrum are measures that enhance understanding of underlying conditions while leaving the status quo intact. At the other end are measures that redefine the framework within which community development takes place, deploying new tools and forming new partnerships. Recommended measures include bold and unconventional strategies.

This next section outlines a dozen recommended measures that support the strategic direction embodied in local and regional visions and plans. It provides a brief description of the measure and the value of that measure in achieving corridor objectives. This is followed by a summary of anticipated roles and responsibilities.

It must be noted that while these measures are presented from least-complex to most-complex, they are not sequential in order of implementation. Several measures can and should be pursued concurrently.

### Modest Measures

*Conduct Inventory of Properties – Sponsor “Community Development 101” – Augment Land-use Analysis – Identify Priority Investment Locations*

Modest measures are those that provide critical understanding of the magnitude of issues and opportunities. Though they do little to change the status quo, they are useful when trying to think more strategically about how to approach redevelopment. These measures are relatively straightforward, should be applied throughout the corridor, and entail little political risk.

#### 1. Conduct Inventory of Properties

- a. Vacant Commercial Property Inventory – Key characteristics include: building size; parcel size; type of commercial property (A or C); location; ownership; duration of vacancy; marketed lease rate; building value and land value.

***Corridor Value:** This inventory contributes to an understanding of the magnitude of issues associated with vacancy absorption in the commercial market that must occur before the market will respond with new commercial investments*

- b. Public-Ownership Property Inventory – Key characteristics include: public agency ownership; parcel size; parcel use; if built, building size and occupancy status; location.

***Corridor Value:** This inventory provides a clear picture of potential community assets in public ownership as well as the potential for subsequent public-to-public land swaps for use in public-private partnership opportunities.*

#### 2. Sponsor “Community Development 101”

- a. The Mechanics of Community Development – Develop an outreach program, modified as appropriate to reach diverse audiences including elected officials, agency staff, advisory boards, and the general public. This education element should address topics to include: development finance, both public and private; the importance of design; the legal framework within which land development occurs; and the array of tools available to achieve specific outcomes.

**Corridor Value:** *Lack of understanding about the nature of community development – the partners, the role of the partners, the factors that are within and outside of government control – undermines community acceptance of development projects that support established values and objectives and hinders local jurisdiction efforts.*

- b. Engage Development Community – Formalize an on-going communication strategy with private sector representatives. This may take the form of quarterly or biannual meetings to share information, data, and analysis, and to keep the development community apprised of progress in corridor activities.

**Corridor Value:** *Policy makers have few venues to communicate and work with those responsible for the financing, marketing, or building of the community described in their Comprehensive Plans. On-going communication helps to establish working relationships and understanding that will be useful in resolving complicated corridor development issues when they arise.*

### 3. Augment Land-use Analysis

- a. Land-to-Building Value Analysis – Supplement the TRPC long-term commercial market study with an analysis of commercial land value compared to commercial building value for corridor properties.
 

**Corridor Value:** *These data will provide insights into potential “low-hanging fruit,” specific locations where redevelopment interest may be higher due to low building values relative to high land values.*
- b. Neighborhood Business District Analysis – Evaluate existing capacity of select areas to support neighborhood business districts and develop a clearer understanding of opportunities and challenges associated with potential priority Corridor Districts. Considerations should include ¼ mile and ½ mile radii estimations of household characteristics, non-residential land-uses, transportation system characteristics, and existing development regulations regarding parking requirements and mitigation measures.
 

**Corridor Value:** *This information can substantially inform final decisions about priority districts under consideration by documenting the degree to which existing conditions support mixed-use, walkable environs and the magnitude and nature of deficiencies facing each potential district.*

#### 4. Identify Priority Investment Locations within the Corridors

- a. Select a very small number of Corridor Districts in which urban infill and redevelopment is of highest priority for targeted, coordinated investment efforts.

**Corridor Value:** *Clarity on priority areas for infill and redevelopment will help public agencies to make more strategic infrastructure investments and policy changes, and provide greater certainty to private investors.*

#### Moderate Measures

*Develop Strategic Investment Strategy – Refine Regulatory Tools – Apply Impact Fees Strategically – Develop Land Acquisition Strategy – Evaluate Urban Growth Boundaries*

Moderate measures are those that use existing tools within the existing framework to shift market dynamics somewhat from the status quo, with government actively working to level the playing field between corridor redevelopment and greenfield development on the urban fringe. These measures are more complex to implement, may be considered at either the corridor or district level, and entail a moderate degree of political risk.

#### 5. Develop Strategic Investment Strategy

*Innovative finance is one way in which government can reduce the costs associated with infill and redevelopment to attract the kind of investment whose long-term benefits exceed the government ante in the project. Investment vehicles may include Washington’s Community Renewal Law [35.81 RCW], Community Revitalization Financing [39.89 RCW], Main Street Tax Credit Incentive Program [83.73 RCW], Local Revitalization Financing [39.104 RCW], and Local Improvement Districts [35.43 RCW].*

- a. Critical Infrastructure Investment Strategy – Identify priority infrastructure deficiencies in target districts and develop an investment strategy that leverages public resources to attract private investment in desired project types. This includes transportation, as well as sewer, water, and other infrastructure needs.

**Corridor Value:** *Addressing outstanding infrastructure issues is a form of cost-sharing that can help overcome lending bias associated with project financing in a secondary market such as the Olympia-Lacey-Tumwater area by demonstrating “skin-in-the-game” commitment to project success.*

- b. **Place-making Investment Strategy** – Evaluate the priority public amenities that are lacking in target districts and develop an investment strategy to complete these over time. These are the investments that help give a place its character, that create the unique amenities and spaces that make a place memorable. People looking for urban lifestyles expect a vibrant, urban experience, not just a home on the corridor. Plazas, gathering places, well-designed streets and sidewalks, and civic features are all examples of the kinds of public amenities that help to create a memorable and attractive place.

**Corridor Value:** *Public investment in the public realm is a means of cost-sharing, and demonstrates to potential private investors that a city understands the importance of the place itself in making corridor redevelopment successful.*

## 6. Refine Regulatory Tools

- a. **Explore Form Based Code** – This type of zoning tool is increasingly widespread in communities striving to achieve mixed-use development that is compatible with existing neighborhood character, which provides smooth transitions between low and intense uses such as would be found over time on a corridor, supports transit and walking, and includes a range of housing affordability. Instead of regulating land-use activities, Form Based Code regulates the built environment, how it functions, and a high-quality interface between the public and private realms. Because it doesn't dictate specific land-use activities it is more responsive to changing market demands. As such, it is often considered essential to getting the mix of uses called for in urban areas but which traditional zoning usually inhibits. Accounts from across the country indicate that Form Based Code or some hybrid is easier to administer, easier for the public to understand, and more responsive to market conditions. Select target districts in the corridor provide an opportunity to test the effectiveness of zoning tools such as this.

**Corridor Value:** *Zoning tools that favor mixed-use development and which emphasize the relation between the built environment and the public realm support the corridor vision. Some communities with zoning codes dating back 40 years or more are finding it easier to simply replace the outdated codes with Form Based Code rather than to keep patching them, which results in cumbersome and difficult to understand rules, the interpretation and application of which are frequently challenged in court. Outdated and sometimes conflicting regulatory requirements can undermine an otherwise desirable private investment.*

- b. **Planned Action EIS** - Develop binding district zoning that may include a form-based code overlay and design details, determine mitigations, and conduct a complete environmental impact statement for the target district. This strategy clearly spells out land-use and transportation expectations down to the design detail, lays out the mitigations that will be required, and reveals up front what environmental issues may be present as well as any shared opportunities for addressing those issues. While neither fast nor inexpensive, a well-executed planned action EIS removes uncertainty for the investor, informs government expectations about the attractiveness of a potential site, and engages the public at a constructive time in the sub-area planning process. It can serve as the basis for long-term entitlements for projects requiring many years to build out.

***Corridor Value:** A planned action EIS is one way in which government can reduce the risk associated with infill and redevelopment, in addition to establishing objective expectations for both public and private sector interests.*

- c. **Streamline Development Review Process in Corridor** – Expediting the permit process for projects that support corridor objectives and are consistent with adopted public policy is one way to lower development costs without incurring a financial burden by the local agency. This may include changing from a council-based review process to an administrative review process, streamlining the appeals process, and giving priority review to corridor proposals.

***Corridor Value:** Reducing the level of uncertainty for investors and minimizing the risk that potential projects become political targets in the public arena are ways in which costs of development in target areas can be lowered.*

## **7. Apply Impact Fees Strategically**

- a. **Impose Fees in Rural Thurston County** – Impose impact fees throughout unincorporated rural Thurston County to more fairly assess the costs of growth on all those who generate impacts and in the process, reduce the urban subsidy for rural growth and the disincentive for urban development. Development locating outside of the Lacey-Olympia-Tumwater urban growth area in rural Thurston County is not subject to impact fees, even though growth in unincorporated areas generates impacts on urban infrastructure and services.

***Corridor Value:** This will reduce the disincentive for urban development by recouping costs of growth wherever that growth occurs.*

- b. **Location-Efficiency Differentiation for Residential and Commercial Fees –** Evaluate how well existing fees account for location efficiency of residential and commercial development. Residential development locating on premier transit corridors and in compact, mixed-use neighborhoods generates fewer household trips over time than development located off a 15-minute transit corridor or in residential-only neighborhoods. Without consideration for location efficiency, traditional trip generation calculations can impose inflated costs on the developer that increase the financial risk associated with potential corridor investments.

***Corridor Value:** Reflecting the reduced transportation impacts associated with location-efficient development in the structure of impact fees can better align fees with impacts and lessen a disincentive to develop on premier transit corridors and in mixed-use target districts.*

- c. **Size-Differentiated Residential Impact Fees -** Explore the possibility of basing residential impact fees on the size of dwelling units. Distinguishing only between multi-family and single-family unit types gives no consideration for the size of dwelling units. Smaller dwelling units – such as those that will be needed to accommodate future housing needs and which are desired for corridor development – should generate fewer vehicle trips than large units intended to serve larger households. Determine what data exists to support greater differentiation in fee structures.

