



# City of Olympia

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Information: 360.753.8447

## Meeting Agenda City Council

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**Tuesday, July 22, 2014**

**7:00 PM**

**Council Chambers**

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**1. ROLL CALL**

**1.A ANNOUNCEMENTS**

**1.B APPROVAL OF AGENDA**

**2. SPECIAL RECOGNITION - None**

**3. PUBLIC COMMUNICATION**

*(Estimated Time: 0-30 Minutes) (Sign Up Sheets are Provided in the Foyer)  
During this portion of the meeting, citizens may address the Council regarding only items related to City business, including items on the Agenda, except on agenda items for which the City Council either held a Public Hearing in the last 45 days, or will hold a Public Hearing within 45 days. Individual testimony is limited to three minutes or less. In order to hear as many people as possible during the 30-minutes set aside for Public Communication, the Council will refrain from commenting on individual testimony until all public comment has been taken. The City Council will allow for additional testimony to be taken at the end of the meeting for those who signed up at the beginning of the meeting and did not get an opportunity to speak during the allotted 30-minutes.*

**COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)**

**4. CONSENT CALENDAR**

*(Items of a Routine Nature)*

**4.A [14-0729](#) Approval of July 15, 2014 City Council Meeting Minutes**

**Attachments:** [Minutes](#)

**4.B [14-0633](#) Approval of Bid Award for West Bay Sidewalk Project**

**Attachments:** [Bid Tab Summary WBDS](#)  
[Vicinity Map WBDP](#)

**4.C [14-0718](#) Approval of Puget Sound Marine and Nearshore Grant Application**

**Attachments:** [Hyperlink to Grant Information](#)

**4. SECOND READINGS - None**

**4. FIRST READINGS**

- 4.D [14-0647](#) Approval of Ordinance Granting a Master Use Permit for Astound Broadband, LLC

**Attachments:** [Astound Broadband Ordinance](#)

[Map](#)

[OMC 11.06](#)

[RCW 35 99 030](#)

- 4.E [14-0648](#) Approval of Ordinance Granting a Master Use Permit for Noel Communications, Inc

**Attachments:** [Noel Communications Ordinance](#)

[Map](#)

[OMC 11.06](#)

[RCW 35 99 030](#)

## 5. PUBLIC HEARING

- 5.A [14-0499](#) PUBLIC HEARING - Draft Olympia Comprehensive Plan

**Attachments:** [Hyperlink - Proposed 2014 Comp Plan](#)

[Buildable Lands Recommendations](#)

## 6. OTHER BUSINESS- None

## 7. CONTINUED PUBLIC COMMUNICATION

*(If needed for those who signed up earlier and did not get an opportunity to speak during the allotted 30 minutes)*

## 8. REPORTS AND REFERRALS

### 8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

### 8.B CITY MANAGER'S REPORT AND REFERRALS

## 9. ADJOURNMENT

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# City of Olympia

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Information: 360.753.8447

## Meeting Minutes - Draft City Council

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**Tuesday, July 15, 2014**

**7:00 PM**

**Council Chambers**

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### 1. ROLL CALL

**Present:** 6 - Mayor Stephen H. Buxbaum, Councilmember Jim Cooper, Councilmember Julie Hankins, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

**Excused:** 1 - Mayor Pro Tem Nathaniel Jones

### 1.A ANNOUNCEMENTS

Mayor Buxbaum said he would like to add an item under Special Recognition for the Department of Commerce to present an award to the City. Council agreed.

### 1.B APPROVAL OF AGENDA

**The agenda was approved as amended.**

### 2. SPECIAL RECOGNITION

Mr. Jeff Wilson from the Department of Commerce presented the City with the Governor's 2014 Smart Communities Award for "Creating Places-Preserving Spaces: A sustainable Development Plan for the Thurston Region."

### 3. PUBLIC COMMUNICATION

The Council heard comments from Terrence Zander, Ron Nesbitt, Jim Reeves, Brian Faller, and Mark Foutch.

#### **COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)**

Following discussion, the City Manager said he would meet with staff regarding consideration of a local history museum in Olympia, which was the topic addressed by Mr. Foutch.

### 4. CONSENT CALENDAR

**4.A 14-0712** Approval of July 8, 2014 City Council Meeting Minutes

**The minutes were approved.**

**4.B 14-0691** Approval of the Solid Waste Collection Agreement Between LeMay

Enterprises and the City of Olympia regarding Annexation Transition

**The contract was approved.**

- 4.C 14-0694** Approval of Olympia Downtown Association 2014 Neighborhood Matching Grant

**The decision was approved.**

#### **4. SECOND READINGS**

- 4.D 14-0612** Approval of Appropriation Ordinance in the Amount of \$60,000 to Prepare a Community Park Suitability Assessment for Five Potential Community Park Properties

**The ordinance was adopted on first and final reading.**

- 4.E 14-0676** Approval of an Ordinance Appropriating \$57,500 for the Community Renewal Area (CRA) and Isthmus Projects, funded from General Fund Balance

**The ordinance was adopted on second reading.**

- 4.F 14-0700** Ordinance Approving and Authorizing Loan Guarantee Contract Under Section 108 of the Housing and Urban Development (HUD) Act Of 1974 for Downtown Safety Improvements Project

**The ordinance was adopted on second reading.**

#### **4. FIRST READINGS - None**

#### **Approval of the Consent Agenda**

**Councilmember Langer moved, seconded by Councilmember Hankins, to adopt the Consent Calendar. The motion carried by the following vote:**

**Aye:** 6 - Mayor Buxbaum, Councilmember Cooper, Councilmember Hankins, Councilmember Langer, Councilmember Roe and Councilmember Selby

**Excused:** 1 - Mayor Pro Tem Jones

#### **5. PUBLIC HEARING - None**

#### **6. OTHER BUSINESS**

- 6.A 14-0705** Briefing on the Preliminary Capital Facilities Plan (CFP)

Administrative Services Director Jane Kirkemo said this year's theme is on

partnerships to create a significant impact with incremental investments. She reviewed the aspects of the 2015-2019 CFP, including the funding sources, revenues, debt allocation, underfunded projects, pavement management, and what is not included what is different.

Ms. Jennifer Priddy from the Olympia School District said new State laws result in significant changes in policy and construction. She reviewed their timeline and said the six year CFP covers seven school years. She also reviewed the impact fee calculation.

Councilmembers asked clarifying questions.

**7. CONTINUED PUBLIC COMMUNICATION**

**8. REPORTS AND REFERRALS**

**8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS**

Councilmembers reported on meetings and events they attended.

**8.B CITY MANAGER'S REPORT AND REFERRALS**

City Manager Steve Hall said the County Commissioners make the final determination on the funding distribution for the Community Investment Partnership . He also reported that Providence St. Peter Hospital announced the closure of its chemical dependency.

**9. ADJOURNMENT**

Meeting adjourned at 9:13 p.m.



# City of Olympia

## City Council

### Approval of Bid Award for West Bay Sidewalk Project

**Agenda Date:** 7/22/2014  
**Agenda Item Number:** 4.B  
**File Number:**14-0633

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**Type:** decision **Version:** 1 **Status:** Passed

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#### **Title**

Approval of Bid Award for West Bay Sidewalk Project

#### **Recommended Action**

##### **Committee Recommendation:**

Not referred to a committee.

##### **City Manager Recommendation:**

Move to award the construction contract for the West Bay Sidewalk Project to the lowest responsive, responsible bidder, Harlow Construction Company Inc., in the amount of \$1,354,103, authorizing the City Manager to execute all documents necessary to proceed.

#### **Report**

##### **Issue:**

Whether to confirm staff's recommendation to award the West Bay Sidewalk project to Harlow Construction Company Inc., as the lowest responsible, responsive bidder.

##### **Staff Contact:**

Jim Rioux, Project Manager, Public Works Engineering, 360.753.8484

##### **Presenter(s):**

None - consent calendar item.

##### **Background and Analysis:**

Funded by the City's Parks and Pathways Program, this project will construct a sidewalk on the west side of West Bay Drive, connecting the existing sidewalk at Brawne Avenue to the existing sidewalk at Smyth Landing. When it is complete there will be over a mile of continuous sidewalk from Harrison Avenue to Elliott Avenue.

Completing this project marks a significant milestone along this corridor. Since 2009, City Council has invested in several improvements, including:

- Sewer upgrades to prevent wastewater from flowing into West Bay,

- West Bay Park development to provide enhanced recreational opportunities, and
- Collaboration with the West Bay Drive and Northwest neighborhoods to construct a Neighborhood Pathway along Woodard Drive.

The focus of this contract is to provide a safe continuous pedestrian facility along West Bay Drive and to incorporate art along the retaining wall.

The City's Municipal Code requires that one percent of the construction contract for projects costing \$500,000 or more be devoted to public art. Therefore, \$30,000 is being used to incorporate the poetry of a local poet into the retaining wall and sidewalk design. The design on the face of the retaining wall will honor the vibrant logging and lumber industry that existed in this area.

This Project includes:

- Approximately 1,500 feet of concrete sidewalk;
- Street trees and planter strips;
- 3 - 4 foot high concrete retaining walls;
- Art; and
- Stormwater system improvements

The City received five (5) bids. The bid proposal from the lowest bidder, Harlow Construction Company Inc., meets all bidder responsibility criteria. Their bid of \$1,354,103 is 0.1% under the Engineer's Estimate of \$1,355,539 (see Attachment - Summary of Bids).

Work is scheduled to start in August and be completed by the fall of this year.

**Neighborhood/Community Interests (if known):**

- The community will be able to enjoy a safe and continuous sidewalk from Harrison Avenue to Elliott Avenue.
- Construction will cause traffic delays along West Bay Drive. At times construction will require single lane closures. Flaggers will direct vehicles through the construction area.
- The City will inform the public of the construction project, schedule, and any impacts to traffic or City service via media releases, postcards, on-site visits, Twitter, and the Construction News webpage.

**Options:**

1. Award the contract for the West Bay Sidewalk Project to the lowest responsive, responsible bidder, Harlow Construction Company Inc., in the amount of \$1,354,103 and authorize the City Manager to execute all documents necessary to proceed.
  - Project proceeds as planned.

2. Reject all bids and direct staff to rebid the project.

- The time needed to rebid will delay construction until 2015, and costs are likely to increase.

**Financial Impact:**

This project is identified in the Capital Facilities Plan and is being funded through the voter approved Parks and Pathways Program.

The low bid of \$1,354,103 is approximately 0.1% below the Engineer's estimate. There are sufficient funds in the budget to complete this project.

Project Costs:

Total Low Bid:	\$1,354,103
Contingency to Award (10%):	\$ 135,410
Engineering: Design, Inspection, Consultants	\$1,289,624
Right of Way	\$ 120,000
<b>Total Project Cost:</b>	<b>\$2,899,137</b>

**Attachments:**

1. Vicinity Map
2. Summary of Bids





**BID TABULATIONS SUMMARY**

**West Bay Sidewalk**

**Project No.: 1034G**

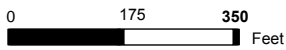
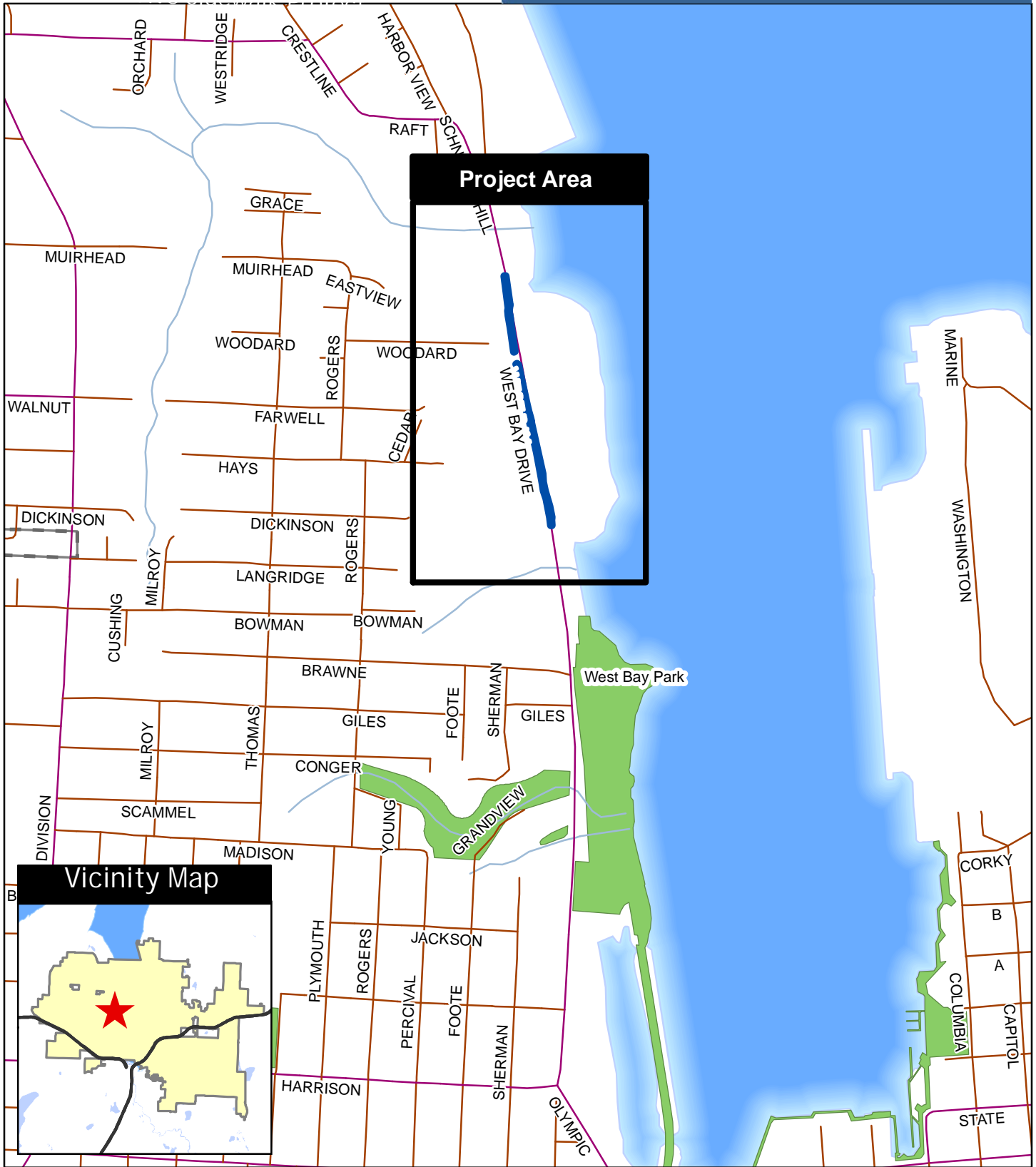
**Bid Opening Date: 7/9/2014**

		<u><b>BID #1</b></u>	<u><b>BID #2</b></u>	<u><b>BID #3</b></u>	<u><b>BID #4</b></u>	<u><b>BID #5</b></u>
	OPINION OF PROBABLE CONSTRUCTION COSTS	<b>Harlow Construction Co. Inc.</b> 3123 106th Street South Lakewood, WA 98449	<b>Quigg Bros. Inc</b> P.O. Box 1707 Aberdeen, WA 98520	<b>NOVA Contracting, Inc</b> 10615 Delphi Road SW Olympia, WA 98512	<b>3 Kings Environmental, Inc</b> P.O. Box 280 Battleground, WA 98604	<b>Active Construction, Inc.</b> P.O. Box 430 Puyallup, WA 98371

Base Bid - Sidewalk	\$ 1,330,289.00	\$ 1,338,103.11	\$ 1,425,717.40	\$ 1,423,418.00	\$ 1,639,318.00	\$ 1,906,811.25
Additive A - Sidewalk Stamping	\$ 16,000.00	\$ 11,100.00	\$ 5,500.00	\$ 9,340.00	\$ 9,960.00	\$ 12,900.00
Additive B - Sparkle Concrete	\$ 9,250.00	\$ 4,900.00	\$ 4,950.00	\$ 4,250.00	\$ 4,465.00	\$ 6,850.00
<b>Grand Total of Base Bid, Additive A and Additive B</b>	<b>\$ 1,355,539.00</b>	<b>\$ 1,354,103.11</b>	<b>\$ 1,436,167.40</b>	<b>\$ 1,437,008.00</b>	<b>\$ 1,653,743.00</b>	<b>\$ 1,926,561.25</b>

# Vicinity Map

## West Bay Drive Sidewalk Improvements



**Legend**  
— Sidewalk

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



Map printed 5/20/2014  
For more information, please  
contact: Jim Rioux, Project Manager  
(360) 753-8484.



# City of Olympia

## City Council

### Approval of Puget Sound Marine and Nearshore Grant Application

**Agenda Date:** 7/22/2014  
**Agenda Item Number:** 4.C  
**File Number:**14-0718

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**Type:** decision **Version:** 1 **Status:** Passed

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#### **Title**

Approval of Puget Sound Marine and Nearshore Grant Application

#### **Recommended Action**

##### **Committee Recommendation:**

Move to authorize staff to apply for a Puget Sound Marine and Nearshore Grant from the WA Departments of Fish and Wildlife and Natural Resources for programmatic approach to removing and minimizing shoreline armoring in Budd Inlet.

##### **City Manager Recommendation:**

Move to authorize staff to apply for a Puget Sound Marine and Nearshore Grant from the WA Departments of Fish and Wildlife and Natural Resources for programmatic approach to removing and minimizing shoreline armoring in Budd Inlet.

#### **Report**

##### **Issue:**

Should the City apply for a \$200,000 Puget Sound Marine and Nearshore Grant for removing and minimizing shoreline armoring in Budd Inlet?

##### **Staff Contact:**

Stacey Ray, Associate Planner, Community Planning and Development, 360.753.8046

##### **Presenter(s):**

Stacey Ray, Associate Planner, Community Planning and Development (CPD)

##### **Background and Analysis:**

This grant opportunity is provided by the Puget Sound Marine and Nearshore Grant Program, which is jointly administered by the Washington Departments of Fish and Wildlife (DFW) and Natural Resources (DNR). The program is funded by the Environmental Protection Agency to implement priorities of the *Puget Sound Action Agenda* to protect and restore Puget Sound habitat and ecosystem function. The purpose of this Request for Grant Proposals (attached) is to initiate new or expand existing programs that provide incentives to Puget Sound shoreline residential landowners to voluntarily remove armoring, forgo armoring, build new homes further back from the shoreline than

required, and/or use soft shore alternatives.

Through a coordinated, interdepartmental approach between CPD and Public Works, City staff is recommending the City apply for \$200,000 in grant funds to establish the programmatic goals, objectives, and framework to implement the social market research findings and recommendations developed by DFW and DNR to reduce residential marine shoreline armoring.

The project proposal would include the following elements, all aimed at developing and establishing a sustainable, long-term approach to shoreline restoration:

- Conduct an assessment of existing codes, processes, and partnerships that enable, deter, or restrict the preservation or installation of shoreline armoring;
- Establish agreed upon roles and responsibilities for City staff, partner agencies, and community partners in shoreline restoration projects;
- Conduct a feasibility study of City of Olympia residential properties on Budd Inlet to identify the current shoreline conditions;
- Use the feasibility assessment and the social marketing findings to develop an implementation strategy for removing or limiting shoreline armoring;
- Establish a framework for tracking, measuring, and reporting on the status of shoreline restoration activities.

The project proposal would include hiring two separate consultants or consulting firms to work with the City in developing the proposal elements. One consulting firm would focus on establishing the programmatic framework, while the other would provide the technical expertise to complete the feasibility study.

No match is required to apply for the grant; however, the City will need to demonstrate the capacity to maintain the program once established. Staff believes this is feasible because we are already partnering with the several other governmental, educational, and non-profit organizations to provide technical assistance and education incentives in other restoration focus areas, such as the installation of riparian vegetation or the management of steep slopes.

Reducing shoreline armoring is also a vital tool for implementing the City of Olympia Draft Shoreline Master Program (SMP) Restoration Plan (Plan). Currently under review by the Department of Ecology (DOE) as a component of the SMP update, the Restoration Plan is a relatively new requirement under DOE's guidelines.

If successful, the City will be notified the first week of September of having received the grant, and the project implementation period will be from November 1, 2014 to August 31, 2016.

**Neighborhood/Community Interests (if known):**

Shoreline armoring issues would be of particular interest to neighborhoods along Budd Inlet.

**Options:**

1. Authorize staff to apply for a Puget Sound Marine and Nearshore Grant from the WA Departments of Fish and Wildlife and Natural Resources.
2. Do not authorize staff to apply for a Puget Sound Marine and Nearshore Grant from the WA Departments of Fish and Wildlife and Natural Resources.

**Financial Impact:**

The grant would be for \$200,000. There is no local match required for the grant; however, the City will need to demonstrate the capacity to maintain the program once established.

National Estuary Program

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**Puget Sound  
Marine and Nearshore  
Grant Program**

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**REQUEST FOR  
GRANT PROPOSALS:  
*Landowner Incentives to  
Reduce Puget Sound  
Shoreline Armoring***

June 4, 2014

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# *Landowner Incentives to Reduce Puget Sound Shoreline Armoring*

## REQUEST FOR GRANT PROPOSALS

### **Contents**

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### IMPORTANT DATES

June 4, 2014	Request for grant proposals released
<b>July 31, 2014 12:00 PM (Noon)</b>	<b>Proposal submission deadline</b>
August 1 – 31, 2014	Proposal evaluation period
September 1, 2014 <i>Approximately</i>	Successful proposals chosen
September 1 – October 31, 2014 <i>Approximately</i>	Grant agreements negotiated and awarded
November 1, 2014 – August 31, 2016 <i>Approximately</i>	Project implementation

It is anticipated that \$1,500,000 will be available for this project for multiple awards. Individual grants for successful proposals will be up to \$375,000, depending on the scope of the proposal.

This grant opportunity is provided by the Puget Sound Marine and Nearshore Grant Program (Grant Program), co-led by Washington Departments of Fish and Wildlife and Natural Resources. The program is funded by the Environmental Protection Agency to implement priorities of the *Puget Sound Action Agenda* to protect and restore Puget Sound habitat and ecosystem function.

Washington Departments of Fish and Wildlife and Natural Resources reserve the right to amend this solicitation for administrative or technical purposes, or to make no awards. Application materials and amendments are posted at the Puget Sound Marine and Nearshore Grant Program website at [http://wdfw.wa.gov/grants/ps\\_marine\\_nearshore/rfp/](http://wdfw.wa.gov/grants/ps_marine_nearshore/rfp/). **Please check this site periodically for updates.**

### **Purpose**

The purpose of this Request for Grant Proposals is to initiate new or expand existing programs that provide incentives to Puget Sound shoreline residential landowners to voluntarily remove armoring, forgo armoring, build new homes further back from the shoreline than required, and/or use soft shore alternatives. Programs must target on-the-ground projects with landowners to remove or forgo hard armoring, and strive to produce measurable results in terms of a reduction in armoring. Programs must also be consistent with the results and recommendations of the [Social Marketing Strategy to Reduce Puget Sound Shoreline Armoring](#) project. This grant opportunity is focused only on **residential shoreline property owners**.

### **Background**

Shoreline modifications such as armoring interfere with ecological processes that create and maintain shoreline habitat. Reducing the amount of armored shoreline is critical to Puget Sound recovery. It is one of the ecosystem recovery targets described in the Puget Sound Action Agenda. In many cases, alternatives to hard shoreline armoring are available that reduce impacts on beach habitat and offer protection of shoreline property, where needed.

Social marketing is a process that uses marketing principles and techniques to influence behavioral change in target audiences that will benefit society as well as individuals. It focuses on changing behaviors by overcoming the barriers to the behavior, achieving desired benefits, then measuring the impacts of the social marketing efforts. Social marketing strategies that encourage voluntary stewardship among shoreline landowners can be used to complement regulatory, education, restoration, and other efforts that seek to protect Puget Sound beaches.

The *Social Marketing Strategy to Reduce Puget Sound Shoreline Armoring (SMS)* project describes how to overcome barriers and motivate residential landowners to voluntarily choose alternatives to hard armor. It included extensive audience research and identified approaches, messages, and incentives that can motivate residential shoreline property owners to choose alternatives to armoring.

### **Eligible Applicants**

Project applicants may be local or tribal governments, conservation districts, state agencies, non-profit environmental or conservation organizations, or institutes of higher learning.

### **Project Period**

Project awards will target work to be completed between approximately November 2014 and August 2016. *Projects must be completed by August 31, 2016. There will be no time extensions granted.*



**Definitions**

The following are definitions of terms for the purposes of this grant opportunity.

- **Hard armor:** Structures that are typically rigid and permanent, and are placed on the upper beach and at the toe of bluffs typically to stabilize the shoreline and reduce erosion. Hard armor is referred to using a variety of terms in the Puget Sound region, including bulkhead, seawall, revetment, and rockery.
- **Soft shore alternatives:** Shoreline protection designs that use indigenous materials such as gravel, sand, or logs in designs that have some degree of flexibility, mimicking natural processes. They typically entail applying beach nourishment, large logs, or both, to beach/storm berms to buffer erosion, re-sloping/re-grading bluffs that are actively eroding, and various combinations of the these techniques to reduce shore erosion with minimal impacts to nearshore ecosystem processes.
- **Incentive:** Something that is provided to overcome barriers and/or motivate desired behaviors.

**Project Design**

Grants will be provided to initiate new or expand existing programs that provide incentives to residential marine shoreline landowners to voluntarily remove armoring, forgo armoring, build new homes further back from the shoreline than required, and/or use soft shore alternatives. Although projects can be tailored to the unique communities across Puget Sound, successful proposals will be designed to implement the results and recommendations of the *Social Marketing Strategy to Reduce Puget Sound Shoreline Armoring* (SMS) project. Applicants are encouraged to review all project materials available on the [Grant Program’s website](#).

The SMS project studied the barriers and motivators for marine shoreline landowners across Puget Sound to voluntarily reduce hard armor. Using a social marketing approach, the project identified successful strategies for incentivizing desired behaviors. In the project, residential shoreline landowners were divided into nine segments based on the characteristics of their property:

Armor Status:	No Armor				Armor				
Home on Property:	No Home		Home		No Home		Home		
Erosion Potential:	No	Low-Mod-Hi	No	Low-Mod-Hi	No	Low-Mod-Hi	No	Low-Mod	High
Segment number:	1	2	3	4	5	6	7	8	9
Category:	1				2				3

For each segment, the SMS project describes:

- Shoreline landowner characteristics
- Priority behaviors that contribute to reducing hard armor
- Primary barriers and motivators to doing the priority behaviors
- Recommendations for tools and strategies to encourage priority behaviors

### *Key Project Elements*

**The following are required project elements. Proposals that do not meet these requirements will not be evaluated for funding.**

1. Proposed projects must be designed to target one or more of the segments of the shoreline landowner population. Proposals must address the primary barriers and motivators of the selected segments, and projects must be designed to encourage the priority behaviors using the recommended incentive tools and strategies. Projects can also include engaging people who work with landowners in making armoring decisions (called “influencers” in the SMS project).
2. Proposals must incorporate the ***Shore Friendly*** campaign developed by the SMS project into relevant project elements. It was created to provide a consistent and recognizable theme that will more quickly change social norms around alternatives to hard armor. It is designed to be a flexible framework that users can adapt to their unique needs and projects. Successful applicants will be provided with Shore Friendly resources, such as sample materials and brand guidelines, to use in their projects.
3. Proposals must target marine (and not freshwater) shorelines of Puget Sound. For this grant opportunity, the eligible area extends north to the Canadian border, west through the Strait of Juan de Fuca to Cape Flattery, and includes Hood Canal.
4. Proposals must identify ways to determine if the project is successful in achieving intended outcomes, including how this would be measured. The SMS project includes a framework for evaluating performance (*Performance Evaluation Plan (6)*, available on the [Grant Program’s website](#)), which applicants should use to outline evaluation tasks for their project. Performance evaluation will be a required task in all grant funded projects.
5. If proposals include providing direct financial incentives to landowners to reduce hard armor or use soft shore alternatives, mechanisms (such as conservation easements) must be identified that will provide long-term protection of that investment in ecological benefits to Puget Sound. For example: If a project includes providing financial assistance to landowners to remove hard armor, the proposal should describe legal mechanisms that will ensure that the benefits to Puget Sound are not lost by new hard armor being installed.

### *Eligible activities*

The following are eligible project activities:

- Program start-up, administration, and outreach
- Audience research beyond what is provided through the SMS project, if needed for the project
- Direct monetary incentives for landowners
- Efforts to modify or establish tax programs to incentivize alternatives to hard armor
- Non-monetary incentives for landowners (such as technical assistance, native plants, etc.)
- Trainings, workshops, or expert advice for landowners, influencers, and/or program implementers

## FUNDING INFORMATION

### **Anticipated Funding Level**

*It is anticipated that approximately \$1,500,000 will be available for multiple awards.*

Individual grants for successful proposals will be up to **\$375,000**, depending on the scope of the proposal.

*Providing matching resources is not required*, however the intent of this grant opportunity is to initiate or expand existing incentive programs that will benefit Puget Sound beyond the period of grant funding. Project Sponsors are expected to demonstrate the organization's intent and capacity to continue program activities beyond the project period.

Award amounts will be commensurate with reasonable and expected project outcomes. The Grant Program reserves the right to negotiate final project elements with successful applicants. Final award amount and scope may differ from what is proposed. The Grant Program reserves the right to reject all proposals and make no awards under this grant opportunity, or award less than the full amount of funds available.

### **Source of Funding**

Grant awards will be administered through grant agreements between Project Sponsors and the Washington Department of Fish and Wildlife. WDFW is providing these sub-awards under cooperative agreement PC-00J29801 with the U.S. Environmental Protection Agency Region 10. *All awards are subject to both state and federal terms and conditions. The federal terms and conditions specific to the EPA program are available on the [Grant Program's website](#).*

### **Method for Reimbursement**

The intent of the Grant Program is to have *deliverables-based* contracts, which means project sponsors are reimbursed the fixed price for completing specific deliverables identified in the contract. *Once the project sponsor has completed and provided a deliverable—and the Grant Program has accepted it—the Grant Program will reimburse the project sponsor for the pre-stated cost of that deliverable.*

Not all tasks, however, can be easily turned into a deliverable before payment is made, and the Grant Program will work with awardees to find the method that works best for the tasks in the project.

## PROPOSAL SUBMITTAL

A complete proposal will include:

1. **The [grant application](#)** as provided on the Grant Program's website
2. **The [budget worksheet](#)** and narrative, as provided on the Grant Program's website
3. **A single PDF of any additional attachments**

Please see guidance below for instructions on how to complete the application and budget documents, as well as information about providing any optional attachments. If you are including attachments, please *combine them all into a single PDF*, to be provided with the application. **Be sure to provide all materials required for a complete proposal.**

### Grant Application

The Grant Application document includes the following sections:

#### 1. Cover Page

Please sign and date the cover page, and include any required information.

#### 2. Project Overview

Please answer each question relating to the grant proposal. For question 4, make sure to answer each sub-question (bullets a-e) for each landowner segment by copying and pasting bullets a-e *for each segment*, and answering them separately.

#### 3. Statement of Work

The proposed Statement of Work should list and describe the discrete tasks and deliverables (*specific things developed or produced*) of the proposed project so that there is a clear understanding of what would be accomplished via the grant agreement. Each task should have one or more deliverables. Include the cost per deliverable and completion date. All projects must include the following tasks:

- *Complete a detailed scope of work and performance evaluation plan.*  
Based on the project proposal and the framework provided by the SMS project, an initial task of each project will be to complete a more detailed statement of work and evaluation plan.
- *Bi-annual progress reporting, as well as a final performance report.*  
These are federal requirements of all grant funded projects. Bi-annual reporting is completed in April and October of each year on a form (FEATS) provided by the Grant Program, and final performance reports are required after the completion of the project.

#### 4. Management Proposal

- *Project team description*  
Summarize who would be involved with implementation of the proposed project, and their respective roles. Identify the name and organization of the Project Sponsor, as well as anyone the Project Sponsor would partner with to complete the project. Clearly indicate if any partners would be sub-contractors.
- *Statement of qualifications*

- Provide organizational experience relating to the proposed activities and objectives.
- Describe how the expertise, qualifications, and knowledge of key project staff (including any contracted resources) will enable them to successfully implement the project.
- Submit a list of no more than three projects similar in size, scope, and relevance to the proposed project that your organization performed within the last three years and describe whether and how you were able to successfully complete and manage the agreements within the original budget and schedule.

### **Budget Worksheet and Narrative**

The budget worksheet and narrative document contains two sections:

- *Budget worksheet*  
Provide the **total cost** for each deliverable and the cost breakdown for the objects, such as personnel, travel, etc., using the template provided. Costs of work performed by any sub-contractors/partners to the project sponsor must be indicated in “contractual.”
- *Budget narrative*  
To evaluate project costs, we require disclosure of whole project cost estimates. A complete budget narrative that describes all proposed costs is necessary to evaluate projects. The budget narrative should, at minimum, justify costs stated in the proposal.

Although not required, if applicable, proposals should describe in the budget narrative matching dollars or resources that would be used to leverage the grant dollars, thereby improving the cost effectiveness of the project for the Grant Program and increasing the benefit to Puget Sound.

- ‘Personnel’ refers to wages and salaries for staff engaged in project implementation. Narrative should break down costs by staff type, by rates, and hours. Identify project roles for project managers and key staff.
- ‘Fringe Benefits’ are those costs employers incur for providing a package of benefits beyond salary or wages, and can be described as a percentage of wage costs.
- ‘Travel’ should include the method used to calculate travel costs (mileage rate; estimated miles traveled). Costs must not exceed the Washington State per diem rates.
- ‘Equipment’ includes items with a value greater than \$5000 per unit and a useful life more than 1 year. Items with a unit cost of less than \$5000 are deemed to be supplies, pursuant to 40 CFR 31.3 and 30.2. If applicable, provide an itemized list of equipment and indicate why it is more economical to purchase rather than lease.
- ‘Supplies’ are material costs that are not equipment. Please describe quantities and unit costs of supplies.
- ‘Contractual’ costs may not be finalized at the time of application. Individual contracts should be itemized with a brief description of scope, recipient’s qualifications, the basis for the estimate (engineers estimate, firm fixed bid, etc.) and the status of the contract (bid documents prepared, RFP released, etc.).

- 'Other' costs should be described by the nature of the expense and the method of estimation.

The following costs are **not** eligible for funding.

- Proposal submittal costs
- Management Fees or similar charges in excess of the direct costs and indirect costs. Expenses added to the direct costs in order to accumulate and reserve funds for ongoing business expenses, unforeseen liabilities, or for similar costs not allowable under this agreement.
- Mitigation Requirements or obligatory compensation incurred by the sponsor or a third-party. Funding, however, may be provided for actions associated with compensation or mitigation, if those elements are above and beyond the mitigation requirements and can be easily isolated from the required mitigation activities.
- Lobbying or litigation against Federal, State or local Governments
- Ordinary operating expenses of local government, such as the salaries and expenses of a mayor, city council member, city attorney, etc., overtime differential paid to employees of local government, and permits and fees required by federal, state, or local regulations.
- Bad debts, uncollected accounts or claims
- Alcoholic beverages
- Interest and other financial costs
- Raffle, door, or other prizes unless authorized by the Grant Program

### **Additional Attachments (optional)**

Supporting documents may be provided in order to improve reviewers' ability to evaluate projects. ***Please combine any additional attachments into a single PDF.***

- A resume or curriculum vitae for project managers and key technical staff.
- Photographs or other graphics which illustrate elements of the proposal.
- Letters from project partners or other stakeholders committing to contribute resources that support project success.

### **Submittal Format**

Complete proposals should be received by **12:00 PM (Noon), Thursday, July 31, 2014**. *Proposals received after this time may be rejected.* Please send complete applications to: [PSMarineNSGrants@dfw.wa.gov](mailto:PSMarineNSGrants@dfw.wa.gov).

All files should be decipherable when printed on standard letter size paper. These files can be delivered via one or more e-mails. Each e-mail should be less than 10 megabytes. All submittals received via e-mail will be provided with confirmation of receipt within 2 business days. WDFW is not responsible for e-mail system malfunctions or other factors which prevent successful delivery of proposals prior to the published due date. Sponsors are encouraged to submit materials sufficiently in advance of deadlines, and request return receipt notification of successful e-mail message delivery.

The Department of Fish and Wildlife (WDFW) may choose to not review or inform project sponsors of the completeness of applications prior to the grant opportunity close date. Proposals deemed incomplete or otherwise ineligible will not be reviewed and evaluated, and the project sponsors will be notified within two business days of the ineligibility determination.

***Communications regarding the submitted proposal's eligibility or evaluation will be completed by e-mail.***

WDFW is not responsible for lack of response following successful e-mail transmission to the two e-mail addresses provided by the sponsor.

All discussion of award funding level, scope, and project implementation schedules are preliminary until grant agreements are finalized. The project sponsor assumes full risks for any costs incurred prior to selection of projects and subsequent execution of grant agreement. The project description, award, and award scope may differ from the proposal.

## PROPOSAL REVIEW PROCESS

Proposals will first be reviewed by Grant Program staff to determine if they are responsive to this Request for Grant Proposals. Proposals may be rejected as non-responsive if they do not include all required information and documents, and/or if the proposed project does not:

- Reflect the results, findings, and recommendations of the SMS project
- Incorporate the use of the ***Shore Friendly*** campaign for relevant elements
- Identify long-term protection mechanisms, if direct financial incentives to landowners are proposed
- Meet any other stated requirements

An advisory review panel made up of individuals with subject-matter expertise will review, evaluate, and rank responsive proposals. The Grant Program will then select proposals for funding.

### **Evaluation Criteria**

Eligible proposals will be evaluated on the criteria listed below. Points will be awarded based on how well each evaluation criterion or sub-criterion is addressed.

#### **1) Ecological Importance To Puget Sound Recovery and Long-term Results (15 points)**

- Demonstrates understanding of threats to Puget Sound habitat and species from shoreline armoring, and makes a clear and compelling case that proposed project would improve protection of shorelines.
- Presents a viable self-sustaining program through a clearly articulated plan for perpetuating results into the future, where ongoing environmental protection is not dependent on future Grant Program funding.
- Demonstrated commitment by entities with authority to use outcomes of the project beyond life of the grant.

#### **2) Project Design (50 points)**

- Proposes an overall approach that is likely to result in a reduction in hard armor.

- For selected segments, effectively addresses the barriers and motivators identified in the SMS project.
- Effectively implements results and recommendations of the SMS project.
- Clearly identifies how project effectiveness will be measured using appropriate measures/monitoring, and builds performance measurement into the scope of work.

**3) Cost-effectiveness (10 points)**

- Budget for grant funds requested is reasonable, complete, and accurate.
- Provides good return on investment.
- Leverages other resources.

**4) Project Readiness & Probability of Success (15 Points)**

- Key project staff has the expertise and qualifications to successfully accomplish project tasks and activities, as well as demonstrated relevant experience.
- Proposed partnerships are effective and will contribute to achieving project goals.
- Project schedule is realistic and can be completed by August 31, 2016.
- Demonstrates readiness to proceed with project.

**5) Local Priorities and Partnerships (10 Points)**

- Proposal is consistent with Local Near-Term Actions or other local priorities of the *Puget Sound Action Agenda*, in the project's implementation area.

## QUESTIONS

Questions about this grant opportunity should be sent to [PSMarineNSGrants@dfw.wa.gov](mailto:PSMarineNSGrants@dfw.wa.gov). Questions received by July 18, 2014 will be answered and responses posted on the Grant Program Grant & Contract Opportunities page: [http://wdfw.wa.gov/grants/ps\\_marine\\_nearshore/rfp/](http://wdfw.wa.gov/grants/ps_marine_nearshore/rfp/). Any other communication will be considered unofficial and non-binding on the Grant Program. Applicants are to rely on written statements issued by the Grant Program.

## TERMS AND CONDITIONS

State and Federal terms and Conditions apply to this grant. Please see the sample Federal T&C on the [Grant Program's website](#). Final Federal and State T&C will be attached to grant agreements.





# City of Olympia

## City Council

### Approval of Ordinance Granting a Master Use Permit for Astound Broadband, LLC

**Agenda Date:** 7/22/2014  
**Agenda Item Number:** 4.D  
**File Number:** 14-0647

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**Type:** ordinance **Version:** 3 **Status:** 1st Reading-Consent

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#### **Title**

Approval of Ordinance Granting a Master Use Permit for Astound Broadband, LLC

#### **Recommended Action**

##### **Committee Recommendation:**

Not referred to a committee.

##### **City Manager Recommendation:**

Move to approve on second reading the Ordinance granting a Master Use Permit for Astound Broadband, LLC.

#### **Report**

##### **Issue:**

Whether the City Council should adopt the Ordinance granting Astound Broadband, LLC a Master User Permit to install fiber optic lines in the City of Olympia.

##### **Staff Contact:**

Fran Eide, P.E, City Engineer, Public Works Engineering, 360.753.8422

##### **Presenter(s):**

None. Consent Calendar item.

#### **Background and Analysis:**

The background and analysis have not changed from first to second reading.

RCW 35.99.030 provides the statutory basis for the process by which the City can grant a Master Use Permit. The attached Olympia Municipal Code provision provides the specific legal criteria upon which the City may approve or deny the master use permit. The proposed Ordinance is based upon the staff's analysis of the applicable criteria which was presented prior to the public hearing, held on July 8, 2014.

State law requires prompt review of the permit unless additional review time is agreed to by the applicant.

**Fees and Taxes.**

State law only authorizes fees that are directly related to receiving and approving the permit, to inspecting plans and construction activity, or to the preparation of a detailed statement pursuant to SEPA. The City cannot require additional conduit or fiber for City purposes as a condition of the master use permit. The City and an applicant could negotiate for fiber or conduit for the benefit of the City. However, such negotiations would need to be free and voluntary, with mutual agreement between the parties. Staff does not see a legal basis for a delay of a master use permit for these types of negotiations.

RCW 35.21.860 prohibits franchise fees on this proposed use, in contrast to cable franchise fees, which are allowed to be charged. In addition, the City is also prohibited by federal law from taxing internet services. Although the federal prohibition is set to expire this year, Congress may act to renew the prohibition.

In staff's view the application meets the criteria, therefore, staff recommends approval of the permit and attached ordinance.

**Neighborhood/Community Interests (if known):**

Work on the initial installation of new fiber optic lines is expected to begin in August. Assuming the Ordinance is approved, Astound will make application for the construction permit to complete installation of the new lines. Work is expected to take approximately 30 days to complete.

The applicant will be required to follow all applicable codes and standards, including for traffic control and restoration of affected areas. Construction activities will inconvenience neighborhoods during construction. However, emergency vehicles will not be delayed by construction activities.

Businesses within the community may benefit from access to an additional telecommunications service provider.

**Options:**

1. Move to approve the Ordinance granting a Master Use Permit to Astound Broadband, LLC. This allows Astound to proceed with their plan to extend new telecommunication lines to medical facilities in the Lilly Road area of Olympia.
2. Move to approve the Ordinance granting a Master Use Permit to Astound Broadband, LLC with additional conditions identified by Council.
3. After making findings based on the record before the Council, do not approve the ordinance approving a Master Use Permit for Astound Broadband, LLC. The businesses Astound was intending to serve will have to find an alternate fiber optic service provider.

**Financial Impact:**

Astound Broadband LLC paid a \$5,000 application fee. There is no annual fee, because RCW 35.21.860 limits fees to administrative review of the master use permit and inspection. A renewal fee will be paid to the City in the future if the applicant chooses to continue to occupy the City's right of way.

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, GRANTING A NON-EXCLUSIVE MASTER USE PERMIT TO ASTOUND BROADBAND, LLC, LEGALLY AUTHORIZED TO CONDUCT BUSINESS IN THE STATE OF WASHINGTON, FOR THE PURPOSE OF CONSTRUCTING, OPERATING, AND MAINTAINING TELECOMMUNICATIONS TRANSMISSION LINES IN CERTAIN PUBLIC RIGHTS-OF-WAY IN THE CITY; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, ASTOUND BROADBAND LLC is a competitive telecommunications company providing communications and telecommunications services; and

WHEREAS, ASTOUND BROADBAND LLC's route through the City of Olympia, hereinafter referred to as "City," requires the use of certain portions of City rights-of-way for the installation, operation, and maintenance of a telecommunications system; and

WHEREAS, the City Council held a public hearing on July 8, 2014, and determined that the applicant has satisfied the requirements set forth in OMC 11.06.020. ASTOUND BROADBAND LLC has submitted licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed by the applicant. City Council confirms that the capacity of the public ways can accommodate the applicant's current facilities if the master permit is granted. The City's rights-of-way will accommodate additional utility and facilities if the master permit is granted. ASTOUND BROADBAND LLC confirms that there are currently no additional facilities planned and there is no anticipated damage or disruption to the rights-of-way. Construction of additional facilities will comply with the City's Engineering Design and Development Standards (Engineering Standards). There will be minimal effect, if any, on the public health, safety and welfare if the master permit requested is granted. The proposed route is appropriate; an alternate route is not needed. ASTOUND BROADBAND LLC has agreed to comply with all federal, state, and local telecommunications laws, regulations and policies; and

WHEREAS, the Revised Code of Washington (RCW) authorizes the City to grant and regulate nonexclusive Master Use Permits, for the use of public streets, rights-of-way and other public property, for transmission of communications; and

WHEREAS, the insurance provisions are updated herein and supersede the insurance provisions set forth in Olympia Municipal Code 11.10.220; and

WHEREAS, this Master Use Permit contains the following:

- Section 1. Non-exclusive Master Use Permit Granted
- Section 2. Authority
- Section 3. Master Use Permit Term
- Section 4. Acceptance of Terms and Conditions
- Section 5. Construction Provisions and Standards
  - A. Permit Required
  - B. Coordination
  - C. Construction Standards

- D. Underground Installation Required
- E. Relocation.
- F. Removal or Abandonment
- G. Bond
- H. "One-Call" Location & Liability
- I. As-Built Plans Required
- J. Recovery of Costs
- K. Vacation

Section 6. Master Use Permit Compliance.

- A. Master Use Permit Violations
- B. Emergency Actions.
- C. Other Remedies
- D. Removal of System

Section 7. Insurance

Section 8. Other Permits & Approvals

Section 9. Transfer of Ownership.

Section 10. Administrative Fees.

Section 11. Notices.

Section 12. Indemnification.

Section 13. Severability

Section 14. Reservation of Rights

Section 15. Police Powers

Section 16. Future Rules, Regulations, and Specifications

Section 17. Effective Date

Section 18. Law and Venue

Section 19. Ratification

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

**Section 1. Non-exclusive Master Use Permit Granted.**

**A.** The City hereby grants to ASTOUND BROADBAND LLC, subject to the conditions prescribed in this ordinance ("Master Use Permit"), the rights and authority to construct, replace, repair, monitor, maintain, use and operate the equipment and facilities necessary for an underground telecommunications

transmission system, within the City-owned rights-of-way generally described in Exhibit A, and hereinafter referred to as the "Master Use Permit area."

**B.** Such use shall not be deemed to be exclusive to ASTOUND BROADBAND LLC and shall in no way prohibit or limit the City's ability to grant other Master Use Permits or rights along, over, or under the areas to which this Master Use Permit has been granted to ASTOUND BROADBAND LLC; provided, that such other uses do not unreasonably interfere with ASTOUND BROADBAND LLC's exercise of Master Use Permit rights granted herein, as determined by the City. This Master Use Permit shall in no way interfere with existing utilities or in any way limit, prohibit or prevent the City from using the Master Use Permit area, and shall not affect the City's jurisdiction over such area in any way.

**Section 2. Authority.** The Director of Community Planning and Development "CP&D" or his or her designee is hereby granted the authority to administer and enforce the terms and provisions of this Master Use Permit Agreement, and may develop such rules, policies and procedures as he or she deems necessary to carry out the provisions contained herein.

**Section 3. Master Use Permit Term.** The Master Use Permit rights granted herein shall remain in full force and effect for a period of five (5) years from the effective date of this ordinance. This Master Use Permit shall not take effect and ASTOUND BROADBAND LLC shall have no rights under this Master Use Permit unless a written acceptance with the City is received pursuant to Section 4 of this agreement. If ASTOUND BROADBAND LLC requests a Master Use Permit renewal prior to the expiration date, the City may, at the City's sole discretion, extend the term of this Master Use Permit beyond the expiration date to allow processing of renewal. If the City elects to extend the term of this Master Use Permit, written notice of the extension shall be provided to ASTOUND BROADBAND LLC prior to the Master Use Permit expiration date.

**Section 4. Acceptance of Terms and Conditions.** The full acceptance of this Master Use Permit and all the terms and conditions shall be filed with the City Clerk within 30 days of the effective date of this ordinance in the form attached hereto as Exhibit B or within such time period as is mutually agreed by the parties. Failure on the part of ASTOUND BROADBAND LLC to file said consent within such time period shall void and nullify any and all rights granted under this Master Use Permit Agreement.

**Section 5. Construction Provisions and Standards.** The following provisions shall be considered mandatory and failure to abide by any conditions described herein shall be deemed as non-compliance with the terms of this Master Use Permit Agreement and may result in some or all of the penalties specified in Section 6.

**A. Permit Required.** No construction, maintenance, or repairs (except for emergency repairs) shall be undertaken in the Master Use Permit area without first obtaining appropriate permits from CP&D. In case of an emergency, ASTOUND BROADBAND LLC shall within 24 hours of the emergency, obtain a permit from CP&D.

**B. Coordination.** A City inspector shall inspect all capital construction projects performed by ASTOUND BROADBAND LLC within the Master Use Permit area. All work and inspection shall be coordinated with CP&D to ensure consistency with City infrastructure, future Capital Improvement Projects, all developer improvements, and pertinent codes and ordinances.

**C. Construction Standards.** Any construction, installation, maintenance, and restoration activities performed by or for ASTOUND BROADBAND LLC within the Master Use Permit area shall be constructed and located so as to produce the least amount of interference with the free passage of pedestrian and vehicular traffic. All construction, installation, maintenance, and restoration activities shall be conducted such that they conform to City's Engineering Design & Development Standards "EDDS" and comply with Title 11 of the Olympia Municipal Code.

**D. Underground Installation Required.** All new telecommunications cables and junction boxes or other vaulted system components shall be installed underground unless otherwise exempted from this requirement, in writing, by the Director of CP&D.

**E. Relocation.**

1. ASTOUND BROADBAND LLC shall, at its own expense, temporarily or permanently remove, relocate, place underground, change or alter the position of any facilities or structures within the right-of-way whenever the City has determined that such removal, relocation, undergrounding, change or alteration is reasonably necessary for the construction, repair, maintenance, installation, public safety, or operation of any City or other public improvement in or upon the rights-of-way. ASTOUND BROADBAND LLC may seek reimbursement for relocation expenses from the City as provided for in City code.
2. ASTOUND BROADBAND LLC may, after receipt of written notice requesting a relocation of its facilities, submit to the City written alternatives to such relocation. Such alternatives shall include the use and operation of temporary transmitting facilities in adjacent rights of way. The City shall evaluate such alternatives and advise ASTOUND BROADBAND LLC in writing if one or more of the alternatives are suitable to accommodate the work, which would otherwise necessitate relocation of the facilities. If requested by the City, ASTOUND BROADBAND LLC shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by ASTOUND BROADBAND LLC full and fair consideration. In the event the City ultimately determines that there is no other reasonable alternative, ASTOUND BROADBAND LLC shall relocate its facilities as otherwise provided in this section.

**F. Removal or Abandonment.** Upon the removal from service of any of ASTOUND BROADBAND LLC's system or other associated structures, facilities and amenities, ASTOUND BROADBAND LLC shall comply with all applicable standards and requirements prescribed by City code and the EDDS for the removal or abandonment of said structures and facilities. No facility constructed or owned by ASTOUND BROADBAND LLC may be abandoned without the express written consent of the City.

**G. Bond.** Before undertaking any of the work, installation, improvements, construction, repair, relocation, or maintenance authorized by this Master Use Permit Agreement, ASTOUND BROADBAND LLC shall upon the request of the City, furnish a bond executed by ASTOUND BROADBAND LLC and a corporate surety authorized to operate a surety business in the State of Washington, in such sum as may be set and approved by the City Attorney as sufficient to ensure performance of ASTOUND BROADBAND LLC's obligations under this Master Use Permit Agreement. At ASTOUND BROADBAND LLC's sole option, ASTOUND BROADBAND LLC may provide alternate security in the form of an assignment of funds or a letter of credit, in the same amount as the bond. All forms of bond or alternate security shall be in the form reasonably acceptable to the City Attorney. The bond shall be conditioned so that ASTOUND BROADBAND LLC shall observe all the covenants, terms, and conditions and shall faithfully perform all of the obligations of this Master Use Permit Agreement, and to repair or replace any defective work or materials discovered in the City's roads, streets, or property. ASTOUND BROADBAND LLC may not encumber a bond required by this section for any other purpose.

**H. "One-Call" Location & Liability.** ASTOUND BROADBAND LLC shall subscribe to and maintain membership in the regional "One-Call" utility location service and shall promptly locate all of its lines upon request. The City shall not be liable for any damages to ASTOUND BROADBAND LLC's system components or for interruptions in service to ASTOUND BROADBAND LLC customers which are a direct result of work performed for any City project for which ASTOUND BROADBAND LLC has failed to properly locate its lines and facilities within the prescribed time limits and guidelines established by One-Call. The City shall also not be liable for any damages to the ASTOUND BROADBAND LLC system components or for interruptions in service to ASTOUND BROADBAND LLC customers resulting from work performed under a permit issued by the City.

**I. As-Built Plans Required.** ASTOUND BROADBAND LLC shall maintain accurate engineering plans and details of all installations within the City limits and shall provide such information in both paper form and electronic form using the most current AutoCAD version prior to close-out of any permits issued by the City and any work undertaken by ASTOUND BROADBAND LLC pursuant to this Master Use Permit Agreement. The City shall determine the acceptability of any as-built submittals provided under this section.

**J. Recovery of Costs.** ASTOUND BROADBAND LLC shall be subject to all permit fees associated with activities undertaken through the authority granted in this Master Use Permit Agreement or under other ordinances of the City. Where the City incurs costs and expenses for review or inspection of activities undertaken through the authority granted in this Master Use Permit Agreement or any ordinances relating to the subject for which permit fees have not been established, ASTOUND BROADBAND LLC shall pay such reasonable costs and expenses directly to the City.

**K. Vacation.** If, at any time, the City vacates any City road, right-of-way or other City property which is subject to rights granted by this Master Use Permit Agreement and said vacation is for the purpose of acquiring the fee or other property interest in said road, right-of-way or other City property for the use of the City, in either its proprietary or governmental capacity, then the City may, at its option and by giving 30 days written notice to ASTOUND BROADBAND LLC, terminate this Master Use Permit Agreement with reference to such City road, right-of-way or other City property so vacated, and the City shall not be liable for any damages or loss to ASTOUND BROADBAND LLC by reason of such termination other than those provided for in RCW 35.99.

## **Section 6. Master Use Permit Compliance.**

**A. Master Use Permit Violations.** The failure by ASTOUND BROADBAND LLC to fully comply with any of the provisions of this Master Use Permit may result in a written notice from the City, which describes the violations of the Master Use Permit and requests remedial action within 30 days of receipt of such notice. If ASTOUND BROADBAND LLC has not attained full compliance at the end of the 30-day period following receipt of the violation notification, the City may declare an immediate termination of all Master Use Permit rights and privileges, provided that full compliance was reasonably possible within that 30-day period.

### **B. Emergency Actions.**

1. If any of ASTOUND BROADBAND LLC's actions, or any failure by ASTOUND BROADBAND LLC to act to correct a situation caused by ASTOUND BROADBAND LLC, is deemed by the City to create a threat to life or property, the City may order ASTOUND BROADBAND LLC to immediately correct said threat or, at the City's discretion, the City may undertake measures to correct said threat itself; provided that, when possible, the City shall notify ASTOUND BROADBAND LLC and give ASTOUND BROADBAND LLC an opportunity to correct said threat before undertaking such corrective measures. ASTOUND BROADBAND LLC shall be liable for all costs, expenses, and damages attributed to the correction of any such emergency situation as undertaken by the City to the extent that such situation was caused by ASTOUND BROADBAND LLC and shall further be liable for all costs, expenses, and damages resulting to the City from such situation and any reimbursement of such costs to the City shall be made within 30 days of written notice of the completion of such action or determination of damages by the City. The failure by ASTOUND BROADBAND LLC to take appropriate action to correct a situation caused by ASTOUND BROADBAND LLC and identified by the City as a threat to public or private safety or property shall be considered a violation of Master Use Permit terms.
2. If during construction or maintenance of ASTOUND BROADBAND LLC's facilities any damage occurs to an underground facility, and the damage results in the release of natural gas or other hazardous substance or potentially endangers life, health or

property, ASTOUND BROADBAND LLC or its contractor shall immediately call 911 or other local emergency response number.

**C. Other Remedies.** Nothing contained in this Master Use Permit Agreement shall limit the City's available remedies in the event of ASTOUND BROADBAND LLC's failure to comply with the provisions of this Master Use Permit, to include but not limited to, the City's right to a lawsuit for specific performance and/or damages.

**D. Removal of System.** In the event that this Master Use Permit is terminated as a result of violations of the terms of this Master Use Permit, ASTOUND BROADBAND LLC shall at its sole expense, promptly remove all system components and facilities, provided that the City, at its sole option, may allow ASTOUND BROADBAND LLC to abandon its facilities in place.

## **Section 7. Insurance.**

**A.** ASTOUND BROADBAND LLC shall maintain liability insurance written on an occurrence form during the full term of this Master Use Permit for bodily injuries and property damages. The policy shall contain coverage in the amounts and conditions set forth in this Section 7(D).

**B.** Such insurance shall specifically name, as additional insured, the City, its officers, and employees; shall apply as primary insurance; shall stipulate that no insurance affected by the City will be called on to contribute to a loss covered thereunder; and shall further provide that the policy shall not be modified or canceled during the life of the permit or Master Use Permit without giving advanced written notice to the City. Notice shall be by certified mail to the City Manager, return receipt requested.

**C.** If the City determines that circumstances warrant an increase in insurance coverage and liability limits to adequately cover the risks of the City, the City may require additional insurance to be acquired. The City shall provide written notice should the City exercise its right to require additional insurance.

**D.** As a condition of the master permit, the master permittee shall grant, secure, and maintain the following liability insurance policies insuring both the master permittee and the City, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insured parties against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges, and authority granted to the grantee, master permittee, or lessee:

1. Commercial general liability insurance, written on an occurrence basis and on form to include premises, products, completed operations, explosions, collapse and underground hazards with limits not less than \$5,000,000 per occurrence covering bodily injury or death and property damage and may be placed with a combination of primary and excess liability policies;
2. Automobile liability for owned, non-owned and hired vehicles with a limit of \$3,000,000.00 for each accident covering bodily injury or death and property damage and may be placed with a combination of primary and excess liability policies;
3. Worker's compensation within statutory limits and employer's liability insurance with limits of not less than \$1,000,000.00;
4. The liability insurance policies required by this Section shall be maintained by the master permittee throughout the term of the master permit and such other period of time during which the master permittee is operating without an authorization, master permit or is engaged in the removal of its telecommunications facilities. The master permittee shall provide an insurance certificate, together with an endorsement naming the City, and its elected and appointed officers, officials, agents, employees, representatives, engineers,



consultants, and volunteers as additional insureds, to the City prior to the commencement of any work or installation of any facilities pursuant to said authorization, master permit. Any deductibles or self-insured retentions must be declared to and approved by the City. Payment of deductibles and self-insured retentions shall be the sole responsibility of the master permittee. The liability insurance policies required by this Section shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability. The grantee, master permittee, or lessee's insurance shall be primary insurance as respects the City, its officers, officials, employees, agents, consultants, and volunteers. Any insurance maintained by the City, its officers, officials, employees, consultants, agents, and volunteers shall be in excess of the grantee, master permittee, or lessee's insurance and shall not contribute with it;

5. In addition to the coverage requirements set forth in this Section, the insurance certificate shall state should any of the required insurance be cancelled or not renewed, advanced written notice shall be provided to the City Manager of such intent to cancel or not to renew. Within thirty (30) days after receipt by the City of said notice, and in no event later than five (5) days prior to said cancellation or intent not to renew, the grantee, master permittee, or lessee shall obtain and furnish to the City replacement insurance policies meeting the requirements of this Section.

**Section 8. Other Permits & Approvals.** Nothing in this Agreement shall relieve ASTOUND BROADBAND LLC from any obligation to obtain approvals or permits from applicable federal, state, and City authorities for all activities in the Master Use Permit area.

**Section 9. Transfer of Ownership.**

**A.** The rights, privileges, benefits, title, or interest provided by this Master Use Permit shall not be sold, transferred, assigned, or otherwise encumbered, without the prior written consent of the City, with such consent not being unreasonably withheld or delayed. No such consent shall be required for a transfer in trust, by other hypothecation, or by assignment or any rights, title, or interest in ASTOUND BROADBAND LLC's system in order to secure indebtedness. Approval shall not be required for mortgaging purposes provided that the collateral pledged for any mortgage shall not include the assets of this Master Use Permit, or if such transfer is from ASTOUND BROADBAND LLC to another person or entity controlling, controlled by, or under common control with ASTOUND BROADBAND LLC. ASTOUND BROADBAND LLC may license fibers to other users without the consent of the City provided that ASTOUND BROADBAND LLC remains solely responsible for the terms and conditions outlined in this Master Use Permit.

**B.** In any transfer of this Master Use Permit which requires the approval of the City, ASTOUND BROADBAND LLC shall show that the recipient of such transfer has the technical ability, financial capability, and any other legal or general qualifications as reasonably determined by the City to be necessary to ensure that the obligations and terms required under this Master Use Permit Agreement can be met to the full satisfaction of the City. The qualifications of any transferee shall be determined by hearing before the City Council and the approval to such transfer shall be granted by resolution of the City Council. Any actual and reasonable administrative costs associated with a transfer of this Master Use Permit which requires the approval of the City, shall be reimbursed to the City within 30 days of such transfer.

**Section 10. Administrative Fees.**

**A.** Pursuant to the Revised Code of Washington (RCW), the City is precluded from imposing Master Use Permit fees for "telephone businesses" defined in RCW 82.04.065, except that fees may be collected for administrative expenses related to such Master Use Permit. ASTOUND BROADBAND LLC

does hereby warrant that its operations as authorized under this Master Use Permit are those of a telephone business as defined in RCW 82.04.065.

**B.** ASTOUND BROADBAND LLC shall be subject to a reasonable administrative fee for reimbursement of costs associated with the preparation, processing, and approval of this Master Use Permit Agreement and for reimbursement of administrative costs for issuing any permits and for inspecting, monitoring or supervising any actions required under Section 5 above. These costs shall include but not be limited to wages, benefits, overhead expenses, equipment, and supplies associated with such tasks as plan review, site visits, meetings, negotiations, and other functions critical to proper management and oversight of City's right-of-way. Administrative fees exclude normal permit fees as stipulated in Title 11 of the Olympia Municipal Code.

**C.** In the event ASTOUND BROADBAND LLC submits a request for work beyond scope of original Master Use Permit, or submits a complex project that requires significant comprehensive plan review, or inspection, ASTOUND BROADBAND LLC shall reimburse City for Master Use Permit amendment and expenses associated with the project. ASTOUND BROADBAND LLC shall pay such costs within 30 days of receipt of bill from the City.

**D.** Failure by ASTOUND BROADBAND LLC to make full payment of bills within the time specified shall be considered sufficient grounds for the termination of all rights and privileges existing under this ordinance utilizing the procedures specified in Section 6 of this ordinance.

**Section 11. Notices.** Any notice to be served upon the City or ASTOUND BROADBAND LLC shall be delivered to the following addresses respectively:

CITY:

City of Olympia  
ATTN: City Manager  
PO Box 1967  
Olympia WA 98507

ASTOUND BROADBAND LLC:

Anna Flood  
Cinnamon Mueller  
307 N. Michigan Ave./Suite 1020  
Chicago IL 60601

With a copy to:

City of Olympia  
ATTN: City Attorney  
PO Box 1967  
Olympia WA 98507

**Section 12. Indemnification.**

**A.** ASTOUND BROADBAND LLC shall use reasonable and appropriate precautions to avoid damage to persons or property in the construction, installation, repair, operation, and maintenance of its structures and facilities. ASTOUND BROADBAND LLC shall indemnify and hold the City harmless from all claims, actions or damages, including reasonable attorney's and expert witness fees, which may accrue to or be suffered by any person or persons, corporation or property to the extent caused in part or in whole by any act or omission of ASTOUND BROADBAND LLC, its officers, agents, servants or employees, carried on in the furtherance of the rights, benefits, and privileges granted to ASTOUND BROADBAND LLC by this Master Use Permit, including, but not limited to, any delay or failure to comply with the City's directives to relocate or remove its equipment or facilities. In the event any claim or demand is presented to or filed with the City which gives rise to ASTOUND BROADBAND LLC's obligation pursuant to this section, the City shall within a reasonable time notify ASTOUND BROADBAND LLC thereof and ASTOUND BROADBAND LLC shall have a right, at its election, to settle or compromise such claim or demand. In the event any claim or action is commenced in which the City is named a party, and which suit or action is based on a claim or demand which gives rise to ASTOUND BROADBAND LLC's obligation pursuant to this section, the City shall promptly notify ASTOUND BROADBAND LLC thereof, and ASTOUND BROADBAND LLC shall, at its sole cost and expense, defend such suit or action by attorneys of its own election. In defense of such suit

or action, ASTOUND BROADBAND LLC may, at its election and at its sole cost and expense, settle or compromise such suit or action.

**B.** To the extent of any concurrent negligence between ASTOUND BROADBAND LLC and the City, ASTOUND BROADBAND LLC's obligations under this paragraph shall only extend to its share of negligence or fault. The City shall have the right at all times to participate through its own attorney in any suit or action which arises out of any right, privilege, and authority granted by or exercised pursuant to this Master Use Permit when the City determines that such participation is required to protect the interests of the City or the public. Such participation by the City shall be at the City's sole cost and expense.

**C.** With respect to the performance of this Master Use Permit and as to claims against the City, its officers, agents and employees, ASTOUND BROADBAND LLC expressly waives its immunity under Title 51 of the Revised Code of Washington, the Industrial Insurance Act, for injuries to its officers, agents and employees and agrees that the obligation to indemnify, defend and hold harmless provided for in this paragraph extends to any claim brought by or on behalf of ASTOUND BROADBAND LLC's officers, agents or employees. This waiver is mutually negotiated by the parties.

**Section 13. Severability.** If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, the City may, at its sole option, deem the entire ordinance to be affected and thereby nullified. However, in the event that a determination is made that a section, sentence, clause, or phrase in this ordinance is invalid or unconstitutional, the City may elect to treat the portion declared invalid or unconstitutional as severable and enforce the remaining provisions of this ordinance; provided that, if the City elects to enforce the remaining provisions of the ordinance, ASTOUND BROADBAND LLC shall have the option to terminate the Master Use Permit Agreement.

**Section 14. Reservation of Rights.** The parties agree that this Permit is intended to satisfy the requirements of all applicable laws, administrative guidelines, rules, orders, and ordinances. Accordingly, any provision of this agreement or any local ordinance which may conflict with or violate the law shall be invalid and unenforceable, whether occurring before or after the execution of this agreement, it being the intention of the parties to preserve their respective rights and remedies under the law, and that the execution of this agreement does not constitute a waiver of any rights or obligations by either party under the law.

**Section 15. Police Powers.** Nothing contained herein shall be deemed to affect the City's authority to exercise its police powers. ASTOUND BROADBAND LLC shall not by this Master Use Permit obtain any vested rights to use any portion of the City right-of-way except for the locations approved by the City and then only subject to the terms and conditions of this Master Use Permit. This Master Use Permit and the permits issued thereunder shall be governed by applicable City ordinances in effect at the time of application for such permits.

**Section 16. Future Rules, Regulations, and Specifications.** ASTOUND BROADBAND LLC acknowledges that the City may develop rules, regulations, and specifications, including a general ordinance or other regulations governing telecommunications operations in the City. Such regulations, upon written notice to ASTOUND BROADBAND LLC, shall thereafter govern ASTOUND BROADBAND LLC's activities hereunder; provided, however, that in no event shall regulations:

**A.** materially interfere with or adversely affect ASTOUND BROADBAND LLC's rights pursuant to and in accordance with this Master Use Permit; or

**B.** be applied in a discriminatory manner as it pertains to ASTOUND BROADBAND LLC and other similar user of such facilities.

**Section 17. Effective Date.** This ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force and effect five (5) days after passage and publication as provided by law.

**Section 18. Law and Venue.** This Master Use Permit is issued under the laws of the State of Washington, and the forum for any dispute arising under this Master Use Permit shall be in Thurston County Superior Court.

**Section 19. Ratification.** Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

\_\_\_\_\_  
MAYOR

**ATTEST:**

\_\_\_\_\_  
CITY CLERK

**APPROVED AS TO FORM:**

*Darren Nieneber DCA*  
\_\_\_\_\_  
CITY ATTORNEY

**PASSED:**

**APPROVED:**

**PUBLISHED:**

**ATTACHMENTS:**     *EXHIBIT A, ASTOUND BROADBAND LLC system map (combination ASTOUND BROADBAND LLC/ facilities)*  
                              *EXHIBIT B, Master Use Permit Agreement Acceptance Form,*  
                              *ASTOUND BROADBAND LLC*



**EXHIBIT B**

**MASTER USE PERMIT ACCEPTANCE FORM**

**ASTOUND BROADBAND LLC**

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

City of Olympia  
City Clerk's Office  
PO Box 1967  
Olympia, WA 98507

Re: Ordinance No. \_\_\_\_\_  
Adopted \_\_\_\_\_

In accordance with and as required by Section 4 of the City of Olympia Ordinance referenced above, ASTOUND BROADBAND LLC, hereby accepts the terms, conditions and obligations to be complied with or performed by it under the Ordinance.

I certify that I am duly authorized to execute this acceptance on behalf of ASTOUND BROADBAND LLC.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name and Title



### 11.06.030 Determination by the city

Within One hundred twenty (120) days after receiving a complete application under Section 11.06.020 hereof, the City shall issue a written determination granting or denying the application in whole or in part, except with the agreement of the applicant, or where the City Council cannot reasonably act within the 120-day period. For the purpose of this Section, "act" means that the City makes the decision to grant, condition, or deny the use permit, which may be subject to administrative appeal, or notifies the applicant in writing of the amount of time that will be required to make the decision and the reasons for this time period. If the service provider requires action in less than thirty (30) days, the service provider shall advise the City Council in writing of the reasons why a shortened time period is necessary and the time period within which action by the City is requested. The City Council shall reasonably cooperate to meet the request where practicable.

Prior to granting or denying a franchise under this Chapter, the City Council shall conduct a public hearing and make a decision based upon the standards set forth below. Pursuant to RCW 35A.47.040 [§](#), the City Council shall not approve any master permit hereunder until the next regularly scheduled Council meeting following the public hearing. **The City Councils approval or denial of the application shall be issued in writing, based on the following:**

- A. Whether the applicant has received all requisite licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed by the applicant.**
- B. The capacity of the public ways to accommodate the applicant's proposed Facilities.**
- C. The capacity of the right-of-way to accommodate additional utility and Facilities if the master permit is granted.**
- D. The damage or disruption, if any, of public or private facilities, improvements, service, travel or landscaping if the master permit is granted;**
- E. The public interest in minimizing the cost and disruption of construction within the right-of-way.**
- F. Applicants proposed compliance with the City's Development Guidelines.**
- G. The effect, if any, on public health, safety and welfare if the master permit requested is granted.**
- H. The availability of alternate routes and/or locations for the proposed Facilities.**
- I. Applicable federal and state telecommunications laws, regulations and policies.**

The reasons for a denial of a master permit shall be supported by substantial evidence contained in a written record. A service provider adversely affected by the final action denying a master permit, or by an unreasonable failure to act on a master permit as set forth above, may commence an action within thirty (30) days to seek relief, which shall be limited to injunctive relief.

(Ord. 6033 §26, 2000; Ord. 5816 §3, 1998).



## **RCW 35.99.030**

# **Master, use permits — Injunctive relief — Notice — Service providers' duties.**

(1) Cities and towns may require a service provider to obtain a master permit. A city or town may request, but not require, that a service provider with an existing statewide grant to occupy the right-of-way obtain a master permit for wireline facilities.

(a) The procedures for the approval of a master permit and the requirements for a complete application for a master permit shall be available in written form.

(b) Where a city or town requires a master permit, the city or town shall act upon a complete application within one hundred twenty days from the date a service provider files the complete application for the master permit to use the right-of-way, except:

(i) With the agreement of the applicant; or

(ii) Where the master permit requires action of the legislative body of the city or town and such action cannot reasonably be obtained within the one hundred twenty day period.

(2) A city or town may require that a service provider obtain a use permit. A city or town must act on a request for a use permit by a service provider within thirty days of receipt of a completed application, unless a service provider consents to a different time period or the service provider has not obtained a master permit requested by the city or town.

(a) For the purpose of this section, "act" means that the city makes the decision to grant, condition, or deny the use permit, which may be subject to administrative appeal, or notifies the applicant in writing of the amount of time that will be required to make the decision and the reasons for this time period.

(b) Requirements otherwise applicable to holders of master permits shall be deemed satisfied by a holder of a cable franchise in good standing.

(c) Where the master permit does not contain procedures to expedite approvals and the service provider requires action in less than thirty days, the service provider shall advise the city or town in writing of the reasons why a shortened time period is necessary and the time period within which action by the city or town is requested. The city or town shall reasonably cooperate to meet the request where practicable.

(d) A city or town may not deny a use permit to a service provider with an existing statewide grant to occupy the right-of-way for wireline facilities on the basis of failure to obtain a master permit.

(3) The reasons for a denial of a master permit shall be supported by substantial evidence contained in a written record. A service provider adversely affected by the final action denying a master permit, or by an unreasonable failure to act on a master permit as set forth in subsection (1) of this section, may commence an action within thirty days to seek relief, which shall be limited to injunctive relief.

(4) A service provider adversely affected by the final action denying a use permit may commence an action within thirty days to seek relief, which shall be limited to injunctive relief. In any appeal of the final action denying a use permit, the standard for review and burden of proof shall be as set forth in RCW [36.70C.130](#).

(5) A city or town shall:

(a) In order to facilitate the scheduling and coordination of work in the right-of-way, provide as much advance notice as reasonable of plans to open the right-of-way to those service providers who are current

users of the right-of-way or who have filed notice with the clerk of the city or town within the past twelve months of their intent to place facilities in the city or town. A city is not liable for damages for failure to provide this notice. Where the city has failed to provide notice of plans to open the right-of-way consistent with this subsection, a city may not deny a use permit to a service provider on the basis that the service provider failed to coordinate with another project.

(b) Have the authority to require that facilities are installed and maintained within the right-of-way in such a manner and at such points so as not to inconvenience the public use of the right-of-way or to adversely affect the public health, safety, and welfare.

(6) A service provider shall:

(a) Obtain all permits required by the city or town for the installation, maintenance, repair, or removal of facilities in the right-of-way;

(b) Comply with applicable ordinances, construction codes, regulations, and standards subject to verification by the city or town of such compliance;

(c) Cooperate with the city or town in ensuring that facilities are installed, maintained, repaired, and removed within the right-of-way in such a manner and at such points so as not to inconvenience the public use of the right-of-way or to adversely affect the public health, safety, and welfare;

(d) Provide information and plans as reasonably necessary to enable a city or town to comply with subsection (5) of this section, including, when notified by the city or town, the provision of advance planning information pursuant to the procedures established by the city or town;

(e) Obtain the written approval of the facility or structure owner, if the service provider does not own it, prior to attaching to or otherwise using a facility or structure in the right-of-way;

(f) Construct, install, operate, and maintain its facilities at its expense; and

(g) Comply with applicable federal and state safety laws and standards.

(7) Nothing in this section shall be construed as:

(a) Creating a new duty upon city [cities] or towns to be responsible for construction of facilities for service providers or to modify the right-of-way to accommodate such facilities;

(b) Creating, expanding, or extending any liability of a city or town to any third-party user of facilities or third-party beneficiary; or

(c) Limiting the right of a city or town to require an indemnification agreement as a condition of a service provider's facilities occupying the right-of-way.

(8) Nothing in this section creates, modifies, expands, or diminishes a priority of use of the right-of-way by a service provider or other utility, either in relation to other service providers or in relation to other users of the right-of-way for other purposes.

[2000 c 83 § 3.]

## **RCW 35.21.860**

# **Electricity, telephone, or natural gas business, service provider — Franchise fees prohibited — Exceptions.**

(1) No city or town may impose a franchise fee or any other fee or charge of whatever nature or description upon the light and power, or gas distribution businesses, as defined in RCW [82.16.010](#), or telephone business, as defined in RCW [82.16.010](#), or service provider for use of the right-of-way, except:

(a) A tax authorized by RCW [35.21.865](#) may be imposed;

(b) A fee may be charged to such businesses or service providers that recovers actual administrative expenses incurred by a city or town that are directly related to receiving and approving a permit, license, and franchise, to inspecting plans and construction, or to the preparation of a detailed statement pursuant to chapter [43.21C](#) RCW;

(c) Taxes permitted by state law on service providers;

(d) Franchise requirements and fees for cable television services as allowed by federal law; and

(e) A site-specific charge pursuant to an agreement between the city or town and a service provider of personal wireless services acceptable to the parties for:

(i) The placement of new structures in the right-of-way regardless of height, unless the new structure is the result of a mandated relocation in which case no charge will be imposed if the previous location was not charged;

(ii) The placement of replacement structures when the replacement is necessary for the installation or attachment of wireless facilities, the replacement structure is higher than the replaced structure, and the overall height of the replacement structure and the wireless facility is more than sixty feet; or

(iii) The placement of personal wireless facilities on structures owned by the city or town located in the right-of-way. However, a site-specific charge shall not apply to the placement of personal wireless facilities on existing structures, unless the structure is owned by the city or town.

A city or town is not required to approve the use permit for the placement of a facility for personal wireless services that meets one of the criteria in this subsection absent such an agreement. If the parties are unable to agree on the amount of the charge, the service provider may submit the amount of the charge to binding arbitration by serving notice on the city or town. Within thirty days of receipt of the initial notice, each party shall furnish a list of acceptable arbitrators. The parties shall select an arbitrator; failing to agree on an arbitrator, each party shall select one arbitrator and the two arbitrators shall select a third arbitrator for an arbitration panel. The arbitrator or arbitrators shall determine the charge based on comparable siting agreements involving public land and rights-of-way. The arbitrator or arbitrators shall not decide any other disputed issues, including but not limited to size, location, and zoning requirements. Costs of the arbitration, including compensation for the arbitrator's services, must be borne equally by the parties participating in the arbitration and each party shall bear its own costs and expenses, including legal fees and witness expenses, in connection with the arbitration proceeding.

(2) Subsection (1) of this section does not prohibit franchise fees imposed on an electrical energy, natural gas, or telephone business, by contract existing on April 20, 1982, with a city or town, for the duration of the contract, but the franchise fees shall be considered taxes for the purposes of the limitations established in

RCW [35.21.865](#) and [35.21.870](#) to the extent the fees exceed the costs allowable under subsection (1) of this section.

[2014 c 118 § 2; 2007 c 6 § 1020; 2000 c 83 § 8; 1983 2nd ex.s. c 3 § 39; 1982 1st ex.s. c 49 § 2.]

**Notes:**

**Part headings not law -- Savings -- Effective date -- Severability -- 2007 c 6:** See notes following RCW [82.32.020](#).

**Findings -- Intent -- 2007 c 6:** See note following RCW [82.14.495](#).

**Construction -- Severability -- Effective dates -- 1983 2nd ex.s. c 3:** See notes following RCW [82.04.255](#).

**Intent -- Construction -- Effective date -- Fire district funding -- 1982 1st ex.s. c 49:** See notes following RCW [35.21.710](#).

"Service provider" defined: RCW [35.99.010](#).



# City of Olympia

## City Council

### Approval of Ordinance Granting a Master Use Permit for Noel Communications, Inc

**Agenda Date:** 7/22/2014  
**Agenda Item Number:** 4.E  
**File Number:**14-0648

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**Type:** ordinance **Version:** 3 **Status:** 1st Reading-Consent

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#### **Title**

Approval of Ordinance Granting a Master Use Permit for Noel Communications, Inc

#### **Recommended Action**

##### **Committee Recommendation:**

Not referred to a committee.

##### **City Manager Recommendation:**

Move to approve on second reading the Ordinance granting a Master Use Permit to Noel Communications, Inc.

#### **Report**

##### **Issue:**

Whether the City Council should adopt the Ordinance granting Noel Communications Inc. a Master User Permit to install fiber optic lines in the City of Olympia.

##### **Staff Contact:**

Fran Eide, P.E., City Engineer, Public Works Engineering, 360.753.8422

##### **Presenter(s):**

None. Consent Calendar item.

#### **Background and Analysis:**

The background and analysis have not changed from first to second reading.

RCW 35.99.030 provides the statutory basis for the process by which the City can grant a Master Use Permit. The attached Olympia Municipal Code provides the specific legal criteria upon which the City may approve or deny the master use permit. The proposed Ordinance is based upon the staff's analysis of the applicable criteria which was presented prior to the public hearing, held on July 8, 2014.

State law requires prompt review of the permit unless additional review time is agreed to by the applicant. In staff's view the application meets the criteria, therefore staff recommends approval of the permit and attached ordinance.

**Fees and Taxes.**

State law only authorizes fees that are directly related to receiving and approving the permit, to inspecting plans and construction activity, or to the preparation of a detailed statement pursuant to SEPA. The City cannot require additional conduit or fiber for City purposes as a condition of the master use permit. The City and an applicant could negotiate for fiber or conduit for the benefit of the City. However, such negotiations would need to be free and voluntary, with mutual agreement between the parties. Staff does not see a legal basis for a delay of a master use permit for these types of negotiations.

RCW 35.21.860 prohibits franchise fees on this proposed use, in contrast to cable franchise fees, which are allowed to be charged. In addition, the City is also prohibited by federal law from taxing internet services. Although the federal prohibition is set to expire this year, Congress may act to renew the prohibition.

**Neighborhood/Community Interests (if known):**

Work on the initial installation of new fiber optic lines is expected to begin in August. Assuming the Ordinance is approved, Noel will make application for the construction permit to complete installation of the new lines. Work is expected to take approximately 2 days to complete.

The applicant will be required to follow all applicable codes and standards, including for traffic control and restoration of affected areas. Construction activities will inconvenience neighborhoods during construction. However, emergency vehicles will not be delayed by construction activities.

Businesses within the community may benefit from access to an additional telecommunications service provider.

**Options:**

1. Move to approve the Ordinance granting a Master Use Permit to Noel Communications Inc. This allows Noel to proceed with their plan to extend new telecommunication lines to the Department of Enterprise Systems (DES) building in the vicinity of the Jefferson Street roundabout on schedule.
2. Move to approve the Ordinance granting a Master Use Permit to Noel Communications Inc. with additional conditions identified by Council.
3. After making findings based on the record before the Council, do not approve the ordinance approving a Master Use Permit for Noel Communications Inc. The State of Washington, Department of Enterprise Systems will have to find an alternate fiber optic service provider.

**Financial Impact:**

Noel Communications Inc. paid a \$5,000 application fee. There is no annual fee, because RCW 35.21.860 limits fees to administrative review of the master use permit and inspection. A renewal fee will be paid to the City in the future if the applicant chooses to continue to occupy the City's right of way.

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, GRANTING A NON-EXCLUSIVE MASTER USE PERMIT TO NOEL COMMUNICATIONS INC., LEGALLY AUTHORIZED TO CONDUCT BUSINESS IN THE STATE OF WASHINGTON, FOR THE PURPOSE OF CONSTRUCTING, OPERATING, AND MAINTAINING TELECOMMUNICATIONS TRANSMISSION LINES IN CERTAIN PUBLIC RIGHTS-OF-WAY IN THE CITY; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, NOEL COMMUNICATIONS INC. is a competitive telecommunications company providing communications and telecommunications services; and

WHEREAS, NOEL COMMUNICATIONS INC.'s route through the City of Olympia, hereinafter referred to as "City," requires the use of certain portions of City rights-of-way for the installation, operation, and maintenance of a telecommunications system; and

WHEREAS, the City Council held a public hearing on July 8, 2014, and determined that the applicant has satisfied the requirements set forth in OMC 11.06.020. NOEL COMMUNICATIONS INC. has submitted licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed by the applicant. City Council confirms that the capacity of the public ways can accommodate the applicant's current facilities if the master permit is granted. The City's rights-of-way will accommodate additional utility and facilities if the Master Use Permit is granted. NOEL COMMUNICATIONS INC. confirms that there are currently no additional facilities planned and there is no anticipated damage or disruption to the rights-of-way. Construction of additional facilities will comply with the City's Engineering Design and Development Standards (Engineering Standards). There will be minimal effect, if any, on public health, safety and welfare if the master permit requested is granted. The proposed route is appropriate; an alternate route is not needed. NOEL COMMUNICATIONS INC. has agreed to comply with all federal, state, and local telecommunications laws, regulations and policies; and

WHEREAS, the Revised Code of Washington (RCW) authorizes the City to grant and regulate nonexclusive Master Use Permits, for the use of public streets, right-of-ways and other public property, for transmission of communications; and

WHEREAS, the insurance provisions are updated herein and supersede the insurance provisions set forth in Olympia Municipal Code 11.10.220; and

WHEREAS, this Master Use Permit contains the following:

- Section 1. Non-exclusive Master Use Permit Granted
- Section 2. Authority
- Section 3. Master Use Permit Term
- Section 4. Acceptance of Terms and Conditions
- Section 5. Construction Provisions and Standards
  - A. Permit Required
  - B. Coordination
  - C. Construction Standards

- D. Underground Installation Required
- E. Relocation.
- F. Removal or Abandonment
- G. Bond
- H. "One-Call" Location & Liability
- I. As-Built Plans Required
- J. Recovery of Costs
- K. Vacation

Section 6. Master Use Permit Compliance.

- A. Master Use Permit Violations
- B. Emergency Actions.
- C. Other Remedies
- D. Removal of System

Section 7. Insurance

Section 8. Other Permits & Approvals

Section 9. Transfer of Ownership.

Section 10. Administrative Fees.

Section 11. Notices.

Section 12. Indemnification.

Section 13. Severability

Section 14. Reservation of Rights

Section 15. Police Powers

Section 16. Future Rules, Regulations, and Specifications

Section 17. Effective Date

Section 18. Law and Venue

Section 19. Ratification

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

**Section 1. Non-exclusive Master Use Permit Granted.**

**A.** The City hereby grants to NOEL COMMUNICATIONS INC., subject to the conditions prescribed in this ordinance ("Master Use Permit"), the rights and authority to construct, replace, repair, monitor, maintain, use and operate the equipment and facilities necessary for an underground telecommunications



transmission system, within the City-owned rights-of-way generally described in Exhibit A, and hereinafter referred to as the "Master Use Permit area."

**B.** Such use shall not be deemed to be exclusive to NOEL COMMUNICATIONS INC. and shall in no way prohibit or limit the City's ability to grant other Master Use Permits or rights along, over, or under the areas to which this Master Use Permit has been granted to NOEL COMMUNICATIONS INC.; provided, that such other uses do not unreasonably interfere with NOEL COMMUNICATIONS INC.'s exercise of Master Use Permit rights granted herein, as determined by the City. This Master Use Permit shall in no way interfere with existing utilities or in any way limit, prohibit or prevent the City from using the Master Use Permit area, and shall not affect the City's jurisdiction over such area in any way.