***Corridor Value:** Paying the same impact fees to construct small cottage-style dwelling units on urban corridors as are required for large dwelling units in suburban, single-family residential neighborhoods may overcharge infill and redevelopment for the impacts associated with smaller household size, thereby creating a disincentive for this type of development.*

## **8. Develop Land Acquisition Strategy**

- a. **Land Swap Strategy -** Identify potential public-to-public land swap opportunities and execute those which support policy priorities. Include consideration of all publicly owned land that is underutilized or which could be developed more strategically by a different agency. This includes land owned by cities, county, state, Port of Olympia, Intercity Transit, school districts, etc.

***Corridor Value:** Land swaps enable exchanges between public agencies to achieve multiple objectives, including the potential to reduce both the cost and risk associated with achieving desirable infill and redevelopment.*

- b. Land Aggregation Strategy - Identify and execute potential land aggregation opportunities. Building on the concept of public-to-public land swaps, it is possible for the public sector to amass multiple parcels in a strategic location and then to aggregate them for resale to a private sector development partner.

***Corridor Value:** Government can reduce both the cost and risk of private sector investment in corridor infill and redevelopment by facilitating the aggregation of suitably sized parcels in target corridor locations. This demonstrates to lenders that the jurisdiction is serious about its commitment to this type of project and can help offset the higher credit factors associated with a secondary lending market.*

## 9. Evaluate Urban Growth Boundaries

- a. Prior to the Growth Management Act and adoption of local Comprehensive Plans, cities in the Thurston region maintained short-term and long-term growth boundaries. The intent was to focus infrastructure and development into the closer-in short-term boundaries while reserving capacity for future urban growth in the long-term boundaries. This would concentrate densities to achieve multiple community objectives while at the same time better managing limited public resources to serve the community. When Comprehensive Plans were adopted, all but Yelm replaced short- and long-term boundaries with a single urban growth boundary. Land-use permit data indicate that a large proportion of urban development activity is happening at the fringes of the urban growth area instead of contiguous with existing urban development. This abundance of vacant land on the urban periphery undermines efforts to focus investment into corridor redevelopment, creating a large supply of easily developed urban land far from established urban centers. An evaluation should be made of the potential benefits associated with reinstating this short-term / long-term boundary concept within the existing urban growth boundaries.

***Corridor Value:** If short-term boundaries are still feasible in light of recent growth patterns, they could help make infill and redevelopment more attractive by temporarily constraining supplies of outlying lands for urban-scale development.*

## Mighty Measures

### *Pursue Legislative Agenda – Establish Community Lending Pool – Create Corridor Development Partnership*

Mighty measures seek to redefine the framework within which the public sector participates in community development. Deliberate efforts on the part of government to create magnets for neighborhood district investment along the corridor and to be an active player in the development process can overcome many obstacles that hinder infill and redevelopment. These measures are the most complex to implement, are best applied in very carefully defined districts, and entail the highest degree of potential controversy and political risk.

#### **10. Pursue Legislative Agenda**

- a. Identify regulatory barriers and potential solutions through the legislative process. Build on the working relationship with the State Capitol Committee and others to rectify policies that create unintended barriers. This may include the terms by which public agencies can swap properties, limitations with existing funding tools, environmental considerations, or other things.

***Corridor Value:*** *Government can reduce both risk and cost of corridor redevelopment by addressing policy barriers that restrict its effective use of tools granted by the legislature.*

#### **11. Establish Community Lending Pool**

- a. One way to reduce financial risk for lenders is to share the risk among several partners. Government should work with a group of local investors to create a community lending pool for investments targeted to desired mixed-use development projects in specific district locations.

***Corridor Value:*** *A community lending pool for select projects in target locations would facilitate the lending of credit for those well-conceived projects that support community goals but which are difficult to fund under the terms of national lenders in a secondary market.*

#### **12. Create Corridor Development Partnership**

- a. Create a multi-agency Corridor Development Partnership to identify and initiate public-private partnership opportunities, and to work cooperatively in recruiting developers and tenants for target districts. This would likely be done under the auspices of Public Development Authority statutes [35.21.730 RCW]. There are literally dozens of these special purpose, quasi-municipal corporations in Washington State though there are none in Thurston County.

**Corridor Value:** *This is the antithesis to the corridor development status quo. A Corridor Development Partnership will not sit back waiting for development to occur; it will help create the conditions that attract further investments in corridor infill and redevelopment. Such a partnership would be a nimble and strategic liaison between the cities and the development community, facilitating the kind of development envisioned for corridor redevelopment.*

### **Roles and Responsibilities**

Strategies included in this recommendation go far beyond the capacity of a TRPC policy maker subcommittee to carry out. In particular, the approach for achieving measures 5 – 12 depends upon whether a coalition of jurisdictions is approaching corridor activities or whether each jurisdiction is pursuing efforts independent of the others. This recommendation envisions a coordinated, regional approach involving the corridor cities, Thurston County, Intercity Transit, the Port of Olympia, school districts, and other public and private entities, though the decision on that rests with each of the individual stakeholders. Many of the measures included in this recommendation can only be done through local initiative, whether in coordination with other stakeholders or independently.

Similarly, the scale at which the measures will be conducted will vary. Some, such as outreach and education, and certain of the inventories, make sense at the metropolitan area level or corridor level. Others, such as a planned action EIS or investment strategies, are more appropriate at a targeted district level.

Finally, the question of resources is not fully answered in this study effort. In November 2011, TRPC received a federal Community Challenge Grant that will fund several elements included in these measures. Those that are fully or partially funded by the Challenge Grant are indicated. Other measures, such as basic data collection and analysis, are within the scope of the regional transportation work program. However, efforts as far-reaching as creation of a Corridor Development Partnership and strategic public investments will require additional resources to be fully executed.

All of these factors underscore the critical importance of local jurisdiction support. TRPC endorsement of the Urban Corridors Task Force recommendations is important; local jurisdiction and stakeholder endorsement is essential.

Following is a summary and a high level assessment of responsibilities, cost, and potential timeframe for pursuing each measure based on a coordinated, inter-jurisdictional approach to implementation. This is a first draft implementation plan and

schedule. It begins with preliminary tasks needed to wrap up UCTF work and transition to the implementation phase, and then describes each recommended measure. It will likely evolve over time as feedback is obtained from affected jurisdictions and stakeholder agencies. It is anticipated TRPC will continue to play a lead role in gathering and analyzing data and coordinating and reporting on progress in implementation of this plan. Individual jurisdictions have implementing authority in several areas and will need to take the lead for those tasks. Once the Corridor Development Partnership is formed, overall coordination and advocacy would likely become one of their responsibilities.

### Summary of Recommended Corridor Measures

ID	Measure	When	Scale	Cost	By Whom	Notes
Pre	Conduct Outreach to TPB, TRPC, and local jurisdictions to Secure Endorsements and Support for Recommendations	4 <sup>th</sup> Qtr 2011 – 2 <sup>nd</sup> Qtr 2012	Metropolitan area	\$	TPB and TRPC members with support from TRPC staff	Endorsements from TPB and TRPC are prerequisite to local support. Buy-in from Lacey, Olympia, and Tumwater is essential to the success of a coordinated approach. Seek endorsement from each city and the County.
Pre	Reach Out to Other Partners to Secure Endorsements and Support for Recommendations	2 <sup>nd</sup> Qtr 2012	Metropolitan area	\$	TPB and TRPC members with support from TRPC staff	Engage Intercity Transit, Port of Olympia, EDC, GA, school districts, etc, to inform of direction and solicit support and involvement. Solicit endorsements from key stakeholders. This, in combination with endorsements from local jurisdictions, will be the basis of the corridor partnership.
1a	Vacant Commercial Property Inventory	1 <sup>st</sup> Qtr 2012	Corridor-wide	\$	TRPC staff, with support from commercial real estate industry	Can be done within existing regional work program. Report out to regional and local policy makers, other stakeholders and partners.
1b	Public-Ownership Property Inventory	3 <sup>rd</sup> Qtr 2012	Metropolitan area	\$	TRPC staff	Can be done within existing regional work program. Report out to regional and local policy makers, other stakeholders and partners.

### Summary of Recommended Corridor Measures

ID	Measure	When	Scale	Cost	By Whom	Notes
2a	"Community Development 101" – The Mechanics of Community Development	Initiate in 2 <sup>nd</sup> Qtr 2012	Metropolitan area	\$	TRPC staff will develop with implementation a shared responsibility of corridor partners	Needs outside support to develop materials and messages suitably tailored to different audiences, including business community and general public. Multi-media messaging. This will likely be an ongoing program. <i>Funding support from TRPC Challenge Grant.</i>
2b	Engage Development Community	Initiate in 1 <sup>st</sup> Qtr 2012	Metropolitan area	\$	TPB and TRPC policy makers, with support from TRPC staff	Engage development community in topics of mutual interest as initial step in establishing longer-term relationship. 1 <sup>st</sup> meeting includes UCTF recommendations and findings of the commercial and housing market studies. 2 <sup>nd</sup> meeting to include findings of commercial property vacancy and land-use analyses (Measures 1a and 1b).
3a	Land-to-Building Value Analysis	2 <sup>nd</sup> Qtr 2012	Corridor-wide	\$	TRPC staff	Has value in defining priority districts. <i>Funding support from TRPC Challenge Grant.</i>
3b	Neighborhood Business District Analysis	1 <sup>st</sup> – 2 <sup>nd</sup> Qtr 2012	Select districts	\$	TRPC staff	Apply factors researched by John Owen to select districts. <i>Funding support from TRPC Challenge Grant.</i>

**Summary of Recommended Corridor Measures**

ID	Measure	When	Scale	Cost	By Whom	Notes
4a	Identify Priority Investment Locations within the Corridors	4 <sup>th</sup> Qtr 2012	Corridor wide	\$	Each local jurisdiction	Informed by previous data analyses. Initial locations identified by the jurisdictions. After formation of the Partnership, subsequent locations would be identified in consultation with the Corridor Development Partnership.
5a	Critical Infrastructure Investment Strategy	2 <sup>nd</sup> Qtr 2013	1 – 3 priority districts	\$	Each local jurisdiction	Includes assessment of district infrastructure ability to support desired uses and viable finance strategies. Does not include the cost of investments. <i>Funding support from TRPC Challenge Grant.</i>
5b	Place-Making Investment Strategy	2 <sup>nd</sup> Qtr 2013	1 – 3 priority districts	\$	Each local jurisdiction in consultation with the Corridor Development Partnership.	Includes assessment of amenities and other elements of the public realm for select districts. Does not include the cost of investments. <i>Funding support from TRPC Challenge Grant.</i>
6a	Explore Form Based Code	2 <sup>nd</sup> Qtr 2012 – 1 <sup>st</sup> Qtr 2013	District level	\$\$	Lacey and Tumwater	May be applied as an overlay or replacement code for a select number of districts, or may be applied corridor-wide. <i>Funding support from TRPC Challenge Grant.</i>
6b	Planned Action EIS	TBD	1 or 2 priority districts	\$\$\$	Jurisdiction staff & policy makers with consultant support	This will take longer than a year and cost ±\$250,000 per district. Actual time frame and appropriate district is yet to be determined.