**Section 2. Authority.** The Director of Community Planning and Development "CP&D" or his or her designee is hereby granted the authority to administer and enforce the terms and provisions of this Master Use Permit Agreement, and may develop such rules, policies and procedures as he or she deems necessary to carry out the provisions contained herein.

**Section 3. Master Use Permit Term.** The Master Use Permit rights granted herein shall remain in full force and effect for a period of five (5) years from the effective date of this ordinance. This Master Use Permit shall not take effect and NOEL COMMUNICATIONS INC. shall have no rights under this Master Use Permit unless a written acceptance with the City is received pursuant to Section 4 of this agreement. If NOEL COMMUNICATIONS INC. requests a Master Use Permit renewal prior to the expiration date, the City may, at the City's sole discretion, extend the term of this Master Use Permit beyond the expiration date to allow processing of renewal. If the City elects to extend the term of this Master Use Permit, written notice of the extension shall be provided to NOEL COMMUNICATIONS INC. prior to the Master Use Permit expiration date.

**Section 4. Acceptance of Terms and Conditions.** The full acceptance of this Master Use Permit and all the terms and conditions shall be filed with the City Clerk within 30 days of the effective date of this ordinance in the form attached hereto as Exhibit B or within such time period as is mutually agreed by the parties. Failure on the part of NOEL COMMUNICATIONS INC. to file said consent within such time period shall void and nullify any and all rights granted under this Master Use Permit Agreement.

**Section 5. Construction Provisions and Standards.** The following provisions shall be considered mandatory and failure to abide by any conditions described herein shall be deemed as non-compliance with the terms of this Master Use Permit Agreement and may result in some or all of the penalties specified in Section 6.

**A. Permit Required.** No construction, maintenance, or repairs (except for emergency repairs) shall be undertaken in the Master Use Permit area without first obtaining appropriate permits from CP&D. In case of an emergency, NOEL COMMUNICATIONS INC. shall within 24 hours of the emergency, obtain a permit from CP&D.

**B. Coordination.** A City inspector shall inspect all capital construction projects performed by NOEL COMMUNICATIONS INC. within the Master Use Permit area. All work and inspection shall be coordinated with CP&D to ensure consistency with City infrastructure, future Capital Improvement Projects, all developer improvements, and pertinent codes and ordinances.

**C. Construction Standards.** Any construction, installation, maintenance, and restoration activities performed by or for NOEL COMMUNICATIONS INC. within the Master Use Permit area shall be constructed and located so as to produce the least amount of interference with the free passage of pedestrian and vehicular traffic. All construction, installation, maintenance, and restoration activities shall be conducted such that they conform to City's Engineering Design & Development Standards "EDDS" and comply with Title 11 of the Olympia Municipal Code.

**D. Underground Installation Required.** All new telecommunications cables and junction boxes or other vaulted system components shall be installed underground unless otherwise exempted from this requirement, in writing, by the Director of CP&D.

**E. Relocation.**

1. NOEL COMMUNICATIONS INC. shall, at its own expense, temporarily or permanently remove, relocate, place underground, change or alter the position of any facilities or structures within the right-of-way whenever the City has determined that such removal, relocation, undergrounding, change or alteration is reasonably necessary for the construction, repair, maintenance, installation, public safety, or operation of any City or other public improvement in or upon the rights-of-way. NOEL COMMUNICATIONS INC. may seek reimbursement for relocation expenses from the City as provided for in City code.
2. NOEL COMMUNICATIONS INC. may, after receipt of written notice requesting a relocation of its facilities, submit to the City written alternatives to such relocation. Such alternatives shall include the use and operation of temporary transmitting facilities in adjacent rights of way. The City shall evaluate such alternatives and advise NOEL COMMUNICATIONS INC. in writing if one or more of the alternatives are suitable to accommodate the work, which would otherwise necessitate relocation of the facilities. If requested by the City, NOEL COMMUNICATIONS INC. shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by NOEL COMMUNICATIONS INC. full and fair consideration. In the event the City ultimately determines that there is no other reasonable alternative, NOEL COMMUNICATIONS INC. shall relocate its facilities as otherwise provided in this section.

**F. Removal or Abandonment.** Upon the removal from service of any of NOEL COMMUNICATIONS INC.'s system or other associated structures, facilities and amenities, NOEL COMMUNICATIONS INC. shall comply with all applicable standards and requirements prescribed by City code and the EDDS for the removal or abandonment of said structures and facilities. No facility constructed or owned by NOEL COMMUNICATIONS INC. may be abandoned without the express written consent of the City.

**G. Bond.** Before undertaking any of the work, installation, improvements, construction, repair, relocation, or maintenance authorized by this Master Use Permit Agreement, NOEL COMMUNICATIONS INC. shall upon the request of the City, furnish a bond executed by NOEL COMMUNICATIONS INC. and a corporate surety authorized to operate a surety business in the State of Washington, in such sum as may be set and approved by the City Attorney as sufficient to ensure performance of NOEL COMMUNICATIONS INC.'s obligations under this Master Use Permit Agreement. At NOEL COMMUNICATIONS INC.'s sole option, NOEL COMMUNICATIONS INC. may provide alternate security in the form of an assignment of funds or a letter of credit, in the same amount as the bond. All forms of bond or alternate security shall be in the form reasonably acceptable to the City Attorney. The bond shall be conditioned so that NOEL COMMUNICATIONS INC. shall observe all the covenants, terms, and conditions and shall faithfully perform all of the obligations of this Master Use Permit Agreement, and to repair or replace any defective work or materials discovered in the City's roads, streets, or property. NOEL COMMUNICATIONS INC. may not encumber a bond required by this section for any other purpose.

**H. "One-Call" Location & Liability.** NOEL COMMUNICATIONS INC. shall subscribe to and maintain membership in the regional "One-Call" utility location service and shall promptly locate all of its lines upon request. The City shall not be liable for any damages to NOEL COMMUNICATIONS INC.'s system components or for interruptions in service to NOEL COMMUNICATIONS INC. customers which are a direct result of work performed for any City project for which NOEL COMMUNICATIONS INC. has failed to properly locate its lines and facilities within the prescribed time limits and guidelines established by One-Call. The City shall also not be liable for any damages to the NOEL COMMUNICATIONS INC. system

components or for interruptions in service to NOEL COMMUNICATIONS INC. customers resulting from work performed under a permit issued by the City.

**I. As-Built Plans Required.** NOEL COMMUNICATIONS INC. shall maintain accurate engineering plans and details of all installations within the City limits and shall provide such information in both paper form and electronic form using the most current AutoCAD version prior to close-out of any permits issued by the City and any work undertaken by NOEL COMMUNICATIONS INC. pursuant to this Master Use Permit Agreement. The City shall determine the acceptability of any as-built submittals provided under this section.

**J. Recovery of Costs.** NOEL COMMUNICATIONS INC. shall be subject to all permit fees associated with activities undertaken through the authority granted in this Master Use Permit Agreement or under other ordinances of the City. Where the City incurs costs and expenses for review or inspection of activities undertaken through the authority granted in this Master Use Permit Agreement or any ordinances relating to the subject for which permit fees have not been established, NOEL COMMUNICATIONS INC. shall pay such reasonable costs and expenses directly to the City.

**K. Vacation.** If, at any time, the City vacates any City road, right-of-way or other City property which is subject to rights granted by this Master Use Permit Agreement and said vacation is for the purpose of acquiring the fee or other property interest in said road, right-of-way or other City property for the use of the City, in either its proprietary or governmental capacity, then the City may, at its option and by giving 30 days written notice to NOEL COMMUNICATIONS INC., terminate this Master Use Permit Agreement with reference to such City road, right-of-way or other City property so vacated, and the City shall not be liable for any damages or loss to NOEL COMMUNICATIONS INC. by reason of such termination other than those provided for in RCW 35.99.

## **Section 6. Master Use Permit Compliance.**

**A. Master Use Permit Violations.** The failure by NOEL COMMUNICATIONS INC. to fully comply with any of the provisions of this Master Use Permit may result in a written notice from the City, which describes the violations of the Master Use Permit and requests remedial action within 30 days of receipt of such notice. If NOEL COMMUNICATIONS INC. has not attained full compliance at the end of the 30-day period following receipt of the violation notification, the City may declare an immediate termination of all Master Use Permit rights and privileges, provided that full compliance was reasonably possible within that 30-day period.

### **B. Emergency Actions.**

1. If any of NOEL COMMUNICATIONS INC.'s actions, or any failure by NOEL COMMUNICATIONS INC. to act to correct a situation caused by NOEL COMMUNICATIONS INC., is deemed by the City to create a threat to life or property, the City may order NOEL COMMUNICATIONS INC. to immediately correct said threat or, at the City's discretion, the City may undertake measures to correct said threat itself; provided that, when possible, the City shall notify NOEL COMMUNICATIONS INC. and give NOEL COMMUNICATIONS INC. an opportunity to correct said threat before undertaking such corrective measures. NOEL COMMUNICATIONS INC. shall be liable for all costs, expenses, and damages attributed to the correction of any such emergency situation as undertaken by the City to the extent that such situation was caused by NOEL COMMUNICATIONS INC. and shall further be liable for all costs, expenses, and damages resulting to the City from such situation and any reimbursement of such costs to the City shall be made within 30 days of written notice of the completion of such action or determination of damages by the City. The failure by NOEL COMMUNICATIONS INC. to take appropriate action to correct a situation caused by NOEL COMMUNICATIONS INC. and identified by the City as a threat to public or private safety or property shall be considered a violation of Master Use Permit terms.

2. If during construction or maintenance of NOEL COMMUNICATIONS INC.'s facilities any damage occurs to an underground facility, and the damage results in the release of natural gas or other hazardous substance or potentially endangers life, health or property, NOEL COMMUNICATIONS INC. or its contractor shall immediately call 911 or other local emergency response number.

**C. Other Remedies.** Nothing contained in this Master Use Permit Agreement shall limit the City's available remedies in the event of NOEL COMMUNICATIONS INC.'s failure to comply with the provisions of this Master Use Permit, to include but not limited to, the City's right to a lawsuit for specific performance and/or damages.

**D. Removal of System.** In the event that this Master Use Permit is terminated as a result of violations of the terms of this Master Use Permit, NOEL COMMUNICATIONS INC. shall at its sole expense, promptly remove all system components and facilities, provided that the City, at its sole option, may allow NOEL COMMUNICATIONS INC. to abandon its facilities in place.

## **Section 7. Insurance.**

**A.** NOEL COMMUNICATIONS INC. shall maintain liability insurance written on an occurrence form during the full term of this Master Use Permit for bodily injuries and property damages. The policy shall contain coverage in the amounts and conditions set forth in this Section 7(D).

**B.** Such insurance shall specifically name, as additional insured, the City, its officers, and employees; shall apply as primary insurance; shall stipulate that no insurance affected by the City will be called on to contribute to a loss covered thereunder; and shall further provide that the policy shall not be modified or canceled during the life of the permit or Master Use Permit without giving advanced written notice to the City. Notice shall be by certified mail to the City Manager, return receipt requested.

**C.** If the City determines that circumstances warrant an increase in insurance coverage and liability limits to adequately cover the risks of the City, the City may require additional insurance to be acquired. The City shall provide written notice should the City exercise its right to require additional insurance.

**D.** As a condition of the master permit, the master permittee shall grant, secure, and maintain the following liability insurance policies insuring both the master permittee and the City, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insured parties against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges, and authority granted to the grantee, master permittee, or lessee:

1. Commercial general liability insurance, written on an occurrence basis and on form to include premises, products, completed operations, explosions, collapse and underground hazards with limits not less than \$5,000,000 per occurrence covering bodily injury or death and property damage and may be placed with a combination of primary and excess liability policies;
2. Automobile liability for owned, non-owned and hired vehicles with a limit of \$3,000,000.00 for each accident covering bodily injury or death and property damage and may be placed with a combination of primary and excess liability policies;
3. Worker's compensation within statutory limits and employer's liability insurance with limits of not less than \$1,000,000.00;
4. The liability insurance policies required by this Section shall be maintained by the master permittee throughout the term of the master permit and such other period of time during which the master permittee is operating without an authorization, master permit or is engaged in the removal of its telecommunications facilities. The master permittee shall provide an insurance

certificate, together with an endorsement naming the City, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insureds, to the City prior to the commencement of any work or installation of any facilities pursuant to said authorization, master permit. Any deductibles or self-insured retentions must be declared to and approved by the City. Payment of deductibles and self-insured retentions shall be the sole responsibility of the master permittee. The liability insurance policies required by this Section shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability. The grantee, master permittee, or lessee's insurance shall be primary insurance as respects the City, its officers, officials, employees, agents, consultants, and volunteers. Any insurance maintained by the City, its officers, officials, employees, consultants, agents, and volunteers shall be in excess of the grantee, master permittee, or lessee's insurance and shall not contribute with it;

5. In addition to the coverage requirements set forth in this Section, the insurance certificate shall state should any of the required insurance be cancelled or not renewed, advanced written notice shall be provided to the City Manager of such intent to cancel or not to renew. Within thirty (30) days after receipt by the City of said notice, and in no event later than five (5) days prior to said cancellation or intent not to renew, the grantee, master permittee, or lessee shall obtain and furnish to the City replacement insurance policies meeting the requirements of this Section.

**Section 8. Other Permits & Approvals.** Nothing in this Agreement shall relieve NOEL COMMUNICATIONS INC. from any obligation to obtain approvals or permits from applicable federal, state, and City authorities for all activities in the Master Use Permit area.

**Section 9. Transfer of Ownership.**

**A.** The rights, privileges, benefits, title, or interest provided by this Master Use Permit shall not be sold, transferred, assigned, or otherwise encumbered, without the prior written consent of the City, with such consent not being unreasonably withheld or delayed. No such consent shall be required for a transfer in trust, by other hypothecation, or by assignment or any rights, title, or interest in NOEL COMMUNICATIONS INC.'s system in order to secure indebtedness. Approval shall not be required for mortgaging purposes provided that the collateral pledged for any mortgage shall not include the assets of this Master Use Permit, or if such transfer is from NOEL COMMUNICATIONS INC. to another person or entity controlling, controlled by, or under common control with NOEL COMMUNICATIONS INC. NOEL COMMUNICATIONS INC. may license fibers to other users without the consent of the City provided that NOEL COMMUNICATIONS INC. remains solely responsible for the terms and conditions outlined in this Master Use Permit.

**B.** In any transfer of this Master Use Permit which requires the approval of the City, NOEL COMMUNICATIONS INC. shall show that the recipient of such transfer has the technical ability, financial capability, and any other legal or general qualifications as reasonably determined by the City to be necessary to ensure that the obligations and terms required under this Master Use Permit Agreement can be met to the full satisfaction of the City. The qualifications of any transferee shall be determined by hearing before the City Council and the approval to such transfer shall be granted by resolution of the City Council. Any actual and reasonable administrative costs associated with a transfer of this Master Use Permit which requires the approval of the City, shall be reimbursed to the City within 30 days of such transfer.

**Section 10. Administrative Fees.**

**A.** Pursuant to the Revised Code of Washington (RCW), the City is precluded from imposing Master Use Permit fees for "telephone businesses" defined in RCW 82.04.065, except that fees may be collected for administrative expenses related to such Master Use Permit. NOEL COMMUNICATIONS INC.

does hereby warrant that its operations as authorized under this Master Use Permit are those of a telephone business as defined in RCW 82.04.065.

**B.** NOEL COMMUNICATIONS INC. shall be subject to a reasonable administrative fee for reimbursement of costs associated with the preparation, processing, and approval of this Master Use Permit Agreement and for reimbursement of administrative costs for issuing any permits and for inspecting, monitoring or supervising any actions required under Section 5 above. These costs shall include but not be limited to wages, benefits, overhead expenses, equipment, and supplies associated with such tasks as plan review, site visits, meetings, negotiations, and other functions critical to proper management and oversight of City's right-of-way. Administrative fees exclude normal permit fees as stipulated in Title 11 of the Olympia Municipal Code.

**C.** In the event NOEL COMMUNICATIONS INC. submits a request for work beyond scope of original Master Use Permit, or submits a complex project that requires significant comprehensive plan review, or inspection, NOEL COMMUNICATIONS INC. shall reimburse City for Master Use Permit amendment and expenses associated with the project. NOEL COMMUNICATIONS INC. shall pay such costs within 30 days of receipt of bill from the City.

**D.** Failure by NOEL COMMUNICATIONS INC. to make full payment of bills within the time specified shall be considered sufficient grounds for the termination of all rights and privileges existing under this ordinance utilizing the procedures specified in Section 6 of this ordinance.

**Section 11. Notices.** Any notice to be served upon the City or NOEL COMMUNICATIONS INC. shall be delivered to the following addresses respectively:

City:  
City of Olympia  
ATTN: City Manager  
PO Box 1967  
Olympia WA 98507

NOEL COMMUNICATIONS INC.:  
Fiber Optic & Microwave Network  
c/o Jym Schuler  
901 E. Pitcher St.  
Yakima WA 98901

With a copy to:  
City of Olympia  
ATTN: City Attorney  
PO Box 1967  
Olympia WA 98507

**Section 12. Indemnification.**

**A.** NOEL COMMUNICATIONS INC. shall use reasonable and appropriate precautions to avoid damage to persons or property in the construction, installation, repair, operation, and maintenance of its structures and facilities. NOEL COMMUNICATIONS INC. shall indemnify and hold the City harmless from all claims, actions or damages, including reasonable attorney's and expert witness fees, which may accrue to or be suffered by any person or persons, corporation or property to the extent caused in part or in whole by any act or omission of NOEL COMMUNICATIONS INC., its officers, agents, servants or employees, carried on in the furtherance of the rights, benefits, and privileges granted to NOEL COMMUNICATIONS INC. by this Master Use Permit, including, but not limited to, any delay or failure to comply with the City's directives to relocate or remove its equipment or facilities. In the event any claim or demand is presented to or filed with the City which gives rise to NOEL COMMUNICATIONS INC.'s obligation pursuant to this section, the City shall within a reasonable time notify NOEL COMMUNICATIONS INC. thereof and NOEL COMMUNICATIONS INC. shall have a right, at its election, to settle or compromise such claim or demand. In the event any claim or action is commenced in which the City is named a party, and which suit or action is based on a claim or demand which gives rise to NOEL COMMUNICATIONS INC.'s obligation pursuant to this section, the City shall promptly notify NOEL COMMUNICATIONS INC. thereof, and NOEL COMMUNICATIONS INC. shall, at its sole cost and expense,

defend such suit or action by attorneys of its own election. In defense of such suit or action, NOEL COMMUNICATIONS INC. may, at its election and at its sole cost and expense, settle or compromise such suit or action.

**B.** To the extent of any concurrent negligence between NOEL COMMUNICATIONS INC. and the City, NOEL COMMUNICATIONS INC.'s obligations under this paragraph shall only extend to its share of negligence or fault. The City shall have the right at all times to participate through its own attorney in any suit or action which arises out of any right, privilege, and authority granted by or exercised pursuant to this Master Use Permit when the City determines that such participation is required to protect the interests of the City or the public. Such participation by the City shall be at the City's sole cost and expense.

**C.** With respect to the performance of this Master Use Permit and as to claims against the City, its officers, agents and employees, NOEL COMMUNICATIONS INC. expressly waives its immunity under Title 51 of the Revised Code of Washington, the Industrial Insurance Act, for injuries to its officers, agents and employees and agrees that the obligation to indemnify, defend and hold harmless provided for in this paragraph extends to any claim brought by or on behalf of NOEL COMMUNICATIONS INC.'s officers, agents or employees. This waiver is mutually negotiated by the parties.

**Section 13. Severability.** If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, the City may, at its sole option, deem the entire ordinance to be affected and thereby nullified. However, in the event that a determination is made that a section, sentence, clause, or phrase in this ordinance is invalid or unconstitutional, the City may elect to treat the portion declared invalid or unconstitutional as severable and enforce the remaining provisions of this ordinance; provided that, if the City elects to enforce the remaining provisions of the ordinance, NOEL COMMUNICATIONS INC. shall have the option to terminate the Master Use Permit Agreement.

**Section 14. Reservation of Rights.** The parties agree that this Permit is intended to satisfy the requirements of all applicable laws, administrative guidelines, rules, orders, and ordinances. Accordingly, any provision of this agreement or any local ordinance which may conflict with or violate the law shall be invalid and unenforceable, whether occurring before or after the execution of this agreement, it being the intention of the parties to preserve their respective rights and remedies under the law, and that the execution of this agreement does not constitute a waiver of any rights or obligations by either party under the law.

**Section 15. Police Powers.** Nothing contained herein shall be deemed to affect the City's authority to exercise its police powers. NOEL COMMUNICATIONS INC. shall not by this Master Use Permit obtain any vested rights to use any portion of the City right-of-way except for the locations approved by the City and then only subject to the terms and conditions of this Master Use Permit. This Master Use Permit and the permits issued thereunder shall be governed by applicable City ordinances in effect at the time of application for such permits.

**Section 16. Future Rules, Regulations, and Specifications.** NOEL COMMUNICATIONS INC. acknowledges that the City may develop rules, regulations, and specifications, including a general ordinance or other regulations governing telecommunications operations in the City. Such regulations, upon written notice to NOEL COMMUNICATIONS INC., shall thereafter govern NOEL COMMUNICATIONS INC.'s activities hereunder; provided, however, that in no event shall regulations:

**A.** materially interfere with or adversely affect NOEL COMMUNICATIONS INC.'s rights pursuant to and in accordance with this Master Use Permit; or

**B.** be applied in a discriminatory manner as it pertains to NOEL COMMUNICATIONS INC. and other similar user of such facilities.

**Section 17. Effective Date.** This ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force and effect five (5) days after passage and publication as provided by law.

**Section 18. Law and Venue.** This Master Use Permit is issued under the laws of the State of Washington, and the forum for any dispute arising under this Master Use Permit shall be in Thurston County Superior Court.

**Section 19. Ratification.** Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

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MAYOR

**ATTEST:**

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CITY CLERK

**APPROVED AS TO FORM:**

*Darren Dienaber DCA*

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CITY ATTORNEY

**PASSED:**

**APPROVED:**

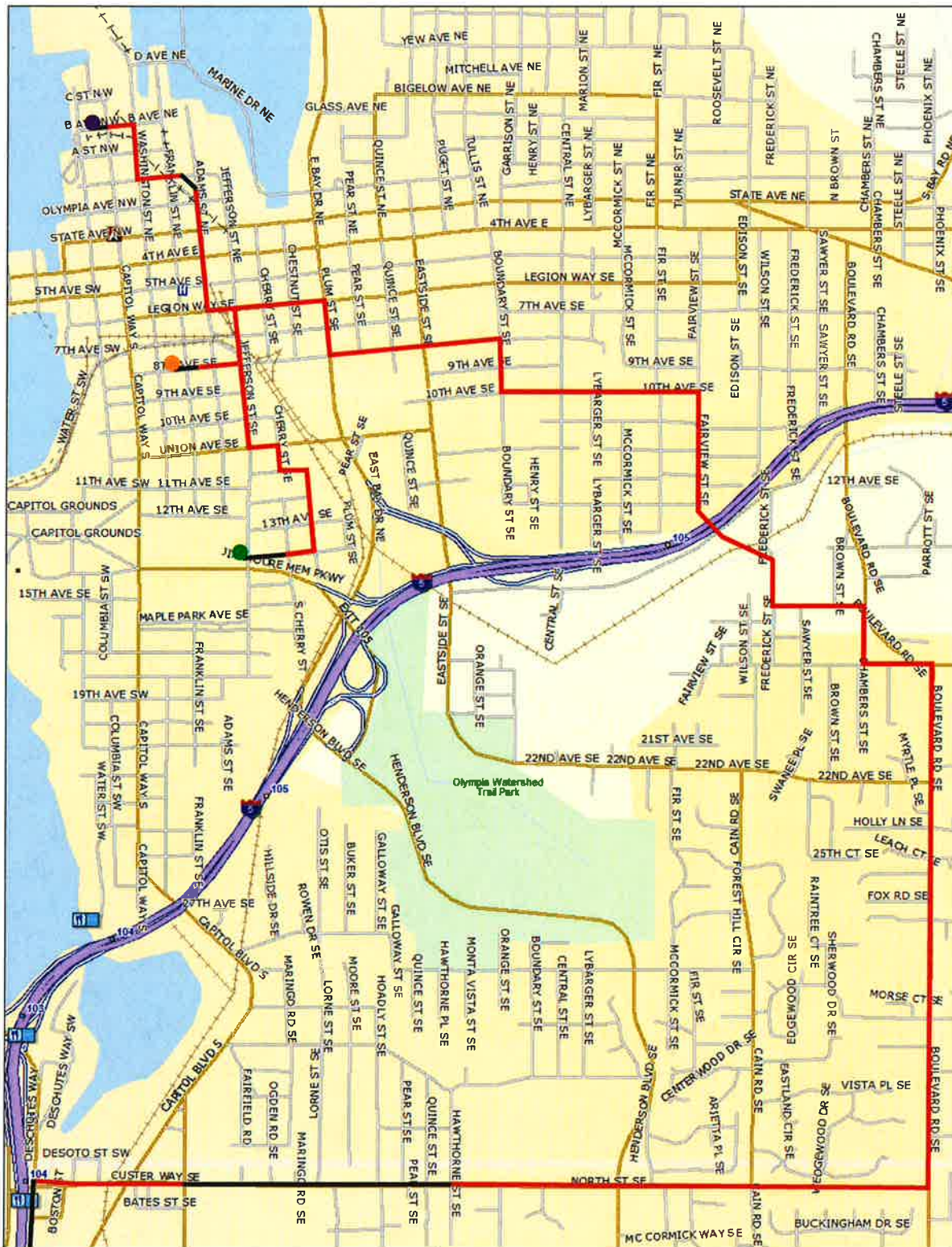
**PUBLISHED:**

**ATTACHMENTS:** *EXHIBIT A, NOEL COMMUNICATIONS INC. system map (combination NOEL COMMUNICATIONS INC./ facilities)  
EXHIBIT B, Master Use Permit Agreement Acceptance Form,  
NOEL COMMUNICATIONS INC.*

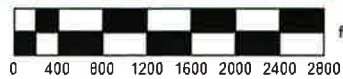


# EXHIBIT A

## Noel Communications – City of Olympia local fiber



- Legend:
- Aerial fiber —
  - Buried fiber —
  - Noel office ●
  - Century Link Central Office ●
  - Consolidated Technology Services Bldg ●



Data Zoom 13-5

**EXHIBIT B**

**MASTER USE PERMIT ACCEPTANCE FORM**

**NOEL COMMUNICATIONS, INC.**

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

City of Olympia  
City Clerk's Office  
PO Box 1967  
Olympia, WA 98507

Re: Ordinance No. \_\_\_\_\_  
Adopted \_\_\_\_\_

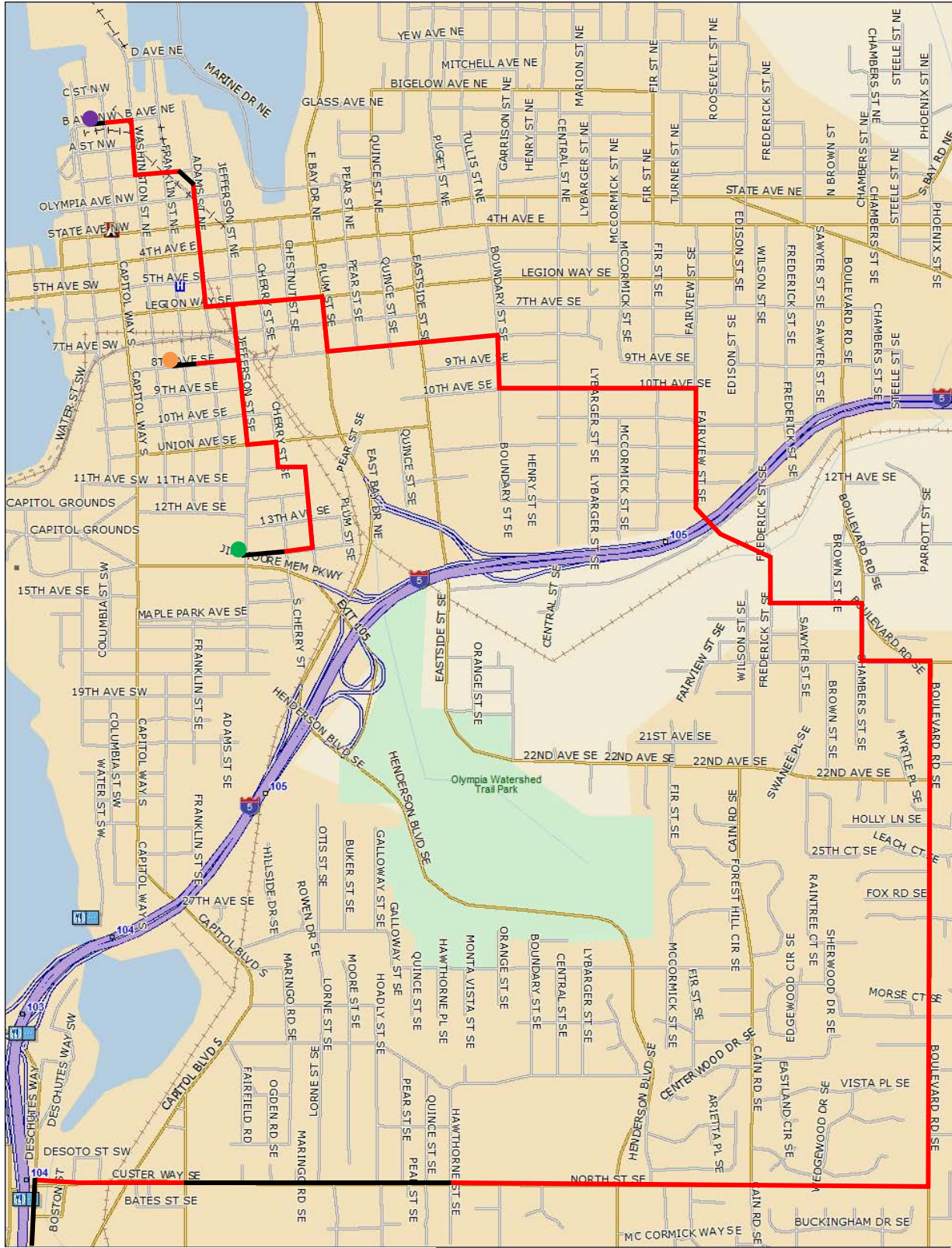
In accordance with and as required by Section 4 of the City of Olympia Ordinance referenced above, Noel Communications, Inc., hereby accepts the terms, conditions and obligations to be complied with or performed by it under the Ordinance.

I certify that I am duly authorized to execute this acceptance on behalf of Noel Communications.

\_\_\_\_\_  
Signature

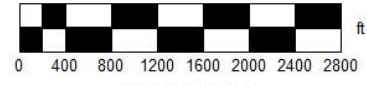
\_\_\_\_\_  
Printed Name and Title

# Noel Communications – City of Olympia local fiber



- Legend:
- Aerial fiber —
  - Buried fiber —
  - Noel office ●
  - Century Link Central Office ●
  - Consolidated Technology Services Bldg ●

MN (16.4° E)



Data Zoom 13-5

### 11.06.030 Determination by the city

Within One hundred twenty (120) days after receiving a complete application under Section 11.06.020 hereof, the City shall issue a written determination granting or denying the application in whole or in part, except with the agreement of the applicant, or where the City Council cannot reasonably act within the 120-day period. For the purpose of this Section, "act" means that the City makes the decision to grant, condition, or deny the use permit, which may be subject to administrative appeal, or notifies the applicant in writing of the amount of time that will be required to make the decision and the reasons for this time period. If the service provider requires action in less than thirty (30) days, the service provider shall advise the City Council in writing of the reasons why a shortened time period is necessary and the time period within which action by the City is requested. The City Council shall reasonably cooperate to meet the request where practicable.

Prior to granting or denying a franchise under this Chapter, the City Council shall conduct a public hearing and make a decision based upon the standards set forth below. Pursuant to RCW 35A.47.040 [§](#), the City Council shall not approve any master permit hereunder until the next regularly scheduled Council meeting following the public hearing. **The City Councils approval or denial of the application shall be issued in writing, based on the following:**

- A. Whether the applicant has received all requisite licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed by the applicant.**
- B. The capacity of the public ways to accommodate the applicant's proposed Facilities.**
- C. The capacity of the right-of-way to accommodate additional utility and Facilities if the master permit is granted.**
- D. The damage or disruption, if any, of public or private facilities, improvements, service, travel or landscaping if the master permit is granted;**
- E. The public interest in minimizing the cost and disruption of construction within the right-of-way.**
- F. Applicants proposed compliance with the City's Development Guidelines.**
- G. The effect, if any, on public health, safety and welfare if the master permit requested is granted.**
- H. The availability of alternate routes and/or locations for the proposed Facilities.**
- I. Applicable federal and state telecommunications laws, regulations and policies.**

The reasons for a denial of a master permit shall be supported by substantial evidence contained in a written record. A service provider adversely affected by the final action denying a master permit, or by an unreasonable failure to act on a master permit as set forth above, may commence an action within thirty (30) days to seek relief, which shall be limited to injunctive relief.

(Ord. 6033 §26, 2000; Ord. 5816 §3, 1998).

## **RCW 35.99.030**

# **Master, use permits — Injunctive relief — Notice — Service providers' duties.**

(1) Cities and towns may require a service provider to obtain a master permit. A city or town may request, but not require, that a service provider with an existing statewide grant to occupy the right-of-way obtain a master permit for wireline facilities.

(a) The procedures for the approval of a master permit and the requirements for a complete application for a master permit shall be available in written form.

(b) Where a city or town requires a master permit, the city or town shall act upon a complete application within one hundred twenty days from the date a service provider files the complete application for the master permit to use the right-of-way, except:

(i) With the agreement of the applicant; or

(ii) Where the master permit requires action of the legislative body of the city or town and such action cannot reasonably be obtained within the one hundred twenty day period.

(2) A city or town may require that a service provider obtain a use permit. A city or town must act on a request for a use permit by a service provider within thirty days of receipt of a completed application, unless a service provider consents to a different time period or the service provider has not obtained a master permit requested by the city or town.

(a) For the purpose of this section, "act" means that the city makes the decision to grant, condition, or deny the use permit, which may be subject to administrative appeal, or notifies the applicant in writing of the amount of time that will be required to make the decision and the reasons for this time period.

(b) Requirements otherwise applicable to holders of master permits shall be deemed satisfied by a holder of a cable franchise in good standing.

(c) Where the master permit does not contain procedures to expedite approvals and the service provider requires action in less than thirty days, the service provider shall advise the city or town in writing of the reasons why a shortened time period is necessary and the time period within which action by the city or town is requested. The city or town shall reasonably cooperate to meet the request where practicable.

(d) A city or town may not deny a use permit to a service provider with an existing statewide grant to occupy the right-of-way for wireline facilities on the basis of failure to obtain a master permit.

(3) The reasons for a denial of a master permit shall be supported by substantial evidence contained in a written record. A service provider adversely affected by the final action denying a master permit, or by an unreasonable failure to act on a master permit as set forth in subsection (1) of this section, may commence an action within thirty days to seek relief, which shall be limited to injunctive relief.

(4) A service provider adversely affected by the final action denying a use permit may commence an action within thirty days to seek relief, which shall be limited to injunctive relief. In any appeal of the final action denying a use permit, the standard for review and burden of proof shall be as set forth in RCW [36.70C.130](#).

(5) A city or town shall:

(a) In order to facilitate the scheduling and coordination of work in the right-of-way, provide as much advance notice as reasonable of plans to open the right-of-way to those service providers who are current

users of the right-of-way or who have filed notice with the clerk of the city or town within the past twelve months of their intent to place facilities in the city or town. A city is not liable for damages for failure to provide this notice. Where the city has failed to provide notice of plans to open the right-of-way consistent with this subsection, a city may not deny a use permit to a service provider on the basis that the service provider failed to coordinate with another project.

(b) Have the authority to require that facilities are installed and maintained within the right-of-way in such a manner and at such points so as not to inconvenience the public use of the right-of-way or to adversely affect the public health, safety, and welfare.

(6) A service provider shall:

(a) Obtain all permits required by the city or town for the installation, maintenance, repair, or removal of facilities in the right-of-way;

(b) Comply with applicable ordinances, construction codes, regulations, and standards subject to verification by the city or town of such compliance;

(c) Cooperate with the city or town in ensuring that facilities are installed, maintained, repaired, and removed within the right-of-way in such a manner and at such points so as not to inconvenience the public use of the right-of-way or to adversely affect the public health, safety, and welfare;

(d) Provide information and plans as reasonably necessary to enable a city or town to comply with subsection (5) of this section, including, when notified by the city or town, the provision of advance planning information pursuant to the procedures established by the city or town;

(e) Obtain the written approval of the facility or structure owner, if the service provider does not own it, prior to attaching to or otherwise using a facility or structure in the right-of-way;

(f) Construct, install, operate, and maintain its facilities at its expense; and

(g) Comply with applicable federal and state safety laws and standards.

(7) Nothing in this section shall be construed as:

(a) Creating a new duty upon city [cities] or towns to be responsible for construction of facilities for service providers or to modify the right-of-way to accommodate such facilities;

(b) Creating, expanding, or extending any liability of a city or town to any third-party user of facilities or third-party beneficiary; or

(c) Limiting the right of a city or town to require an indemnification agreement as a condition of a service provider's facilities occupying the right-of-way.

(8) Nothing in this section creates, modifies, expands, or diminishes a priority of use of the right-of-way by a service provider or other utility, either in relation to other service providers or in relation to other users of the right-of-way for other purposes.

[2000 c 83 § 3.]

## **RCW 35.21.860**

# **Electricity, telephone, or natural gas business, service provider — Franchise fees prohibited — Exceptions.**

(1) No city or town may impose a franchise fee or any other fee or charge of whatever nature or description upon the light and power, or gas distribution businesses, as defined in RCW [82.16.010](#), or telephone business, as defined in RCW [82.16.010](#), or service provider for use of the right-of-way, except:

(a) A tax authorized by RCW [35.21.865](#) may be imposed;

(b) A fee may be charged to such businesses or service providers that recovers actual administrative expenses incurred by a city or town that are directly related to receiving and approving a permit, license, and franchise, to inspecting plans and construction, or to the preparation of a detailed statement pursuant to chapter [43.21C](#) RCW;

(c) Taxes permitted by state law on service providers;

(d) Franchise requirements and fees for cable television services as allowed by federal law; and

(e) A site-specific charge pursuant to an agreement between the city or town and a service provider of personal wireless services acceptable to the parties for:

(i) The placement of new structures in the right-of-way regardless of height, unless the new structure is the result of a mandated relocation in which case no charge will be imposed if the previous location was not charged;

(ii) The placement of replacement structures when the replacement is necessary for the installation or attachment of wireless facilities, the replacement structure is higher than the replaced structure, and the overall height of the replacement structure and the wireless facility is more than sixty feet; or

(iii) The placement of personal wireless facilities on structures owned by the city or town located in the right-of-way. However, a site-specific charge shall not apply to the placement of personal wireless facilities on existing structures, unless the structure is owned by the city or town.

A city or town is not required to approve the use permit for the placement of a facility for personal wireless services that meets one of the criteria in this subsection absent such an agreement. If the parties are unable to agree on the amount of the charge, the service provider may submit the amount of the charge to binding arbitration by serving notice on the city or town. Within thirty days of receipt of the initial notice, each party shall furnish a list of acceptable arbitrators. The parties shall select an arbitrator; failing to agree on an arbitrator, each party shall select one arbitrator and the two arbitrators shall select a third arbitrator for an arbitration panel. The arbitrator or arbitrators shall determine the charge based on comparable siting agreements involving public land and rights-of-way. The arbitrator or arbitrators shall not decide any other disputed issues, including but not limited to size, location, and zoning requirements. Costs of the arbitration, including compensation for the arbitrator's services, must be borne equally by the parties participating in the arbitration and each party shall bear its own costs and expenses, including legal fees and witness expenses, in connection with the arbitration proceeding.

(2) Subsection (1) of this section does not prohibit franchise fees imposed on an electrical energy, natural gas, or telephone business, by contract existing on April 20, 1982, with a city or town, for the duration of the contract, but the franchise fees shall be considered taxes for the purposes of the limitations established in

RCW [35.21.865](#) and [35.21.870](#) to the extent the fees exceed the costs allowable under subsection (1) of this section.

[2014 c 118 § 2; 2007 c 6 § 1020; 2000 c 83 § 8; 1983 2nd ex.s. c 3 § 39; 1982 1st ex.s. c 49 § 2.]

**Notes:**

**Part headings not law -- Savings -- Effective date -- Severability -- 2007 c 6:** See notes following RCW [82.32.020](#).

**Findings -- Intent -- 2007 c 6:** See note following RCW [82.14.495](#).

**Construction -- Severability -- Effective dates -- 1983 2nd ex.s. c 3:** See notes following RCW [82.04.255](#).

**Intent -- Construction -- Effective date -- Fire district funding -- 1982 1st ex.s. c 49:** See notes following RCW [35.21.710](#).

"Service provider" defined: RCW [35.99.010](#).





# City of Olympia

## City Council

### PUBLIC HEARING - Draft Olympia Comprehensive Plan

**Agenda Date:** 7/22/2014  
**Agenda Item Number:** 5.A  
**File Number:**14-0499

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**Type:** public hearing **Version:** 2 **Status:** Filed

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#### **Title**

PUBLIC HEARING - Draft Olympia Comprehensive Plan

#### **Recommended Action**

##### **City Manager Recommendation:**

Hold a public hearing on the Olympia Comprehensive Plan and keep the record open to receive written comments through 5:00 p.m., August 5, 2014.

#### **Report**

##### **Issue:**

At its May 20, 2014, meeting, the City Council directed staff to schedule a public hearing on its updated Draft Comprehensive Plan. Should the Council keep the record open to receive written public comments for an additional two weeks?

#### **Staff Contact:**

Leonard Bauer, Deputy Director, Community Planning and Development, 360.753.8206

#### **Presenter(s):**

Leonard Bauer, Deputy Director, Community Planning and Development

#### **Background and Analysis:**

The *Imagine Olympia* website (see link in Attachments) contains the Council public hearing draft of the Olympia Comprehensive Plan. It also contains numerous other documents and videos summarizing the draft Comprehensive Plan and describing the public process through which it was created.

#### Background on the Comprehensive Plan

In 2009, the City initiated a major update to its Comprehensive Plan. The Comprehensive Plan describes the City's vision for the next twenty years, and provides the policy direction for the City to achieve that vision. The state Growth Management Act (GMA) requires that the Comprehensive Plan accommodate the growth that is projected to occur over the next twenty years. Plan elements include land use, housing, capital facilities, utilities, natural resources, transportation, economic development, cultural resources, and other topics.

The Comprehensive Plan may be amended annually and a major update is required every eight years by the GMA. This is the City of Olympia's major comprehensive plan update. Each major update must also address development regulations, and coordination with Thurston County to update urban growth areas. These remaining portions of the City's required GMA update will be completed by the deadline in June 2016.

The Growth Management Act requires that six counties, including Thurston County in cooperation with its cities, periodically prepare a "Buildable Lands Report" that examines whether those counties have sufficient lands available for anticipated growth and development. The counties and their cities are to review the most recent Buildable Lands Report to ensure their comprehensive plan remains consistent with the Growth Management Act. Thurston County recently adopted an update to its Buildable Lands Report. Based on analysis of this updated Report, staff is providing the attached memo recommending edits to the discussion of the Report in the Draft Comprehensive Plan. Action on these proposed edits is not needed until after the Council's public hearing and comment period are completed. Note that these changes only update background information; they would not change the substance or policies of the Plan.

#### Public Process Background

Between 2009 and 2012, City staff and the Olympia Planning Commission reached out to the community through the *Imagine Olympia* process - including meetings, events, personal interviews, online surveys and more. Over 1,200 community members participated in the public process to develop the draft Comprehensive Plan.

The Olympia Planning Commission completed preliminary draft recommendations in March 2013. After the Planning Commission submitted an Addendum to those recommendations in May 2013, the City Council returned the Addendum to the Commission in October for additional consideration. The Planning Commission completed its final recommendations in December 2013.

The City Council held ten meetings, work sessions and committee meetings to review and make revisions to the Planning Commission recommendations. Background for each of the issues discussed by the City Council is included on the *Imagine Olympia* website, and is provided in the staff reports for the City Council meetings held on February 25, April 15, May 6, and May 20, 2014.

At its May 20, 2014, meeting, the City Council directed staff to schedule a public hearing on the Council Public Hearing Draft of the Olympia Comprehensive Plan. Since then, staff made 13 presentations to interested community groups on the Council Public Hearing Draft. The on-line version of the Council Public Hearing Draft was made available June 25. Informational open houses were held at City Hall on July 9 and 10.

#### **Neighborhood/Community Interests (if known):**

The Comprehensive Plan is of community-wide interest. Public input collected during the Comprehensive Plan Update *Imagine Olympia* process is documented on the Imagine Olympia website. Over 1,000 pages of public comment were received by the Olympia Planning Commission during its consideration of the Plan. Additional public comment was accepted during consideration of issues referred to the Land Use and Environment Committee.

#### **Options:**

1. Conduct public hearing on the Draft Olympia Comprehensive Plan and keep the record open to receive written comments through 5:00 p.m., August 5, 2014.
2. Conduct public hearing on the Draft Olympia Comprehensive Plan and close the public hearing.

**Financial Impact:**

None; this work item is part of the Comprehensive Plan Update. Individual policies may have financial implications in the future as they are implemented.



# Draft Comprehensive Plan

June 2014

**City Council Public Hearing Draft**

Visit us online to learn more at  
[imagineolympia.com](http://imagineolympia.com)





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# Foreword

The City of Olympia adopted its first Comprehensive Plan over fifty years ago. Although Washington's Planning Enabling Act only required that land use and transportation issues be included, Olympia's plans have also addressed other topics such as parks, schools, utilities and the local economy. In 1990, the State's Growth Management Act (GMA) directed Olympia's plan, and those of other growing cities and counties, address statewide goals and include specific 'elements'. The table below shows where the elements required by the GMA are addressed in this Comprehensive Plan.

Olympia's Comprehensive Plan is an integrated single plan and should be read as a whole. It is composed of two volumes, the first of which includes ten chapters. Specific topics often are related to many or all chapters, but are addressed within a single chapter to avoid repetition. Thus, these chapters are only for organizing the plan's content. They do not reflect the structure of the City's government or any particular model of city planning.

Following is a table that summarizes the contents of each chapter of the Comprehensive Plan. The Growth Management Act (GMA) establishes required elements that must be contained in all Comprehensive Plans. In the Growth Management statute these mandatory elements are listed under RCW 36.70A.070 in the following order:

1. Land Use
2. Housing
3. Capital Facilities
4. Utilities
5. Rural element for non-urban lands
6. Transportation
7. Economic development
8. Parks and recreation<sup>1</sup>

Listed on the far right of the table below are the GMA-mandated element(s) that are addressed in each of the Comprehensive Plan Chapters. In some cases, additional GMA requirements are noted as being addressed in Comprehensive Plan Chapters. If you are interested in a more detailed crosswalk between the City's Comprehensive Plan and the mandatory GMA elements, a "GMA Checklist" has been completed and can be provided to you upon request.

Comprehensive Plan Chapter	Description	GMA-Required Elements Addressed
Volume 1		
Introduction	Overview of the Plan and its setting <sup>2</sup>	N/A
Community Values & Vision	Summary of the foundations of the Plan	N/A
Public Participation and Partners	Description of the relationship between the City government and others who implement the Plan	Not a formal GMA element; does meet requirements of RCW 36.70A.035, 36.70A.130 and 36.70A.140
Natural Environment	Focused on elements of the community's environment that were not built by people; it includes the City's shoreline goals and policies, and addresses means of reducing land use impacts on the natural environment – such as urban forestry	Land Use; also addresses requirements of RCW 36.70A.170 and .172
Land Use and Urban Design	Addresses the pattern and form of land uses addressing the pattern and form of land uses like housing, businesses and industry and how to ensure compatibility, blending and adequate space for each (a GMA-requirement). This chapter encompasses topics like landscaping and architectural design, preservation and appreciation of historic resources. It also addresses the pattern and form of land uses, housing, businesses and industry, and how to ensure compatibility, blending and adequate space for each. This chapter encompasses topics like landscaping and architectural design, preservation and appreciation of historic resources, and more detailed planning for specific areas of the community.	Land Use (multiple elements); Housing (elements a-d); Transportation element 6(a)(i)
Transportation	Addresses all aspects of mobility including cars, buses, trucks, trains, bikes and walking	Transportation (all required elements)
Utilities	Overview of plans for both private and public utilities (such as water, sewer, solid waste, and electricity) and their use of land; details regarding utilities are often included in separate "Master Plans"	Land Use (protection of drinking water, drainage, flooding and stormwater runoff); Utilities (multiple elements)
Public Health,	Addresses the use of land for parks	Parks and recreation elements

Comprehensive Plan Chapter	Description	GMA-Required Elements Addressed
Arts, Parks and Recreation	and open space and community activities such as recreation, the arts, and other aspects of mental and physical well-being	a-c
Economy	Description of Olympia’s approach to local investment, business and jobs within the context of the global economy	Economy elements a-c
Public Services	Addresses services provided by the public sector, such as housing and other social service programs, schools, and police and fire protection; along with the land needed for those services	Land Use; Transportation; Housing
Volume 2		
Capital Facilities	The <a href="#">Capital Facilities Plan</a> is a 6-year plan that is updated annually, and can be found on the City’s website	Capital Facilities (elements a-e)

<sup>1</sup>Economic Development and Parks and Recreation elements are required only if the state legislature provides funding (RCW 36.07A.070(9))

<sup>2</sup>When updated in 1994 and in 2014, respectively, an environmental impact statement (EIS) and a supplement EIS were prepared. Those documents provide more extensive background information regarding the state of the community at those points in time.

# Introduction to the Comprehensive Plan



View of the Capitol Building from Heritage Park Fountain  
[[Photo: ViewofCapitolBuildingfromHeritagePark.jpg align=right caption=View of the Capitol Building from Heritage Park Fountain]]

The City of Olympia’s Comprehensive Plan builds upon our community’s values and our vision for the future. A set of goals and policies provides more detailed direction for the realization of the values and vision. In turn, these serve as the framework upon which City regulations, programs and other plans are formed.

As many as 20,000 additional people are expected to join our community over the next two decades. This Plan is our strategy for maintaining and enhancing our high quality of life and environment while accommodating both the changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years.

The Comprehensive Plan is not just a plan for city government. Developed out of input from thousands of people in our community at different times over decades, the Comprehensive Plan truly is the community’s plan. Many of the goals and policies listed call for coordination and collaboration among individual citizens, neighborhoods and civic groups, and City government. As always, there will be challenges and change, but the intent is to build on the creativity and strength of our community to shape how we develop.

## How to Use this Document

This Comprehensive Plan is separated into eleven chapters:

1. Introduction to the Comprehensive Plan;
2. Community Values & Vision

3. Public Participation and Partners;
4. Natural Environment;
5. Land Use and Urban Design;
6. Transportation;
7. Utilities;
8. Economy;
9. Public Health, Arts, Parks and Recreation;
10. Public Services; and
11. Capital Facilities

There are many issues that connect these chapters. For example, policies related to trees exist in the Natural Environment chapter as well as under Land Use and Urban Design, Transportation, Utilities and even Economy. Likewise, policies related to walk-ability are included under both Land Use and Urban Design and Transportation. If viewing an electronic version, use the 'search' function to find all of the policies related to specific topics.

The goals in this Plan are the end states we hope to achieve as a community; some will take longer than others to realize. Policies describe how the City will act in a broad sense to achieve these goals. At times, goals or policies may seem to be in conflict with each other. For example, a goal to increase density may seem to be in conflict with a goal to preserve open space. The complex challenges and opportunities we face as a community often require us to strike a balance between different goals and policies to provide the best outcome for the community as a whole. Thus, individual goals and policies should always be considered within the context of the entire Plan.

There may be a period of time after the City Council adopts changes to the Plan before staff, the public and policy makers are able to take action to implement it. The City will make every effort to quickly and reasonably develop, review and adopt any new or revised regulations to conform to this Plan.

[[Change: In addition to updating the Comprehensive Plan, the City Council directed preparation of an 'Action Plan' to guide implementation of the Plan. The section below describes that yet-to-be-drafted document.]]

## **Implementation**

This update to the Comprehensive Plan does not include specific actions or measurements. A companion document to the Plan is an "action plan" or "implementation strategy" that includes specific timeframes and actions for



implementing the Plan. This strategy will establish priorities, set responsibility and determine how we will measure progress toward our goals. This is also an important tool for communicating and tracking what the City and Olympia residents are doing to help our community achieve its vision.

The City looks for partners from all sectors of the community: residents, businesses, developers, non-profits, the faith community, schools, neighborhood associations, other government agencies and organizations to help implement the Comprehensive Plan. Partnerships will help our community work together to realize our common vision.

There are many different types of actions that could be taken to implement this Plan. Some elements in the Plan are implemented through the development code and Engineering Design and Development Standards (EDDS), which, along with other government actions must be consistent with the Plan under state law. Other elements in the Plan depend heavily or exclusively on community involvement.



Beautiful sunshine display at Procession of the Species.

[[Photo: SunshineDisplayProcessionofSpecies.jpg align=right caption=Beautiful sunshine display at Procession of the Species.]]

## Context for the Comprehensive Plan

In the early 1990s, the Washington State Growth Management Act (GMA) was passed in response to rapid and sprawling growth in many parts of the state that was causing a decrease in quality of life, negative effects on the environment, and increased costs for municipal infrastructure and maintenance. Revision of our Comprehensive Plan was a requirement for Olympia under GMA and Olympia adopted a revised Comprehensive Plan under the Act in 1994.

The Act requires most urban counties and cities in the state to prepare comprehensive plans to address how they will manage expected growth. It directs urban areas, like Olympia, to absorb more of the state's population growth than rural areas, thereby preserving forests, animal habitat, farmland, and other important lands. Focusing growth in urban areas also reduces traffic, pollution, and the costs of providing city services that protect the health, safety and quality of life of citizens.

The Act defines [13 goals](#), plus a [shoreline goal](#) to guide the development and adoption of comprehensive plans. These focus on "smart growth" principles that maximize use of land and existing utilities, protect historic and natural resources, and lower traffic and housing costs. Fortunately, Olympia has been taking this approach for a long time.

Olympia has long understood the merits of planning for the future and had a Comprehensive Plan as early as 1959.

In many ways, our earlier plans created the community we have today. For example, during community outreach for the 1994 plan, citizens expressed a desire for Olympia to become a "City of Trees." In response, the community developed several goals and policies to guide a new Olympia Urban Forestry Program. Since then, we've planted thousands of street trees, and been consistently recognized by the National Arbor Day Foundation as a Tree City USA.



Community members planting trees at the 1000 Trees in One Day event on March 28, 2008.

[[Photo: CommunityMembersPlantingTrees.jpg align=right caption=Community members planting trees at the 1000 Trees in One Day event on March 28, 2008.]]

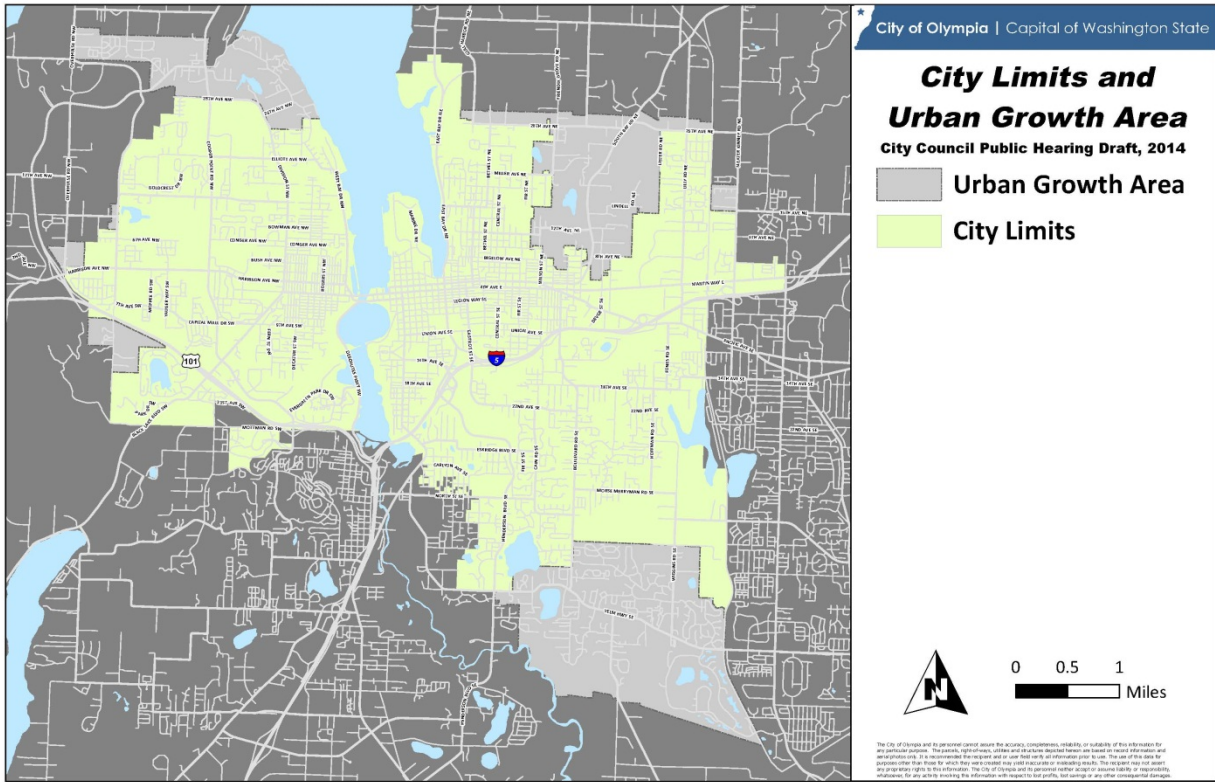
## A Changing Community

[[Change: The population and employment forecasts below are based on data from the [2014 Thurston Regional Planning Council Buildable Lands Report](#). Forecasts based on the 2010 Census were issued in 2012 and 2013 after this draft Plan was prepared.]]

Since the 1970s, the population and economy of the Puget Sound region has been growing. According to the [Thurston County Profile](#), the county's population more than doubled between 1980 and 2010. Forecasters expect Olympia's population and employment will continue to increase over the next 20 years. In 2010, the estimated population of Olympia and its Urban Growth Area was 58,310 residents. Forecasters expect our population will increase to 84,400 by 2035, a rate of approximately 2% per year. A majority of this increase will be due to in-migration. People are attracted to living here because we have a relatively stable economy, a beautiful environment, friendly and safe neighborhoods, good schools and lower living costs than our neighbors to the

north. Many of these new residents will work within the current City limits and the unincorporated Urban Growth Area.

## Olympia and its Urban Growth Boundaries



Map of Olympia and its Urban Growth Boundaries

[[Map: City-Limits-and-UGA-052114.jpg align=center caption=Map of Olympia and its Urban Growth Boundaries.]]

In 2012, Olympia’s urban growth area was about 16,000 acres. This includes about 12,000 acres within City limits and 4,000 acres in the unincorporated area, which may eventually be annexed into the City. In cooperation with Olympia, Lacey and Tumwater, Thurston County has established and periodically reviews Urban Growth Areas. In these areas, urban growth is encouraged; outside of them, rural densities and services will be maintained.

Much of the land in the City is already developed, but there is still adequate room to accommodate our expected population and employment growth. This land capacity analysis can be found in the Thurston County [Buildable Lands Report](#).

## Preserving our Sense of Place and Connections

The City embraces our Comprehensive Plan as an opportunity to enhance the things Olympians care about. As we grow and face change, Olympians want to preserve the unique qualities and familiarity of our community. We draw a sense of place from the special features of our city: walk-able neighborhoods, historic buildings, views of the mountains, Capitol and Puget Sound, and our connected social fabric. These features help us identify with our community, enrich us, and make us want to invest here socially, economically and emotionally.

During development of this Plan, many people expressed a desire to maintain a "small town feel." Olympians want to feel connected to each other and to our built and natural environment. We want to live in a friendly and safe community where we know our neighbors and shopkeepers, and run into friends along the sidewalk. We value harmony with nature, thriving small businesses, places to gather and celebrate, and an inclusive local government.

Olympians expressed that they are willing to accept growth as long as our environment and sense of place is preserved. That means protecting the places and culture that we recognize as "Olympia," even if those things are a little different for each of us. It also means focusing on our community values and vision as we grow.

### Key Challenges

Beyond our community's values and vision are other influences that present both challenges and opportunities. Implementation of this Plan will require creative solutions to:

**Become a More Sustainable City:** The City needs to make investments based on an integrated framework that compares lifecycle costs and benefits of all City investments and to encourage sustainable practices by individuals and organizations through education, technical assistance, and incentives.

**Accommodate Growth:** Increased growth in Olympia is anticipated. Citizens need to integrate the: quality of new residences, demographics, likely places of residence, housing typology, and prevention of rural and city sprawl. In addition, citizens need to identify housing and service programs for increased populations of seniors and homeless.

**Integrate Shoreline Management Program (SMP):** Special coordination is necessary to integrate the SMP with the Comprehensive Plan. Olympians value

ample public space along their marine shoreline and waterways to balance growth downtown.

**Revitalize Our Downtown:** Located on Puget Sound and along the Deschutes River, downtown is the site of many historic buildings and places, and is home to many theatres, galleries, and unique shops as well as the State Capitol. At the same time, Olympia's downtown has yet to become the walkable, comfortable place the community desires. To add vibrancy while retaining our desired small town feel will require more downtown residents, better amenities, attractive public spaces, green space, thriving local businesses, and integrated standards for design.

**Conserve and Protect Limited Natural Resources:** As we grow, Olympia will become a higher density city and our land and water supplies will need to support more people. We can take advantage of growth as a tool to reshape our community into a more sustainable form; to do so we must balance growth, use our resources wisely, and consider the carrying capacity of the land.

**Address Climate Change and Sea-Level Rise:** Sea-level could rise in Olympia by 50 inches or more over the next century due to warming of the oceans and settling land. This will put much of Olympia's downtown at risk of flooding since it lies only one to three feet above the current highest high tides. Over the next 20 years, the City will continue to explore how to address sea-level rise impacts on our downtown.

**Fund a Long-term Vision:** The economy fluctuates and funding circumstances change. This affects our ability to carry out planned actions over the years. Present resources are already stretched thin, and there is little ability to take on new programs without new revenue sources. We must identify funding strategies, explore operating efficiencies and develop partnerships to provide the diversity and flexibility to fund our vision.



Young Olympians working together to plant a tree.

[[Photo: YoungOlympiansPlantTree.jpg align=right caption=Young Olympians working together to plant a tree.]]

## For More Information

- The [Washington State Growth Management Act](#) establishes rules to guide the development of comprehensive plans and development regulations that shape growth over a 20-year horizon
- 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.





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# Community Values & Vision

During 2009-2014, the City and public engaged in a broad update to Olympia's Comprehensive Plan. The City held over 30 public meetings and collected over 2000 comments from community members about what they value in Olympia and their vision for Olympia's future. These community values and visions are distilled below and reflected in the goals and policies throughout the Comprehensive Plan.

## Public Participation and Partners

### What Olympia Values:

*Olympians value their right to participate in city government, and to engage in meaningful, open and respectful community dialogue regarding decisions that affect our community.*

### Our Vision for the Future:

*Through collaborative and open discussions, Olympians embrace a shared responsibility to make our community a better place.*

The City of Olympia places a high priority on engaging citizens early and often, and regularly demonstrates how the voices of the community are heard. When issues come up, the City's healthy public participation process helps each segment of the community to understand the larger picture and the need to act in the best interest of the City as a whole. Olympia engages the public in major decisions through a variety of methods, including community conversations, public forums, and interest-based negotiation, and makes sure these citizens know how their input was used. Because of this, the City has built trust with the community.

## Our Natural Environment

### What Olympia Values:

*Olympians value our role as stewards of the water, air, land, vegetation, and animals around us, and believe it is our responsibility to our children and grandchildren to restore, protect, and enhance the exceptional natural environment that surrounds us.*

## **Our Vision for the Future: A beautiful, natural setting that is preserved and enhanced.**

Olympia's unique natural setting will continue to make our city great. By working closely with surrounding governments we can successfully preserve, protect and restore the natural heritage we share.

As a result of this cooperative effort, Olympia will enjoy a dense tree canopy that will beautify our downtown and neighborhoods, and improve the health, environmental quality and economy of our city. Though our population will increase, our air and water will be cleaner and wildlife habitat will be preserved to maintain a biologically healthy diversity of species. Salmon will return and spawn in the streams where they were born. Seals, sea lions, orcas, and otters will roam the waters of southern Puget Sound.

## **Land Use and Urban Design**

### **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**

We envision a city of pedestrian-oriented streetscapes, livable and affordable neighborhoods, safe and meaningful street life, and high-quality civic architecture. Through collaboration with other agencies and partners, our urban waterfront will be a priceless asset, eventually running along the Deschutes River from Tumwater's historic buildings, down past Marathon and Heritage parks to Percival Landing and the Port Peninsula.

Capitol Way will be a busy and historic boulevard linking the waterfront and downtown to the Capitol Campus. By creating plazas, expanded sidewalks, and public art in public places, we will stimulate private investment in residential and commercial development, increasing downtown Olympia's retail and commercial vitality.

Olympia will work to create "urban nodes" of higher density and mixed-use development in specific locations along our urban corridor. We will encourage infill projects and remodeling of older structures; in turn we will

begin to create a more walkable community, where historic buildings and neighborhoods are valued, preserved, and adapted to new uses.

Well-implemented neighborhood sub-area planning will help us determine unique neighborhood assets to protect and enhance; where and how to increase density and retain green space; and develop safe and convenient access to everything from grocery stores, to schools, neighborhood parks, community gardens and neighborhood gathering places.

## Transportation

### What Olympia Values:

*Olympians want a transportation system that can move people and goods through the community safely while conserving energy and with minimal environmental impacts. We want it to connect to our homes, businesses and gathering spaces and promote healthy neighborhoods.*

**Our Vision for the Future: Complete streets that move people, not just cars.**

**Biking & Walking:** Olympians, both young and old, will be able to walk or bike to work, school, shopping, and recreation. Bike lanes and sidewalks will be safely integrated and often buffered from traffic along arterials and collectors throughout the city. Pedestrians and bicyclists will use trails and pathways built through open areas, between neighborhoods, and along shorelines. Sidewalks, both in compact, mixed-use neighborhoods and downtown, will encourage walkers to stop at shops and squares in lively centers near their homes. Trees and storefront awnings will line the streets.

**Commuting:** We envision a future in which nearly all residents will live within walking distance of a bus stop, and most people will commute by foot, bicycle, transit or carpool. Drivers will use small vehicles fueled by renewable resources. Electric buses will arrive every ten minutes at bus stops along all major arterials.

**Parking:** Parking lots for car commuters will be located on the edges of downtown, hidden from view by offices and storefronts. Variable pricing of street meters and off-street lots will ensure that parking is available for workers, shoppers and visitors. Short and long-term bike parking will be conveniently located. Throughout town, streets will provide room for both bike lanes and parking, and will be designed to slow traffic.

**Safety:** Because slower speeds will be encouraged, and crosswalks and intersections will be safer, deaths and injuries from collisions will be nearly eliminated.

## Utilities

### **What Olympia Values:**

*Olympians value a drinking water supply that is owned and controlled by the City. We want wastewater and stormwater treated effectively before it is discharged into Puget Sound. We understand and value the role that 'reuse, reduction and recycling' plays in our effort to conserve energy and materials.*

**Our Vision for the Future: Clean, plentiful water and significant reduction of waste.**

Through careful planning, improved efficiency of our drinking water use and rates that encourage conservation, Olympia will be able to meet the water needs of its future population. Our improved water treatment and reduced wastewater and storm water discharge will support abundant aquatic life in Budd Inlet and our local streams.

We will place less pressure on our local landfills, thanks to state and national packaging standards, local solid waste incentives, and the voluntary actions of our citizens. A majority of Olympia households will be using urban organic compost on their landscapes. Artificial fertilizers no longer contaminate local water bodies.

## Public Health, Parks, Arts and Recreation

### **What Olympia Values:**

*Olympians value the role parks, open space, recreation and art play in our lives; as these contribute to our sense of community, and to our physical, spiritual and emotional well-being.*

**Our Vision for the Future: A healthy, fun and enriching place to live.**

**Places where we can move:** The many parks and open spaces throughout our community will be key to maintaining the health of our

children, and all Olympians The Olympia School District will work with the City to allow maximum feasible public use of School District gyms and playgrounds.

**Programs that support health:** The City's work with school districts and local and state health agencies will foster programs that encourage good nutrition and exercise. These programs will complement other city regulations that are encouraging both urban agriculture and markets for sale of local and regional produce.

**A biking city:** Olympia will be continually expanding and upgrading its bicycle facility network and will see major increases in bike use, for both commuting and recreation. In selected areas where cyclists tend to concentrate, the City will provide separated bike facilities.

**Olympians walk – everywhere:** We envision a city in which all neighborhoods have sidewalks on at least one side of major collector streets. This, along with more pedestrian crossing improvements and neighborhood pathways, traffic calming devices, and enforcement of traffic laws, will contribute to a dramatic increase of walking in Olympia.

**An arts magnet:** The City will continue to sponsor and support music and art events and festivals, which attract residents and visitors from throughout the area. The City will take advantage of provisions in state law to fund art throughout the City.

## **Economy**

### **What Olympia Values:**

*Olympians recognize the importance of our quality of life to a healthy economy and value our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.*

### **Our Vision for the Future: Olympia's economy is healthy due to a diverse mix of new and existing employment sectors**

Because of our careful planning the Olympia economy will remain stable, especially when compared to similar cities throughout the state and region. The City's investment in the downtown will encourage market-rate housing, many new specialty stores and boutiques, and attract visitors to

places such as Percival Landing, the Hands on Children’s Museum, and our many theatre and art venues. Its work to strengthen regional shopping nodes, such as the area around Capital Mall, will provide high-density housing, transit, pedestrian and bicycle access, making Olympia a popular destination to live, work, play and study.

Entrepreneurs, attracted to an urban environment with an open and accepting culture, will create new start-ups in Olympia that diversify our job market and economy, making it less vulnerable to downturns in state government.

Meanwhile, on the city’s outskirts, small farms will continue to expand. Local food producers will further diversify local employment opportunities and help local residents and businesses be less vulnerable to the rising cost of imported food.

## **Public Services**

### **What Olympia Values:**

*Olympia residents value the protection our police, fire, and emergency medical services provide. They also support codes that enforce the City’s efforts to maintain neighborhood quality, adequate and affordable housing for all residents, community gathering places, and recreational centers.*

### **Our Vision for the Future: Responsive services and affordable housing for all.**

By adopting "affordable" housing program criteria, the City will help assure all residents can meet their basic housing needs. We believe this will contribute to a regional goal to end homelessness in our community. In turn, this would contribute to reducing the cost of City police and social services and make the downtown more attractive for businesses and visitors.

The strong code enforcement programs that will emerge from citizen involvement in every neighborhood will help protect the safety and distinct identity of all Olympia neighborhoods.

# Public Participation and Partners



Community members talk about their priorities at an Imagine Olympia event

[[Photo: Community-Members-Talk-About-Priorities.jpg align=right caption=Community members talk about their priorities at an Imagine Olympia event.]]

## What Olympia Values:

*Olympians value their right to participate in city government, and to engage in meaningful, open and respectful community dialogue regarding decisions that affect our community.*

## Our Vision for the Future:

*Through collaborative and open discussions, Olympians embrace a shared responsibility to make our community a better place.*

Read more in the Community Values and Vision chapter

## Introduction

Successful communities face their challenges collectively and harness the energy of different stakeholders. Without diverse participation in community decision-making, it is all too easy to descend into political gridlock over difficult problems.

The voices of citizens, local business owners and organizations provide the perspective and information that are absolutely essential to effective planning and decision-making regarding issues that will shape our community for generations to come. For this reason, the City has a strong, ongoing program to reach out and partner with all sectors of the



community.

The City has found cooperative relationships between members of the community and policy-makers, will continue to be essential if we are to achieve the collective vision and goals described in this Plan. It understands and makes use of effective and tested methods for encouraging citizens to engage at multiple levels as we continue to look for creative solutions to the challenges we all share.



A young citizen enjoys a beautiful day in Olympia.

[[Photo: Young-Citizen-Enjoys-Olympia.jpg align=right caption=A young citizen enjoys a beautiful day in Olympia.]]

## Public Participation is Essential



Active participation in civic affairs is an important part of life in Olympia, and the City has a long history of providing a forum for citizens to get involved. Our open government policies are essential to ensure residents, business owners, employees and other community members are able to effectively participate in any number of issues.



Young people having fun at a community event.  
[[Photo: Young-People-at-Community-Event.jpg align=right  
caption=Young people having fun at a community event.]]

There are several ways to participate in local government planning and decision-making in Olympia:

- Run for [City Council](#) or vote in the election
- Serve on a [citizen advisory board](#). Olympia has several volunteer citizen advisory boards that study critical issues and provide careful advice to the City Council
- Testify at a public hearing, share your opinion in a letter, or participate in a community workshop or meeting. The City keeps a [calendar](#) and posts [online agendas](#) of such events
- [Volunteer](#) in one of many City programs aimed at helping the community help itself, such as Stream Team, Volunteers in Police Services and Volunteers in Parks
- Get involved with [neighborhood programs](#). The City provides notification of certain development proposals, grant opportunities and other benefits to Recognized Neighborhood Associations (RNA) and the Coalition of Neighborhood Associations (CNA)
- Partner with the City to help implement the Comprehensive Plan. The City looks for partners from all sectors of the community to be involved in implementation through "[Imagine Olympia, Take Action](#)"
- Participate in planning for a "sub-area" that could include your own

neighborhood. As Olympia grows and changes, the City will be collaborating with local citizens and business owners to make key planning decisions on roads, walkways, bike paths, housing densities, and transit – to name a few.

Public outreach is essential, but also challenging. Some key challenges include:

- Our population is more diverse than ever, but our outreach resources are limited.
- Our desire to be responsive to citizen concerns must be balanced with very real legal and fiscal constraints, finite resources, and with our responsibility to make decisions for the overall public good, rather than for the benefit of individuals.
- Citizens, business owners, and local organizations need to understand the land-use development process so they can be involved in a meaningful way.

To address these challenges, the City is always looking for new and creative ways to engage the community, including using new technologies, such as social media, online discussion portals and high-quality visual maps. The City strives to create clear, concise and jargon-free information so that people from all walks of life can easily and quickly understand the issues and provide input. The City hopes this will inspire partnerships that will help the community to pool its resources so that needed changes can be made more quickly and efficiently.

While Olympians are involved in all aspects community planning, the land development process is often where neighborhood organizations and citizens first engage. The experience tends to be frustrating because citizen influence over decisions at this stage is somewhat limited. The City's intent in initiating sub-area planning is to give community members a chance to get involved early in the planning process for a relatively small area that includes their own neighborhood. Many communities refer to this type of planning process as "neighborhood planning." To avoid confusion with Olympia's numerous Recognized Neighborhood Associations, the City refers to the process as "sub-area planning."

Through sub-area planning, the City and Coalition of Neighborhood Associations work with stakeholders to identify neighborhood assets, challenges and priorities for development. Activities are geared toward learning; for the City to learn about neighborhood needs and desires, and for these groups to learn about the plans and regulations that guide

development in their area; and how land use decisions also must comply with federal, state and local laws. Although this process does not guarantee a neighborhood will get everything it wants, sub-area planning can help it get organized for future projects that will influence the direction of community decisions.



A citizen discusses neighborhood issues with City staff at a public meeting. [[Photo: Citizen-and-Staff-at-Public-Meeting.jpg align=right caption=A citizen discusses neighborhood issues with City staff at a public meeting.]]

## Goals and Policies

[[Change: Goal P1 is proposed to emphasize that implementation of the Plan requires actions by others, not just city government. Policies PP1.1, PP1.2 and PP1.3 are recommended means of implementing that goal.]]

**GP1 The City, individual citizens, other agencies and organizations all have a role in helping accomplish the vision and goals of the Comprehensive Plan.**

**PP1.1** Develop a strategy to implement the Comprehensive Plan goals and policies. Collaborate with partners, including City Advisory Committees and Commissions, neighborhoods, and other community groups, so that the

strategy reflects community priorities and actions.

**PP1.2** Annually measure and highlight progress towards achieving the Comprehensive Plan goals and policies. Engage the community in updating the strategy, publish performance reports, and recognize community partners who contribute to achieving the vision.

**PP1.3** As the action plan is developed and carried out, the City will provide education, technical assistance, volunteer opportunities and other methods to include the community in this work.

[[Change: GP2 and the related policies are new goal and policy statements reflecting current City practices.]]

**GP2 People of all ages, backgrounds and physical abilities can access public meetings and information.**



**PP2.1** Make information and outreach materials available through a variety of means.

**PP2.2** Use and consistently evaluate new technologies to improve ways for citizens to receive information and provide input.

**PP2.3** Evaluate and pursue creative methods to inform and engage community members and under-represented groups who may not ordinarily get involved in civic affairs.

**GP3 City decision processes are transparent and enable effective participation of the public.**



[[Change: New policy arising from public comment. Purpose is to increase consistency and quality of approaches.]]

**PP3.1** Support and encourage City staff and other community leaders to strengthen their capacity to design and implement effective public involvement strategies.

**PP3.2** Help the general public understand the structure of local government, how decisions are made, and how they can become involved.

[[Change: New policy statement arising from public comment. Purpose is

to improve communication and community relationships.]]

**PP3.3** Give citizens, neighborhoods, and other interested parties opportunities to get involved early in land use decision-making processes. Encourage or require applicants to meet with affected community members and organizations.

**PP3.4** Create structured opportunities for people to learn about city issues, share their experiences and motivations, and discuss public issues productively.

**PP3.5** Develop public participation plans when amending or updating the Comprehensive Plan or master plans. Develop public participation or communication plans for other major projects.

**PP3.6** Amend the Comprehensive Plan each year to incorporate the updated Capital Facilities Element and act upon other proposed changes to the Plan. Adopt these amendments only after notifying the public and providing opportunities for public comment.

**PP3.7** Seek input from the community, including neighborhood associations and other groups, before final decisions are made to site public and private utility facilities, especially when they may have a significant impact.

**PP3.8** Respect property owners' legal rights when implementing this plan. Regulations should provide for compensation for the property owner or waivers from requirements if the implementation of the regulation would otherwise constitute a legally defined "taking."

[[Change: Policy added for compliance with Growth Management Act.]]

**PP3.9** Adopt a moratorium or interim zoning control only in cases of an emergency as defined by State statute.

[[Change: GP4 and policies are new and recommended by Planning Commission.]]

**GP4 Citizens and other key stakeholders feel their opinions and ideas are heard, valued, and used by policy makers, advisory committees, and staff.**



**PP4.1** Build trust among all segments of the community through collaborative and inclusive decision making.

**PP4.2** Replace or complement the three-minute, one-way testimony format with an approach that allows meaningful dialogue between and among citizens, stakeholders, City Council members, advisory boards, and staff.

**PP4.3** Clearly define public participation goals and choose strategies specifically designed to meet those goals.

**PP4.4** Evaluate public participation strategies to measure their effectiveness in meeting desired goals.

**PP4.5** Select strategies from the full spectrum of public participation tools and techniques.

[[Change: Goal GP5 and related policies are new proposals for a sub-area planning process based on public input. See the Land Use and Urban Design Chapter for more information.]]

**GP5 Sub-area planning is conducted through a collaborative effort by community members and the City, and is used to shape how neighborhoods grow and develop.**



**PP5.1** Work with neighborhoods to identify the priorities, assets and challenges of designated sub-area(s), as well as provide information to increase understanding of land-use decision-making processes and the existing plans and regulations that could affect them.

**PP5.2** Encourage wide participation in the development and implementation of sub-area plans.


**PP5.3** Define the role that sub-area plans play in City decision-making and resource allocation.

**PP5.4** Allow initiation of sub-area planning by either neighborhoods or the City.

**PP5.5** Encourage collaboration between neighborhoods and City representatives.

## Our Partners: Strong Interjurisdictional Partnerships Help Our Region Thrive



Our City has strong planning partnerships with other area jurisdictions, and these have helped our region thrive. The [Thurston Regional Planning Council](#)  (TRPC), plays an important role in fostering this collaboration. TRPC consists of decision makers from numerous jurisdictions and organizations in Thurston County who meet regularly to discuss important regional issues. They also prepare a variety of plans and studies on environmental quality, land use and transportation, demographic trends, and other issues – all of which provide a framework for making informed decisions. Its work has influenced many parts of this Plan.

Because the City recognizes that our community is affected by forces outside our jurisdictional borders, we regularly coordinate with Thurston County and its other cities. We share [County-Wide Planning Policies](#), which ensure our comprehensive plans are coordinated and consistent. These policies express shared regional goals to:

- Improve livability
- Preserve and enhance the quality of our environment
- Preserve open spaces
- Offer varied and affordable housing
- Provide high-quality urban services at the lowest possible cost
- Plan for development in the urban growth area so that upon annexation, these areas transition from the county to cities (from rural to urban) in an organized way






Kids plant a tree sapling at a local park.

[[Photo: Kids-Plant-Tree.jpg align=right caption=Kids plant a tree sapling at a local park.]]

In addition to our County-Wide Planning Policies, the cities of Olympia, Lacey and Tumwater work with Thurston County to establish and periodically review Urban Growth Areas, where high density, urban growth is encouraged (See Land Use and Design chapter.)

Olympia's Urban Growth Area includes areas in unincorporated Thurston County the City expects to eventually annex. For this reason, it's important for the City of Olympia and Thurston County to establish common zoning and development regulations for these areas and avoid annexations that create illogical boundaries, which increase the cost of city services. The City and County periodically review the Urban Growth Boundary to get an accurate picture of future urban development.

Because this Plan applies, in part, to unincorporated Thurston County lands, it guides Thurston County decisions within Olympia Urban Growth Areas. The parts of this Plan that apply to these overlapping areas are often referred to as the "Joint Plan" for Olympia's Urban Growth Area and are also part of the [Thurston County Comprehensive Plan](#) .

The City also works closely with policy-makers from the State of Washington, Port of Olympia, Olympia School District and other jurisdictions to share information and collaborate when public resources

can be pooled.

The goals and policies below relate to partnerships focused on growth management.

## Goals and Policies



[[Change: The Growth Management goals and policies of the City have been reorganized and condensed. Details that reflect what is in County-wide Planning Policies were removed. The concept of "short-term" and "long-term" urban growth areas was removed from policy language because this 'two-tiered' approach was ultimately not included in the Joint Olympia-Thurston Comprehensive Plan.]]

### **GP6 Olympia accommodates growth in a way consistent with the regional goals expressed in [County-Wide Planning Policies](#).**



**PP6.1** Cooperate with Thurston County and its other municipalities to ensure comprehensive plans are coordinated and consistent.

**PP6.2** Cooperate with Thurston County and the cities of Lacey and Tumwater to ensure our Urban Growth Boundaries are consistent with [County-Wide Planning Policies](#).

**PP6.3** Work with Thurston County on its land-use designations for unincorporated county areas within the city's Urban Growth Boundary so they will be compatible with the City's policies and development standards when they are annexed.

**PP6.4** Coordinate the hearings and actions of the Olympia and Thurston County planning commissions when amendments are proposed to the City's Comprehensive Plan that could affect unincorporated growth areas.

**PP6.5** Participate in a County-wide "transfer of development rights" program in which some portion of the density range within low-density residential districts is achievable through purchase of transferred development rights.

**PP6.6** Periodically compare housing densities with Thurston County to establish density targets, update population forecasts, and adjust zoning

requirements and incentives if needed.

**GP7 Logical boundaries and reasonable service areas are created when areas within the Urban Growth Area are annexed.**



[[Change: PP7.1 and PP7.2 are new policies reflecting Growth Management Act provisions.]]

**PP7.1** All property within the Urban Growth Boundary may be annexed into the City.

**PP7.2** Evaluate the Urban Growth Boundary and remove properties unlikely to develop at urban densities in the future.

**PP7.3** Before annexing areas, evaluate the City's capacity to provide services efficiently and effectively.

**PP7.4** Encourage and assist property owners in existing unincorporated "islands" to annex into the City. Avoid annexations that create "islands" of unincorporated land within city limits.

**PP7.5** Evaluate all proposed annexations on the basis of their short- and long-term community impacts and how they adhere to the Comprehensive Plan's goals and policies. If a proposed annexation includes proposed development, analyze its short- and long-term impacts on the neighborhood and city, including all required water, sewer, roads, schools, open spaces, police and fire protection, garbage collection and other services.

**PP7.6** Confer and assess the potential impacts and boundary issues of proposed annexations with special districts and other jurisdictions. Resolve boundary issues with affected jurisdictions before taking any final action on a formal annexation petition.

**PP7.7** Use readily identifiable boundaries, such as lakes, rivers, streams, railroads, and highways, for annexation boundaries wherever practical.

**PP7.8** Work with the County to make sure the standards for utilities, roads, and services in the urban growth areas are compatible.

**PP7.9** Provide that applicants for annexation pay their fair share for any utility and service extension and development, as well as for capital facilities needed to provide these services.

**PP7.10** Require that all fees and charges be paid or payment arrangements be made prior to annexation. Property owners within an annexing area may be required to assume a share of the city's bonded indebtedness.

**PP7.11** Discourage annexations for the sole purpose of obtaining approval of uses not allowed by County regulations unless the proposal is consistent with an adopted joint plan and with City standards and policies.


**PP7.12** Decisions on requests to increase the size of a proposed annexation must be made by the City Council on a case-by-case basis. It may expand proposed boundaries if:

- The expanded annexation would create logical boundaries and service areas; or
- Without the proposed annexation, the additional area was unlikely to be annexed in the foreseeable future; or
- The additional area would eliminate or reduce the size of an unincorporated County island.

## For More Information



- Olympia has a Council-Manager form of government. [The Constitution and laws of Washington State](#) and the [Olympia Municipal Code](#) authorize the City Council to make decisions regarding City affairs. The City Council is elected by the public; the City Manager is appointed by the Council and is responsible for administration and staff
- State and local laws establish minimum requirements for public participation. Such laws include: parts of the [Growth Management Act](#) (GMA) and [State Environmental Policy Act](#) (SEPA), the [Open Public Meetings Act](#), [Public Records Act](#), and Olympia's Comprehensive Plan and Municipal Code
- The Washington State [Growth Management Act](#) establishes rules to guide the development of comprehensive plans and development regulations that shape growth over a 20-year horizon
- [County-Wide Planning Policies](#) establish how Thurston County and the cities and towns within will work together to achieve our regional goals
- 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 parts of this Plan that apply within unincorporated Thurston County are part of the [Thurston County Comprehensive Plan](#)
- The City of Olympia [Advisory Committees web pages](#) have information about the role and work of citizen advisory committees
- The City of Olympia [Neighborhood Programs web pages](#) have information about how to form a Recognized Neighborhood Organization and how neighborhoods can get involved and make a difference
- The City of Olympia [Intergovernmental Boards and Committees](#) web pages have information about the City's partnerships with other jurisdictions
- The [Centennial Accord between the Federally Recognized Indian Tribes in Washington State and the State of Washington](#) and [Millennium Agreement](#) outline the City's government-to-government relationship with federally recognized Indian tribes
- [Municipal Resource Services Center](#) (MSRC) provides information about issues and laws that shape local government

- The City often references information from [[The International Institute for Public Participation](#)  Iap2 has developed a core set of public involvement principles, and a Spectrum of Public Participation that outlines citizen participation approaches along a continuum

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# Natural Environment



Two young girls skipping on the rocks at Yauger Park  
[Photo: Girls-skipping-rocks-Yauger-Park.jpg align=right caption=Two young girls skipping on the rocks at Yauger Park.]