### Summary of Recommended Corridor Measures

ID	Measure	When	Scale	Cost	By Whom	Notes
6c	Streamline Development Review Process in Corridor	2013	Corridor or district level	\$\$	Each local jurisdiction in consultation with the Corridor Development Partnership	This work will be informed by the efforts of Lacey, Olympia, and Tumwater in their sub-area planning work through the TRPC Challenge Grant. Details to be determined based on that work.
7a	Impose Impact Fees in Unincorporated County	2012	Unincorporated Thurston County	\$\$	Thurston County	Efforts are underway to establish unincorporated area impact fees.
7b	Location-Efficiency Differentiation for Residential and Commercial Impact Fees	2013	Lacey, Olympia, Tumwater	\$\$	TRPC staff to provide basic research support to Corridor Development Partnership and local jurisdictions	Two step effort entails evaluation as prerequisite for determining implementation measures. Logical multi-jurisdictional effort.
7c	Size-Differentiated Residential Impact Fees	2013	Lacey, Olympia, Tumwater	\$\$	TRPC staff to provide basic research support to Corridor Development Partnership and local jurisdictions	Two step effort entails evaluation as prerequisite for determining implementation measures. Logical multi-jurisdictional effort.
8a	Land Swap Strategy	2013	Select target district	\$\$	Corridor Development Partnership in association with all affected public property owners	Goal is to identify and acquire suitable property for redevelopment through public-public land swap. Entails legal and financial elements in addition to policy and planning.

### Summary of Recommended Corridor Measures

ID	Measure	When	Scale	Cost	By Whom	Notes
8b	Land Aggregation Strategy	2013	Select target district	\$\$	Corridor Development Partnership in association with all affected public property owners	Goal is to amass a suitably sized parcel in a target district as public ante for a partnership project. Entails legal and financial elements in addition to policy and planning.
9a	Evaluate Urban Growth Boundaries	2014	Lacey, Olympia, Tumwater	\$	Local jurisdictions with data support from TRPC staff	This assumes only the analysis and related discussion associated with a potential reinstitution of short- and long-term boundaries. If such a change is warranted, additional time and cost will be incurred. This work will be informed by findings of the Sustainable Thurston Task Force and resulting land-use recommendations.
10a	Pursue Legislative Agenda	As needed	District, corridor, jurisdiction	\$	Local and regional entities	Need and topic dependent upon issues encountered in pursuit of corridor strategy.
11a	Establish Community Lending Pool	2014	District or Corridor	\$\$	Corridor Development Partnership in partnership with local lenders	Entails high degree of legal complexity and coordination.

### Summary of Recommended Corridor Measures

ID	Measure	When	Scale	Cost	By Whom	Notes
12a	Create a Corridor Development Partnership	Initiate in 2012	Corridor	\$ - \$\$\$	Lacey, Olympia, and Tumwater policy makers, with other public and private stakeholders as appropriate	Entails background research, extensive legal complexity, and inter-local coordination. Efforts should begin in 2012 with core partners to begin exploring potential organizing framework, logistics, and interagency agreements. Despite its complexity, this measure is fundamental to many of the modest and moderate measures. <i>Funding support from TRPC Challenge Grant.</i>

Notes:

\$ = Low cost / \$5,000 - \$25,000

\$\$ = Moderate cost / \$25,000 - \$100,000

\$\$\$ = High cost / > \$100,000

This table assumes a coordinated, multi-jurisdictional approach to implementing corridor measures. Who is actually responsible for conducting the work and the timeframe in which it will be done depends in large measure on how the corridor partners ultimately decide to proceed. Most measures in this recommendation can be approached by either a single jurisdiction or as a coordinated multi-jurisdictional effort. Assuming the latter, an early role of a Corridor Development Partnership will be to provide a more substantive scope and time frame to the recommended measures.

## Implementation Considerations

In discussing its recommendations, Urban Corridors Task Force members recognize the logic of starting with easier, modest strategies and working through to the more complex, mighty measures. **However, a sense of urgency suggests effort should begin as soon as possible to establish a Corridor Development Partnership.** That entity would then be engaged in identifying priority districts and the appropriate measures to pursue, as well as working those measures through local jurisdiction processes as appropriate. Task Force members understand that the success of Corridor Development Partnership activities will rest in large part with the successful implementation of modest and moderate measures. Involvement of the Partnership in the execution of those measures will help ensure their success.

Establishing a Corridor Development Partnership is a significant undertaking requiring the support and commitment of partner jurisdictions; it is far beyond the scope of the Urban Corridors Task Force. Champions exist within the Task Force but Commission success will require thoughtful consideration and participation by the governing bodies of each jurisdiction. Task Force leadership is necessary to secure local support for such an endeavor.

The process to gauge support for a Corridor Development Partnership and work out the logistics associated with its formation can occur concurrently with several of the data collection efforts and “Community Development 101” outreach. However, identification of one or more priority investment districts hinges on the interest of jurisdictions to participate in a collaborative commission structure and approach towards corridor renewal. If there is interest, identifying priority districts would appropriately be a decision of the fledgling Corridor Development Partnership. If there is insufficient interest in a collective approach, then each jurisdiction can determine its own priority district(s) in its own way.

Until it is known what the level of support is from local jurisdictions for the UCTF Corridor Development Partnership concept and the rest of the recommended measures, it is difficult to develop a realistic implementation strategy. Data collection, land-use analysis, and some outreach to both the general public and the development community can be conducted. However, details on some major messages will depend on the priority local agencies give to corridor infill and redevelopment objectives. For that reason, most elements of an attainment strategy beyond the basic data collection and analysis should be done in consultation and coordination with local jurisdictions.

## Next Steps

Urban Corridors Task Force recommendations were presented to the Transportation Policy Board in December and Thurston Regional Planning Council in January for review and endorsement. Both bodies endorsed these recommendations as presented.

Over the ensuing months, briefings were held with the cities of Lacey, Olympia, and Tumwater, and with the Board of County Commissioners. Briefings included the Lacey and Tumwater planning commissions.

All four municipalities expressed interest in working together to pursue these recommendations as appropriate. They also expressed interest in exploring the possibilities inherent in the Corridor Development Partnership. Many questions remain to be answered about how such a partnership would work; many concerns need to be addressed.

In June the Task Force will reconvene to identify the best way to proceed with the Partnership and with implementation of these recommendations.

Many of the strategies included on this list require active participation on the part of local jurisdictions; most of the measures cannot be accomplished by any standing sub-committee of TRPC absent that local support. Different strategies will have different financial, legal, policy, and logistical implications for different jurisdictions. Sufficient time for local consideration and discussion is needed to gain support and buy-in, particularly of the more ambitious measures.

## Conclusion

The Urban Corridors Task Force convened with a mission of identifying measures that will enable jurisdictions to better achieve transit-supportive mixed-use development in key corridors. The work of the Task Force progressed from a sweeping view of the entire metropolitan area – its corridors and its activity centers – to a sharp focus on strategies for a specific, high-quality regional transit corridor.

The measures included in this recommendation are bold and far-reaching. They do not shy away from politically risky or controversial topics, and several may be unpopular. Few will be easy or inexpensive, but all will require strong regional cooperation.

The measures in this recommendation result from objective evaluation of long running trends, consideration of factors beyond simple policy statements and visions, and reasoned discussion. Collectively they have the potential to reshape market forces in the Thurston region, to attract investment in residential and mixed-use development into urban corridors as envisioned. Their accomplishment will be no small feat, reflecting a singular combination of vision, political leadership, public/private partnerships, and courage.

## In Appreciation

The work of the Urban Corridors Task Force was enhanced through the generous contribution of time and expertise from a panel of local community development experts:

David Brubaker, Redevelopment Consultants, LLC  
Steve Cooper, Orca Construction  
Tim Dowling, West Coast Bank  
Tom Fitzsimmons, Lorig Associates  
Mark Furman, Heritage Bank  
Mark Kitabayashi, Windermere Realty  
Glenn Wells, Vine Street Group  
Terry Wilson, Greene Realty

While the insights of these private sector representatives helped to inform their decisions, the recommendations of the Urban Corridors Task Force were theirs alone.

A copy of the meeting materials and summary from this August 2011 workshop can be found on-line at <http://www.trpc.org/regionalplanning/landuse/Pages/UCTF-Aug30,2011PresentationMaterials.aspx>

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*Developers tread a delicate path. They are agents of change, operating between the regulations – and desires – of local jurisdictions and the demands of the marketplace, and they must satisfy both. That isn't always easy, and it's rarely popular. (Witold Rybczynski, "Last Harvest")*

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## Urban Corridors Task Force Information

The Urban Corridors Task Force was a joint subcommittee of the Thurston Regional Planning Council and its Transportation Policy Board. Between November 2009 and November 2011, the Task Force worked to establish an objective understanding of background conditions along the region's key urban corridors, identify and understand barriers to achieving adopted land-use visions, and identify potential opportunities for addressing those barriers. Task Force members looked at the relationship between transportation and land-use in these corridors, and worked to understand the market factors that influence the viability of infill and redevelopment projects in this region.