## What Olympia Values:

*Olympians value our role as stewards of the water, air, land, vegetation, and animals around us, and believe it is our responsibility to our children and grandchildren to restore, protect, and enhance the exceptional natural environment that surrounds us.*

## Our Vision for the Future:

*A beautiful, natural setting that is preserved and enhanced.*

Read more in the Community Values and Vision chapter

## Introduction



In Olympia, opportunities abound to experience and take part in the stewardship of the natural environment. Olympians plant trees, remove invasive plants, raise chickens, count salmon, recycle, drive hybrid-electric cars, and walk to their neighborhood store. Our parks and natural areas are home to rare birds, native salmon, and the tallest of native evergreen trees. Connecting with the environment and protecting it for future generations is a strongly held value for Olympians. We recognize our role as land stewards and our responsibility to protect water quality and clean air.



For more than 20 years, Olympia has embraced its role as a leader in the effort to create a sustainable community dedicated to the conservation, protection, and restoration of the natural environment. The City will continue this work -- through leadership, education, and planning -- as we address emerging environmental challenges.

Our community recognizes that natural resources are precious and limited, and that our growing population will test those limits. Our ability to meet several key challenges will define how well we manage our natural environment in the coming decades.

### Key challenges:

- **A growing population** will put more pressure on these resources; to remove trees, to replace natural land surfaces with roads, buildings, and parking lots, and to encroach on environmentally sensitive area
- **Climate change** is likely to bring sea-level rise, unpredictable rainfall, increased stormwater runoff, changes in food supply, and increased stress on habitats and wildlife
- **Increased waste and toxins** through the products we purchase, which may contain artificial ingredients or toxins, or create unnecessary waste

All of these challenges have the potential to impact the quality of our natural water resources. We hope this community vision will define a path for change for us to follow as we continue to face these challenges in the next 20 years.

## Using Our Land Wisely



As Olympia continues to grow, it will be essential to reach a careful balance between planning for growth and maintaining our natural environment.



A young tree planter in Kettle View Park.

[[Photo: Young-tree-planter-Kettle-View-Park.jpg align=right caption=A young tree planter in Kettle View Park.]]

As a key land steward, the City's role is to encourage and regulate new development and land management practices in a way that minimizes negative environmental impacts by:

- Carrying out the state's Growth Management Act's requirement that cities plan for anticipated population growth by accepting the need for denser development so that larger expanses of rural land can be preserved
- Encouraging low impact development and green building methods that include using renewable or recycled materials
- Constructing developments that have a low impact on soil and site conditions
- Treating stormwater run-off on-site
- Using building materials that require less energy, which public and private groups are now working closely with the City to explore new and reliable methods
- Ensuring that public land is preserved and cared for

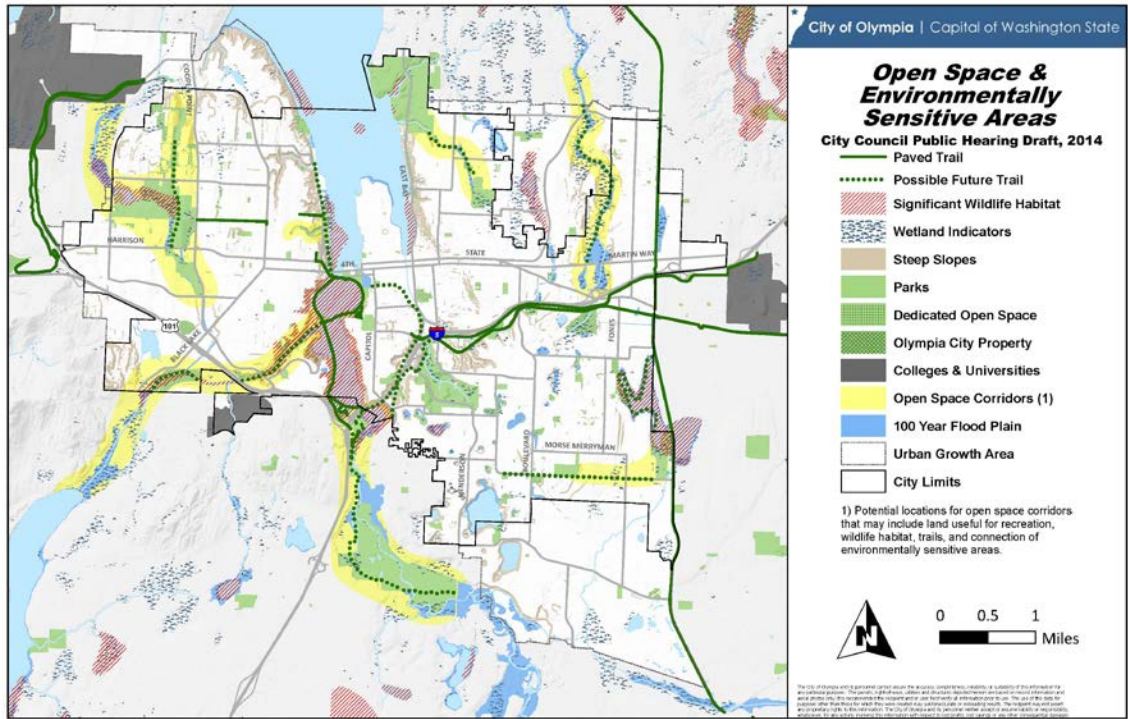
- Continuing the City's role as caretaker of Olympia's urban forest, a diverse mix of native and ornamental trees that line our streets, shade our homes, and beautify our natural areas.



Kettle View Park bike rider.

[[Photo: Kettle-View-Park-bike-rider.jpg align=right caption=Kettle View Park bike rider.]]

[[Change: The Open Space and Environmentally Sensitive Areas map has been revised from the 2003 Comprehensive Plan Green Spaces Map. Possible future trails shown are from the 2010 Parks, Arts, and Recreation Plan and the 2007 Thurston Regional Trails Plan. Proposed Open Space Corridors have been updated to reflect current land use conditions and development, including the removal of corridors where there is little opportunity for land conservation or making effective connections with other trail or park systems.]]



View Map – Open Space Environmentally Sensitive Areas  
 [[Map: Open-Space-Enviro-Sensitive-Areas.jpg align=center caption=Open Space Environmentally Sensitive Areas Map.]]

## Goals and Policies

 SHARE

**GN1 Natural resources and processes are conserved and protected by Olympia’s planning, regulatory, and management activities.**

 SHARE

**PN1.1 Administer development regulations which protect environmentally sensitive areas, drainage basins, and [wellhead areas](#).**

[[Change: New policy supports a regional approach to environmental management.]]

**PN1.2 Coordinate critical areas ordinances and storm water management requirements regionally based on the best scientific information available**

**PN1.3 Limit development in areas that are environmentally sensitive, such as steep slopes and wetlands. Direct development and redevelopment to less-sensitive areas.**

[[Change: Expansion of the current policy which refers only to `water systems.`]]

**PN1.4** Conserve and restore natural systems, such as wetlands and stands of mature trees, to contribute to solving environmental issues.

[[Change: New policy of limiting the scope of re-contouring of development sites.]]

**PN1.5** Preserve the existing topography on a portion of a new development site; integrate existing site contours into the project design and minimize the use of grading and other large-scale land disturbances.

**PN1.6** Establish regulations and design standards for new developments that will minimize impacts to stormwater runoff, environmentally sensitive areas, wildlife habitat, and trees.

[[Change: New policy about hillside development; note that it is more specific than the proposed new policy PN1.5.]]

**PN1.7** Limit hillside development to site designs that incorporate and conform to the existing topography, and minimize their effect on existing hydrology.

[[Change: New policy expands the initial scope from ground and surface water impacts to impacts to public lands and environmental resources.]]

**PN1.8** Limit the negative impacts of development on public lands and environmental resources, and require full mitigation of impacts when they are unavoidable.

[[Change: The three new policies below support pursuing environmentally `friendly` development methods.]]

**PN1.9** Foster City partnerships with public, private, and non-profit agencies and groups and encourage them to help identify and evaluate new low impact development and green building approaches.

**PN1.10** Increase the use of low impact and green building development methods through education, technical assistance, incentives, regulations, and grants.

**PN1.11** Design, build, and retrofit public projects using sustainable design and green building methods that require minimal maintenance and fit naturally into the surrounding environment.

**PN1.12** Require development to mitigate impacts and avoid future costs, by incorporating timely measures, such as the clean-up of prior contamination as new development and redevelopment occurs.

[[Change: Proposed new goal emphasizes land management.]]

## **GN2 Land is preserved and sustainably managed.**



[[Change: New policy emphasizing preserving land by a set of community environmental priorities that will be developed.]]

**PN2.1** Acquire and preserve land by a set of priorities that considers environmental benefits, such as storm water management, wildlife habitat, or access to recreation opportunities.

[[Change: Scope of current policy would be expanded beyond only tree canopy connections.]]

**PN2.2** Preserve land when there are opportunities to make connections between healthy systems; for example, land parcels in a stream corridor.

[[Change: New policy to address invasive species. Current practices are based on state and county rules.]]

**PN2.3** Identify, remove, and prevent the use and spread of invasive plants and wildlife.

[[Change: New policy emphasizes volunteer engagement and restoration as a necessary component of land management.]]

**PN2.4** Preserve and restore native plants by including restoration efforts and volunteer partnerships in all city land management.

[[Change: New policy to emphasize reducing long-term maintenance costs.]]

**PN2.5** Design improvements to public land using existing and new vegetation that is attractive, adapted to our climate, supports a variety of wildlife, and requires minimal, long-term maintenance.

[[Change: New policy of preserving wildlife habitat in a series of land “islands,” as demonstrated most effective in a 1994 Olympia Wildlife Study]].

**PN2.6** Conserve and restore wildlife habitat as a series of separate pieces of land, in addition to existing corridors.

**PN2.7** Practice sustainable maintenance and operations activities that reduce the City’s environmental impact.

**PN2.8** Evaluate, monitor, and measure environmental conditions, and use this data to develop short- and long-term management strategies.

**GN3 A healthy and diverse urban forest is protected, expanded, and valued for its contribution to the environment and community.**



**PN3.1** Manage the urban forest to professional standards, and establish program goals and practices based on the best scientific information available.

[[Change: New policy focusing on tree canopy.]]

**PN3.2** Measure the tree canopy and set a city-wide target for increasing it through tree preservation and planting.

**PN3.3** Preserve existing mature, healthy, and safe trees first to meet site design requirements on new development, redevelopment and city improvement projects.

[[Change: New policy for identifying urban forest benefits.]]

**PN3.4** Evaluate the environmental, ecologic, health, social and economic benefits of the urban forest.

[[Change: Proposed policy would increase the emphasis on providing the space and soil conditions needed for mature trees to grow in an urban environment.]]

**PN3.5** Provide new trees with the necessary soil, water, space, and nutrients to grow to maturity, and plant the right size tree where there are conflicts, such as overhead utility wires or sidewalks.

[[Change: New policy to actively protect a tree’s structure and growing conditions in urban settings.]]

PN3.6 Protect the natural structure and growing condition of trees to minimize necessary maintenance and preserve the long-term health and safety of the urban forest.



Cherry trees in bloom in the parking lot of the Briggs YMCA.  
[[Photo: Cherry-Blossoms-Briggs-YMCA.jpg align=right caption=Cherry trees in bloom in the parking lot of the Briggs YMCA.]]

## Protecting Our Water Resources



Olympia is fortunate to be surrounded by water and have abundant fresh water resources. Our deep, underground aquifers provide our drinking water. Our many protected streams and wetlands are valuable habitat for native wildlife. We kayak the waters of Budd Inlet, hop over rain puddles on the way to school, and enjoy Ellis Creek as we hike through nearby Priest Point Park.

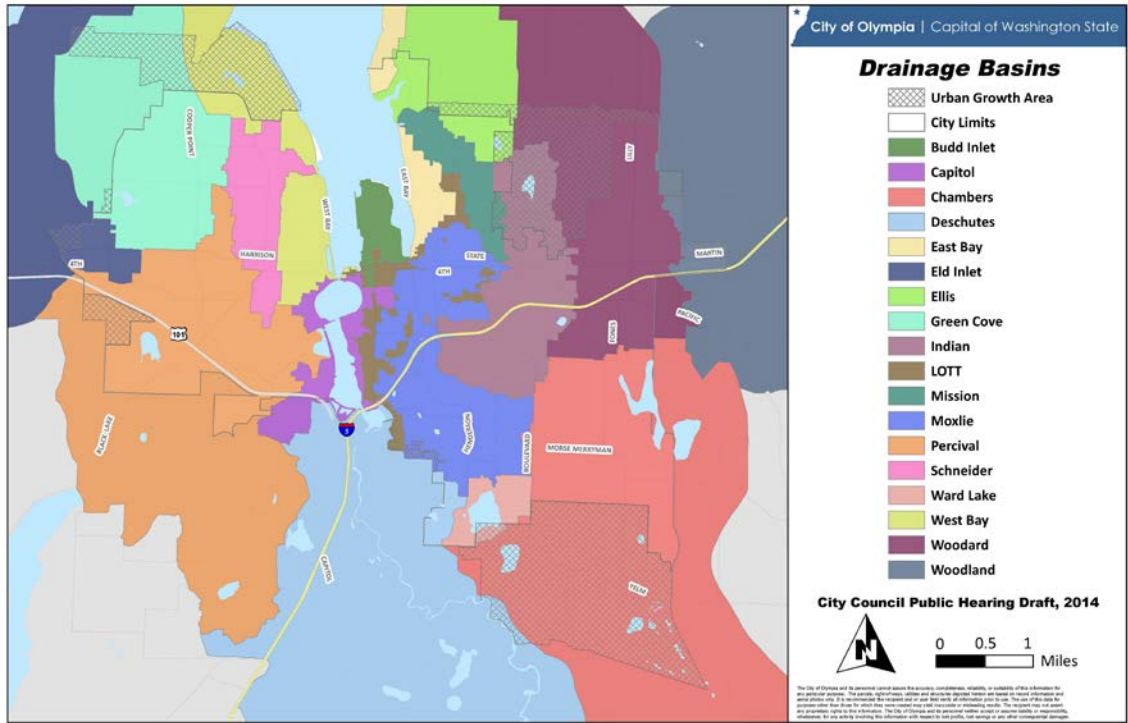




Moxlie Creek flowing through Watershed Park.

[[Photo: Moxlie-Creek.jpg align=right caption=Moxlie Creek flowing through Watershed Park.]]

Within Olympia's 24-square-mile area, there are nine major streams, four lakes, four large wetlands, and six miles of marine shoreline. As water moves down from Olympia's higher elevations to the Sound, it filters through the ground into a number of separate drainage basins or watersheds.



**View Map - Olympia Drainage Basins**

[[Map: Drainage-Basins-052114.jpg align=center caption=View Map – Olympia Drainage Basins.]]

Protecting water resources is one of Olympia’s core values. We recognize that many of our water resources have been damaged by pollution. The natural processes that would normally protect these resources, such as undeveloped land and wetlands, which filter stormwater pollutants and reduce runoff, must be protected and restored. If we take steps to restore these natural processes, we’ll be ensuring clean water and abundant aquatic life in Budd Inlet for us, and for future generations.



A new wetland constructed in Yauger Park.

[[Photo: Wetland-Yauger-Park.jpg align=right caption=A new wetland constructed in Yauger Park.]]

## Goals and Policies

 SHARE

**GN4 The waters and natural processes of Budd Inlet and other marine waters are protected from degrading impacts and significantly improved through upland and shoreline preservation and restoration.**

 SHARE

**PN4.1 Plan for the health and recovery of Budd Inlet on a regional scale and in collaboration with local tribes and all potentially affected agencies and stakeholders.**

[[Change: New policies focusing on restoring Puget Sound, including as a food source.]]

**PN4.2 Prioritize and implement restoration efforts based on the best scientific information available to restore natural processes and improve the health and condition of Budd Inlet and its tributaries.**

**PN4.3** Restore and protect the health of Puget Sound as a local food source.

[[Change: New policy addressing the future of Capitol Lake.]]

**PN4.4** Support the process for determining a balanced and sustainable approach to the management of Capitol Lake; participate when the opportunity is available as a party of significant interest in the outcome.



## **GN5 Ground and surface waters are protected from land uses and activities that harm water quality and quantity.**



**PN5.1** Reduce the rate of expansion of impervious surface in the community.

[[Change: New policy to increase the use of permeable ground covers.]]

**PN5.2** Increase the use of permeable materials and environmentally-beneficial vegetation in construction projects.

[[Change: New policy addressing contaminated stormwater run-off from existing surfaces.]]

**PN5.3** Retrofit existing infrastructure for stormwater treatment in areas with little or no treatment.

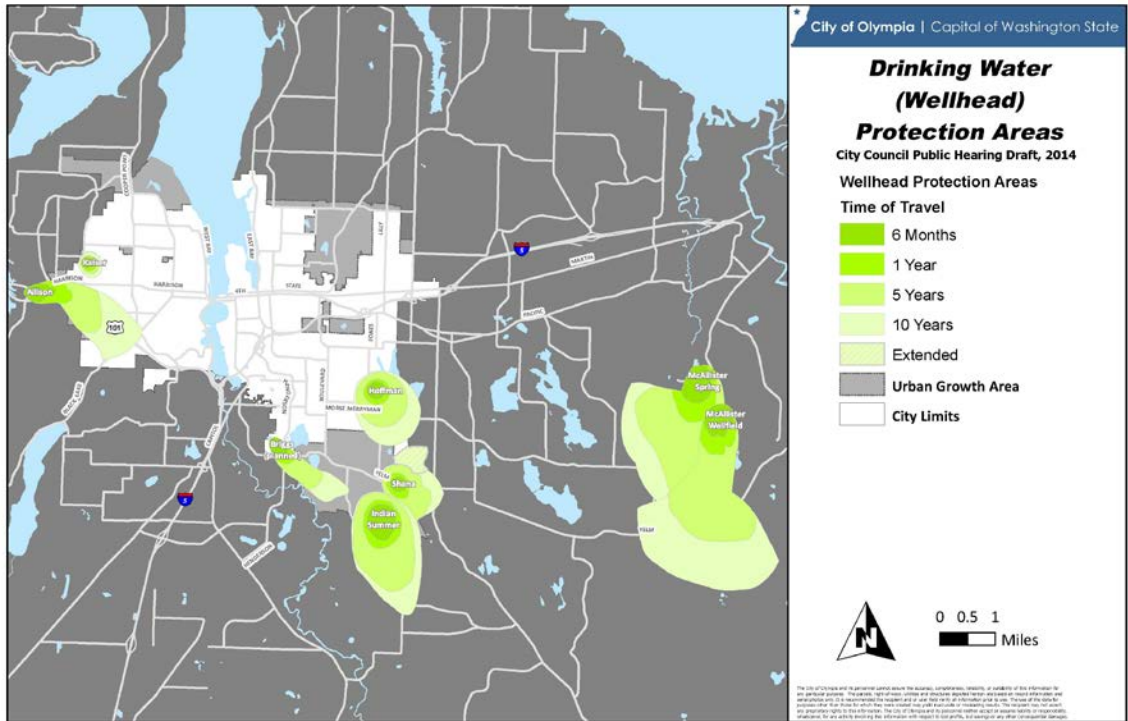
[[Change: New policy consistent with how current practices have evolved.]]

**PN5.4** Require prevention and treatment practices for businesses and land uses that have the potential to contaminate stormwater.

**PN5.5** Improve programs and management strategies designed to prevent and reduce contamination of street runoff and other sources of stormwater

[[Change: New policy consistent with current regulations.]]

**PN5.6** Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific information available and the level of risk. Require restoration of areas that have been degraded.



**View Map: Olympia Wellhead Protection Areas**

[[Map: Wellhead-Protections-Areas.jpg align=center caption=View Map: Olympia Wellhead Protection Areas.]]

[[Change: Policy revised to increase emphasis on inspection and maintenance as a preventative measure.]]

PN5.7 Encourage more active inspection and maintenance programs for septic systems.

PN5.8 Encourage existing septic systems to connect to sewer, and limit the number of new septic systems.

**GN6 Healthy aquatic habitat is protected and restored.**

**+** SHARE

[[Change: New policy adding restoration to the protection of streams.]]

PN6.1 Restore and manage vegetation next to streams, with an emphasis on native vegetation, to greatly improve or provide new fish and wildlife habitat.

PN6.2 Maintain or improve healthy stream flows that support a diverse population of aquatic life.

**PN6.3** Establish and monitor water quality and aquatic habitat health indicators based on the best scientific information available.

**PN6.4** Use regulations and other means to prevent a net loss in the function and value of existing wetlands, while striving to increase and restore wetlands over the long-term.

[[Change: Change in policy to reflect current practice and regulations for naturalizing floodways – (the part of the floodplain near the stream or river where no development is allowed) – but not the entire area subject to flooding. ‘Floodway’ is a flood insurance term. To date no floodways have been designated in Olympia.]]

**PN6.5** Retain and restore floodways in a natural condition.

**PN6.6** Preserve and restore the aquatic habitat of Budd Inlet and other local marine waters.

**PN6.7** Partner with other regional agencies and community groups to restore aquatic habitat through coordinated planning, funding, and implementation.

[[Change: New policy proposed consistent with guidance from the State of Washington Department of Ecology.]]

**PN6.8** Evaluate expanding low impact development approaches citywide, such as those used in the Green Cove Basin.



A healthy stream.

[[Photo: A-healthy-stream.jpg align=right caption=A healthy stream.]]

## Clean Air and Cool Climate



Overall, Olympia's air quality is often better than what federal standards require. We rarely experience days in which older residents and others with health issues are told to stay indoors due to polluted air. Stars are still visible in our night sky.

However, if we do not rein in local sources of carbon dioxide and other greenhouse gas emissions and limit nighttime light, we will jeopardize the quality of this invisible but critical resource.

As a community, we can commit to developing and adopting new and renewable solutions for commuting, heating our homes, powering our economy, fueling our vehicles, and lighting our streets, sidewalks, and businesses.



Solar panels on a commercial building in downtown Olympia.  
[[Photo: Solar-panels-commercial-building.jpg align=right caption=Solar panels on a commercial building in downtown Olympia.]]

## Goals and Policies

 SHARE

**GN7 Local air quality is better than state and federal minimum standards.**

 SHARE

[[Change: The Olympia Region Clean Air Authority is the primary local agency regulating air pollution. New policies below would support Olympia addressing air quality issues.]]

**PN7.1** Partner with other state and local agencies to monitor, reduce and eliminate sources of air pollution that can be replaced with more efficient or clean methods and technologies.

**PN7.2** Partner with other state and local agencies to offset anticipated negative impacts on air quality by taking further steps to reduce air pollution, such as commute reduction programming and tree planting.



[[Change: New goal and related policies (6N8 and PN8.1-8.7 for Olympia's participation in addressing carbon dioxide emissions and climate change.]]

**GN8 Community sources of emissions of carbon dioxide and other climate-changing greenhouse gases are identified, monitored and reduced.**



**PN8.1** Participate with local and state partners in the development of a regional climate action plan aimed at reducing greenhouse gases by 25 percent of 1990 levels by 2020, 45 percent of 1990 levels by 2035 and 80 percent of 1990 levels by 2050.

**PN8.2** Monitor the greenhouse gas emissions from City operations, and implement new conservation measures, technologies and alternative energy sources to reach established reduction goals.

**PN8.3** Reduce the use of fossil fuels and creation of greenhouse gases through planning, education, conservation, and development and implementation of renewable sources of energy (see also GL2).

**PN8.4** Encourage the conservation and reuse of existing natural resources and building materials.

**PN8.5** Reduce the pollution and energy consumption of transportation by promoting the use of electric vehicles and expanding accessible and inviting alternatives that reduce vehicle miles traveled, including transit, walking and cycling (see also GT25).

**PN8.6** Plan to adapt, mitigate, and maintain resiliency for changing environmental conditions due to climate change, such as longer periods of drought and increased flooding related to changing weather patterns and sea level rise (see also GU11).

**PN8.7** Reduce energy use and the environmental impact of our food system by encouraging local food production (see also GL25).

For sea level rise, see the Utilities chapter GU11.

[[Change: New goal to address light pollution; sometimes called 'dark skies' protection.]]

**GN9 Artificial sources of nighttime light are minimized to protect wildlife, vegetation and the health of the public, and preserve views of the night sky.**

 **SHARE**

[[Change: Policy is expanded beyond just energy conservation as a cost reduction measure.]]

**PN9.1** Design nighttime lighting that is safe and efficient by directing it only to the areas where it is needed. Allow and encourage reduction or elimination of nighttime light sources where safety is not impacted.

[[Change: New policy to address the impact of light pollution on natural systems.]]

**PN9.2** Eliminate or reduce lighting near streams, lakes, wetlands, and shorelines to avoid disrupting the natural development and life processes of wildlife.



Residential light post.

[[Photo: Residential-light-post.jpg align=right caption=Residential light post.]]

## Connect with the Natural World



Planting trees, observing birds in a nest, or lying on a sunny patch of grass are some of the ways we bring quiet into our lives and reconnect with the natural world. Researchers are now learning that having a connection to the natural world it isn't just a luxury, but a necessity for a healthy, safe, and engaged community.



A little girl with a balloon explores Kettle Park.

[[Photo: Girl-with-blue-balloon.jpg align=right caption=A little girl with a balloon explores Kettle Park.]]

We interact with the natural world in a variety of ways -- from eating healthy food, to commuting by bike, to learning a new outdoor activity, to stopping to chat with a neighbor under the shade of a tree. These activities all foster a strong connection to our community and an interest in stewarding our natural environment.

## Goals and Policies



[[Change: New goal and policies to monitor and address certain adverse environmental impacts.]]

**GN10 Risk to human health and damage to wildlife and wildlife habitat due to harmful toxins, pollution, or other emerging threats is tracked by appropriate agencies and significantly reduced or eliminated.**



**PN10.1** Minimize the City's purchase and use of products that contribute to toxic chemical pollution when they are manufactured, used, or disposed.

**PN10.2** Identify products that should be phased out by the community, and provide education on their negative impacts and the best available alternatives.

**PN10.3** Maintain City land and properties using non-chemical methods whenever possible; use standard *Integrated Pest Management* practices and other accepted, natural approaches to managing vegetation and pests.

**GN11 All members of the community can experience the natural environment through meaningful volunteer experiences, active recreation, and interactive learning opportunities.**



**PN11.1** Ensure that all members of the community have access to a nearby natural space that gives them opportunities to see, touch, and connect with the natural environment.

**PN11.2** Give all members of our community opportunities to experience, appreciate, and participate in volunteer stewardship of the natural environment.

**PN11.3** Provide environmental education programs, classes, and tours that teach outdoor recreation skills and foster an understanding and appreciation for the natural environment.

PN11.4 Provide education and support to local community groups and neighborhoods who want to monitor and care for their local park or natural area.

[[Change: New policy supporting the preservation and planting of native plants and ecosystems.]]

PN11.5 Foster a sense of place and community pride by carefully stewarding the trees, plants, and wildlife unique to Puget Sound .



A trail leads into Priest Point Park


[Photo: Trail-Priest-Point-Park.jpg align=right caption=A trail leads into Priest Point Park.]]

## Shoreline Master Program



[[Change: The goals and policies of the Shoreline Master Program—currently undergoing a periodic update, will be inserted in the Environment Chapter once approved by the Department of Ecology. If approved after adoption of the Comprehensive Plan update, any changes needed to align the new SMP goals and policies with the remainder of the Plan will be

addressed as an annual Comprehensive Plan amendment. Until that time, Comprehensive Plan goals and policies influenced or related to shorelines are consistent with the existing Shoreline Master Program, adopted for the Thurston Region and last updated in 1990.]]

The goals and policies of the Olympia [Shoreline Master Program](#)  are now being updated, and will be included here after they are approved by the Washington Department of Ecology.








Priest Point Park shoreline.

[Photo: Priest-Point-Park-shoreline.jpg align=right caption=Priest Point Park shoreline.]]

## For More Information

 **SHARE**

- [Shoreline Master Program](#) 
- [Master Street Tree Plan](#) 
- [Parks, Arts, and Recreation Plan \(2010\)](#)
- [Greenhouse Gas Emissions Report \(2005\)](#)
- [Greenhouse Gas Emissions Report \(2008\)](#)
- [1991 Climate Action Plan](#) 

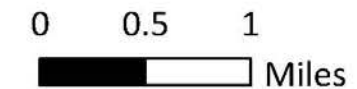
- [2011 City of Olympia Engineered Sea-level Rise](#) 
- [2012 Community Update on Sea-level Rise](#) 
- [Thurston Regional Trails Plan \(2007\)](#)

## Open Space & Environmentally Sensitive Areas

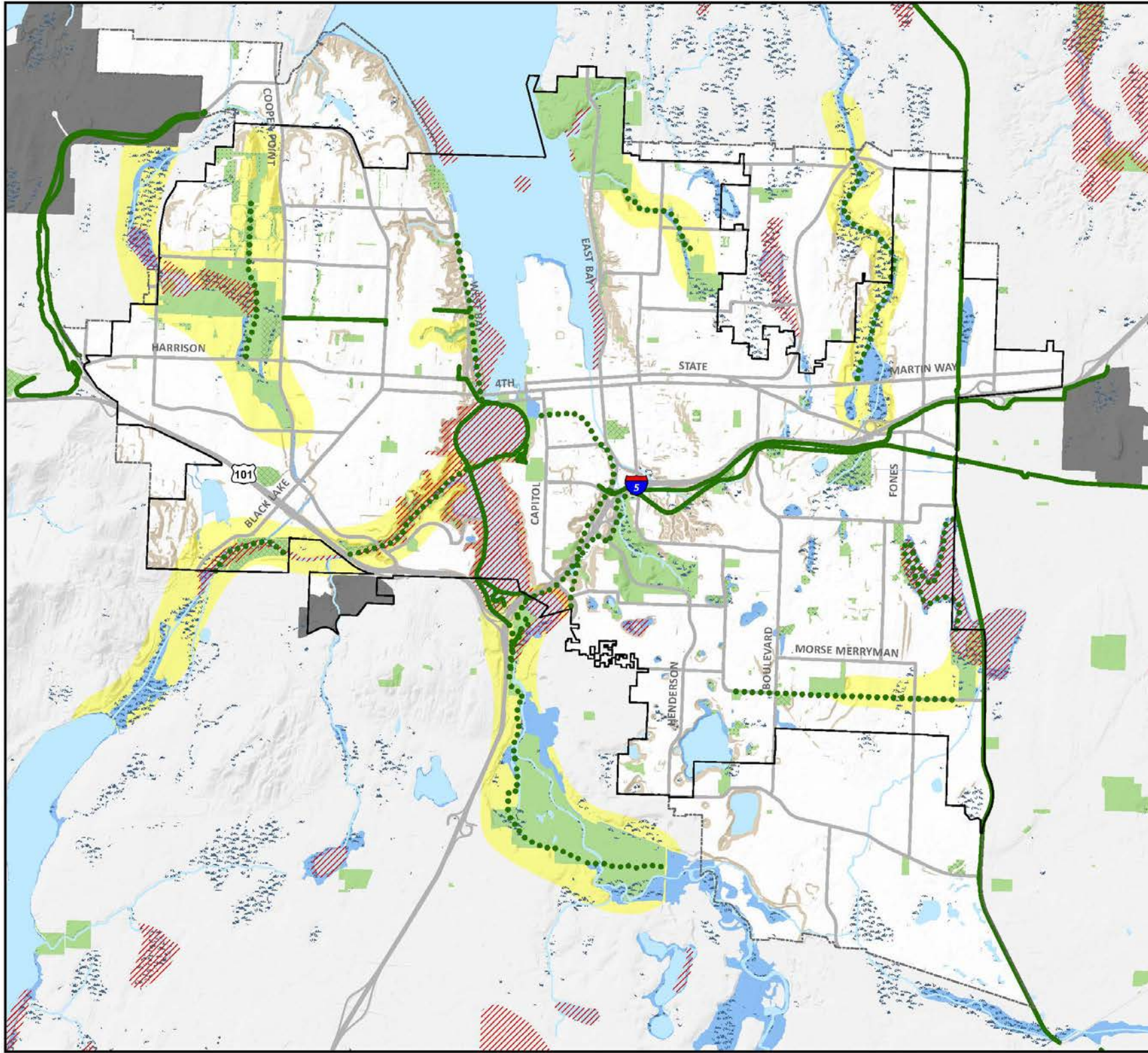
City Council Public Hearing Draft, 2014

-  Paved Trail
-  Possible Future Trail
-  Significant Wildlife Habitat
-  Wetland Indicators
-  Steep Slopes
-  Parks
-  Dedicated Open Space
-  Olympia City Property
-  Colleges & Universities
-  Open Space Corridors (1)
-  100 Year Flood Plain
-  Urban Growth Area
-  City Limits

1) Potential locations for open space corridors that may include land useful for recreation, wildlife habitat, trails, and connection of environmentally sensitive areas.






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

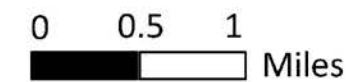




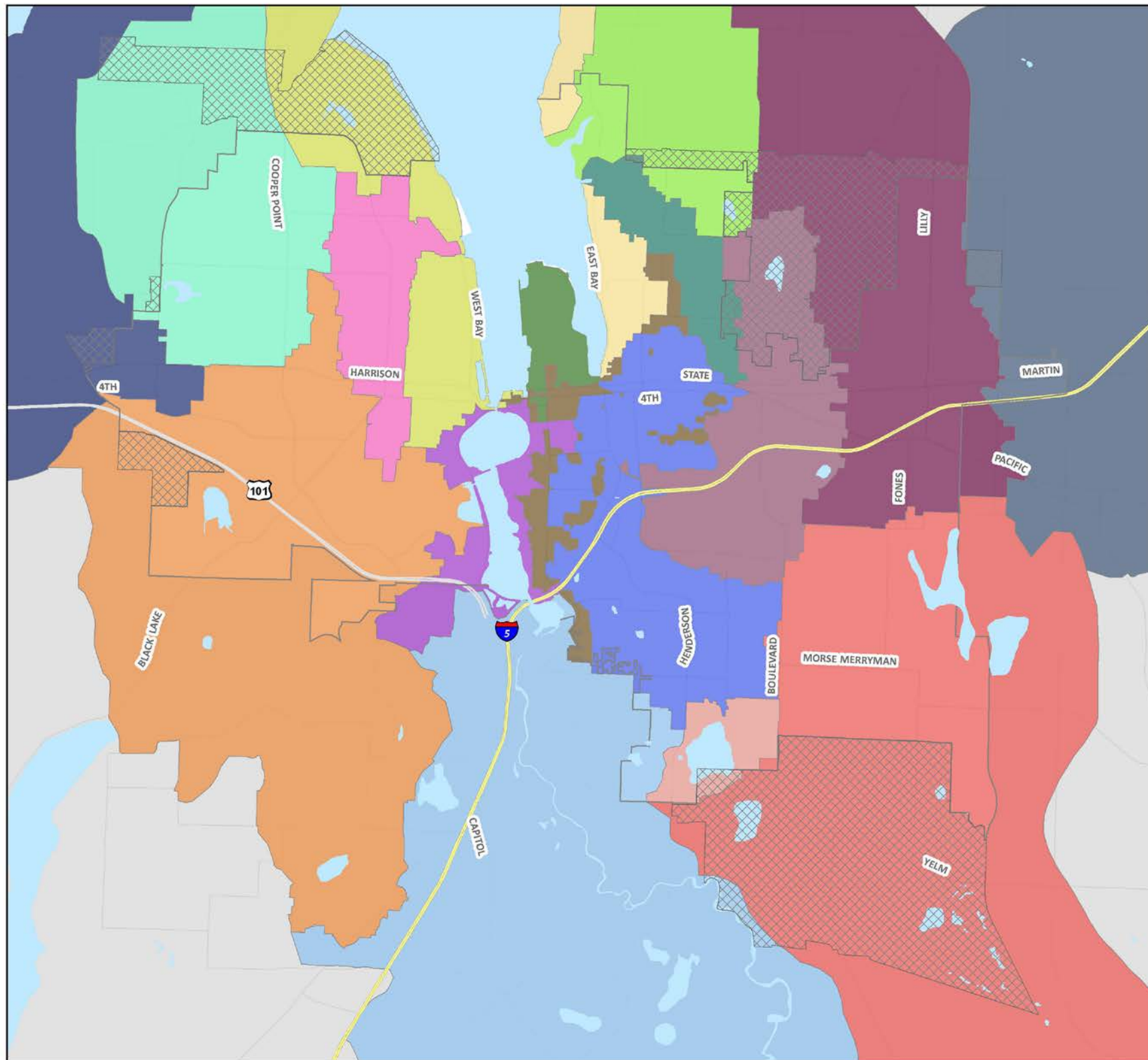
### Drainage Basins

-  Urban Growth Area
-  City Limits
-  Budd Inlet
-  Capitol
-  Chambers
-  Deschutes
-  East Bay
-  Eld Inlet
-  Ellis
-  Green Cove
-  Indian
-  LOTT
-  Mission
-  Moxlie
-  Percival
-  Schneider
-  Ward Lake
-  West Bay
-  Woodard
-  Woodland

City Council Public Hearing Draft, 2014



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# Drinking Water (Wellhead) Protection Areas

City Council Public Hearing Draft, 2014

## Wellhead Protection Areas

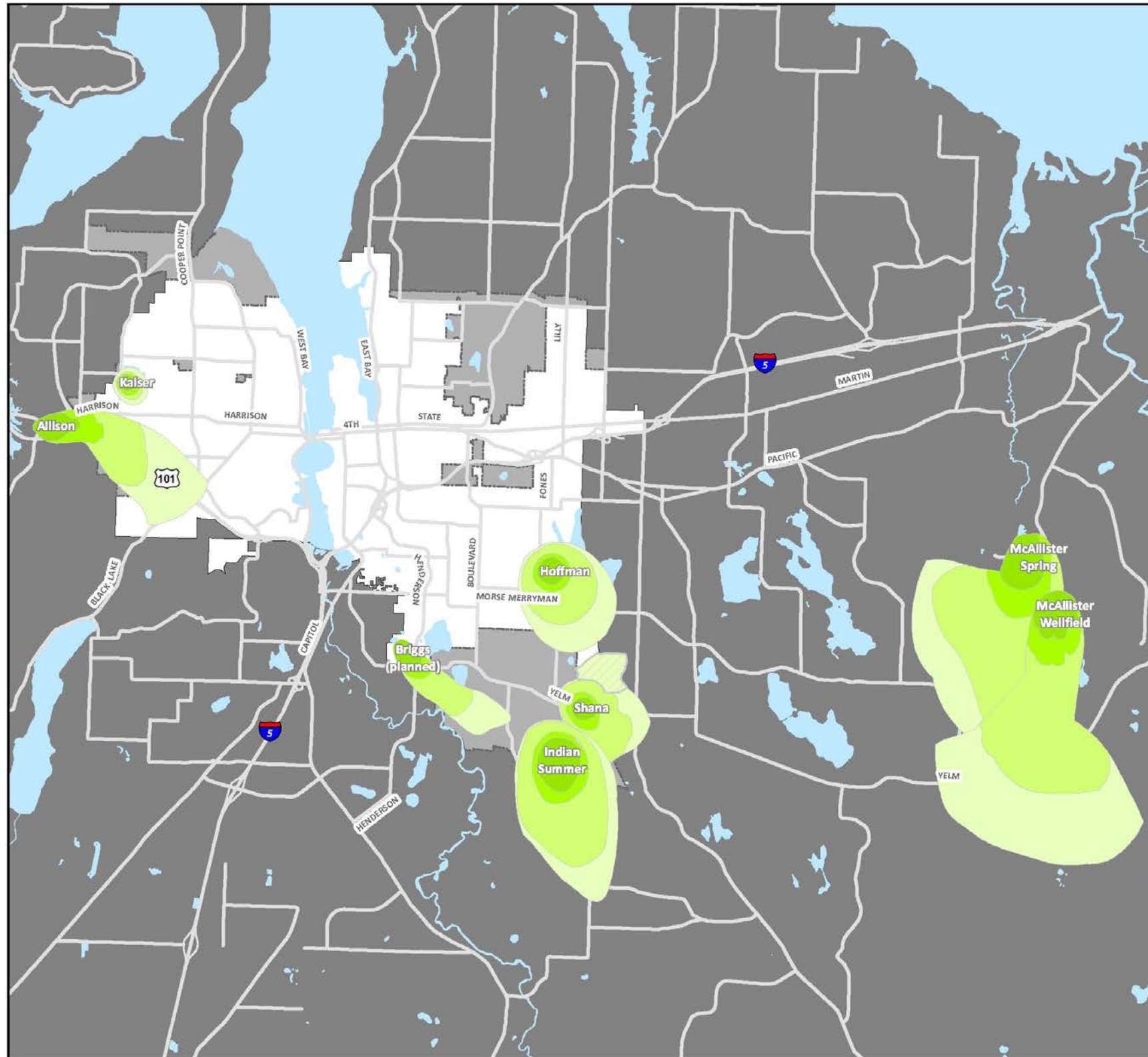
### Time of Travel

-  6 Months
-  1 Year
-  5 Years
-  10 Years
-  Extended
-  Urban Growth Area
-  City Limits



0 0.5 1  
Miles

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# Land Use and Urban Design



A blending of old and new land uses.

[[Photo: A-blending-of-old-and-new.jpg align=right caption=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



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>↗</sup> called for Olympia to establish land use designations and densities sufficient for at least 20 years. The [County-Wide Planning Policies](#) <sup>↗</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.  
[[Photo: A-new-pair-of-townhomes.jpg align-right caption=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

[[Change: Future Land Use Map would be amended by aggregating 34 categories into 15 categories, plus a high density neighborhoods overlay, with less definite boundaries. Result would be that zoning is more flexible and more detailed land use decisions will be made when zoning is adopted or amended. Site specific proposed map changes include: Capitol Campus/Commercial Services - High Density deleted and Henderson Park development site at interchange changed to General Commercial and

Capitol Campus designated a planned development; the two Professional Office blocks near Justice Center added to Professional Office; Industry designation of LOTT wastewater treatment facility changed to Urban Waterfront; and High-Rise Multi-family category deleted because it is all within Capitol Campus's portion of Heritage Park.]]

The [Future Land Use Map](#) [[Map: FutureLandUse.jpg align=center caption=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](#) [[Map: FutureLandUse.jpg align=center caption=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.

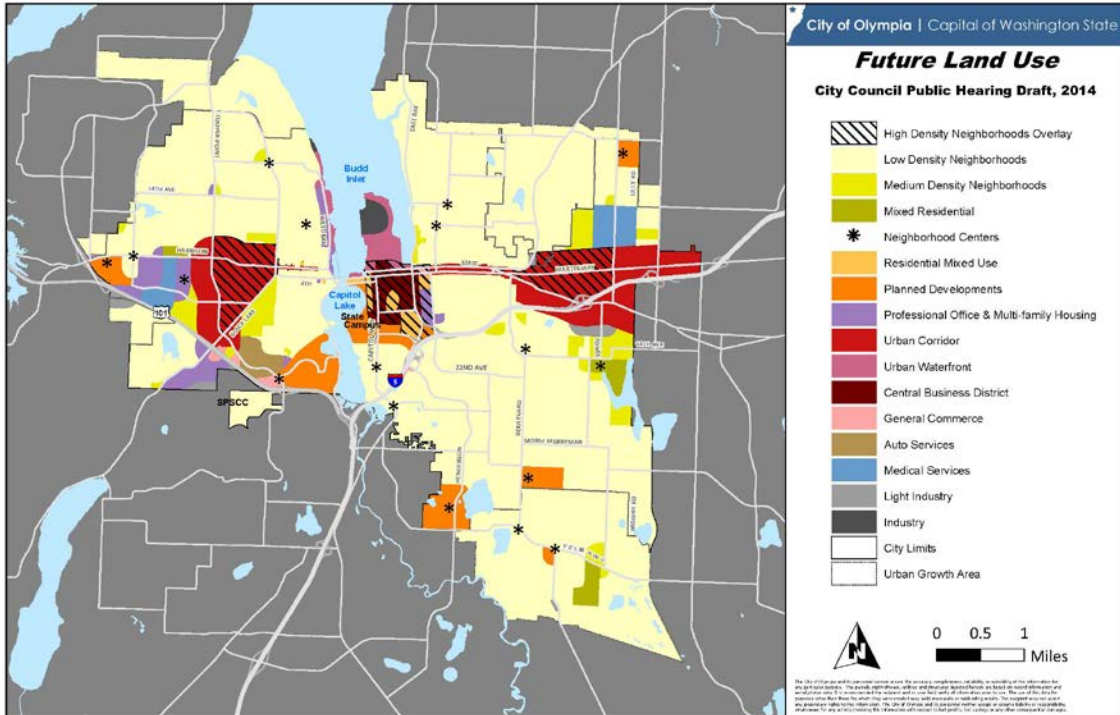
[[Change: Rezone criteria now in development code would be called for by Plan.]]

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.



View Future Land Use Map of Olympia and its Urban Growth Area [[Map: Future-Land-Use.jpg align=center caption=View 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



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.**



**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.

[[Change: Both PL1.4 and PL1.5 are new policies proposed to reflect current practice.]]

**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.

[[Change: Support for housing added to elements of primary commercial areas.]]

**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.

[[Change: New policy proposed to reflect current practice.]]

**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.

[[Change: Current policy encouraging bike parking in commercial areas, would be expanded to all businesses.]]

**PL1.13** Require new, and encourage existing, businesses to provide bicycle parking.

## Land Use Patterns and Building Forms Determine Whether Energy is Used Efficiently



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.**



**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 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**



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



The Bigelow House, Olympia's oldest residence  
[[Photo: The-Bigelow-House.jpg align=right caption=The Bigelow House, Olympia's oldest residence.]]

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.

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 [[Photo: Many-of-our-older-homes.jpg align=right caption=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.

[[Change: Proposed new view protection policy regarding 'historic vistas' associated with capitol campus.]]

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.**



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.**



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.

[[Change: New policy emphasizing role of the Heritage Commission.]]

**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.**



[[Change: Design review would be extended to all commercial structures along public streets. Policy deleted of requiring design review for projects adjacent to historic structures.]]

**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.

[[Change: Street-end view protection expanded from Capitol Lake and Budd Inlet to all water bodies.]]

**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 [[Photo: Percival-Landing.jpg align=right caption=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.

[[Change: New goal and policies regarding ‘urban green space.’]]

**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.

[[Change: Revised goal and policies regarding views. Views identified in current Plan would be replaced with valued views to be identified through a future public process.]]

### **GL8 Community views are protected, preserved, and enhanced.**



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, which may include:

## Views:

- Olympic Mountains
- Puget Sound
- Mt. Rainier
- State Capitol Group
- Forested hills and slopes
- Capitol Lake / Estuary
- Black Hills

## Observation Points:

These may be static or dynamic points-of-view from the examples below, or other parts of Puget Sound, Capitol Campus, public parks, public rights-of-ways, downtown Olympia, or elsewhere in the community:

- Puget Sound Marine Navigation Channel
- Capitol Campus Law Enforcement Memorial
- West Bay Park, Priest Point Park, North Point of Port Peninsula, Sunrise Park, Madison Scenic Park, and Percival Landing
- State Avenue, 4th Avenue, Harrison Avenue, Deschutes Parkway, West Bay Drive, East Bay Drive, the 4th Avenue Bridge, Olympia Avenue, Boulevard Road, Pacific Avenue, Martin Way, Brawne Street, Foote Street, and Capitol Way
- The Olympia Waterfront Route (see 2010 Parks, Arts, and Recreation Plan)
- Hands-on Children's Museum
- Olympia City Hall
- Lee Creighton Justice Center



Percival Landing with the Olympics in the distance. [[Photo: Percival-Landing-kayakers.jpg align=right caption=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. [[Photo: Batdorf-and-Bronson.jpg align=right caption=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.**



**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.

[[Change: Non-conflicting, non-industrial uses would be allowed in industrial areas. Former policy limited to industry and uses supporting industry.]]

**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.

[[Change: Specific option for someday designating a fourth major industrial area would be deleted.]]

**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.

[[Change: New policy regarding light industry; consistent with current regulations.]]

**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



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.**



**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.

[[Change: Policy of not having on-street parking where it would “unduly slow traffic flow” would be deleted.]]

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.**



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.

## Urban Corridors



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

Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas about one-quarter mile from the main street. 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.

[[Change: Covered walkways provision deleted "outer reaches."]]

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.

[[Illustration: GatewayCivicBoulevards.jpg align=left caption=Gateway Civic Boulevards.]]

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



[[Change: Target urban corridor width of one-half mile and and target of 7 units per acre where single-family homes abut main road both deleted.]]

**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.

[[Change: Policy revised to emphasize transition at outer edge of corridors.]]

**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.

[[Change. Capitol Boulevard area removed from the urban corridor. Two categories of sections of urban corridor along Harrison Avenue east of Division Street and along State and Fourth Avenues east of downtown narrowed and consolidated into one category. Category for Harrison Avenue west of Division Street expanded south to add Capital Mall area and triangle north of Cooper Point Road / Black Lake Boulevard intersection, and similar expansion of more urban vision extended east from Phoenix Street along Martin Way and Pacific Avenue to Lilly Road.]]

**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.

- 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.)

[[Change: New 'urban neighborhoods' goal and policies proposed would establish eight gateways and entry corridors and designate three high-density neighborhoods, and allow for at least one-quarter of Olympia's growth to be downtown.]]

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.



**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.

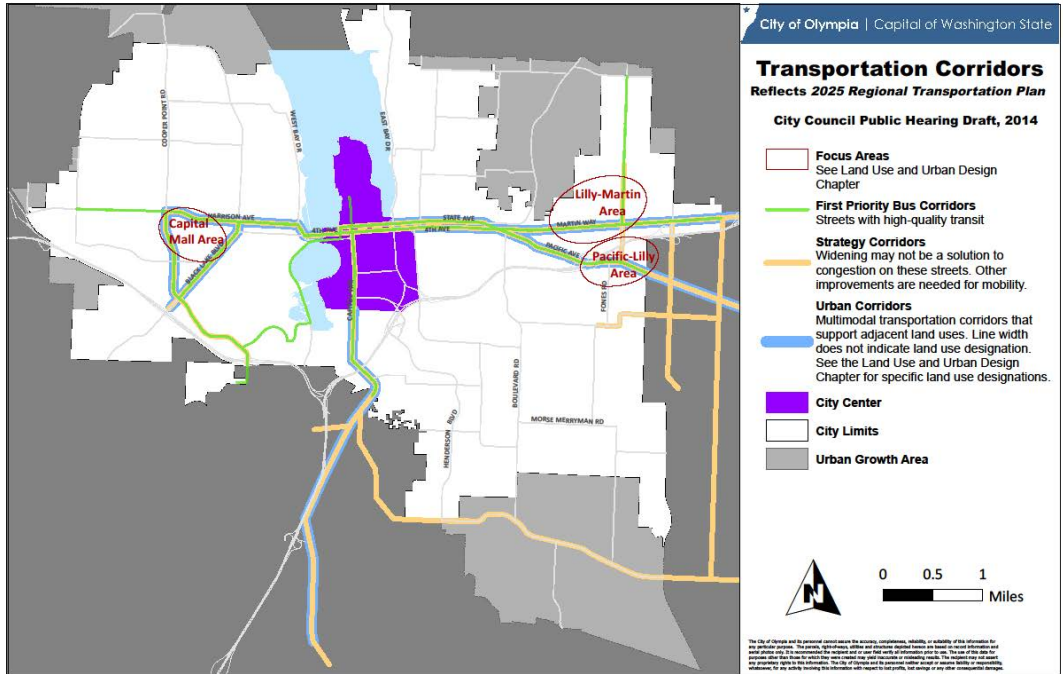
**PL14.4** In low-density Neighborhoods, allow medium-density Neighborhood Centers that include civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process.

## Focus areas



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 [[Map: TransCorridors\_CCPH.May2014.jpg align=center caption=See Transportation Corridors map.]]

[[Change: To avoid confusing Port planning with City planning, extensive summary of Port’s Plan in current City Plan has been deleted.]]

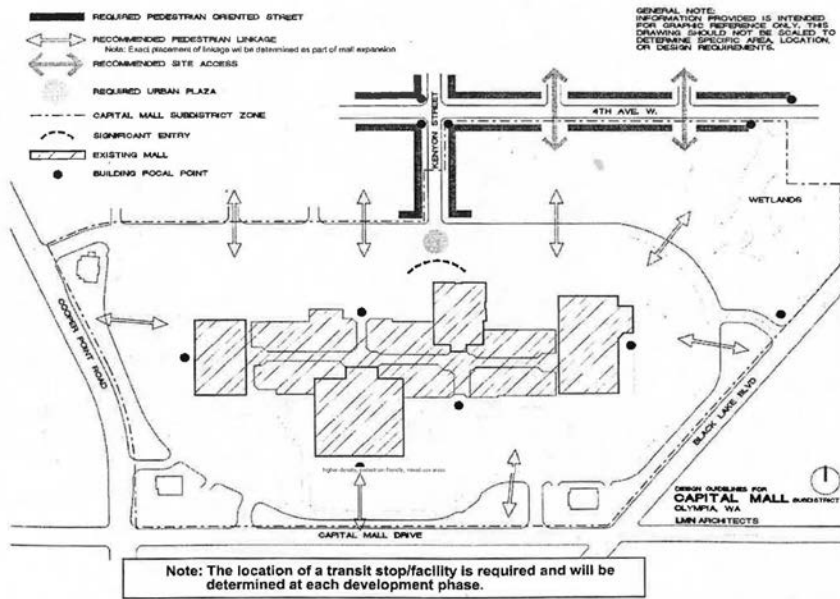
In addition to the focus areas described below, the City works with the State of Washington in its preparation of the [Capitol Campus Master Plan](#) and with the Port of Olympia in its planning of its properties including the Port peninsula. Included in these efforts is the continuing goal of integrating these areas with downtown Olympia. The [Future Land Use Map](#) frames all of these planning efforts.

### Capital Mall area

SHARE

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

 SHARE

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. [[Photo: Landscaping-enhances-auto-dealerships.jpg align=right caption=Landscaping enhances auto dealerships.]]

## Lilly and Martin area

 SHARE

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. And 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 [Bay Drive Corridor](#).

**GL15 Focus areas are planned in cooperation with property owners and residents.**



**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.

[[Change: Stoll Road area added to policy below.]]

**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. [[Photo: South-Puget-Sound-Community-College.jpg align=right caption=South Puget Sound Community College.]]

[[Change: New policy would provide for campuses to be 'master planned developments;' master planned development process is currently limited to Evergreen Park (courthouse hill) and specific Villages and Centers on the zoning map.]]

PL15.6 Work cooperatively with the State of Washington on planning for the Capitol Campus and 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



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. [[Photo: An-apartment-building.jpg align=right caption=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 2008 [Buildable Lands Report](#) for Thurston County estimated that more than 11,000 new housing units will be needed by 2030 to accommodate population growth in Olympia's urban growth area. Of these, about 60% are expected to be single-family homes.

Based on existing zoning and development patterns, the Buildable Lands Report indicates the area can accommodate almost 15,000 new housing units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family-and duplex zoned land is available. And, an additional 500 acres of vacant and partially-used commercial land can 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.**



**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.

[[Change: Provisions for small cottages and townhouses would be expanded from 'higher density' to all residential areas; consistent with current regulations.]]

**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.

[[Change: Ten-acre threshold below would be reduced to five.]]

**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.

[[Change: New policy would create annual affordable housing reporting process.]]

**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



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



[[Change: "Vision for Downtown" section of current Comprehensive Plan would be moved to Downtown Plan – a complementary document to be re-adopted by City Council concurrently with the updated Comprehensive Plan. The Downtown Plan is proposed to be a special version of the subarea plans described below.]]

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.**



**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.

[[Change: New policy consistent with current practices.]]

**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. [[Photo: The-Farmers-Market.jpg align=right caption=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.

[[Change: “Encourage” replaced with ‘require’ consistent with policy above.]]

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.

[[Change: Provision for private use of right-of-way would be expanded to other public land.]]

**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.

[[Change: Policy of buffering downtown from Port industry would be narrowed to the marine terminal; for example, would not include Batdorf and Bronson site.]]

**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.

[[Change: Revised policy consistent with existing height regulation. Phrase in current Plan is, "The zoning ordinance will establish building height limits which protect views of the Capitol Dome."]]

**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.**



**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. [[Photo: One-of-Olympia's-many-attractive-neighborhoods.jpg align=right caption=One of Olympia's many attractive neighborhoods.]]

[[Change: Alternative place of assembly added to third bullet below.]]

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. [[Photo: A-neighborhood-grocery.jpg align=right caption=A neighborhood grocery near the Capitol.]]

A 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. [[Photo: Shady-sidewalks.jpg align=right caption=Shady sidewalks provide neighborhood character.]]

### **GL20 Development maintains and improves neighborhood character and livability.**

 SHARE

[[Change: Specific details of policy below have been deleted.]]

**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.

[[Change: Policy below would be amended consistent with a recently-adopted regulation allowing limited conversion for historic preservation.]]

**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.

[[Change: Seniors-only housing added to policy below.]]

**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.

[[Change: New policy added to address relationship of development to lifestyles.]]

**PL20.4** Encourage or require development and public improvements consistent with healthy and active lifestyles.

[[Change: New policy proposed consistent with current regulation.]]

**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.**



**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.

[[Change: Requirement for day care in neighborhood center would be removed; specific commercial size limits also deleted.]]

**PL21.3** Include housing, a food store, 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; focus commercial uses on civic greens or parks, and 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 buildings with primary access directly from street sidewalks, orientation to any adjacent park or green and to any adjacent housing, and signage 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.**



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.

[[Change: New policy proposed regarding nut and fruit trees.]]

PL22.3 Encourage the use of appropriate fruit and nut trees to increase local food self-sufficiency.

## **Sub-area Planning**



[[Change: "Sub-area planning" is a concept formerly in Olympia's Comprehensive Plan, but deleted many years ago. It's being reinserted to provide a public process for focusing on implementing this Comprehensive Plan in smaller portions of the Olympia area with contiguous geographies and some common challenges and opportunities. These 'implementation strategies' are to be consistent with and build on this Comprehensive Plan, not amend or replace it.]]

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.

[[Change: New goal and policies to guide sub-area planning.]]

### **GL23 Each of the community's major neighborhoods has its own priorities.**



**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.

[[Change: Beautification policy below was formerly a City-wide approach.]]

**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.**



**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. [[Photo: Landscaping-enhances-a-stormwater-pond.jpg align=right caption=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.

[[Change: New food production goals and policies.]]

**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.**



**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.

[[Change: Added provision below (second sentence) for clustering to achieve minimum densities. Scope of low-density areas expanded to include up to twelve housing units per acre (maximum in current plan is eight). Minimum housing per acre in medium density areas increased from 6 to 13 units.]]

**Low-Density Housing. 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.

[[Change: Urban Corridors were formerly called 'high density corridors' – a term that sometimes led to misunderstanding and confusion with a regulatory zone of the same name but different geography.]]

**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.

[[Change: Reference below changed from Shoreline Management Program to Shoreline Management Act.]]

**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.

[[Change: Although Auto Services already appears on the Future Land Use map and the Auto Mall is discussed elsewhere, this description of the designation is new.]]

**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.

[[Change: New high-density neighborhood 'overlay' would lead to more urban development in vicinity of Capital Mall and Pacific Avenue and Martin Way west of Lilly Road; including minimum residential density of at least 25 housing units per acre.]]

**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





















- 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 Plan](#) focuses on the city center and was formerly a part of this Comprehensive Plan. It is now a separate document adopted by the City Council
- 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

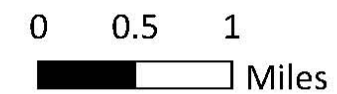


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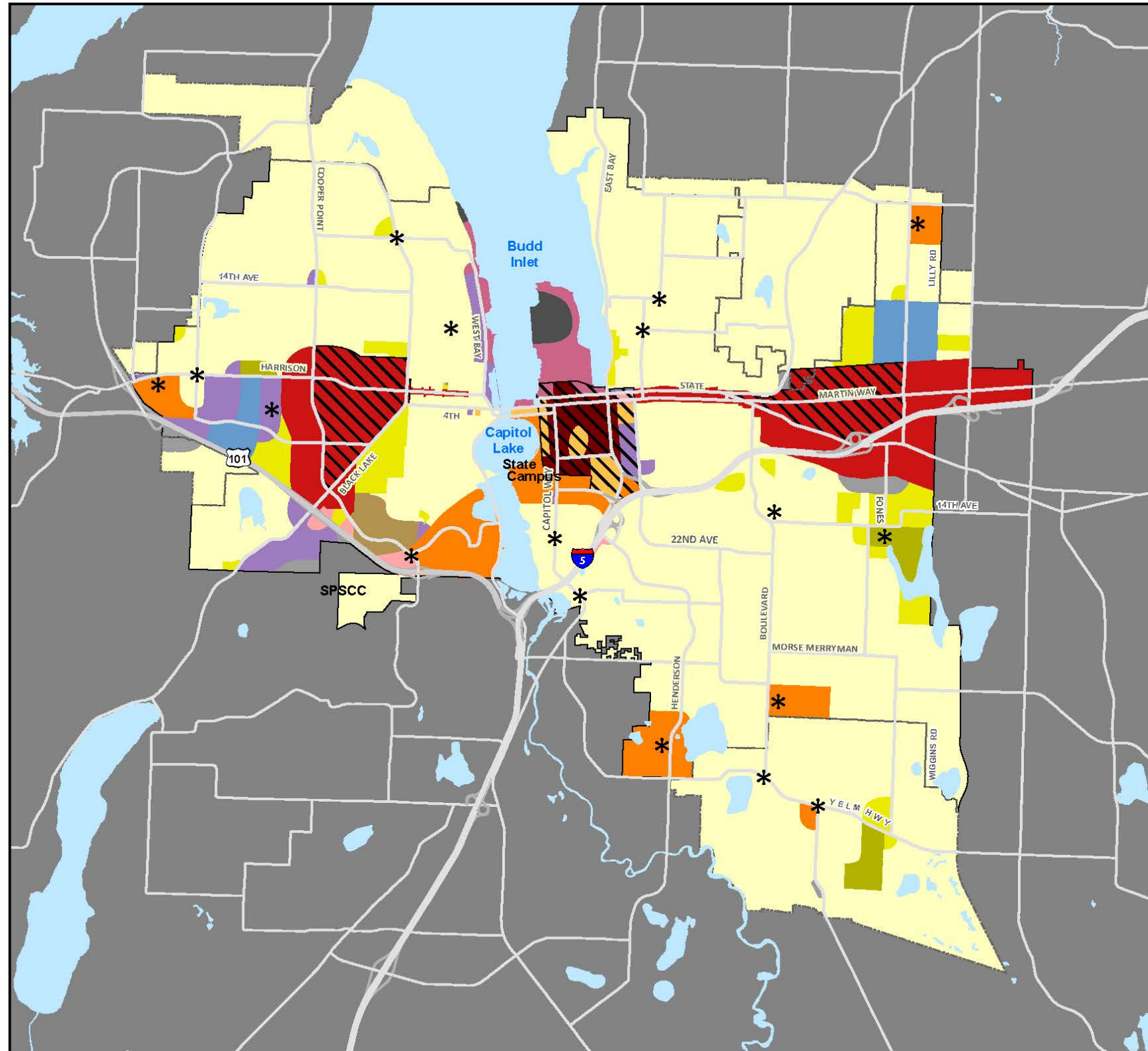
## Future Land Use

City Council Public Hearing Draft, 2014

-  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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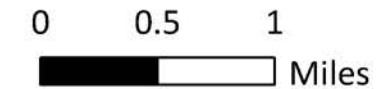
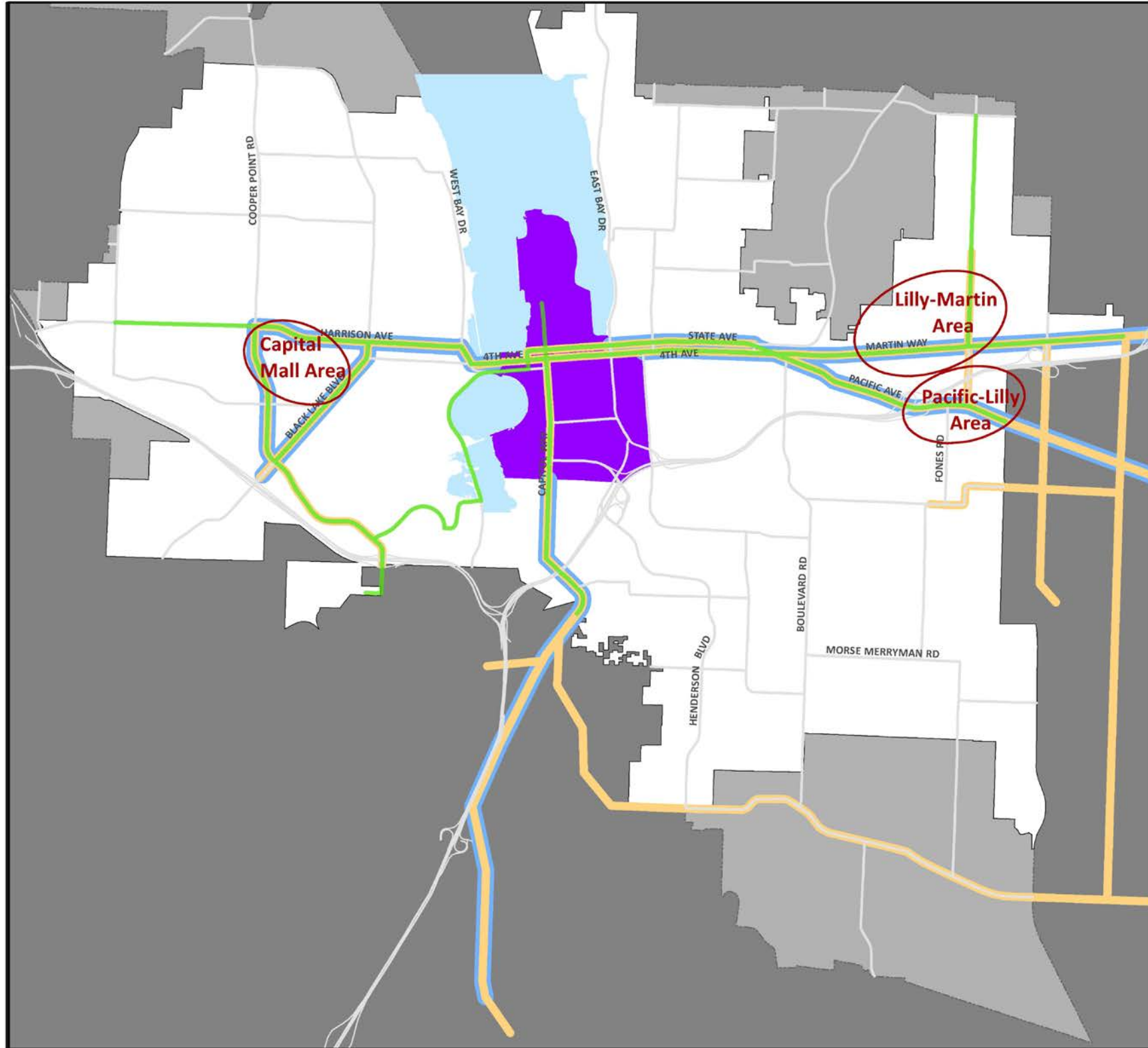


# Transportation Corridors

Reflects 2025 Regional Transportation Plan

City Council Public Hearing Draft, 2014

-  **Focus Areas**  
See Land Use and Urban Design Chapter
-  **First Priority Bus Corridors**  
Streets with high-quality transit
- Strategy Corridors**  
 Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
- Urban Corridors**  
 Multimodal transportation corridors that support adjacent land uses. Line width does not indicate land use designation. See the Land Use and Urban Design Chapter for specific land use designations.
-  **City Center**
-  **City Limits**
-  **Urban Growth Area**



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# Transportation



Bicyclists and an Intercity Transit bus share the road along Olympia's 4th Avenue Bridge [[Photo: BikesITBusShareRoad.jpg align=right caption=Bicyclists and an Intercity Transit bus share the road along Olympia's 4<sup>th</sup> Avenue Bridge.]]

## What Olympia Values:

*Olympians want a transportation system that can move people and goods through the community safely while conserving energy and with minimal environmental impacts. We want it to connect to our homes, businesses and gathering spaces and promote healthy neighborhoods.*

## Our Vision for the Future:

*Complete streets that move people, not just cars.*

## Introduction



Olympia's future transportation system will focus on moving people, not just cars. Our ability to create vibrant urban areas, reduce our environmental impact, and conserve our financial and energy resources will depend on an increase in walking, biking and transit.

Our future streets will work for all modes of transportation - thanks to our investment in sidewalks, bike lanes, trees, and safe crossings. We will build streets that are human scale, for people, as well as cars. A more connected grid of smaller streets will shorten trips for people walking, biking and driving, and allow trucks, buses and emergency vehicles to have direct and efficient routes.

As Olympia grows, we are learning to use a range of tools that will help us to




both respond to growth and provide people with more choices. It won't eliminate congestion, but with the help of involved citizens, our future system will provide safe and inviting ways for us to walk, bike, and use public transit.



Olympia's Gateway Corridor

[[Photo: OlympiaGatewayCorridor.jpg align=right caption=Olympia's Gateway Corridor.]]

This Transportation chapter takes direction from a number of state, regional and local plans, policies, and guidelines:

- The Washington State [Growth Management Act](#)  guides cities to link transportation and land-use planning. This means that *as* growth occurs, the City will provide adequate public facilities and a transportation system that supports walking, biking, and public transit, as well as vehicles.
- The [Thurston Regional Transportation Plan](#)  describes how the region will work together on regional problems and priorities. The plan encourages us to develop high-density, mixed-use urban form in our cities, make new street connections, and find ways to reduce drive-alone commuting.
- The [Olympia Transportation Mobility Strategy](#)  provides overall guidance on how we can build a multimodal transportation system. It looks strategically at system capacity, complete streets, bus corridors, connectivity, transportation demand management, and funding.
- The City has relied on a number of studies in the past to help it make

decisions on capacity, street connectivity, and street design, and these decisions have had a long-term impact on our local transportation system. They also have helped to shape the transportation goals and policies in this plan. See Appendix A, Transportation Planning History for study descriptions.

- This plan is consistent with the [Washington Transportation Plan](#), which establishes a 20-year vision for the state's transportation system and recommends statewide transportation policies and strategies to the legislature and Governor.



Bicyclists travel over Olympia's 4th Avenue Bridge

[[Photo: Bikesover4thAveBridge.jpg align=right caption=Bicyclists travel over Olympia's 4<sup>th</sup> Avenue Bridge.]]

[[Change: Many of the goals and policies below are drawn from the *Olympia Transportation Mobility Strategy*, approved by City Council in 2009. These goals and policies are generally consistent with the current Plan.]]

## Complete Streets



Streets with wide sidewalks and trees invite us to walk to the store or a friend's house. Bike lanes make biking to work more appealing and convenient. The way

we design our streets will create new opportunities for how we travel within our city, and how we interact with one another.

“Complete streets” are built for pedestrians, bicyclists, and transit riders, as well as cars, trucks and buses. They increase the number of people walking, biking and using transit, and are also safe for motor vehicles. Complete street policies complement other goals, such as boosting our economy, reducing congestion, increasing land-use density, minimizing environmental impacts, and giving people more opportunities to be physically active.



4th Avenue near City Hall redesigned with bike lanes and wider sidewalks  
[[Photo: 4thAveCityHallBikeLanes.jpg align=right caption=4<sup>th</sup> Avenue near City Hall redesigned with bike lanes and wider sidewalks.]]

## Goals and Policies

**GT1 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.**



PT1.1 Retrofit major streets to be human scale and include features to make walking, biking and transit use safe and inviting.

**PT1.2** Build streets with individual lanes that are as narrow as safely possible to discourage speeding, while making sure larger vehicles are able to enter areas where they are needed.

[[Change: Council directed that the policy be modified to explain 20 miles per hour speed limits are allowed under select conditions, consistent with state law.]]

**PT1.3** Establish speed limits to create a safe environment for pedestrians and bicyclists, while maintaining motor vehicle traffic flow. Speed limits shall not exceed 35 miles-per-hour on arterial and major collector streets, and 25 miles-per-hour on neighborhood collectors and local access streets, and in the City Center. Provisions are allowed to establish 20 miles-per-hour speed limits for select conditions and as allowed by state law.

**PT1.4** Reduce the impact of traffic on pedestrians by creating buffers such as on-street parking, trees, planter strips, wide sidewalks, and creating interest along the street with amenities and building design.

**PT1.5** Create attractive streetscapes with sidewalks, trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive and functional transit stops and shelters.

**PT1.6** Build intersections that are safe for pedestrians, bicyclists, and motor vehicles. Use minimum dimensions (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.

**PT1.7** Use medians for access control and to keep the number of motor vehicle lanes to a minimum.

**PT1.8** Use medians for pedestrian crossing islands, and to enhance the beauty of the street.

**PT1.9** Build streets in a grid pattern of small blocks to allow streets to be narrow and low-volume, encourage walking, and provide travelers with a choice of routes.

**PT1.10** Minimize driveways along major streets to reduce conflicts between vehicles and bicyclists and pedestrians. Encourage shared driveways or provide access off side streets and alleys.

[[Change: New policy recommended by the Planning Commission of requiring parking lots connectivity in commercial areas.]]

**PT1.11** Require consolidation of driveways and parking lot connectivity for



adjacent commercial areas to facilitate access from one site to another without having to access the roadway.

PT1.12 Recognize the value of street trees for buffering pedestrians from motor vehicle traffic, to capture vehicle emissions, shade sidewalks, and protect asphalt from heat. Proper selection, care and placement are critical to long-term maintenance of trees along streets, street pavement and sidewalks.

[[Change: New policy allowing non-standard street designs.]]

PT1.13 Consider modified street design to enhance the function of a street for a particular mode, such as bicycling, or to support the unique identity of a street, such as an historic district.

[[Change: New policy recommended by the Planning Commission of adequate but limited lighting on pathways and streets.]]

PT1.14 Provide adequate and safe street and pathway lighting, in a way that reduces light pollution.




Bicyclist on 5th Avenue

[[Photo: Bicycliston5thAve.jpg align=right caption=Bicyclist on 5<sup>th</sup> Avenue.]]

[[Change: The policies below reflect the *Evaluation Guidelines for Olympia Streets* and the *Typical Characteristics of Street Classifications* (Table VI-1) of

the current Comprehensive Plan. The table would be removed from the plan. New broader descriptions of street classifications replace the table; details would be found in the separately-adopted development standards.]]

**GT2 As new streets are built and existing streets are reconstructed, add multimodal features as specified in the City of Olympia [Engineering Design and Development Standards](#) .**



**PT2.1** Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include bike lanes, sidewalks, planter strips, pedestrian-crossing features, and other amenities that support pedestrian comfort and safety.

**PT2.2** Build major collector streets to connect arterials to residential and commercial areas. Include bike lanes, sidewalks, planter strips and pedestrian-crossing features.

**PT2.3** Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets should include sidewalks and planter strips, and may include pedestrian-crossing features. Some neighborhood collectors include bike lanes, or signs and markings to designate a bike route. (See Appendix D: Bike Network Map and List.)

**PT2.4** Build local access streets to provide direct connections to properties within neighborhoods. All new local access streets should include sidewalks and planter strips and may include wayfinding signs to direct cyclists to the larger bicycle network.

**PT2.5** Provide transit stops and service accommodations, in consultation with Intercity Transit. Encourage sidewalk access to all designated stops and consider pedestrian crossing improvements to facilitate access, including mid-block crossing islands on high-volume streets.

**PT2.6** Install or allow traffic-calming devices on local access, neighborhood collector, and some major collector streets where speeds, volumes and other conditions indicate a need. Consider pedestrian, bicyclist and transit bus safety and access when installing traffic-calming devices.

PT2.7 Allow on-street parking on local access and neighborhood collector streets.

[[Change: Policy amendment proposed by Planning Commission would reduce the current requirements to build bulb-outs on neighborhood collectors to just 'consider.']]

PT2.8 Make it a priority to add bulb-outs for shorter pedestrian crossings and to slow traffic on existing arterials and major collectors with on-street parking. Consider building bulb-outs on neighborhood collector streets with on-street parking where overall narrowing of the street is not possible.

PT2.9 Allow the City to modify street standards in environmentally sensitive areas based on planning work, and specify these changes in the code.

PT2.10 Use innovative designs to reduce or eliminate stormwater run-off.

[[Change: New policies below specifically reference use and updating of 'Engineering Design and Development Standards' as mechanism for establishing development standards.]]

PT2.11 Use Olympia's regularly updated [Engineering Design and Development Standards](#) to ensure that transportation-related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

PT2.12 Regularly revise the [Olympia Municipal Code](#) and [Engineering Design and Development Standards](#) to give detailed guidance on how transportation services should be paid for and delivered in accordance with the principles established in this Comprehensive Plan.

### **GT3 Streets allow the efficient delivery of goods and services.**



PT3.1 Design streets so that goods and services can be delivered safely and efficiently. This means buses, commercial trucks, emergency and other public service vehicles have an appropriate level of access.

[[Change: Policy revision proposed by Planning Commission would shift policy from keeping streets narrow but adequate for commercial needs to an emphasis on on-street freight loading.]]

PT3.2 Designate and enforce appropriate linear curb space so that commercial vehicles can load and unload in urban areas.

PT3.3 Consider large-vehicle movement in the design of arterial and major collector streets, particularly at intersections, on streets in industrial- zoned areas, and in mixed-use areas.

[[Change: Policy revisions proposed below by Planning Commission would 'require' instead of 'encourage' alleys.]]

[[Change: Council directed that Policies 3.4, 3.5, and 3.6 reference the practicality and feasibility of alleys which will need to be defined in the development standards.]]

PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.

PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.

PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes.

[[Change: New policy recommended by Planning Commission to reflect current practice.]]

PT3.7 Maintain alleyways for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars, or other obstructions

## Connectivity



[[Change: Connectivity is a concept emphasized in the *Olympia Transportation Mobility Strategy*. Goals and policies related to connectivity from the current plan are restated here. Sections of Appendix A of the current plan, *The Form and Function of Olympia Streets*, are incorporated into this area.]]

A city with a well-connected network of smaller streets helps create a better city

for walking, biking, riding the bus and driving. This “connectivity” creates a human-scale environment. Whether people are walking, biking, or driving, their routes are shorter. Transit riders can get to their stops more easily. A well-connected street grid provides direct and efficient access for all types of service vehicles including transit buses, delivery trucks, and emergency vehicles.



A street connection extends Olympia Avenue to the downtown  
[[Photo: StrConnectionOlyAvetoDwntwn.jpg align=right caption=A street connection extends Olympia Avenue to the downtown.]]

A 1994 planning study conducted by the City led to the fully-connected street network we are now building. The study determined that instead of continuing to widen our major roads, we should build a connected grid of smaller streets. This study became the basis for our vision of a modified street grid and planned street connections. (See maps in Appendix B and the Transportation Planning History in Appendix A for additional information.)

Because well-connected streets create more direct routes, fewer miles are driven, saving fuel and reducing pollution. During emergencies and major construction, the grid provides options: if one route is blocked, other direct routes are available. A grid also provides more opportunities to turn left, reducing traffic back-ups.

Pathways and trails provide connectivity for bicyclists and pedestrians. Pathways are shortcuts in neighborhoods that provide connections to parks, schools, trails and streets. Trails allow travel off the street system, benefitting bicyclists and

pedestrians for transportation and recreation.



The gridded street network in an older neighborhood  
[[Photo: GriddedStreetNetwork.jpg align=right caption=The gridded street network in an older neighborhood.]]

## Goals and Policies

 SHARE

**GT4 The street network is a well-connected system of small blocks, allowing short, direct trips for pedestrians, bicyclists, transit users, motorists, and service vehicles.**

 SHARE

[[Change: Policy recommended by Planning Commission differs from current development standards which allow a block of 750 feet maximum on arterials.]]

**PT4.1 Connect streets in a grid-like pattern of smaller blocks. Block sizes should range from 250 feet to 350 feet in residential areas and up to a maximum of 500 feet along arterials.**


**PT4.2** Build new street connections to reduce travel time and distances for all users of the street system.

**PT4.3** Build new street and pathway connections so that people walking, biking, or accessing bus stops have direct route options, making these modes more inviting.

**PT4.4** Build new street connections so that motor-vehicle trips are shorter, to save fuel, cut travel time, and reduce pollution.

**PT4.5** Build new street connections so the grid provides other routes if an emergency or major construction blocks travel.

**PT4.6** Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.

**PT4.7** Build a human-scale street grid of small blocks by defining required dimensions in the [Engineering Design and Development Standards](#) . Use street-spacing criteria to define the frequency of different types of streets in the grid, and define block sizes on each type of street to keep blocks small.

**PT4.8** Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix B. Require the use of the [Engineering Design and Development Standards](#) .

**PT4.9** Seek public and private funding to construct street connections in the network.

**PT4.10** Require new developments to connect to the existing street network and provide for future street connections to ensure the gridded street system is built concurrent with development.

**PT4.11** Retrofit existing development into a pattern of short blocks.

**PT4.12** Build bike and pedestrian pathways for safe and direct non-motorized access. Where street connections are not possible, build pathways based on block sizes defined in the Engineering Design and Development Standards.

**PT4.13** Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets. (See maps and lists in Appendix B.)

**PT4.14** Build a dense grid of local access and collector streets to provide motorists with multiple ways to enter and exit neighborhoods instead of using arterial streets for trips within the neighborhood.

**PT4.15** Allow cul-de-sacs only when topographic and environmental

constraints permit no other option. Cul-de-sacs that are built should have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets, or to destinations such as schools, parks and trails wherever possible.

**PT4.16** Use signs to identify planned but still unbuilt street connections or "stub outs" and to indicate the type of street that is planned. This information should also be shown on maps of newly platted areas.

**PT4.17** Create public bicycle and pedestrian connections for interim use when street connections are not completed with new development.

**PT4.18** Plan and identify street connections in undeveloped areas to ensure they are eventually connected.

**PT4.19** Plan for adequate rights-of-way for future streets.

**PT4.20** Use traffic-calming devices to slow vehicles, where necessary, especially when new streets are connected to existing neighborhoods.

[[Change: Council directed policy language changes related to how street connections are evaluated.]]

**PT4.21** Pursue all street connections because a well-connected street system improves the safety and efficiency for all modes of travel. When a street connection is proposed to an existing residential neighborhood, the developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. In all cases, priority will be given to pedestrian, bicycle and emergency vehicle access. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:

- Effects on the overall city transportation system
- Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated
- Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists
- Impacts on directness of travel for emergency-, public-, and commercial-service vehicles
- An assessment of travel patterns of the larger neighborhood area and



volumes at nearby major intersections

- An assessment of traffic volumes at the connection and whether projected volumes are expected to exceed the typical range for that classification of street
- Identification of topographical barriers or environmental constraints that make a connection infeasible
- Bicycle and pedestrian safety
- Noise impacts and air pollution
- Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets
- Effectiveness of proposed traffic-calming measures
- Consideration of the information in Appendix A of this chapter

[[Change: New policy reflecting the *Olympia Transportation Mobility Strategy* recommendation to develop a connectivity measure.]]

**PT4.22** Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route-directness index.

[[Change: Council directed a new policy related to the safety of newly connected streets.]]

**PT4.23** Build bicycle and pedestrian facilities, traffic calming devices and any other functional improvements, as needed, to address safety concerns on newly connected streets at the time when street connections are made. This policy applies to arterials, major collectors and neighborhood collectors. These improvements must be made to the segment of street between the intersections of two comparable or larger street classes.

**GT5 Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.**



[[Change: New policies supporting pathways as a formal part of the transportation network. This emphasis comes from the *Olympia Transportation Mobility Strategy*.]]

**PT5.1** Establish and improve pathways in existing built areas.

PT5.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent, developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.

PT5.3 Install signs at pathways to indicate they are open to the public and an official part of the transportation network.

[[Change: New policy recommended by Planning Commission to reflect current practice.]]

PT5.4 Coordinate with the State to increase bicycle and pedestrian access through the Capitol Campus.

## GT6 A network of regional and local trails enhances mobility for bicycles and pedestrians.



PT6.1 Work with regional jurisdictions to develop the on- and off-street trails network, as identified in the [Thurston Regional Trails Plan](#).

PT6.2 Increase access to trails by requiring or acquiring pathways, easements, or dedicated rights-of-way from new developments adjacent to current and future trails.

PT6.3 Install signs that identify the trails network, public destinations, nearby streets, and transit routes.

## System Capacity



[[Change: The goals and policies below are consistent with the current plan, and are added here to meet requirements of the Growth Management Act. A new concept for addressing concurrency is proposed, consistent with the [Olympia Transportation Mobility Strategy](#).]]

One of the ways we gauge the quality of a community is how easily we get around. No one likes getting stuck in traffic. In Olympia, we are looking for new ways to address congestion - ways that retain the human-scale character of our streets - instead of adding more lanes.



Traffic and a cyclist move through downtown

[[Photo: TrafficandBicyclistMoveThruDwntwn.jpg align=right caption=Traffic and a cyclist move through downtown.]]

Transportation professionals use "level of service" ratings to describe vehicle congestion, ranging from A to F -- "A" being no congestion and "F" being heavy congestion. The concept of concurrency means that as our community grows, the level of service (level of congestion) that we consider acceptable for a specific street is maintained. To achieve this requires that we add "capacity" to the street.

The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. In Olympia, we want to look at capacity more broadly and see it as our ability to move *people*.

The street system can move more people when more trips are made by walking, biking, or riding the bus. On streets that have unacceptable levels of motor vehicle congestion, and where widening is not appropriate, we will increase capacity by building facilities to support walking, biking, and transit.

This is needed most in the oldest parts of our city, where roads cannot be widened further. Considered "strategy corridors," these streets are already at the maximum five-lane width, have environmental constraints, or are adjacent to areas that are fully built-out.

Efforts to reduce auto trips, such as adding bike lanes and sidewalks and improving transit services will be used to relieve traffic congestion and increase capacity on all major streets, but especially on strategy corridors (See Appendix H, the Corridor Map, for strategy corridors.)

The project list and maps in Appendix B include system capacity improvements for vehicles likely to be needed over the next 20 years.

[Appendix I](#) shows Traffic Forecast Maps of current and future traffic volumes.

## Goals and Policies



**GT7 Impacts of new development on the transportation system are addressed by establishing level of service standards that indicate when improvements are needed.**

[[Change: Policy revised by Planning Commission to include consideration of 'location efficiency.']]



**PT7.1** Measure level of service using the average vehicle volumes that occur during the highest-volume, consecutive, two-hour period. Use the two-hour level of service as a screening tool to determine capacity needs at intersections and along streets. Consider location efficiency in this calculation to remove disincentives for development along urban corridors where increased density is desired.

**PT7.2** Determine the need for, and feasibility of, motor vehicle capacity improvements, particularly widening the street. Consider the types of streets and connectivity of the street network in the area, environmental impacts, the impacts on the walkability and character of the area, cost, and physical constraints.

[[Change: New policy recommended by Planning Commission to reflect current practice.]]

PT7.3 Consider signal upgrades and signal timing as standard ways to reduce congestion.

PT7.4 No street will exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.

PT7.5 Consider roundabouts instead of signals at intersections to maintain traffic flow.