The recommendations presented in this report are the culmination of that work.



### Urban Corridors Task Force

<i>City of Lacey</i>	<i>Virgil Clarkson, Andy Ryder</i>
<i>City of Olympia</i>	<i>Stephen Buxbaum, Doug Mah</i>
<i>City of Tumwater</i>	<i>Pete Kmet (Chair)</i>
<i>Thurston County</i>	<i>Sandra Romero (Vice-Chair)</i>
<i>Intercity Transit</i>	<i>Ed Hildreth</i>
<i>North Thurston Public Schools</i>	<i>Mike Laverty, Chuck Namit</i>
<i>TPB Citizen Representatives</i>	<i>Mike Beehler, Jackie Barrett-Sharar</i>
<i>TPB Business Representatives</i>	<i>Doug DeForest, Renée Sunde</i>

*Materials, white papers, presentations, and resource materials used by the Urban Corridors Task Force throughout its work can be found on the TRPC website at <http://www.trpc.org/regionalplanning/landuse/Pages/uctf.aspx>*

For more information or to schedule a briefing, please contact Thera Black – 360.956.7575 / [blackvt@trpc.org](mailto:blackvt@trpc.org)  
This work was conducted under the auspices of TRPC's regional transportation work program.

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Page 35 – November 2010 UCTF workshop, Thera Black



## High Density Corridors Frequently Asked Questions (FAQ)

Supplement to [10/15/12 Memo on Urban Corridors](#)

### 1. What are Urban Corridors?

Urban Corridors are the major arterials in our street system, and they correspond with areas planned for the highest density land uses. More than just the arterial itself, an Urban Corridor includes the quarter mile area on either side of the street. Urban Corridors are envisioned to gradually redevelop into areas with:

- Excellent, frequent transit service;
- Housing and employment densities sufficient to support frequent transit service;
- Buildings fronting on wide sidewalks which are furnished with street trees, attractive landscaping, benches, and frequent transit stops;
- On-street bicycle facilities and safe pedestrian crossing at regular intervals
- Multi-story buildings oriented toward the street rather than to parking lots;
- Parking spaces located behind the buildings or in structures;
- A compatible mix of residential building types, such as apartments, townhouses, and perhaps small cottages integrated with or in close proximity to commercial uses; and
- People – lots of people, all day long, engaged in different kinds of activities.

Urban Corridors are identified on the proposed [Transportation Corridors Map](#) in the July Draft of the Comprehensive Plan Update. Along these corridors, the plan is for land uses to be supported by a multimodal transportation system. Transportation investments for walking, biking and transit will allow the densities in the corridors to increase with minimal new car trips. Bus Corridors correspond with Strategy Corridors, which fall within Urban Corridors. (See more about these other corridors below.)

### 2. Are all areas identified as Urban Corridors expected to develop in the same way?

No, the plan is for these areas to look and feel different as the area extends from the arterials into the neighborhoods, as well as along the corridors themselves. [PL11.5](#) in the July Draft describes a transition from high intensity land uses along the arterials to less intense land uses as you move one quarter mile from either side of the arterial. Generally, the most intensive uses will be within 400 feet of the arterials, although this is not expected in all areas (see #14.)

The July Draft also outlines 5 different categories for the corridors, as described in [PL11.7](#):

1. Areas nearest downtown should blend travel modes with priority for pedestrian, bicycle and transit systems; these areas should provide for a mix of low-intensity professional offices, small commercial uses and multi-family buildings (not exceeding three stories) forming a continuous and pedestrian-oriented edge along the arterial streets.

2. The Harrison Avenue corridor nearer Division Street and upper portions of the State Street/Fourth Avenue corridor will provide for a greater range and intensity of commercial uses but with the same three-story height limit; in other respects it will not differ substantially from the corridor sections nearer downtown.
3. The area along Harrison and Fourth Avenues west from the vicinity of Division Street to Kenyon Street—and the western portions of Martin Way and Pacific Avenues—form the third corridor category where the primary transportation mode is by car, but pedestrian and bicycle, as well as transit use, is encouraged; redevelopment of this area is expected with more density and new buildings gradually creating a continuous street edge and more pedestrian-friendly streetscape.
4. The outer portions of the urban corridors in the vicinity of the Capital Mall and easterly of Phoenix Street will primarily be accessed by motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas (see Capital Mall special area below.)
5. The area south of Interstate-5 in the vicinity of Capitol Boulevard is an existing lower density residential area with a neighborhood center. The goal in this area is to enhance that center and reach an average density of at least seven housing units per acre, including accessory dwelling units.

PL11.1 establishes that over 15 housing units per acre should be achieved along much of the Corridor, however “where existing single-family housing abuts the main road, [the City will] seek to increase the density to at least 7 units per acre.”

### **3. What is the basis for the Urban Corridors concept?**

The Urban Corridors concept first appeared in the 1993 Thurston Regional Transportation Plan, where it was then incorporated into Olympia’s 1994 Comprehensive Plan. The concept originated as a regional strategy to address the old highways dominated by low-density, strip commercial development, and move toward less auto-oriented land use patterns.

Today, major arterial streets in our region are lined with low-density residential and office uses with typical strip commercial development. Individual, randomly spaced driveways into each business interrupt the flow of vehicular and pedestrian traffic, and the typical pattern of buildings set back behind parking lots makes pedestrian access difficult and uninviting. The disjointed signage, landscaping, and building designs are also often unattractive. As a result, these areas have limited appeal as places to live, work, and shop.

The Urban Corridors concept is a strategy to make more efficient use of this existing infrastructure, to reduce environmental impacts associated with auto use and sprawl, and transition unattractive and underused land uses to maintain and create a more livable community. The concept is not unique to Olympia; it is a key part of the [Thurston Regional Transportation Plan \(RTP\)](#).

This regional policy is captured in the 1994 Comprehensive Plan, as well as the July Draft. The general policy direction that supports the Urban Corridors concept includes:

- Reducing dependence on motor vehicle use. Reduced vehicle use has social, environmental and economic benefits.
- Well-planned density leads to efficient provision of public services – water, sewer, emergency services, waste collection and transportation. Targeting density allows the preservation of rural and natural areas.
- Transit can absorb a great share of future trips that would otherwise be made by car. The best quality transit in this community already exists on our urban corridors. There is potential for those corridors to absorb more residents and employees if corridors are well designed and people can take the bus, walk, bike, as well as drive.
- Urban Corridors integrate transportation and land use planning goals: an efficient way to locate new growth, land use patterns that support walking, biking and transit. When well-designed, dense mixed land uses provide an opportunity to create social interaction, community identity and a healthy economy.

The plan underscores that well-designed corridors positively contribute to the fabric of the community. Good urban form and multi modal streets are needed to make dense areas pleasant and function efficiently.

#### **4. What is the relationship between High Density Corridors and Urban Corridors?**

In the 1994 Comprehensive Plan, the term “High Density Corridors” was used. In the July Draft, the term was changed to “Urban Corridors” to be consistent with the term now used for regional planning purposes. For Olympia, this change also helps to distinguish the Urban Corridor planning concept from the zoning designations High Density Corridor 1, 2, 3, and 4. Although related to Urban Corridors - just as any designation on the Future Land Use map relates to zoning - HDC zones have a different geography than Urban Corridors.

#### **5. Is Olympia required to have Urban Corridors?**

Urban Corridors are not specifically required under the Growth Management Act as a means to accommodate our population growth. However, the Act does require Olympia’s Comprehensive Plan to be consistent with [County-Wide Planning Policies \(CWPP\)](#). The CWPP state the transportation element of each jurisdiction’s plan will be made consistent with the RTP. Thus, any changes to the Urban Corridors concept would need to be a conversation that occurs at the regional level.

## **6. What is the Urban Corridors Task Force?**

For several years, regional policy makers have been pursuing strategies to achieve the Urban Corridors vision. The Urban Corridors Task Force (UCTF) was composed of citizens, business representatives and policy makers from Thurston Regional Planning Council (TRPC) and the Transportation Policy Board. From 2009 through 2011, the UCTF worked to establish an understanding of conditions along the region's key urban corridors, identify and understand barriers to achieving adopted land use visions, and identify potential opportunities for addressing those barriers. Members looked at the relationship between transportation and land use in these corridors, and worked to understand the market factors that influence the viability of infill and redevelopment projects in this region. The UCTF produced a [list of measures](#) for cities to pursue to achieve the vision for these corridors.

## **7. What are "nodes"?**

Referred to as "Corridor Districts" in TRPC's *Revitalizing Urban Transit Corridors* report, nodes are specific, strategic locations guided by detailed plans and a focus on innovative development strategies. Vibrant and full of activity, nodes would offer a full range of services and activities to support nearby neighborhoods. The idea is that over time, nodes develop their own strong sense of place and local identity; residents within a ½ mile radius would travel to these nodes without ever having to get in a car.

While the entire corridor may take decades to redevelop, quicker results may be realized by focusing on one or more nodes which would then serve as examples of what is possible. Nodes are not necessarily large; though, according to the report, in order to support neighborhood-scale retail and services, a minimum of 3,500 households with a half mile radius would be needed.

## **8. What are focus areas? How do they relate to the concept of nodes?**

The July Draft outlines focus areas, which are select areas of Olympia identified for further study, both in and out of the Urban Corridors. Three focus areas fall within the Urban Corridors (see below), and *West Bay Drive* and the *Auto Mall* are outside of Urban Corridors. Focus areas are places where multiple planning issues and opportunities exist, and further study will help to guide land use development and public services.

While the July Draft identifies focus areas, it does not identify any nodes. Although a node could be located within a larger focus area, a node would be a more specific location where development is guided by detailed plans and partnerships. Efforts related to a specified node would include developing incentives and strategies to spur a specific type of development. Identification of nodes could occur as a future work program.