PT7.6 Establish and maintain appropriate levels of service using the following guidelines (see street system maps in Appendix B and Corridor Map in Appendix H):

- Level of service E will be acceptable on arterials and major collectors in the City Center and along urban corridors
- Level of service D will be acceptable in the rest of the City and Urban Growth Area
- Higher levels of service may be maintained in parts of the City because of low traffic demand
- For some intersections, level of service is F is acceptable
- On strategy corridors, where widening is not an option, levels of service may fall below adopted standards

PT7.7 Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW [36.70A.070](#) (6). Proposed improvements to state-owned facilities will be consistent with the [Thurston Regional Transportation Plan](#) and the State Highway System Plan within Washington's Transportation Plan.

## **GT8 The impacts of new land-use development on the transportation system are mitigated appropriately.**



PT8.1 Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.

PT8.2 Require new development to construct improvements or contribute funds towards measures that will improve the function and safety of the streets, such as installing bike and pedestrian improvements, turn pockets or special lanes for buses, or roundabouts, or modifying traffic signals.



A bus stops on Capitol Way

[[Photo: BusStopsonCapitolWay.jpg align=right caption=A bus stops on Capitol Way.]]

PT8.3 Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.

PT8.4 Use the [State Environmental Policy Act](#) to determine mitigation requirements for the impacts of new development on the transportation system.

PT8.5 Construct complete streets and maintain an urban form that is human scale, when widening is necessary.

**GT9 On designated strategy corridors, when road widening is not an option, increase capacity by providing walking, biking and transit facilities, facilitate increased land use density, and eliminate transportation system inefficiencies.**

 SHARE

PT9.1 Add bike lanes and sidewalks, improve transit services, and use demand management measures to ensure that transit, walking and biking are attractive and easy to use during peak travel periods on all streets, especially strategy corridors, those which cannot be widened.

PT9.2 Review and update concurrency ordinances as appropriate to

implement multimodal and system efficiency strategies in strategy corridors. (See Concurrency Report explanation in Appendix A.)

PT9.3 Expand the City's network of street connections, pathways and trails to help relieve congestion.

[[Change: New goal and policies below reflect the [Olympia Transportation Mobility Strategy](#).]]

**GT10 System capacity improvements focus on moving people and goods more efficiently, minimizing congestion by replacing car trips with walking, biking and transit trips, and by increasing system operational efficiency and reliability.**



PT10.1 Pursue a person-trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.

PT10.2 Seek voluntary concurrency mitigation measures separate from other transportation mitigation measures required by either [State Environmental Policy Act](#) or the City's Transportation Impact Fee policies and programs.

## Land Use



[[Change: Land use and transportation integration is emphasized in the *Olympia Transportation Mobility Strategy*, and the *Thurston Regional Transportation Plan*. This section below incorporates that emphasis.]]

The land use and transportation goals and policies of this plan are interconnected. When attractive housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit stops can be close by and convenient for longer trips outside the neighborhood. In compact, mixed-use areas, it is easier for people to walk, bike and ride the bus than it is to drive, reducing our dependency on our cars.

The dense, mixed areas we are trying to achieve are made more attractive, comfortable and functional when streets have wide sidewalks, safe pedestrian crossings, bike lanes, and the bus is convenient. We can optimize our

investments in the transit system by locating a mixture of dense land uses along our major bus routes. Without the coordination of land use and transportation, we will continue to rely on our cars, congestion will worsen, streets will be wider and unfriendly, and more parking will be needed.



An attractive sidewalk along a major bus route  
[[Photo: AttractiveSidewalkalongBusRoute.jpg align=right caption=An attractive sidewalk along a major bus route.]]

## Goals and Policies

 SHARE

**GT11 The transportation system provides attractive walking, biking and transit options, so that land use densities can increase without creating more traffic congestion.**

 SHARE

**PT11.1 Build a system that encourages walking, biking and transit to reduce car trips and help achieve our land-use density goals.**

**GT12 A mix of strategies is used to concentrate growth in the city, which both supports and is supported by**



## walking, biking, and transit.



PT12.1 Consider increasing allowed densities in the downtown core and along parts of the urban corridors, while maintaining lower densities in the periphery of the City.

[[Change: Five new policies below proposed by Planning Commission would support use of location-based impact fees and other incentives and mechanisms instead of zoning as general technique for directing housing and other development to short-trip locations.]]

PT12.2 Consider a geographically-influenced impact fee based on costs that would likely incentivize development or redevelopment in the downtown core and along parts of the urban corridor.

PT12.3 Consider incentives to address the specific challenges downtown redevelopment faces.

PT12.4 Promote infill in close-in neighborhoods and increased land-use density in activity centers and downtown to reduce sprawl, car trips, and to make the best use of the existing transportation network.

PT12.5 Allow housing in commercial and employment areas to reduce commute and errand distances, and encourage alternatives to driving.

PT12.6 Allow neighborhood centers in residential areas to reduce commute and errand distances and encourage alternatives to driving.

[[Change: New goal and policies below are related to new Bus Corridor concept introduced in the [Olympia Transportation Mobility Strategy](#).]]

**GT13 Greater density along priority bus corridors optimizes investments in transit and makes transit an inviting mode of travel. (See Appendix H, the Corridors Map, for bus corridors.)**



PT13.1 Encourage transit-supportive density and land-use patterns along priority bus corridors, through zoning, incentives, and other regulatory tools.

PT13.2 Encourage schools, public services, major employers, and senior and

multi-family housing to locate along priority bus corridors, as they tend to benefit from the availability of public transit.

**PT13.3** Enhance the gridded street network of small blocks adjacent to bus corridors to improve access to transit.

[[Change: Goals and policies below are a revised version of High Density Corridor portions of current Plan drawn from early 1990s Regional Transportation Plan. To avoid confusion with zoning categories, the term Urban Corridors is now used in place of the term High Density Corridors. Urban Corridors include certain major arterials, which are the backbone of the transportation system, and surrounding land uses within up to a quarter mile of surrounding land uses. Council directed a proposal to eliminate the urban corridor land use designation on Capitol Boulevard and narrow the urban corridor land use designation along Harrison Avenue east of Division Street and along State and Fourth Avenues east of downtown. Urban Corridors overlap with most Strategy Corridors.]]

**GT14** The urban corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix H Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)



**PT14.1** Retrofit City streets in urban corridors to City Street Standards to attract new development and increase densities.

**PT14.2** Work with the State of Washington to include urban corridors in the state's preferred leasing area, so that state employees can easily walk, bike or take public transit to work.

**PT14.3** Encourage public agencies to build in the urban corridors to support the City's transportation-efficient land use goals so citizens and employees can easily walk, bike or take public transit to these buildings.

**PT14.4** Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors of Martin Way, east 4<sup>th</sup> and State Avenues and Pacific Avenue.

## GT15 Streets are public space, where people want to be.



PT15.1 Design streets to preserve or enhance the unique qualities and “sense of place” of a neighborhood or district.

PT15.2 Design streets as gathering spaces and destinations, and highlight their cultural and natural features.

PT15.3 Look for opportunities to create multi-use, public spaces along streets and encourage public and private efforts to make these places unique and memorable.

## Transit



[[Change: Sections of Appendix A of the current Plan, *The Future of Transit Service in Olympia and the Region*, are incorporated into the introduction of this goal area.]]

We can use bus service for many of the routine trips we make, and significantly reduce congestion. As traffic increases, transit will be an efficient way to move more people on the same streets.

Intercity Transit is the primary public transit operator for Thurston County, and its strong partnership with the City will be critical to meeting community transportation needs.




People board a bus at the downtown Olympia Transit Center  
[[Photo: PeopleBoardingBusOlyTransitCenter.jpg align=right caption=People board a bus at the downtown Olympia Transit Center.]]

In the near-term, Olympia envisions a distinct system of “bus corridors:” major streets with high-quality, frequent service that will allow people to use transit more spontaneously. The first priority for bus corridor development will be along strategy corridors. See the Corridor Map in Appendix H for bus corridors and strategy corridors.

Building bus corridors is a major new commitment in which the City and Intercity Transit will jointly invest. Intercity Transit will provide fast, frequent and reliable bus service along these corridors and the City will provide operational improvements, such as longer green time at traffic signals to prevent bus delays in congestion. Attractive streetscapes, pedestrian crossings and sidewalks will enhance people’s access to transit. The City will also encourage a mix of land uses and increased densities along these corridors to increase ridership.

Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. After they are developed in Olympia’s dense urban areas, they will ideally connect with similar corridors in Lacey and Tumwater.

Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the [Thurston Regional Transportation Plan](#) . Both plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit,

commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.



A bus travels over the 4<sup>th</sup> Avenue Bridge  
[[Photo: BusTravelsOver4thAveBridge.jpg align=right caption=A bus travels over the 4<sup>th</sup> Avenue Bridge.]]

## Goals and Policies

 SHARE

[[Change: New goal and policies on bus corridors are consistent with the *Olympia Transportation Mobility Strategy*.]]

**GT16 Bus corridors have high-quality transit service allowing people to ride the bus spontaneously, and easily replace car trips with trips by bus.**

[[Change: Planning Commission recommends 15-minute operation be limited to 'where supported by surrounding land uses.']]

 SHARE

**PT16.1** Develop a system of bus corridors with fast, frequent, and predictable service. Transit service should operate at least every 15 minutes on weekdays

where surrounding land uses call for it.

**PT16.2** Achieve density and mix of land uses along bus corridors to support increased ridership and frequent service.

**PT16.3** Formalize bus corridors through a joint agreement between Intercity Transit and the City of Olympia, with efforts to include Lacey and Tumwater.

[[Change: New policy specifying steps to take in cooperation with Intercity Transit.]]

**PT16.4** Coordinate with Intercity Transit to give traffic signal priority to buses, build bypass or exclusive transit lanes, and take other measures designed to speed bus service.

**PT16.5** Ensure street, site, and building designs are well-planned for pedestrian use along bus corridors.

**PT16.6** Integrate transit and bicycle network planning and require bicycle end-of-trip facilities, such as bike parking, along bus corridors.

[[Change: New policy as proposed by Planning Commission would lead to not requiring parking along bus corridors.]]

**PT16.7** Eliminate minimum parking requirements along bus corridors.

[[Change: New policy recommended by Planning Commission to establish specific priority for improvements on bus corridors.]]

**PT16.8** Give priority to sidewalks and mid-block pedestrian crossings that enhance access and safety on high frequency bus corridors.

## **GT17 Intercity Transit's short- and long-range plans are supported.**



**PT17.1** Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, system operational efficiencies, land uses, and site design support transit along current and future routes.

**PT17.2** Coordinate with Intercity Transit on bus stop locations so they are safe and inviting for pedestrians and bicyclists.

PT17.3 Consult with Intercity Transit when new developments are being reviewed so that current and future bus routes can be accessed by transit vehicles.

PT17.4 Make transit more inviting by designing transit access at major destinations such as worksites, schools, medical facilities and shopping complexes in a manner that allows efficient access for buses, while placing bus stops in locations that are more convenient than parking areas.

[[Change: Amendment proposed by Planning Commission would revise below policy from 'work with' to 'require' development to provide transit facilities.]]

PT17.5 Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.

PT17.6 Encourage Intercity Transit to provide service to passenger rail stations or other intermodal facilities.

PT17.7 Explore opportunities for circulator transit routes to enhance connectivity between urban corridors, their adjacent neighborhoods, and the city center.

## **GT18 The region is prepared to advance high-capacity transportation.**



PT18.1 Work with Intercity Transit and the [Thurston Regional Planning Council](#) to plan for long-range, high-capacity transportation in Thurston County.

PT18.2 Preserve significant rail corridors threatened with abandonment as identified in the Regional Transportation Plan.

PT18.3 Integrate land use and high-capacity transportation planning so that dense urban centers are developed around future rail stations, and coordinate this regionally.

PT18.4 Encourage the Washington State Department of Transportation and the [Thurston Regional Planning Council](#) to identify and address deficiencies in regional commuter services.

[[Change: New policy below proposed by Planning Commission emphasizes land use densities.]]

**PT18.5** Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.

## **GT19 The rail system can move materials over long distances efficiently and inexpensively.**

 **SHARE**

**PT19.1** Work with regional partners and the Washington State Department of Transportation to support and expand freight rail in the region.

## **Walking**

 **SHARE**

[[Change: The pedestrian goals and policies add greater emphasis on the value of pedestrian infrastructure.]]

This plan aims to make streets safe and inviting for walking for more people. The City can accomplish this over time by designing streets that are “human scale,” places where people can enjoy walking, sitting and interacting with others. Building and retrofitting streets by planting trees, creating landscaped strips and installing decorative lighting can encourage people to walk and create an active street life.

When streets are designed for people, rather than dominated by cars, neighbors interact, businesses thrive, and people feel more engaged in their community. All of this can stimulate activity, attract development, and improve the quality of life, even as the population increases.






A new sidewalk is buffered by a planter strip and street trees on San Francisco Avenue

[[Photo: NewSidewalkonSanFranciscoAve.jpg align=right caption=A new sidewalk is buffered by a planter strip and street trees on San Francisco Avenue.]]

Well-designed sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles, and provide a flat and predictable surface for walking. For those with walking aids, sidewalks significantly enhance access. Sidewalks invite people to gather and interact in public space right outside their front door. Sidewalks provide safe places for children to walk, run, skate, and play.

Appendix C includes a map of sidewalk projects based on the [City of Olympia Sidewalk Program](#)  (2003).



A flashing beacon at a crosswalk on Olympic Way will alert motorists to pedestrians

[[Photo: FlashingBeaconCrosswalkOlympicWay.jpg align=right caption=A flashing beacon at a crosswalk on Olympic Way will alert motorists to pedestrians.]]

Another important safety factor for walkers is to ensure that streets are easy to cross. Pedestrian crossing improvements shorten the crossing distance, increase visibility of walkers to motorists, increase crosswalk law compliance, and enhance the safety and comfort of pedestrians.

## Goals and Policies

**GT20 Walking is safe and inviting, and more people walk for transportation.**

 SHARE

PT20.1 Encourage walking and educate people about walking safety and the benefits of walking.

PT20.2 Ensure City street standards reflect the importance of walking for transportation and recreation.

PT20.3 Build new streets and retrofit existing streets to be more inviting for

walking with sidewalks, crossing improvements and streetscape enhancements.

[[Change: New policy proposed by Planning Commission allow for developers to pay a fee instead of build sidewalks.]]

**PT20.4** Allow property developers to pay a fee-in-lieu for sidewalks in certain instances so that sidewalks and other pedestrian improvements can be constructed in the locations they are most needed.

**PT20.5** Consider the needs of people walking in all aspects of street operations and maintenance.

**PT20.6** Use construction practices that provide safe access for pedestrians. When roadway closures are necessary for construction, provide a reasonably direct route through or around the construction area for people walking.

**PT20.7** Require direct, safe, and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.

**PT20.8** Explore the expanded use of alleys for pedestrian travel.

## **GT21 Sidewalks make streets safe and inviting for walking.**



**PT21.1** Build all new streets with inviting sidewalks on both sides of the street.

**PT21.2** Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for walkers to share space with motor vehicles. Prioritize sidewalk construction projects based on street conditions, transit routes, and the proximity to destinations such as schools.

**PT21.3** Retrofit selected smaller local access streets within neighborhoods with sidewalks to address unique conditions, such as: limited sight distance; the need for access to bus stops, schools and parks; or, because no other parallel street exists nearby to provide a safe walking route.

**GT22 Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high vehicle volumes.**



**PT22.1** Build new streets and retrofit existing streets with crossing islands and “bulb outs” to increase pedestrian safety.

**PT22.2** Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.

**PT22.3** Add safe, mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between stop lights, and those with high-frequency transit service.

**PT22.4** Design intersections to make pedestrian crossing safety a priority: minimize the crossing width, make pedestrians more visible with bulb outs and lighting, and minimize “curb radii” (sharper corners instead of sweeping curves).

**PT22.5** Consider the use of pavers or colored, patterned concrete on crosswalks in commercial or mixed-use areas to increase motorist awareness of pedestrians and to improve the appearance of an area, without negatively affecting cyclists or pedestrians.

**PT22.6** Consider the needs of the elderly and disabled in all crosswalk design and signal timing.



Streetscape enhancements include awnings, trees, and wide sidewalks  
[[Photo: StreetscapeEnhancements.jpg align=right caption=Streetscape enhancements include awnings, trees, and wide sidewalks.]]

**GT23 Streetscapes buffer walkers from motor vehicle traffic, enhance the experience of walking, and increase the attractiveness of an area.**



PT23.1 Separate sidewalks from motor-vehicle traffic with buffers of trees and landscaping.

PT23.2 Allow on-street parking as a buffer, where appropriate, between walkers and motor-vehicle traffic.

PT23.3 Provide sidewalks wide enough to include the “streetscape” elements and space needed to support active street life. In busy pedestrian areas, install benches, artwork and other features to make streets interesting and inviting, while maintaining safe walking surfaces and adequate space for those in wheelchairs.

PT23.4 Require continuous awnings over the sidewalk along building frontages in densely-developed areas to protect pedestrians from weather; encourage them everywhere else.

PT23.5 Use pedestrian-scale lighting to make sidewalks feel safe and inviting at night.

PT23.6 Use City investments to retrofit streets and add wide sidewalks and streetscape improvements as a method of drawing development to targeted areas.

PT23.7 Develop streetscape plans for commercial and mixed-use areas.

PT23.8 Integrate inviting bus stops and shelters into streetscape design.

## Bicycling




[[Change: Bicycle policies are not in the current plan. New policies have been added consistent with the *Olympia Bicycle Master Plan*, the City's comprehensive bicycle planning document.]]

Bicycling is clean, economical, efficient, and ideal for trips within our community. As with walking, the vision of this plan is to consider biking as a valuable mode of transportation, and to make the safety of bicyclists a high priority. Because bicyclists have access to the same streets as drivers, they must have both the same rights and responsibilities.



A bicyclist approaches the 4<sup>th</sup> Avenue Bridge  
[[Photo: BicyclistApproaches4thAveBridge.jpg align=right caption=A bicyclist approaches the 4<sup>th</sup> Avenue Bridge.]]

A well-connected network of facilities for bicyclists is the key to increasing the use of bicycles for regular transportation. A bicycle network includes bike lanes, signs and markings, trails, pathways, and bicycle parking. An effective network is supported by maintenance and operations practices that remove barriers to bicycling.

Providing bike lanes on existing streets is a cost-effective way to create separate, safe spaces for bicycling, especially where vehicle volumes are high and motorists and bicyclists need a predictable system for sharing the street. (Appendix D shows the list of bike lane projects identified in the [Bicycle Master Plan](#)  and a map illustrating the existing and future bicycle network.)

Education, enforcement and encouragement can both improve bicycle safety and encourage more people to bike. Programs are needed to raise awareness of the benefits of bicycling, teach urban-cycling skills to adults, teach children to be safe riders, and let all roadway users know what their responsibilities are.





A bicyclist adds a red light to her bike to be more visible by motorists  
[[Photo: BicyclistAddRedLighttoBike.jpg align=right caption=A bicyclist adds a red light to her bike to be more visible by motorists.]]

## Goals and Policies

**GT24 Bicycling is safe and inviting, and many people use their bikes to both travel and stay active.**

 SHARE

PT24.1 Retrofit streets to provide safe and inviting bicycle facilities. Use the [Bicycle Master Plan](#)  (2009) to guide facilities development, but look for other opportunities to provide bicycle facilities where possible.

PT24.2 Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors. Bike facilities planned for specific classifications of streets are defined in the [Engineering Design and Development Standards](#) .

PT24.3 Use signs and markings to alert drivers to the presence of bicyclists, to guide bicyclist and motorist behavior, and to guide bicyclists to destinations.

[[Change: Policy revision proposed by Planning Commission would allow for approaches not currently in the Bicycle Master Plan.]]



**PT24.4** Explore the use of bicycle boulevards to support novice and family bicycling - streets with low volumes and special accommodations for bicycling.

**PT24.5** Make pedestrian crossing islands large enough for families cycling together.

**PT24.6** Consider the needs of bicyclists in all aspects of street operations and maintenance including signal system operations.

**PT24.7]**Use construction and maintenance practices that provide safe access for bicycle travel. When roadway closures are necessary, provide for a reasonably direct bicycle route through or around the construction area.

**PT24.8** Require new commercial developments, public facilities, schools, and multi-family housing to provide end-of-trip facilities for bicyclists, including covered bike racks and lockers.

**PT24.9** Use education, encouragement and enforcement programs to improve the safety of and promote bicycling.

**PT24.10** Partner with businesses, schools, developers, and employers to support bicycling through site and building design, end-of-trip facilities and programs to promote bike use.

[[Change: New policies below emphasize bicyclist and pedestrian safety and education.]]

**PT24.11** Educate people about biking and walking in order to reduce motorized travel and make the best use of the City's investments in infrastructure.

**PT24.12** Educate drivers about and enforce regulations that protect the safety of bicyclists and pedestrians.

**PT24.13** Educate bicyclists and walkers about their responsibilities as users of the street system.

## Transportation Demand Management



[[Change: The goals and policies below add a greater emphasis on schools and students. The parking policies here are those that are linked to reducing commute trips.]]

When more people ride the bus, carpool, walk, and bike for their daily commute, traffic congestion, pollution, and energy consumption are reduced. We also save money and get more exercise.


Many current community efforts focus on helping both workers and students find alternatives to driving alone. Ridematch programs link carpoolers and help set up long-distance vanpools. Frequent bus service to major work sites makes the bus more inviting. Bike lanes, bike parking and networks of trails, sidewalks and safe crossings encourage people to walk and bike.

Commute trip reduction efforts focus on employee and student commute trips because these trips are predictable and are made by large numbers of people. A successful change in these travel habits can have a positive impact on our streets.

We need school programs - as well as bicycle- and pedestrian-friendly streets -- to encourage students to walk, bike, carpool, or take the bus to school. Large numbers of students and parents driving to and from school can create congestion and safety issues for students.



State employees cross Capitol Way at the Tivoli Fountain  
[[Photo: StateEmployeesCrossCapitolWay.jpg align=right caption=State employees cross Capitol Way at the Tivoli Fountain.]]


Washington state's 1991 [Commuter Trip Reduction Law](#)  called on workers to reduce their drive-alone commuting. Since then, commute trip reduction programs have focused on large worksites in the most congested areas of the state.

When we reduce drive-alone commuting, we make the best use of existing streets and reduce the need for costly new lanes. And, when more people walk, bike, carpool and ride the bus, we can increase land-use density without increasing traffic.

## Goals and Policies

**GT25 Walking, biking, riding the bus, and carpooling are convenient for trips to work or school. Fewer drive-alone trips will reduce pollution, energy consumption, and the growth in traffic congestion.**



PT25.1 Help affected employers in the region meet the goals of the State's [Commuter Trip Reduction Law](#) .

PT25.2 Support the State's [Commuter Trip Reduction Law](#) with City policies and programs that encourage ridesharing, transit, walking and biking.

PT25.3 Work with the State to locate new worksites in the City's dense urban area - in locations where frequent transit is possible, and where employees can easily walk and bike.

PT25.4 Encourage all employers in the City to reduce employee drive-alone commute trips. Provide specific emphasis for worksites in the City Center.

PT25.5 Provide infrastructure to support walking, biking, transit, and ridesharing for commuting.

PT25.6 Encourage areas, such as malls, with high concentrations of employees, to develop coordinated commuter programs to reduce drive-alone commuting.

PT25.7 Work with community partners to provide programs, services and incentives that will promote transit, ridesharing, walking, and biking.

PT25.8 Encourage employers and schools to stagger start times to reduce peak-hour traffic volumes. Encourage employers to allow flexible work schedules, so employees can more easily take advantage of transit and ridesharing opportunities.

PT25.9 Encourage employers to allow telecommuting and compressed work weeks to eliminate commute trips.

PT25.10 Give City employees high-quality commuter services and incentives, while limiting parking availability, as a way to discourage drive-alone commuting.

[[Change: Proposed policy revision below would limit City to 'requiring' such facilities. Current policy includes practice of also 'encouraging.']]

PT25.11 Require end-of-trip facilities, such as clothes lockers, showers and bike parking for walking, biking and transit users at schools and worksites.



Students participate in a Walk and Roll event

[[Photo: StudentsParticipateWalkandRollEvent.jpg align=right caption=Students participate in a Walk and Roll event.]]

PT25.12 Encourage students to walk, bike and rideshare to reduce congestion near schools, to introduce them to transportation options, to encourage more exercise, and, at high schools, reduce the need for parking.

PT25.13 Coordinate City and school district policies to site new schools in locations where students can easily walk or bike to school, and where school employees and students can commute on public transit. Consider multi-story buildings on smaller lots to accommodate capacity needs closer to the urban core and to reduce disruption to the street grid.

PT25.14 Provide sidewalks, bike lanes, trails, pathways, and crossing facilities near schools to encourage students to walk and bike.

PT25.15 Educate the public about travel options and how these choices benefit them, the community, and the environment.

**GT26 Parking is provided in a way that reduces the number of employees who commute alone by car.**



PT26.1 Discourage drive-alone commutes by managing the cost and supply of public parking, but give priority to parking for business patrons.

PT26.2 Establish parking standards that meet the needs of business patrons, but do not result in cheap and readily-available parking for employees.

PT26.3 Work with adjacent cities and the State of Washington on consistent parking strategies to help meet the commute trip reduction goals of the region. This will also ensure that parking standards do not act as a deterrent to the location of development.

PT26.4 Collaborate to establish more park-and-ride lots in the region.

## Funding



[[Change: Some of the goals and policies below are from the *Olympia Transportation Mobility Strategy*. These goals and policies are consistent with the *Thurston Regional Transportation Plan*.]]

The funding sources we'll need to realize our transportation vision must be developed over time. As the economy changes, our population fluctuates, and funding circumstances change, the City will need to be flexible and resourceful about funding opportunities, while keeping the vision of this plan in mind.

Funding for transportation comes from federal, state and local sources. Information on how the City spends transportation dollars is defined in the annual operating budget and the [Capital Facilities Plan](#)

The City's operating budget allocates funds for maintenance of streets, signals and other aspects of the transportation system. The City's General Fund pays for operations; this fund is made up of taxes and fees.

The [Capital Facilities Plan](#) defines City construction projects for a six-year period and identifies funding sources. Capital projects are paid for with a combination of grants, fees such as impact fees, General Fund dollars, gas tax revenues, stormwater utility rates, and private utility taxes.



A resident learns about transportation funding at a public workshop [[Photo: ResidentPublicWorkshop.jpg align=right caption=A resident learns about transportation funding at a public workshop]]

It will be important for the City to evaluate potential new funding sources such as:

- A commercial parking tax
- Local improvement districts
- Motor fuel taxes (levied County-wide)
- Transportation benefit districts.

However, each potential source must be carefully weighed for its legality, stability, fairness, and administrative complexity.

The projects shown in lists and maps in Appendix B, C and D reflect the vision of this plan, but may not be achievable within the 20-year horizon of this plan. The full network needs are described to provide a comprehensive view of the system we envision, and to be prepared for funding or other opportunities that would allow us to complete this work.

## Goals and Policies

**GT27 Transportation facilities and services are funded to advance the goals of the City and the region.**



[[Change: New policy below proposed by Planning Commission to prioritize transportation funds.]]

PT27.1 Make it a high funding priority to enhance the operational efficiency of the City's transportation system.

PT27.2 Plan and prioritize projects so they are consistent with available and projected funding to advance the community's transportation vision.

PT27.3 Use master plans, sub-area plans and facilities programs to identify improvements to our transportation system and how to fund them.

PT27.4 Continue to be innovative with the use of existing funds and explore new funding sources for transportation.

PT27.5 Support and partner with other agencies to obtain funding to improve public transportation services.

PT27.6 Use public and private funds to advance transportation priorities and meet the needs of new trips in the system.

[[Change: New policy related to funding bus corridors.]]

PT27.7 Explore adding multimodal capital improvements to the list of projects that can be funded by impact fees, such as transit priority at signals, transit queue jump lanes, and pedestrian and bicycle improvements.

PT27.8 Partner with community organizations to help complete projects.

PT27.9 Encourage action at the federal and state level to address transportation funding needs for cities.

PT27.10 Focus transportation investments along urban corridors and in the city center to help stimulate development and achieve land-use densification goals.





RW Johnson Boulevard is rebuilt

[[Photo: RWJohnsonBlvdIsRebuilt.jpg align=right caption=RW Johnson Boulevard is rebuilt.]]

**GT28 The transportation system is maintained at the lowest life-cycle cost to maximize the City’s investment in its infrastructure.**

 **SHARE**

PT28.1 Schedule regular maintenance of the City’s transportation system for efficiency and greater predictability, and to reduce long-term costs.

PT28.2 Protect street pavement by resurfacing streets with low-cost treatments before they deteriorate to a point that requires major reconstruction.


PT28.3 Encourage property owners to voluntarily maintain their sidewalks and planter strips or, in some cases, require them to do so by enforcing codes.

## Regional Planning

 **SHARE**

Many long-term transportation issues require regional coordination to be resolved. Regional issues that will require Olympia’s attention include trails, transit, capacity and safety of regional corridors, highway access, passenger and

freight rail, commuter services and park-and-ride lots, and the use of the marine terminal. Funding strategies will also require regional coordination.

The [Thurston Regional Transportation Plan](#)  is the blueprint for the region's transportation system, and it identifies projects and issues for regional attention. It is based on land-use forecasts and regionally established priorities, and places heavy emphasis on the connections between land-use and transportation planning. The City is responsible for addressing the individual projects that emerge from the Regional Transportation Plan.




A bus waits for passengers at the Olympia Transit Center  
[[Photo: BusWaitsforPassengersOlyTransitCtr.jpg align=right caption=A bus waits for passengers at the Olympia Transit Center.]]

## Goals and Policies

**GT29 Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.**



PT29.1 Use this Comprehensive Plan and the [Thurston Regional Transportation Plan](#)  to guide regional transportation decisions.

PT29.2 Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater.

PT29.3 Work with the cities of Lacey and Tumwater and Thurston County to


develop bus corridors.

PT29.4 Work with neighboring jurisdictions to develop trails.

PT29.5 Work with neighboring jurisdictions to improve freight, rail, and truck mobility.

PT29.6 Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed on air and water transportation needs.

PT29.7 Work with regional jurisdictions to develop a funding strategy for the regional transportation network.

PT29.8 Coordinate with adjacent jurisdictions and the [Thurston Regional Planning Council](#)  on regional transportation and land-use goals.

PT29.9 Work with Lacey and Tumwater to promote dense commercial and residential development in urban centers and along urban corridors.

[[Change: New policy added by the Planning Commission related to supporting electric and alternative fuel vehicles.]]

PT29.10 Work with the region to support the infrastructure needs of electric vehicles or other alternative fuel vehicles.

## Appendix A: Transportation Planning History



[[Change: This section of the current plan has been updated and moved to this appendix. Updates include corridor studies and plans that have influenced the goals and policies of this plan. Appendix A of the current plan, *Transportation Policy Background* has been integrated into the introductions of relevant goal areas, primarily Connectivity and Complete Streets.]]

The policies and goals in this plan reflect a number of plans and studies the City has used in the past to identify and explore specific transportation problems, evaluate issues in more detail, and identify actions or system improvements. For example, the Boulevard Road Corridor Study recommended the use of roundabouts to address safety and congestion issues on this street. These plans have guided us on decisions affecting congestion and capacity, street connectivity, bicycle and pedestrian needs, and street design. This Appendix reviews findings and recommendations from prior plans and studies.



Public dialogues like this one can draw on a range of perspectives to solve problems.

[[Photo: PublicDialogues.jpg align=right caption=Public dialogues like this one can draw on a range of perspectives to solve problems.]]

## Southeast Transportation Issues



The street network in the southeast provides north-south routes, but few east-west routes. Mobility is poor for autos, buses, bicycling and walking. This creates overloading on the Yelm Highway and 18th Avenue corridors.

However, in 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalks and crossing islands was completed. And, beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects should increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking. In order to relieve the further pressure on these existing streets, additional connectivity is planned through the extension of Log Cabin Road.

## Log Cabin Road Extension: Boulevard Road to Wiggins Road



An extension of Log Cabin Road between Boulevard Road to Wiggins Road is planned to improve east-west movement in the southeast Olympia area. The City will build part of this two- to three-lane street; private development along the corridor will build the rest.

This connection will create a new east-west corridor that will parallel Yelm Highway. Consistent with standards, this new major collector will include bike lanes, sidewalks, planter strips, trees, lighting, and a curved design to slow vehicle speeds.

The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road. The connection will also better distribute traffic in the area, and reduce the projected growth in traffic on Wiggins Road, Boulevard Road, Morse Merryman Road, and Yelm Highway. (Ordinance #5861, 12/15/98 and Ordinance #5661, 12/26/96)

## Fones Road-18th Avenue Area Connectivity Evaluation



Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east-west major collector within the southeast area. In the past, other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. For example, in 1996, the City analyzed the proposed extension of 22nd Avenue to Wiggins Road and a neighborhood collector connection from Dayton Street to Fones Road near Pacific Avenue. However, both alternatives were limited by the presence of wetlands.

The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost-effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.

At one time, there was a proposal to connect Dayton Street to the commercial and industrial land that lies along Fones Road. However, a Class II wetland (the headwaters of Woodard Creek) lies between the two areas. Several different alignments were evaluated, and the least costly would have been the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment also could have been used east of Fones Road to eventually connect with Sleater-Kinney Road in Lacey.

However, any east-west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak-hour traffic volumes. Though designated a neighborhood collector, this connection would have been characteristic of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic.

Access to this neighborhood still can be provided in a way that avoids affecting any wetlands: a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.

The elimination of these two potential transportation links will place more demand upon the existing network of collectors within this sub-area. However, improvements made to 18th Avenue, Fones Road, Yelm Highway, and Log Cabin Road should be able to handle this demand.

## Fones Road Improvements



Fones Road from 18th Avenue north to Pacific Avenue needs to be widened to three to five lanes with turn pockets at major intersections. In 2010, a roundabout was installed at the intersection of Fones Road and 18th Avenue, and second roundabout is planned at the south driveway of Home Depot. Both will allow Fones Road between 18th Avenue and the south Home Depot driveway to only be widened to three lanes: two lanes southbound and one lane northbound. (Turn lanes are planned at selected driveways.)

North of the south Home Depot driveway, four to five lanes are needed. The planned widening of Fones Road between 18th Avenue and Pacific will include bike lanes, sidewalks, planter strip, and streetlights. (Ordinance #5661, 12/26/96)

## Chambers Basin Analysis



In 2006, groundwater and stormwater problems were evaluated in the area south and southwest of Chambers Lake, for future land use. The evaluation was prompted by concerns over whether adequate drainage could be provided in this valley, due to shallow groundwater and flat grades. At the land-use densities proposed, there was a strong likelihood of persistent flooding, property damage, and other environmental impacts.

The evaluation determined that the valley area could not be developed to the planned urban densities of 5 to 13 units per acre, due to high groundwater and flat topography. As a result, the City reduced allowed development density and applied new low-density street standards in the valley. The unique design standard for local access streets in this area is narrower than the conventional local access standard, with sidewalks on one side, rather than both sides.

## Boulevard Road Corridor



The 2006 Boulevard Road Corridor Study defined the multimodal and capacity improvements that were needed for this corridor. Boulevard Road is a major north-south route and a major regional corridor to the city center. It is also considered a residential street to the many people who live along it.

Full street standards, including sidewalks, lighting and trees, are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center-turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left-turn pockets.

Roundabouts are planned for three major intersections along the corridor. A double-lane roundabout was built at Log Cabin Road in 2009, (which eventually will connect to the planned Log Cabin extension to the east). A single-lane roundabout at 22nd Avenue is planned for 2014, and a roundabout at Morse-Merryman Road is planned for construction sometime between 2014 and 2017.

The City plans to evaluate the long-term need for a roundabout at 18th Avenue, as well as possible intersection improvements at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive. As safety and mobility concerns warrant, parking on Boulevard Road (north of where it crosses I-5) may be removed to allow for a center-turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

## Pacific and Lilly Focus Area



In the area bounded by Pacific Avenue and Interstate 5, Lilly Road and the city limits, the traditional block pattern of local access streets now provides good access for vehicles, bicyclists and pedestrians.

However, to the south of Pacific Avenue and north of the Woodland Trail, most properties are oriented toward Pacific Avenue, and the lack of side streets makes it hard for vehicles to enter or leave this busy arterial. This area lacks bike lanes and crossing islands, and is not inviting for pedestrians and bicyclists.

Meanwhile, nearby Lilly Road dead-ends at Pacific Avenue for travelers coming from the north, and just one block to the west, Fones Road dead-ends at Pacific Avenue for travelers coming from the south. Long-term, it would be ideal to align Fones Road to Lilly Road, but this would require major reconstruction of public right-of-ways and private properties.

Improvements to the street network could significantly improve traffic circulation in this area:

- Lilly Road should be extended southward to connect with Sixth Street, providing a new route for movement between Fones Road and Lilly Road.
- Fifth Street should be extended to connect with the new Lilly Road Extension.
- While Royal, Plummer, Ferry, Wier, and Birch streets now provide good access to the Pacific and Lilly area, they could be realigned to improve development potential. (However, any realignment would need to meet the City's intersection-spacing standards, to maintain pedestrian-sized blocks.)
- Plummer, or its successor street, should be connected through to the South Sound Center to create an additional connection between Lilly Road and South Sound Center.
- Access to Royal Street from Lilly Road has poor sight distance, and could be a candidate for closure; even now it is strictly one-way in-bound, because of this limitation. (Ordinance #5661, 12/26/96)

## Lakewood Drive



In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood



Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)

## Northeast Transportation Issues



Northeast Olympia has seen a great deal of residential development, due to its close proximity to major retail and medical services and access to I-5. Like the southeast area, the northeast area has good north-south corridors but few, if any, east-west corridors.

Primarily, there is a need to develop east-west corridors at the major collector and neighborhood collector levels to help disperse local traffic away from the Martin Way corridor, and onto the local street network.

By providing a good major and neighborhood collector road network throughout the northeast area, no major road widening will be necessary through 2030.

## Lilly Road Corridor



The congestion and access problems on the Lilly Road corridor north of Martin Way, past St. Peter Hospital and on to 26th Avenue will continue to increase without additional street connections to the east and west of Lilly Road. The City has identified this as a "strategy area," which means that before existing streets can be widened, new street connections must be considered.

Without additional street connections in the northeast, growth will increase traffic congestion at the intersections of Martin/Lilly Road, Martin/Sleater-Kinney Road and Pacific/Fones Road.

Increases in peak-hour traffic volumes will lead to longer delays at traffic signals, and will worsen the level of service at the intersections with traffic lights, projected to be at level of service F before 2020. Given the current conditions at these intersections, it would be difficult to justify building additional lanes to relieve congestion, and it would not be in keeping with the vision of this Plan.

With the loss of opportunities to connect Lilly Road to South Bay Road in two locations, at 12th Avenue and Lister Road (as described below), the City will need to place greater emphasis on the remaining proposed street connections in

the area of Lilly Road. (Ordinance #5661, 12/26/96)

## 12th Avenue to 15th Avenue, NE, Corridor



In 2002, a new street connecting South Bay Road to Lilly Road, on the 12th-15th Avenue alignment was removed from City plans, as it included a wetland crossing. At that time, the City recommended that northeast area transportation options should be reviewed in the regional transportation plan update. Further consideration of other alternatives should occur, in order to determine how to deal with the Martin Way, Sleater-Kinney, Lilly Road "strategy area."

It will be important for this eastern connection of the 12th/15th Avenue corridor to continue to be pursued from Lilly Road to Sleater-Kinney. An extension of 15th Avenue (south of the Group Health facility) should connect with an extension of Ensign Road in the north-south direction, west of and parallel to the Chehalis Western Trail. A crossing of the trail will be necessary and an easterly connection should be made at approximately 12th Avenue or 15th Avenue. Although this would result in a "T" type intersection between the existing 15th and 6th Avenue intersections on Sleater-Kinney, the pattern of previous subdivisions has precluded any better intersection alignments.

West of Lilly Road, there is an opportunity to connect Ensign Road to a new north-south street which would connect back into Lilly Road using 12th Avenue. This new connection would use Providence Lane, currently a private street. (Ordinance #5661, 12/26/96 and Ordinance #6195, 7/3/02)

## Circulation North of 15th Avenue, NE



A proposed street connection west of Lilly Road from Lindell Road north and east to Lister Road was eliminated, due to concerns about a wetland crossing.

Access to the residential area west of Lilly Road and south of 26th Avenue is needed and should be integrated into the surrounding neighborhoods. The 24th Avenue alignment is the remaining opportunity north of 15th for a new collector street. (Ordinance #5661, 12/26/96)

## 24th Avenue, NE, Alignment



With the loss of the Lister/Lindell Street connection, the proposed neighborhood collector connection on the alignment of 24th Avenue is increasingly important. Emergency service response time could be improved to this neighborhood by a

connection proposed at 24th Avenue, NE. This would cross the same Class II wetland system as described in the 12th to 15th crossing.

At the proposed 24th Avenue crossing, Woodard Creek and the wetland lie in a depression, which is favorable for a bridge crossing. Approach fills would be allowed to keep the bridge a single span of 130 feet.

## Stoll Road Area



Stoll Road is a dead-end street west of Lilly Road, between Martin Way on the north and I-5 on the south. The site is within an urban corridor and within a quarter mile of the major transportation arterials, where this plan calls for a mix of retail, office, and high-density housing.

Unless new street connections are made, all traffic in and out of this neighborhood must pass through the intersection of Stoll Road and Lilly Road. Consequently, any major new development in this area will be dependent on providing new street connections to Martin Way, either by connecting the existing north-south alignment of Stoll Road to Martin Way, or a westerly extension of the east-west segment of Stoll Road to Martin Way, to be located south and west of Bailey Motor Inn. Additional local access streets would also be needed.

Participation in the cost of these improvements should be a condition of significant development approvals in the Stoll Road area. This participation could be through a local improvement district, a transportation benefit district, or some other measure, which equitably distributes the costs to benefiting properties. (Ordinance #5661, 12/26/96)

## Westside Transportation Issues



Olympia's Westside experienced a great deal of commercial and residential development in the 1980s and early 1990s. Many of the commercial developments in West Olympia, such as the Capital Mall, Target, Top Foods, and the Capital Auto Mall, are regional in nature and tend to generate traffic from as far away as Pierce, Lewis, Mason, and Grays Harbor counties. And, because these are retail land uses that typically produce a large number of non-work-related trips, much of this traffic won't be affected by commute trip reduction strategies.

This fact, and the relatively limited access to this area, have prompted several studies. Each has produced similar results and recommendations. The West

Olympia Access Study (2008 to 2010) drew further conclusions about traffic capacity and needed improvements, particularly access to US 101.

## US Highway 101 Access



Access to and from West Olympia is primarily through the Black Lake/Cooper Point interchange and the Crosby/Mottman interchanges, which, together, feed traffic to Black Lake Boulevard and Cooper Point Road, currently the largest intersection in the City.

When the Crosby Boulevard/Mottman Road interchange was improved in 1996, the City of Tumwater and the Washington State Department of Transportation agreed not to build this interchange beyond five lanes at mid-block due to capacity limitations, and to keep the area as human scale as possible. Part of this agreement was to study additional future access to US 101. New access between US 101 and West Olympia would distribute traffic more evenly throughout the street network and take pressure off streets that otherwise would be overburdened.

## West Olympia Access Study, Phase I



In 2008, the City and the Washington State Department of Transportation (WSDOT) began a joint study of the City street and state highway systems on the Westside, and agreed on an approach to developing additional access to US 101.

The chosen approach includes an eastbound on-ramp and a westbound off-ramp at Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from Black Lake Boulevard to Yauger Way as Phase 2 (beyond 20 years).

This approach will distribute traffic on the Westside street system and provide three westbound exit options. This redundancy in the street system is especially valuable to the hospital and medical facilities in the area, and will make better transit operations possible.

The approach will allow the existing commercial area near Black Lake Boulevard, Cooper Point Road and Harrison Avenue to grow and intensify in an area where infrastructure is already in place. This new access to US 101 also may create pressure to zone underdeveloped areas with high densities and a different mix of uses.