## 9. What are Urban Corridor Focus Areas identified in the July Draft, and why?

Three focus areas for Urban Corridors are identified in the July Draft. These focus areas, which are described in the Land Use & Urban Design Chapter of the July Draft, are:

- **Lilly-Martin Area:** This area contains much of the last remaining “greenfield” in Olympia – undeveloped land - where infill can occur somewhat easier than redevelopment. The area holds potential because of its proximity to one of our region’s major employment sectors, health and medical services, and the related opportunity to increase housing and services in the area. This area is the subject of a grant described in #17 below.
- **Pacific-Lilly Area:** This area between Martin Way and Pacific Avenue is the only focus area identified in the 1994 plan, where it is referred to as the “Stoll Road Area.” This area has frequent transit service, and a large amount of commercial uses, with low amounts of housing. The potential to shape the commercial areas as redevelopment occurs can lead to a greater mix of uses. The criteria described in policy PL12.4 arose out of the public process associated with previous comprehensive planning efforts.
- **Capital Mall Area:** This area has been identified as having one of the best resident-job matches in Thurston County: in this area, a large number of people live close to where they work. It has ideal conditions for achieving a vision for bustling, mixed-use urban centers. Actions are needed to improve the density and mix, and enhance the street system for more modes.

## 10. What is the density needed to support transit along the corridors?

This is not a simple answer; efficient transit service depends not only on population and employment per acre, but also other factors such as design, the mix of uses, and street connectivity. Industry experience suggests that residential densities in the range of 4.5 to 7 units per acre represent a minimum threshold for high performing transit. This also represents a point at which an overall mode shift away from driving begins to increase exponentially.

Transit demand tends to increase most dramatically between 10 and 40 households per residential acre. Today, the densities in most Olympia neighborhoods outside of downtown fall below this range. However, areas designated for transit-supportive growth could reach this threshold quickly with new infill development. Efforts to promote infill development, even at modest densities, could have exponential impact increasing transit and non-motorized travel.

The current approach in the existing comprehensive plan is to set transit-compatible urban densities so that new development fills in already-developed areas. The plan recommends setting a minimum density of approximately 7 units per acre (equivalent to roughly 14 to 20 persons per acre,) and a minimum of 15 units per acre in other areas along the Corridor.

Beyond population and employment density, other factors include:

- **Design** is especially important as it relates to pedestrian access and safety. Street design, security, lighting, building design and orientation to the street affect whether transit stops are inviting to use and safe to get to. Even at high densities, people will not use transit if it is difficult or dangerous to access a bus stop.
- **The mixture of uses** in an area can influence the attractiveness of transit. If transit brings people to locations where more than one function is possible, transit is all the more attractive for that trip.
- **Street connectivity** is important to transit access and operations. Street connectivity provides customers direct routes to bus stops, and transit operators have efficient routing options for high-frequency service.

The City does not operate the bus service in Olympia, but influences the success of transit. City land use policies and ability to attract infill development ultimately drive the demand for transit service and shape a transit-supportive environment. Better transit will require dense, mixed-use corridors with pedestrian-friendly access to transit stations. For more information, refer to the [Olympia Transportation Mobility Strategy Appendix on Transit](#).

#### **11. Can we have nodes without density in between?**

It is not essential that the entire corridor be fully developed in order for the nodes concept to work. However, the function and efficiency of the corridors will increasingly improve as the mix and density of land uses increases between these nodes. Overall, the corridor will benefit from the increased services and amenities that come with the intended land use.

#### **12. What would be an alternative land use planning approach to corridors?**

Some people consider abandoning the concept of corridors, and instead focusing only on nodes. The risk of doing so would be that the low density strip commercial land uses would persist. This continued land use pattern would result in under-utilized public infrastructure, and would not result in the reductions in auto use that we envision.

Another alternative would be to funnel all or most of the anticipated corridor growth into downtown, with similar implications as above. If the focus shifted away from corridors with nodes to just nodes or just downtown, this would represent a shift in policy, and would best be explored at the regional policy level.

#### **13. Why were neighborhoods south of I-5 identified by regional transportation planners as part of the urban corridor?**

Capitol Way is the primary transportation link between Olympia and Tumwater. It is also a major transit corridor with 15 minute frequency, the most frequent type of service found in this community.

#### **14. When would neighborhoods south of I-5 on Capitol Way be up-zoned?**

It is not possible to predict when these neighborhoods would be up-zoned, if ever. An up-zone would depend on whether or not a future City Council feels it is in the best interest of the community.

As expressed in the July Draft, the goal for this area is an average density of 7 units per acre, including accessory dwelling units. The reason for this is to support transit and provide a good customer base for businesses in the neighborhood center. In turn, these businesses could provide goods and services to meet day-to-day needs within walking distance, ultimately minimizing auto use for local trips. Given the quality of these neighborhoods and their close proximity to more intense commercial uses immediately to the south, there is no indication these neighborhoods would become a priority for redevelopment. The market could not support an expansion of intensive uses within the area 400 feet of Capitol Way, as is possible in other Corridor areas.

Recent TRPC forecasting (attached on page 10) shows the number of new dwelling units expected to be added to this area between 2010 and 2035 is 23 units. This estimate is based on current conditions and development patterns, which could change unpredictably over the next 20 years. However, when compared to expected residential growth in other areas of the City, this area is clearly not expected to be a priority for significant redevelopment.

One alternative to removing this area from the Urban Corridor would be to add text to the July Draft that the density targets should account for densification of Tumwater Square. The 7 unit per acre density target for the neighborhoods south of I-5 might become achievable without adding significant residential density when combined with the residential growth anticipated in Tumwater Square.

#### **15. How do Urban Corridors relate to Strategy Corridors?**

Strategy Corridors are places where road widening is not a preferred option to address congestion problems. This may be because the street is already at the maximum five-lane width, or that adjacent land uses are either fully built out or are environmentally sensitive.

In Strategy Corridors, a different approach is needed to maintain mobility into the future. Actions to reduce auto trips, such as building sidewalks, streetscape improvements and bicycle facilities, and improving the bus services, will relieve traffic congestion and increase capacity on these corridors.

Efforts to increase the density and mix of land uses will also be important to the success of Strategy Corridors. It is easier to get people out of their cars when housing is closer to jobs and services, as is envisioned on Urban Corridors. Trips are shorter and more easily made by

walking and biking. Transit is frequent and inviting for longer trips outside the immediate neighborhood.

All of Olympia's Urban Corridors are Strategy Corridors. The Strategy Corridor concept is identified in the [Thurston Regional Transportation Plan](#) .

#### **16. How do Urban Corridors relate to Bus Corridors?**

Bus Corridors are major streets with high-quality, frequent transit service. The system of bus corridors would allow people more spontaneous use of transit.

Building Bus Corridors is a major new commitment to direct more trips to transit. The City and Intercity Transit will jointly invest in these corridors. Intercity Transit will provide fast, frequent and reliable bus service along these corridors.

Along these corridors, the City will provide operational improvements, such as longer green time at traffic signals so that buses are not stuck in congestion. The Smart Corridors project underway in Lacey, Olympia and Tumwater is beginning to make these signal improvements.

Attractive streetscapes, pedestrian crossings and sidewalks will enhance people's access to transit. All Urban Corridors are Bus Corridors. The mix of land uses and increased densities along Urban Corridors will be crucial to the success of these bus corridors.

The Bus Corridor concept was introduced in the [Olympia Transportation Mobility Strategy](#) and builds on the region's Urban Corridor and Strategy Corridor policy approach. The first priority for Bus Corridor development will be along Strategy Corridors, where transit is expected to help resolve traffic and capacity issues.

#### **17. Of the Urban Corridor Task Force recommendations, what has been done so far?**

- In November 2012, the Cities of Olympia, Tumwater and Lacey passed a joint Resolution accepting the recommendations of the Urban Corridors task force and committing to take a leadership role in implementing the recommendations and integrate the recommendations into local comprehensive plans.
- The Cities of Olympia, Tumwater and Lacey are participating in a [HUD Sustainable Communities Challenge grant](#) being administered by TRPC. The grant explores tools to encourage infill and redevelopment in three districts along urban corridors. The district Olympia is addressing - referred to as the "Headwaters District" - is Martin Way, west of Lilly Road. Tumwater is addressing the Brewery area, while Lacey will look at its Woodland District. The project began in 2012, with Olympia's portion underway in 2013.
- [Smart Corridors](#) is a regional project to install transit priority equipment at traffic signals along 4<sup>th</sup> Avenue, State Avenue, Martin Way, Pacific Avenue, Capitol Way and

Downtown. Equipment will be installed in 2013. In 2014 or 2015, Intercity Transit will begin to benefit from these operational changes; buses approaching a signal will trigger the signal to extend the green time. Olympia's share of the cost of this project is nearly \$1 million, the majority of which is paid for with Congestion Mitigation and Air Quality Funds.

**Additional Information:**

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## What Growth is Forecast for Subareas within the Urban Growth Area?

### Background

In association with review of both the proposed Future Land Use Map, neighborhood Planning Areas map, and urban corridors proposal, the Planning Commission requested more information regarding growth forecast for these areas. On November 2, 2012, the Thurston Regional Planning Council adopted a new population forecast allocation for Olympia and its urban growth area. The forecast model used to create that allocation can also be used to create forecasts for smaller areas.

Accordingly, in November the City staff asked that TRPC staff generate such forecasts for the twelve proposed planning subareas, plus five selected portions of the proposed urban corridors. For comparison, a forecast for the South Capitol neighborhood was also prepared. A summary of the results of that request is provided below. Also available as 'raw' data are five-year increments of these forecasts and breakdowns of dwelling units between single-family, multi-family, and manufactured housing forms.

(Note: A county-wide employment forecast was adopted on July 13, 2012. However, allocations to smaller areas are still in progress and have not yet been approved.)

### Growth Forecasts

These forecasts are subject to all of the assumptions and limitations of the original county-wide and urban growth areas forecasts. These are not repeated here, but are available on TRPC's website (<http://www.trpc.org/data/Pages/popfore.aspx>) and can be provided by City staff on request. In addition, due to the approach used to forecast population growth, these forecasts are even less reliable at smaller scales.

In addition to the summary table below, a corridors and a revised subareas map are attached. The planning subareas proposed in the July draft of the Comprehensive Plan have indefinite boundaries so that no potentially interested party would feel excluded from the subarea planning process. The version of the map attached reflects specific boundaries used to generate this forecast information as is not intended to replace the proposed version with indefinite boundaries.

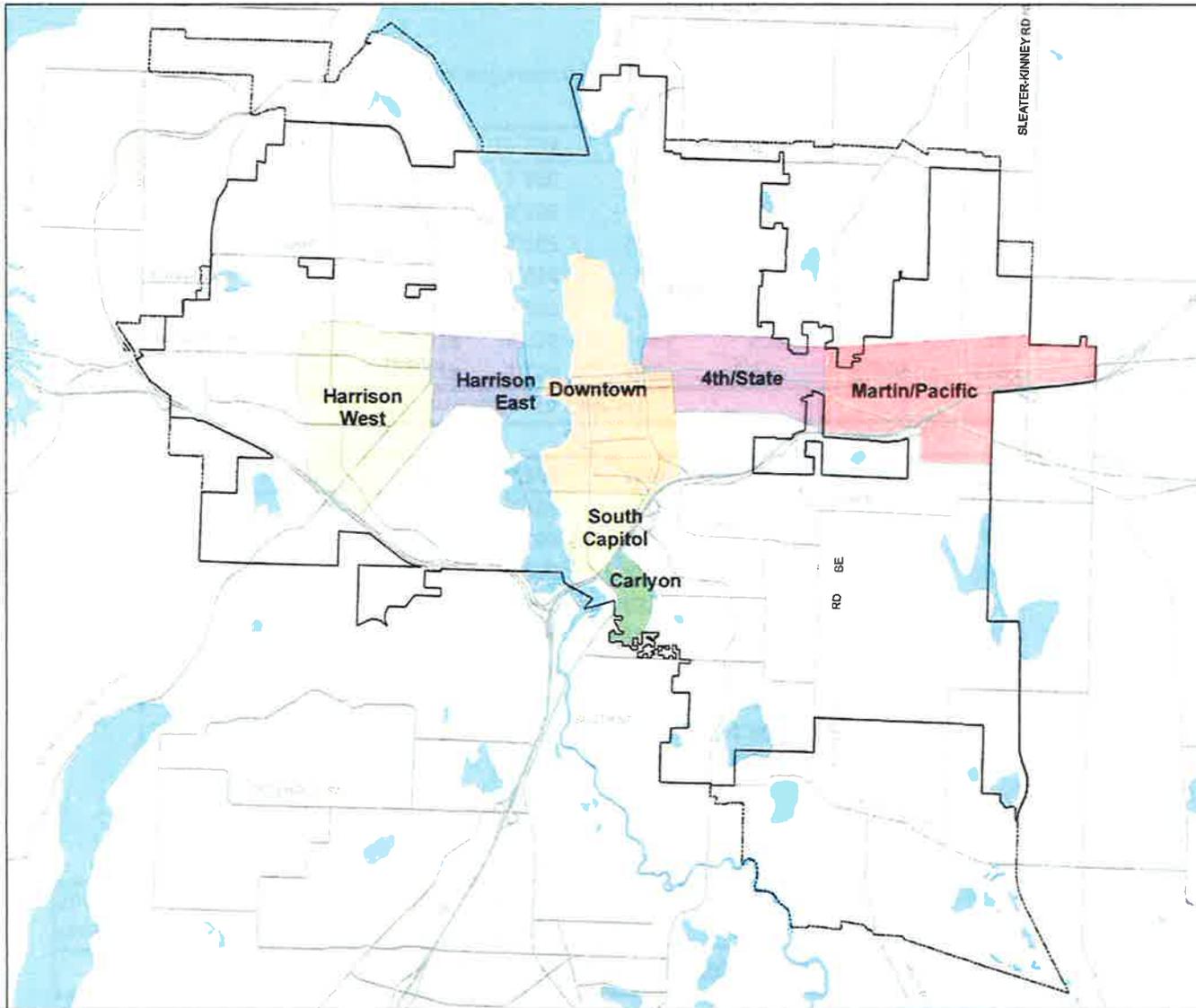
These forecasts are based on existing zoning, anchored to 2010 because that is the last U. S. Census year, and extend to 2035 to provide at least a 20-year forecast. Dwelling Unit (DU) densities are "gross" densities based on the entire area and are reported here as 'dwelling units per acre.' 'Total DU Capacity' reflects the forecast model's estimate of capacity should all buildable areas be developed roughly as is current practice; in other words no assumptions are made that patterns of development will change substantially in the next twenty years. In reality it is likely that residential development patterns will change unpredictably over this extended period.

<b>OLYMPIA URBAN GROWTH AREA - SUBAREA RESIDENTIAL GROWTH FORECAST</b>											
<b>Neighborhood Subarea</b>	<b>Acreage</b>	<b>2010 Population</b>	<b>2035 Pop Est.</b>	<b>Percent Increase</b>	<b>2010 Dwellings</b>	<b>2035 Dwellings</b>	<b>Percent Increase</b>	<b>2010 DU Density</b>	<b>2035 DU Density</b>	<b>Total DU Capacity</b>	<b>"Buildout" Density</b>
A	1,311	6,621	7,840	18%	3,068	3,714	21%	2.3	2.8	3,857	2.9
B	448	2,551	2,750	8%	1,252	1,379	10%	2.8	3.1	1,410	3.1
C	1,872	5,838	8,883	52%	2,866	4,385	53%	1.5	2.3	4,729	2.5
D	1,721	5,842	12,851	120%	2,442	5,654	132%	1.4	3.3	6,460	3.8
E	1,923	6,948	9,935	43%	2,907	4,306	48%	1.5	2.2	4,655	2.4
F	1,191	4,786	6,854	43%	1,925	2,986	55%	1.6	2.5	3,215	2.7
G	396	2,471	2,563	4%	1,182	1,259	7%	3.0	3.2	1,277	3.2
H	1,181	4,311	5,324	24%	2,027	2,552	26%	1.7	2.2	2,594	2.2
I	1,618	5,849	9,505	63%	2,873	4,960	73%	1.8	3.1	5,408	3.3
J	983	6,595	8,063	22%	3,113	4,025	29%	3.2	4.1	4,144	4.2
K	1,254	4,264	6,568	54%	1,735	2,806	62%	1.4	2.2	3,020	2.4
Downtown	650	2,226	3,254	46%	1,557	2,386	53%	2.4	3.7	2,460	3.8
<b>Total</b>	<b>14,549</b>	<b>58,303</b>	<b>84,390</b>	<b>45%</b>	<b>26,947</b>	<b>40,411</b>	<b>50%</b>	<b>1.9</b>	<b>2.8</b>	<b>43,228</b>	<b>3.0</b>

<b>Urban Corridor Areas (plus Downtown and South Capitol)</b>											
Downtown	650	2,226	3,254	46%	1,557	2,386	53%	2.4	3.7	2,460	3.8
South Capitol	187	1,073	1,116	4%	579	619	7%	3.1	3.3	629	3.4
Carlyon	93	652	687	5%	278	301	8%	3.0	3.2	306	3.3
Harrison East	229	2,004	2,038	2%	904	948	5%	3.9	4.1	954	4.2
Harrison West	643	3,503	4,167	19%	2,055	2,570	25%	3.2	4.0	2,637	4.1
4th/State	425	3,199	3,338	4%	1,586	1,695	7%	3.7	4.0	1,718	4.0
Martin/Pacific	746	2,018	2,996	48%	1,049	1,602	53%	1.4	2.1	1,695	2.3
<b>Subtotal</b>	<b>2,974</b>	<b>14,675</b>	<b>17,595</b>	<b>20%</b>	<b>8,008</b>	<b>10,121</b>	<b>26%</b>	<b>2.7</b>	<b>3.4</b>	<b>10,399</b>	<b>3.5</b>

1/14/2013

Primary Source: Thurston Regional Planning Council



### Population Forecast Corridors

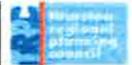


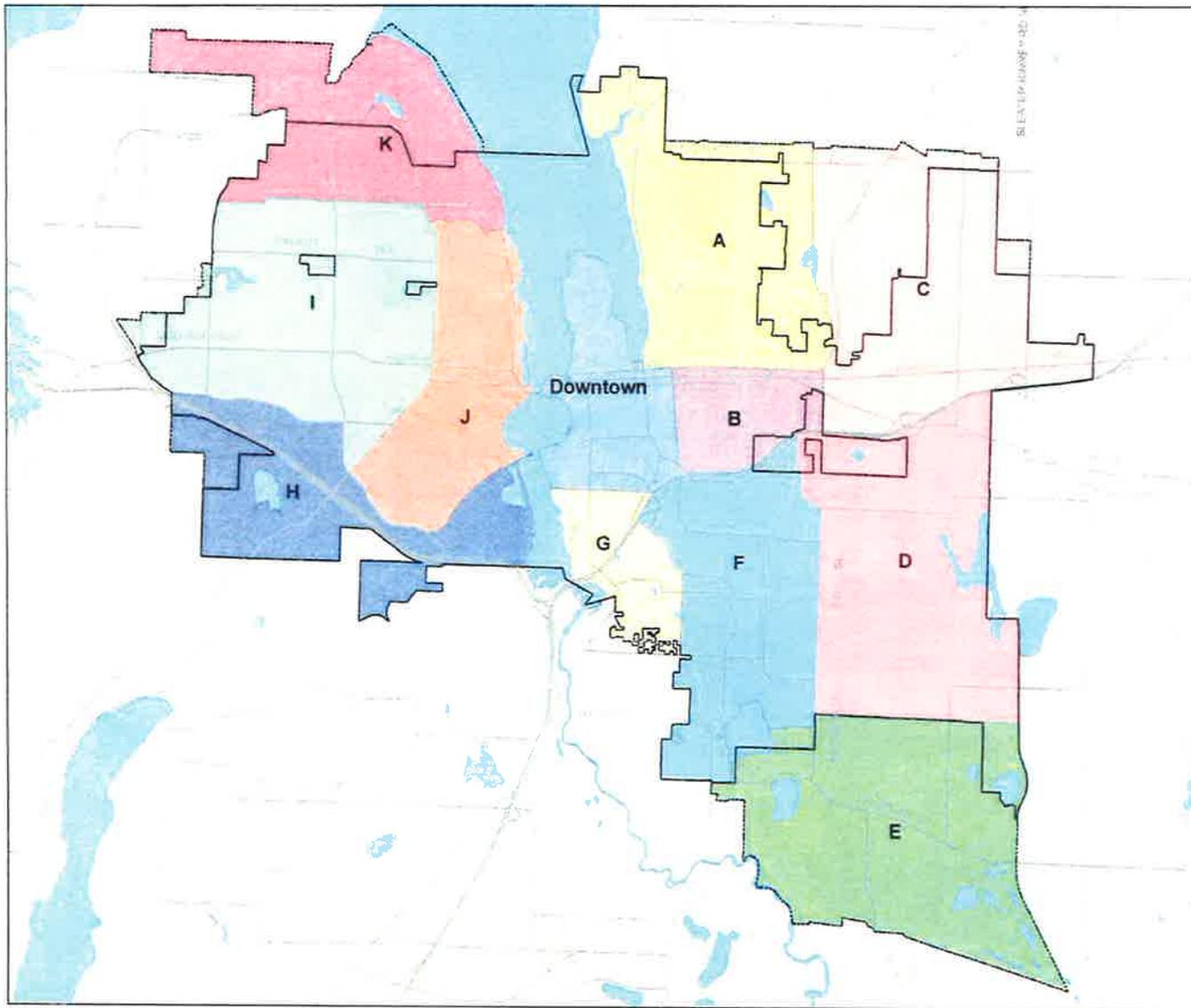
#### Legend

-  City Limits
-  Urban Growth Area



**DISCLAIMER:**  
 The map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.





### Population Forecast Areas



**Legend**

-  City Limits
-  Urban Growth Area



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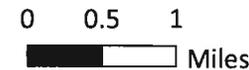


## Future Land Use

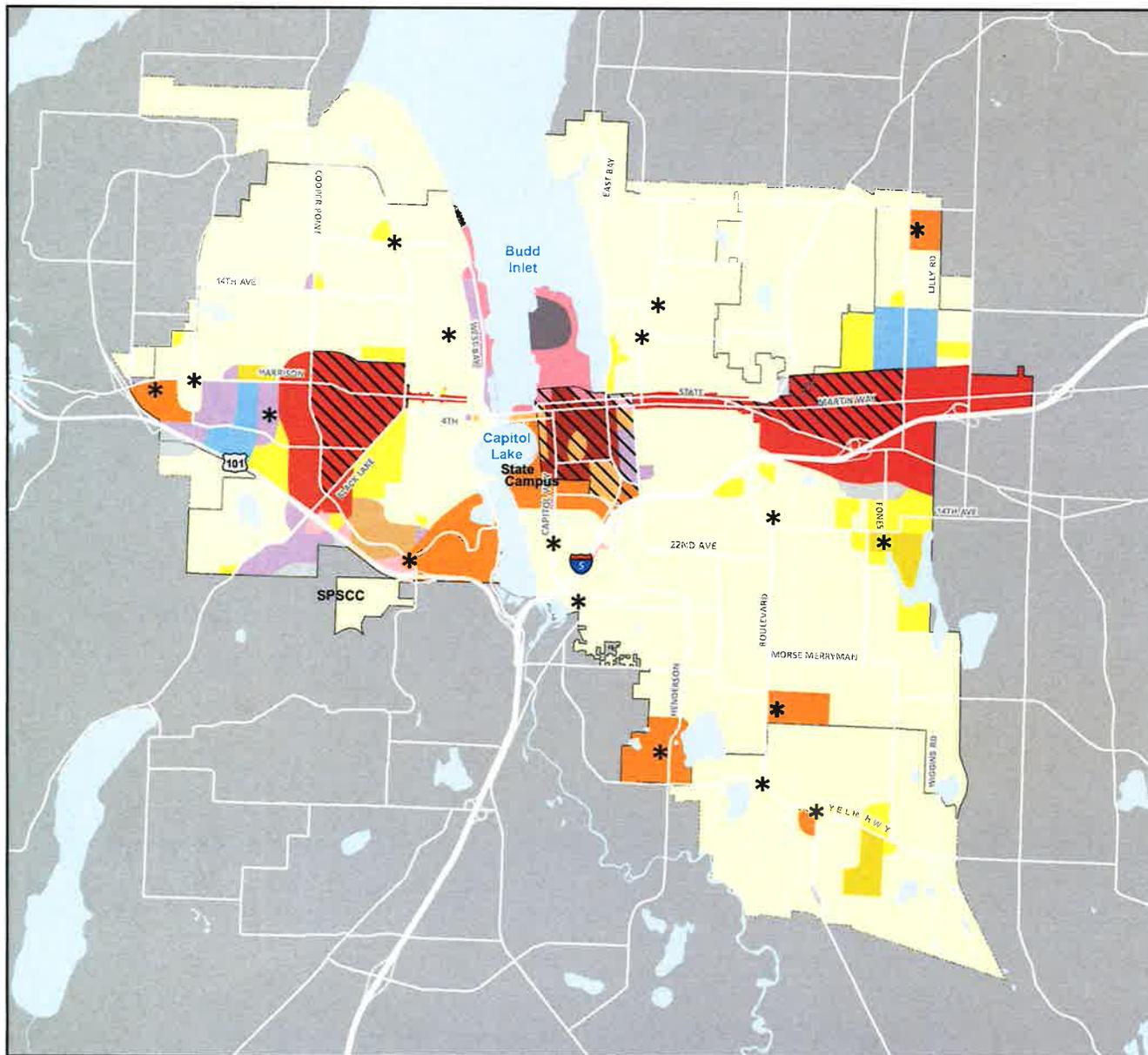
Publication Date: 12/18/2014 Effective Date: 12/23/2014

### Ordinance #6945

-  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



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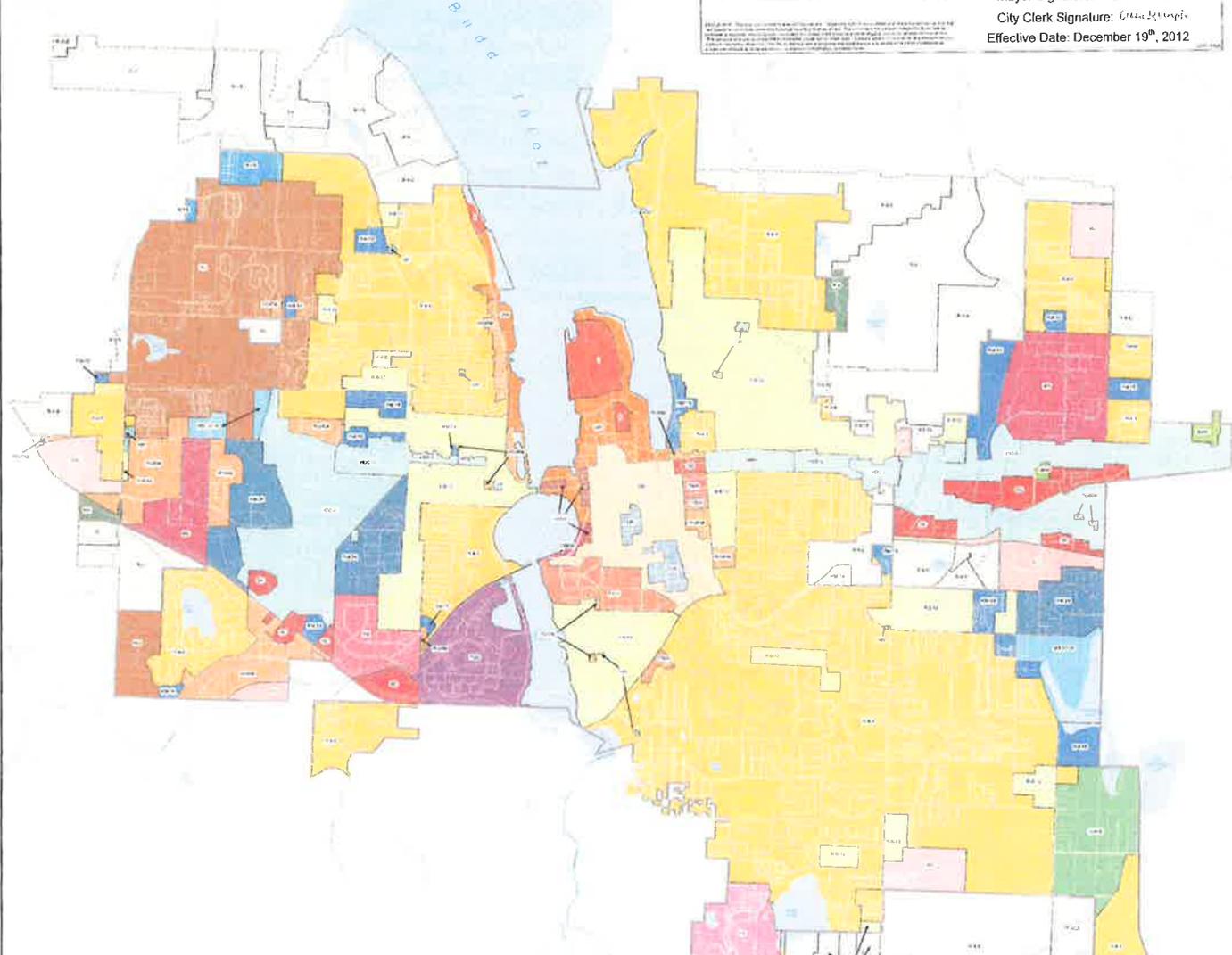


# 2013 OFFICIAL ZONING MAP

0 0.25 0.5 0.75 1 Miles



Mayor Signature: *[Signature]*  
 City Clerk Signature: *[Signature]*  
 Effective Date: December 19<sup>th</sup>, 2012



## Zoning Map Legend

Olympia City Limits	RESIDENTIAL 1 UNIT PER 5 ACRE
Urban Growth Area	MIXED RESIDENTIAL 7-13 UNITS
<b>Zone Name</b>	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



# PROPOSED MEDELA REZONE

7th Avenue

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Forest Memorial  
Gardens Cemetery

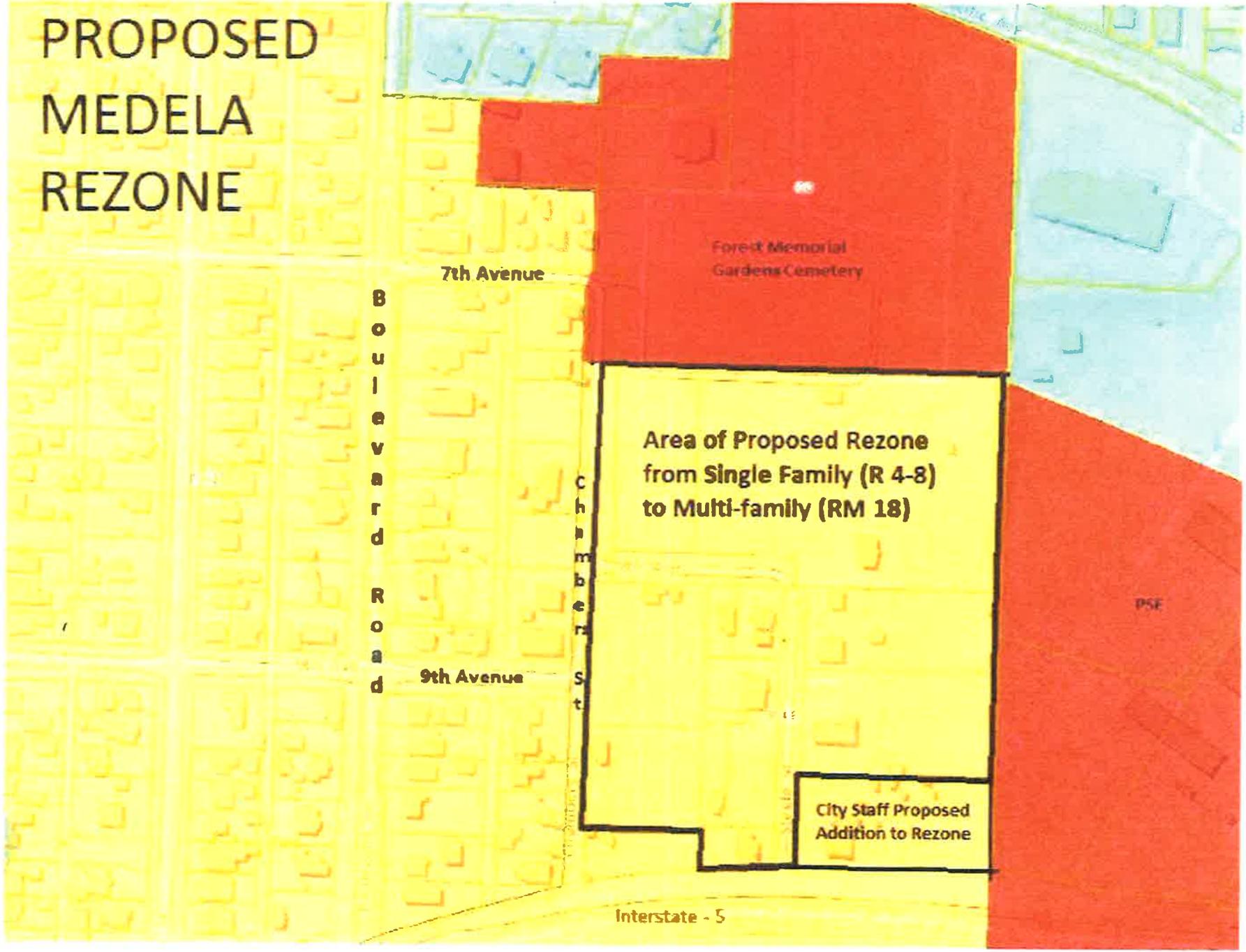
Area of Proposed Rezone  
from Single Family (R 4-8)  
to Multi-family (RM 18)

9th Avenue

City Staff Proposed  
Addition to Rezone

Interstate - 5

DSE





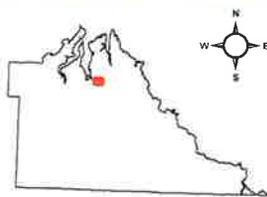
**MEDELA REZONE VICINITY MAP**



**Applicant:**  
Ron Niemi/Woodard Bay Works, Inc  
**Amendment:**  
Residential 4 to 8 Units Per Acre to  
Residential Multifamily 18  
**Project Info:**  
9 +/- Acres

**Application #:**  
2009103063

Thurston County Planning Department  
Map Created on 24 June 2010 - ab



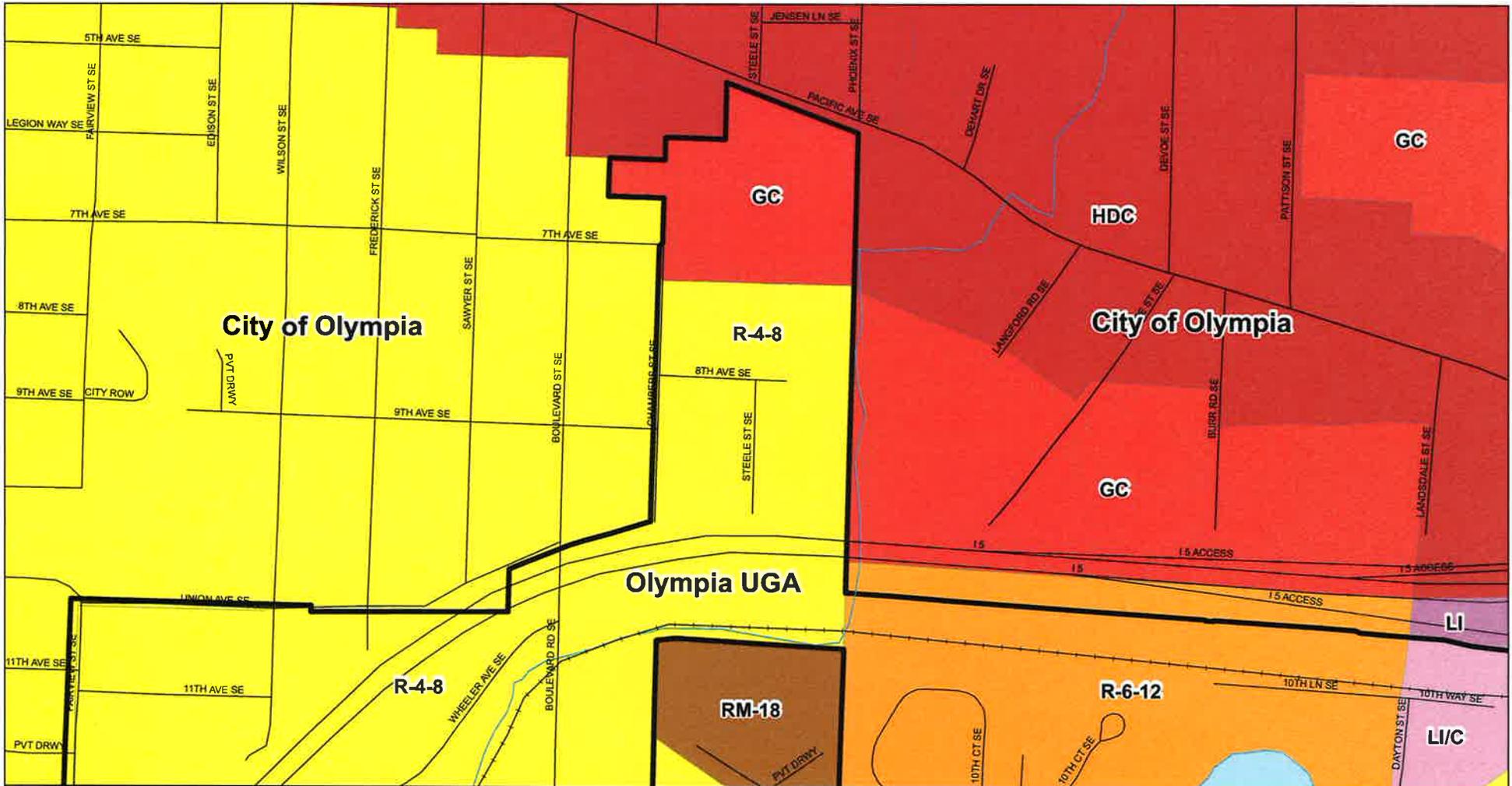
**2009 Aerial Photos**



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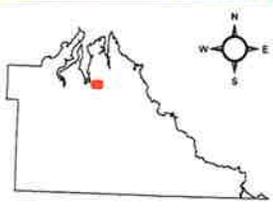


**Applicant:**  
Ron Niemi/Woodard Bay Works, Inc

**Amendment:**  
Residential 4 to 8 Units Per Acre to Residential Multifamily 18

**Project Info:**  
9 +/- Acres

**Application #:**  
2009103063



**Olympia UGA Zoning**

- R-4-8 - Residential 4-8
- R-6-12 - Residential 6-12
- LI-C - Light Industrial-Commercial
- GC - General Commercial

**City of Olympia Zoning**

- R-4-8 - Residential 4-8
- R-6-12 - Residential 6-12
- RM-18 - Residential Multifamily 18
- LI - Light Industrial
- GC - General Commercial
- HDC - High Density Corridor



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# Thurston County Map

## LEGEND

-  Major Roads
-  Roads
-  Streams
-  Contours
-  Wetlands
-  Wetland Buffers
-  Flood Zones
-  Water Bodies
-  Zoning
-  Cities
-  Parcels

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# Thurston County Map

## LEGEND

-  Major Roads
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-  Contours
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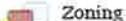
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# Thurston County Map

## LEGEND

- |   |                 |   |              |
|---|-----------------|---|--------------|
|  | Major Roads     |  | Flood Zones  |
|  | Roads           |  | Water Bodies |
|  | Streams         |  | Zoning       |
|  | Contours        |  | Cities       |
|  | Wetlands        |  | Parcels      |
|  | Wetland Buffers |   |              |



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