## West Olympia Access Study, Phase II: Local Street Analysis



A future phase of this study will examine the proposed capacity improvements associated with planned access ramps on US 101 (identified in Phase I above) and integrate these improvements into the local street system.

During public outreach for Phase I of this study, citizens shared many comments about the function of the local street system and the ability to walk, bike and use transit in this area. Phase II will consider and address these suggestions, identify improvements needed to increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.

### Decatur Street and 16th Avenue Connections



Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the 4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection.

Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.

[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]

Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)

These connections would be made contingent upon completion of Phase II of the Olympia West Access study.

## Harrison Avenue from West Bay Drive to Division Street



This corridor was examined in the City's 1992 4th-5th Avenue Bridge Corridor Study. The street is a strategy corridor, where the City does not recommend widening to solve congestion problems. Future capacity will be gained by expanding bus service, enhancing walking and biking, and using Transportation Demand Management measures.

From Division Street to Perry Street, increased traffic flow and safety might be achieved by constructing either left-turn pockets at selected intersections, or a continuous left-turn lane. From Perry Street to West Bay Drive there is limited right-of-way and steep slopes on either side of the street. The only access and flow improvements in this area are restricted left turns with periodic opportunities to make left and u-turns. The City should consider pedestrian access along and across the corridor if any modifications to Harrison are planned.

## Harrison Avenue from Cooper Point Road to Overhulse Road Evaluation



In the mid-1990s, Harrison Avenue from Cooper Point Road to Yauger Way was improved to meet street standards. It now has two vehicle lanes in each direction, a center-turn lane, sidewalks, bike lanes, pedestrian crossing islands, and streetlights. The improvements between Yauger Way and Kaiser Road were in response to increased vehicle traffic on this street. Before the improvements, it was expected that the street would be at unacceptable levels of congestion by 2008 or 2009.

A 2006 study examined the need for and timing of the widening to four to five vehicle lanes. At several public meetings, citizens and businesses gave the City a wide range of opinions on the widening issue. A consultant validated the technical analysis about the need to widen the road.

In 2011, the street was widened to four to five vehicle lanes, and bike lanes, planter strips, trees, lighting, and sidewalks were added. Pedestrian crossing islands were added for pedestrian safety, while preserving access to businesses.

The remaining section of Harrison, from Kaiser Road to Overhulse Road, is likely to be completed as future developers fund frontage improvements.

## West Bay Drive Corridor Study



West Bay Drive is a major collector and a primary link to northwest Olympia neighborhoods. The street is located between the shore of Budd Inlet and steep slopes to the west. This corridor was examined in the 2004 West Bay Drive Corridor Study, which identified ways to modify the major collector street standard to meet the needs of bicyclists, pedestrians and cars while minimizing the cut and fill of the steep slopes along the street.

The unique street standards identified for West Bay Drive are defined in the City's [Engineering Design and Development Standards](#). The modified standards include sidewalks, bike lanes, and turn pockets. In some areas, the planned multi-use trail and sidewalk will be combined. Planter strips will vary and will be built only where possible, given the topography. On the east side, landscaping in the planter strips will not obstruct water and city views. Pedestrian crossing improvements have been identified at Brawne Avenue, the Garfield Trail, and the proposed Woodard Avenue pathway. A two-to-three lane street will be adequate for West Bay Drive based on traffic projections for the next 20 years. (Ordinance #6389, 1/24/06)

## Kaiser Road and Black Lake Boulevard Area Connections



New street connections are expected as more growth occurs in the area of Black Lake, Kaiser Road and US 101. The planned connection from Kaiser Road to Black Lake Boulevard south of US 101 will create a new north-south corridor parallel to Black Lake Boulevard. Consistent with standards, this new 2-lane major collector will include bike lanes, sidewalks, planter strips, trees, lighting and a curved design to slow vehicle speeds.

[[Change: Planning Commission proposal removes Park Drive to Kaiser Road as a potential future street connection for motor vehicle access.]]

If at some future time, Kaiser Road is extended to Black Lake Boulevard, extension of Park Drive to Kaiser Road may be considered in order to provide access for bicycles, pedestrians, and emergency vehicles.

# Urban Corridors, Strategy Corridors and Bus Corridors



## Urban Corridors



“Urban corridors” are an integrated land use and transportation concept in the defined in the 1993 Regional Transportation Plan and reflected in the 2025 Regional Transportation Plan. The urban corridor approach intends to reduce sprawl and dependence on the auto by allowing people to live in attractive urban neighborhoods where they can walk or use transit to get to work and meet their daily needs.

Urban Corridors are the major arterials in our system, that correspond with the highest density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character.

Consistent with the 2025 Regional Transportation Plan, these corridors are shown on the Corridors Map, Appendix H. The Future Land Use Map in the Land Use Chapter shows the urban corridor land use designation.

Along these corridors, land use will be supported by a multimodal transportation system. Improvements for bicyclists, pedestrians and transit in these corridors are intended to allow the densities to increase while minimizing new car trips. It is acceptable for arterial and major collector streets within urban corridors to have a transportation level of service E. Bus corridors will be developed along the strategy corridors within these urban corridors. These corridors can be found on the Corridors Map found in Appendix H.


The Urban Corridors Task Force, made up of policy makers from throughout the region convened in 2009 and met through 2011 to identify measures all cities in the region could pursue to achieve the vision for these corridors. The City of Olympia along with the cities of Lacey and Tumwater and Thurston County



passed a joint resolution accepting the recommendations of the Urban Corridors Task Force in November 2012, (Resolution M-1786).

## Strategy Corridors




Most “strategy corridors” are the City’s major streets within urban corridors, though some fall outside urban corridor boundaries. As described in the [Thurston Regional Transportation Plan](#) , strategy corridors are places where road widening is not a preferred option for solving congestion problems, either because the street is already at the maximum five-lane width, or because adjacent land uses are built out or environmentally sensitive. In strategy corridors, levels of service may exceed adopted standards, because while congestion may be at unacceptable levels, these are the areas where we want to encourage more density, more jobs and housing.

In strategy corridors, a different approach is needed for maintaining safety and mobility. If the City can make travel on foot, by transit and bicycle attractive and convenient, these strategy corridors will increase mobility despite increased traffic. Bus corridors will be developed along most of these corridors, where improved transit efficiency can encourage transit use. Traffic signal improvements that prevent buses from getting stuck in traffic, such as extended green time and queue jump lanes, will be an increasingly important focus for the City in these corridors. A map of the City’s Strategy Corridors can be found on the Corridors Map found in Appendix H.

## Bus Corridors



“Bus corridors” are Olympia’s main bus routes: major streets with high-quality, frequent transit service. Bus corridors correspond to most strategy corridors. Transit is expected to help improve mobility and capacity on strategy corridors, as will street improvements, and a mix of dense land uses. The bus corridor concept was introduced in 2009 as part of the [Olympia Transportation Mobility Strategy](#) . These corridors can be found on the Corridors Map found in Appendix H.

## Downtown and City Center Transportation Issues



“Downtown” is defined as the area bounded by the bridges to the west, Marine Drive to the north, Eastside Street to the east, and Union Avenue to the south. The “City Center” is defined as the downtown the Capitol Campus, and the Port.

City Center traffic levels vary throughout the day. For the most part, no new roadways are proposed here, based on the existing land-use plan and expected development. The area is a well-connected grid-street network that can handle large volumes of traffic, and where plans are in place to provide excellent support to pedestrians, bicyclists and transit riders. Traffic congestion will continue in the City Center, but the City is focused on moving people and goods instead of accommodating only vehicles.

Some intersections in City Center will continue to be congested during morning and evening rush hours. But because the City Center is a strategy corridor, widening is not an option. Future capacity will come from improvements to walking, biking and transit.

The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, and the potential noise and air quality effects they could have on adjacent properties.

The Port of Olympia's investment in redeveloping the East Bay area since the mid-1990s has created new street connections that improve access and mobility in northeast City Center. The Thurston Avenue-Olympia Avenue connection from East Bay Drive to Jefferson Street has greatly improved access into the north part of the City Center, and now provides a new east-west route option.

## 4th and 5th Avenue Corridor Study



In 1991, the City began a multi-stage study of the 4th and 5th Avenue corridors in an effort to improve transportation between the City Center and the Westside. The study looked at ways to reduce congestion and improve access and safety for walking and biking. It also studied how the City could help maintain the livability of nearby neighborhoods, enhance City Center vitality, protect the environment, improve the appearance of the corridor, and improve access for buses and carpools.

The study recommended a new three-lane bridge, roundabouts, and a significantly enhanced street system for walking and biking. This corridor planning was critical to the City's ability to fast-track these projects after the 2001 earthquake and complete them by 2004.

A new four-lane bridge to replace the old, two-lane bridge would have been a simple solution to congestion. But the City's decision to build a three-lane bridge

kept its commitment to building human-scale street system, while at the same time, reducing congestion.

A three-lane bridge still allows two lanes to exit the downtown, which provided the greatest potential to alleviate congestion that could bring downtown to a standstill.

Additionally, the new roundabouts greatly improved traffic flow in the corridor, reducing delays and collisions – as well as the potential severity of any collision.

Wide sidewalks, flashing light systems for crosswalks, roundabouts, and bike lanes enhanced access for bicyclists and pedestrians. Viewing areas on the bridge, art and a new park in the corridor transformed this transportation facility into a destination itself.

This project -- one of the City's largest and most visible -- demonstrated for the first time its major commitment to providing many travel options for its citizens. And it demonstrated how a transportation project can do more than just move cars. It can enhance the character of a City.

## Olympia's Downtown Streetscape Strategy



The 2003 Downtown Streetscape Strategy Report provides a design template for streetscape improvements for Olympia's Downtown. Streetscape improvements will focus on public right-of-way improvements rather than zoning or development standards.

The City expects the strategy will be applied over the long term, through the combined efforts of annual capital improvements, streetscape improvements, and partnerships with other public and private agencies.

## East Downtown Streetscape



The east downtown area is defined as the area bounded by Plum Street on the east, Adams Street on the west, State Avenue on the north, and 7th Avenue on the south. A market analysis indicated that new types of commercial and residential development are becoming feasible in this area.

The 2003 Olympia East Downtown Development Plan calls for east downtown to feature a mix of commercial activities and housing types within a walkable neighborhood setting. Specific streetscape improvements have been defined to help achieve the vision for this district.

Improvements for 4th, State, Cherry, Chestnut, and Legion in the east downtown have been defined and incorporated in the development standards to guide public- and privately-funded improvements to these streets.

## Downtown Growth and Transportation Efficiency Center (GTEC)



In 2007, the City Council established a "Growth and Transportation Efficiency Center" for downtown Olympia with the specific goal of reducing the commute trips of its some 20,000 City Center employees. A dense City Center will help meet the City's land-use, transportation, environmental, and economic goals. But only by reducing trips will it be able to have an effective transportation network and a dense, vibrant downtown.

## Capitol Way Study



In 2005, the City studied the safety and transportation issues along the Capitol Way Corridor from 14th Avenue to Carlyon Avenue. Through a series of workshops, the City asked the community about potential multimodal improvements and to help define the unique historic, environmental, and community values in the corridor.

Many neighborhood residents told the City they were concerned about the history of accidents at the curve south of 25th Avenue, pedestrian crossing safety, vehicle speeds, the lack of a bicycle route, and the impacts of increased traffic volumes. They also identified the historic and neighborhood character elements they wanted preserved in the corridor.

This study explored roadway design options that would help solve problems identified by these residents, including a possible three-lane roadway configuration. The City found, however, that reducing the number of vehicle travel lanes from four to three would increase congestion to an unacceptable level.


In the end, the City developed a four-lane option that addressed some of the safety and mobility concerns expressed by the public.

## City-Wide Planning Efforts




## Street Standards Update



The City of Olympia’s [Engineering Design and Development Standards](#)  include standards for constructing all classifications of streets. Specific requirements and dimensions for all street features are defined, such as sidewalk width or the need for a bike lane. The street standards were updated in 2006 to align with “complete street” principles. Updates were made to street widths to reduce speeds, and smaller curb radius dimensions to narrow pedestrian crossings at intersections.


## Transportation Mobility Strategy



In August 2009, the City Council accepted the [Olympia Transportation Mobility Strategy](#)  report. This was the City’s first comprehensive transportation master planning effort, and its policy recommendations guide Olympia to becoming a more multimodal city. The report was developed by a consultant, working with a citizen advisory group and staff. Mobility strategy policy recommendations are incorporated into this Plan.


## Sidewalk Program




The [City of Olympia Sidewalk Program](#)  (2003) was the City’s first comprehensive sidewalk planning effort. Led by the Bicycle and Pedestrian Advisory Committee, the team inventoried missing sidewalks and prioritized segments for construction. The program focuses on building sidewalks on at least one side of all major streets. The criteria the team used to prioritize construction projects was based on street conditions and proximity to destinations for walkers. Appendix C includes maps illustrating missing sidewalk segments on major streets.

## Bicycle Master Plan




The [Bicycle Master Plan](#)  (2009) recommends ways to increase the number of people who bike for regular transportation, and increase their safety. It recommends that the City develop bike lanes and other street improvements,

and encourage bicycling through educational outreach. The plan was developed in collaboration with the Bicycle and Pedestrian Advisory Committee and was accepted by Council in 2009. Appendix D includes a list of planned bike lane projects and a map illustrating the planned bicycle network consistent with the [Bicycle Master Plan](#) .

## Concurrency Report



The Washington State [Growth Management Act](#)  requires that the City prohibit any development that causes the level of service on a street to fall below adopted standards, unless it can make improvements or develop strategies that will lessen their impact. The City's Concurrency Report describes improvements needed with development in the next six years. Some of these projects are listed and shown in maps in Appendix B and shown on the [Transportation Corridors Map](#) in Appendix H.

## Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps

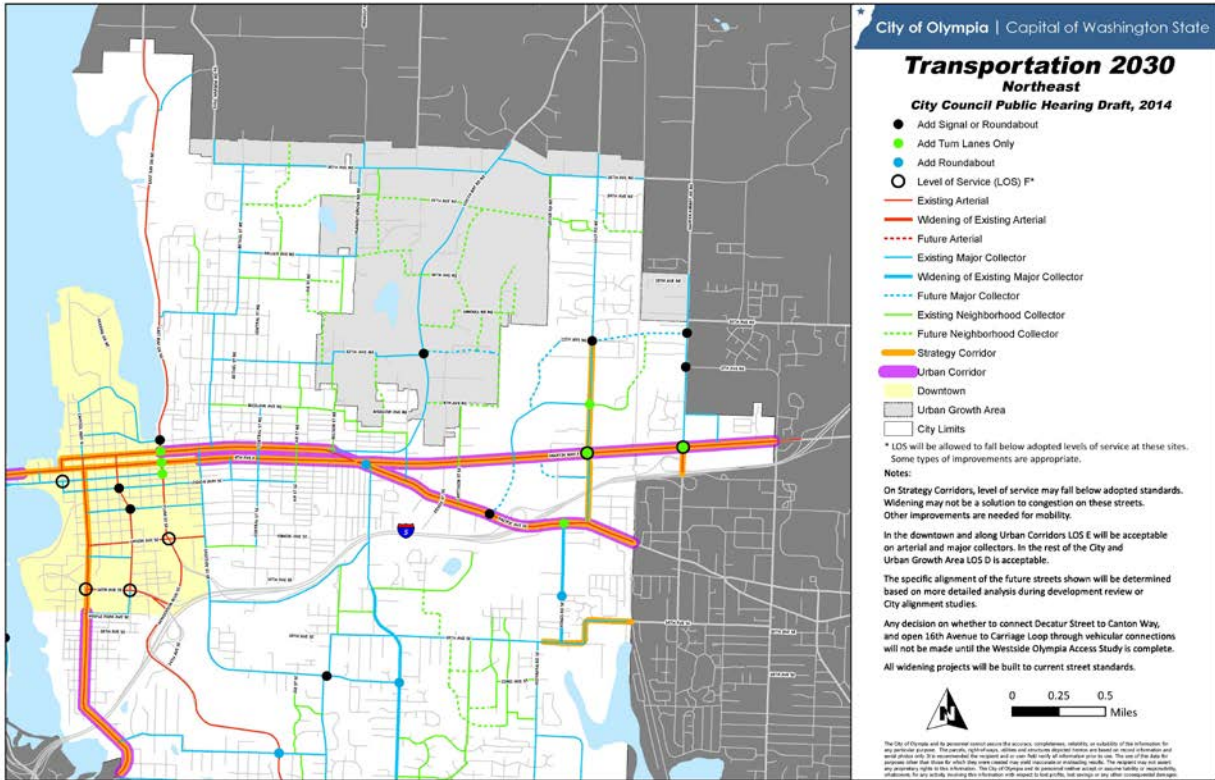


[[Change: The 2030 Street Capacity and Network Improvements Project List has been updated.]]

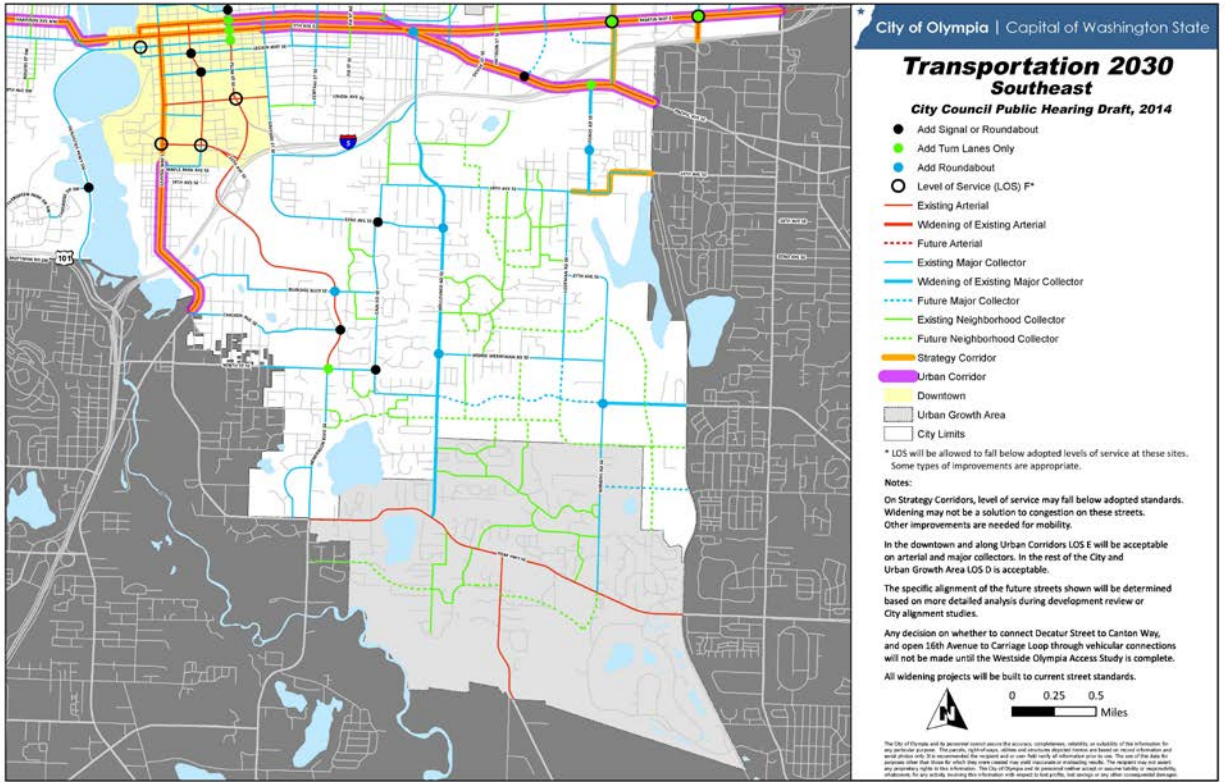
[[Change: The Transportation 2030 maps replace Map 6-3 and this map has been divided into separate maps so detail can be more easily seen.]]

Projects are identified to achieve the Regional Transportation Plan and Olympia Comprehensive Plan goals and policies related to street capacity (level of service standards) and street connectivity. The following project list includes street capacity and street connectivity needs on arterials and major collector streets.

The Transportation 2030 maps illustrate planned street capacity improvements as well as the street connections planned on arterials, major collectors and neighborhood collectors.

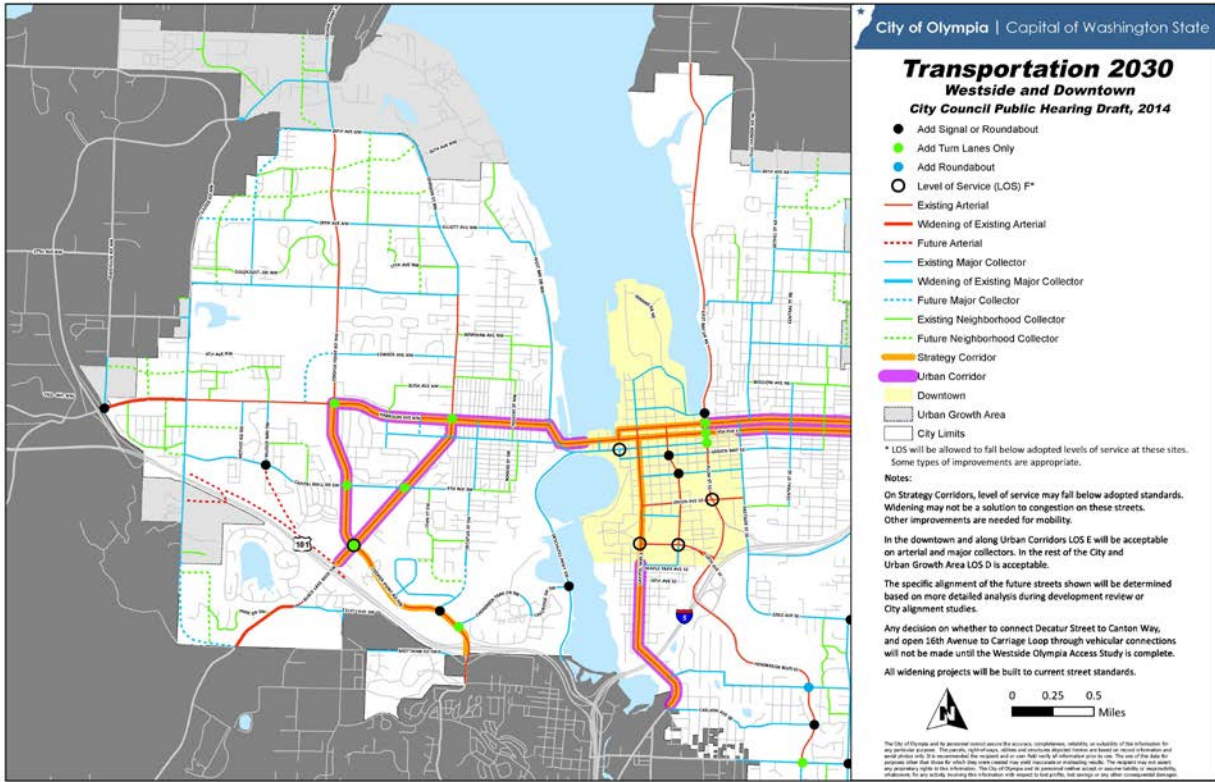


View Transportation 2030 Northeast map  
 [[Map: Transportation-2030-Northeast.jpg align=center caption=View  
 Transportation 2030 Northeast.]]



View Transportation 2030 Southeast map  
 [[Map: Transportation-2030-Southeast.jpg align=center caption=View  
 Transportation 2030 Southeast map.]]





View Transportation 2030 Westside and Downtown map  
 [[Map: Transportation-2030-Westside-Downtown map.jpg align=center  
 caption=View Transportation 2030 Westside and Downtown map.]]

## Street Widening Projects



- Fones Road: widening to three to five lanes and roundabout (at Home Depot south access)
- Black Lake Boulevard: widening to two to three lanes (City Limits to 21st Avenue)
- Boulevard Road: widening to three lanes (roundabouts are listed with Intersection Projects)
- Harrison Avenue from Kaiser Road to Evergreen Parkway widening to four to five lanes
- Plum Street: widen Plum between 5th, 4th and State Avenues, add left turn lanes

## Street Connections



- Hoffman Road connection to Log Cabin Road extension
- Decatur Street connection to Caton Way\*
- Yauger Way Extension to Top Foods
- Kaiser Road connection to Black Lake Boulevard
- 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road
- 12th Avenue connection to Ensign Road
- Ensign Road connection to Pacific Avenue
- Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median
- Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median
- Fern Street connection to 16th Avenue

\*The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study.

## Intersection Projects



- Cooper Point Road and Caton Way: signal or roundabout
- Yauger Way (US 101 Off Ramp) and Capital Mall Drive: signal or roundabout
- Henderson Boulevard and Carlyon Avenue: signal or roundabout
- Legion and Adams: signal or roundabout
- 8th and Jefferson: signal or roundabout
- Boulevard Road/Pacific Avenue/Martin Way "Y" roundabout

- Lilly Road and Ensign Road: left-turn lanes
- Lilly Road and 15th Avenue connector: signal or roundabout
- Sleater-Kinney Road and 15th Avenue connector: signal or roundabout
- Boulevard Road and Log Cabin Road: complete roundabout (east leg only)
- Boulevard Road and Morse-Merryman Road: roundabout
- North Street and Cain Road: signal or roundabout
- North Street and Henderson Boulevard: add turn lanes
- Henderson Boulevard and Eskridge Boulevard: roundabout
- Wiggins Road and 37th Avenue: roundabout
- Black Lake Boulevard and Cooper Point Road at Top Foods: turn lane
- Sleater-Kinney Road and Martin Way: turn lane
- East Bay Drive and Olympia Avenue: traffic signal
- Division Street and Harrison Avenue: turn lane
- Lilly Road and Martin Way: turn lane
- 22nd Avenue and Cain Road/Wilson Street: turn lanes or signal
- Cooper Point Road and Harrison Avenue: turn lane
- Deschutes Parkway and Lakeridge Drive: traffic signal
- Cooper Point/Auto Mall Drive and Evergreen Park Drive: turn lane
- Cooper Point Road and Capital Mall Drive: turn lane
- Black Lake Boulevard and Capital Mall Drive: turn lane
- Pacific Avenue and Ensign Road: traffic signal

## Other Projects



- All Arterials: transit signal priority and high-occupancy vehicle improvements
- West Olympia Access to US 101: Interchange Justification Report
- West Olympia Access to US 101: Phase I Kaiser Road on and off ramps
- West Olympia Access to US 101: Phase 2 Yauger Way off ramp (beyond 2030 planning horizon)

[[Change: The Downtown and Arterial Street Planting Priority list in the appendix of the current plan has primarily been completed, and thus does not appear in this update. Any equivalent list for street tree planting priorities will be included in an updated urban forestry master plan and projects identified in the *Capital Facilities Plan*.]]

[[Change: The Sidewalk Network maps in Appendix C and Bicycle Network map and project list in Appendix D update the non-motorized project lists in the current plan.]]

[[Change: Map 6-1 of the current plan, *Intercity Transit Route Network* has been removed. The Corridor Map reflects bus corridors. Readers will have a link to Intercity Transit long-range plan and maps.]]

[[Change: Map 6-2, Bicycle Transportation has been removed from the Comprehensive Plan and is proposed to be moved to the Engineering Design and Development Standards. The map in Appendix D illustrates the existing Bicycle Network and future network expansion.]]

[[Change: Map 6-4 *Rail, Light Rail and Trolley Routes* has been removed in this Plan update.]]

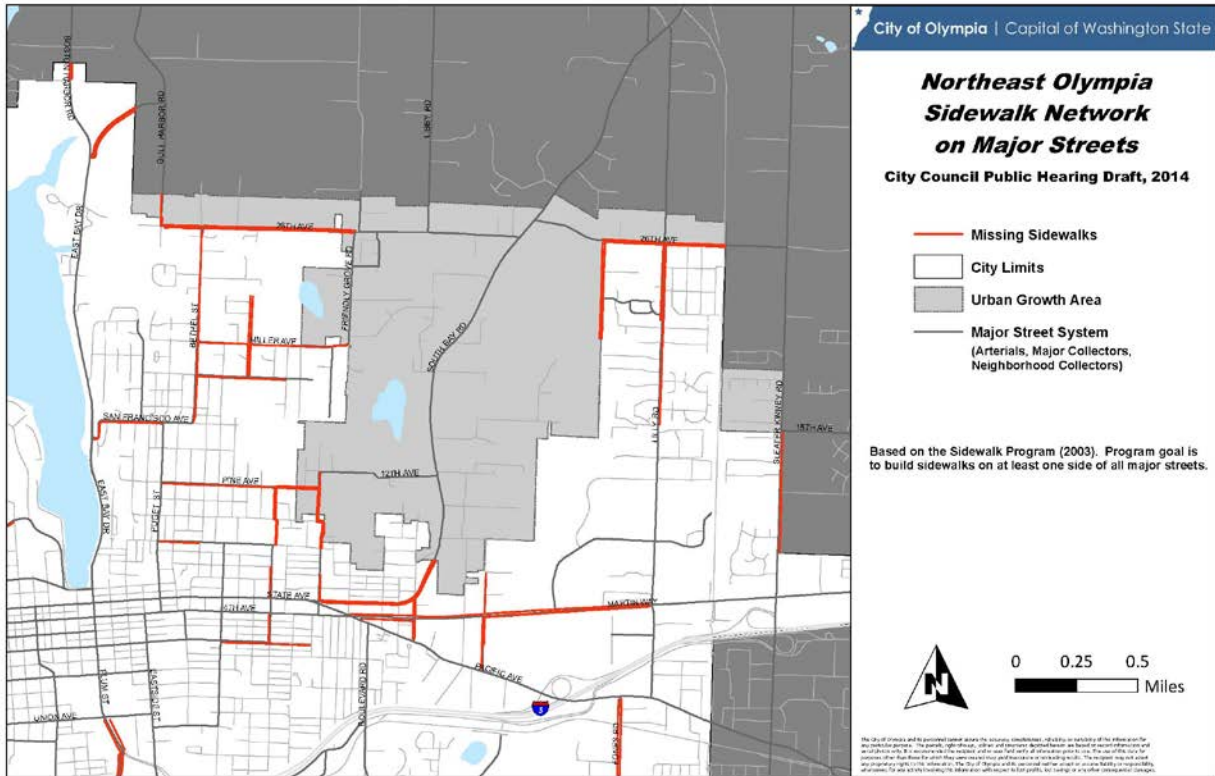
## Appendix C: Sidewalk Network



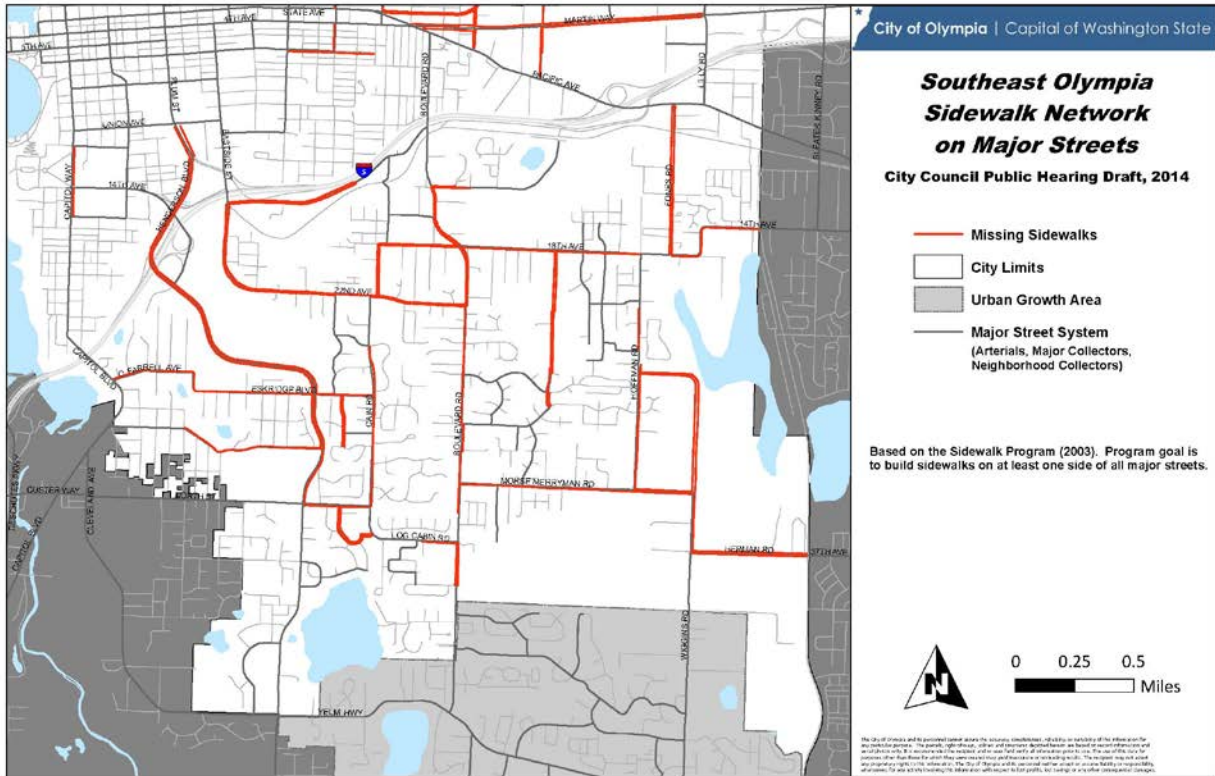
The [City of Olympia Sidewalk Program](#) (2003) inventoried missing sidewalks on arterials, major collectors and neighborhood collectors. The missing segments were prioritized for construction based on a scoring system that considered street conditions and pedestrian destinations. Please see the Sidewalk Program report for more background.

The Sidewalk Program focus is to provide a sidewalk on at least one side of all major streets. On streets where sidewalks are missing on both sides, each side is a separate project in this program. These Sidewalk Program projects are added to the 6-year [Capital Facilities Plan](#). Timing of construction is based on funding. Priorities may be adjusted when projects can be combined with other planned construction.

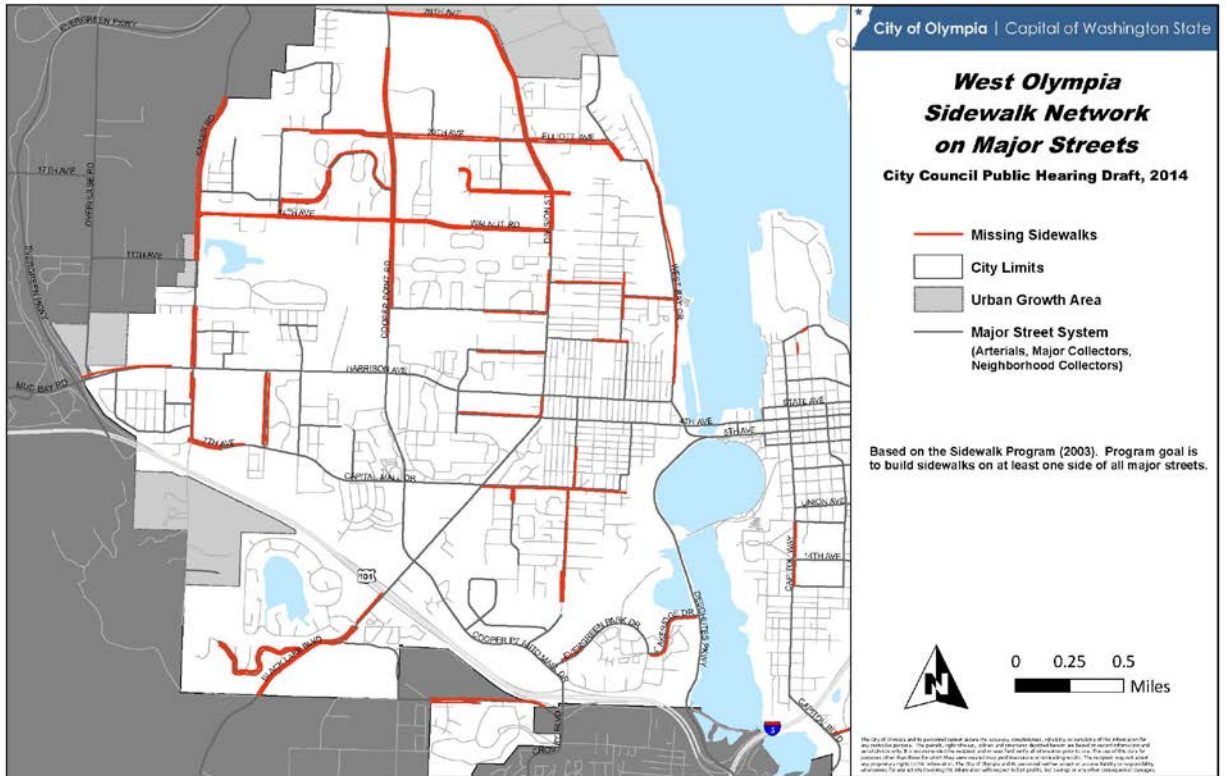
The three sidewalk network maps illustrate missing segments of sidewalk on major streets (as of 2011) based on the Sidewalk Program (2003) inventory. Please see the Sidewalk Program report for the list of projects.



View Northeast Olympia Sidewalk Network on Major Streets map  
 [[Map: Sidewalks-Map-Northeast.jpg align=center caption=View Northeast Olympia Sidewalk Network on Major Streets map.]]



View Southeast Olympia Sidewalk Network on Major Streets map  
 [[Map: Sidewalks-Map-Southeast.jpg align=center caption=View Southeast Olympia Sidewalk Network on Major Streets map.]]



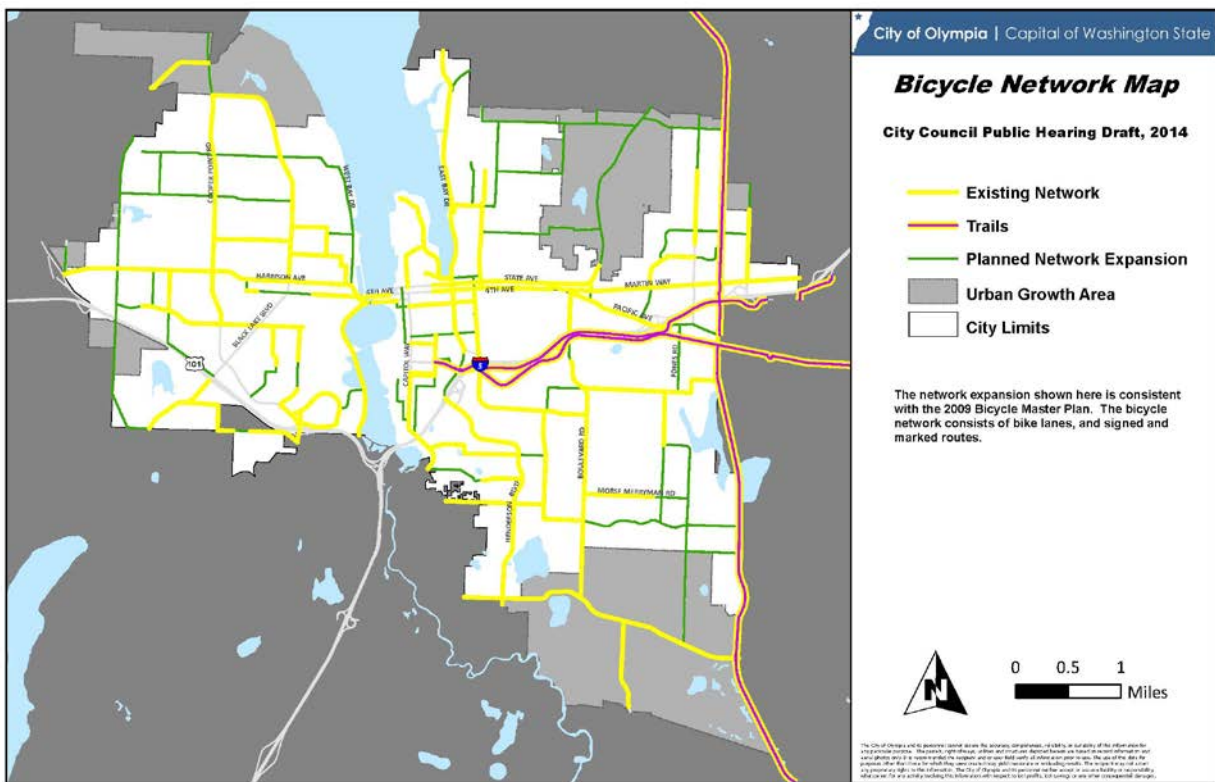
View West Olympia Sidewalk Network on Major Streets map  
 [[Map: Sidewalks-Map-West.jpg align=center caption=View West Olympia Sidewalk Network on Major Streets map.]]

## Appendix D: Bike Network Map and List



The bike lane projects in the [Bicycle Master Plan](#) (2009) represent the vision for the network, and are likely to go beyond the 20-year planning timeframe. These projects will be coordinated with the City's roadway resurfacing or reconstruction projects. Priorities may be adjusted for construction efficiencies. Some projects may be completed as frontage improvements built by private development in accordance with City street standards.

The [Bicycle Network Map](#) illustrates the existing network and future network expansion. This network includes bike lanes, as well as signed and marked routes.



Bicycle Network Map [[Map: BicycleNetwork.jpg align=center caption=Bicycle Network Map.]]

This list of bike lane projects represents, at a rough planning-level estimate, \$99,390,700 in 2011 dollars.



## Near-Term

 SHARE

- San Francisco Avenue, NE, from East Bay Drive to Bethel Street
- Mottman Road, SW, from Mottman Court to South Puget Sound Community College
- 14th/Walnut Road, NW, from Kaiser Road to Division Street
- Herman Road, SE, from Wiggins Road to the Chehalis Western Trail
- Cooper Point Road, NW, from 14th Avenue to 20th Avenue
- Fones Road, SE, from Pacific Avenue to 18th Avenue
- Pine Avenue, NE, from Puget Street to east City limits
- Elliott /20th Avenue, NW, from Crestline Boulevard to Road 65
- Legion Way, SW, from Water Street to Capitol Blvd (eastbound only to avoid parking removal)
- Bethel Street, NE, from San Francisco Avenue to 26th Avenue
- Martin Way and Pacific Avenue "Y"
- Crestline Boulevard/Raft Avenue/Schneider Hill, NW, from West Bay Drive to Elliott Avenue
- West Bay Drive, NW, from Olympic Way to Schneider Hill Road
- Henderson Boulevard, SE, from Union Street to I-5
- Morse-Merryman Road, SE, from Sugarloaf Street to Wiggins Road
- 4th Avenue, W, from Black Lake Boulevard to Perry Street
- 4th Avenue, W, from Black Lake Boulevard to Kenyon Street
- 5th Avenue, SE, across the Capitol Lake dam (both directions)
- Cooper Point Road from 20th Avenue to 28th Avenue

## Long-Term

 SHARE

- Kenyon Street, NW, from Capital Mall access road to Harrison Avenue
- Hoffman Road, SE, from 26th Avenue to Morse-Merryman Road
- Kaiser Road, NW, from Harrison Avenue to Walnut Road
- 26th Avenue, NE, from Gull Harbor Road to Chehalis Western Trail
- McPhee Road, NW, from Capital Mall Drive to Harrison Avenue
- Wiggins Road, SE, 27th Avenue from Hoffman Road to Wiggins Road to Yelm Highway
- Decatur Street, SW, from 9th Avenue to Caton Way
- Lakeridge Drive, SW, from Deschutes Parkway to Evergreen Park Drive
- Fern Street, SW, from 9th Avenue to end
- Road 65, NW, from 20th Avenue to 14th Avenue
- Ames Road, NE, from Gull Harbor Road to East Bay Drive
- Ensign Road, NE, from Lilly Road to Chehalis Western Trail

- Pine Avenue/12th Avenue, NE, from Puget Street to South Bay Road
- Sleater-Kinney Road/15th Avenue to 18th Avenue, SE
- Miller Avenue, NE, from Bethel Street to Friendly Grove Road
- Union Avenue, SE, from Capitol Way to Eastside Street
- Lilly Road, NE, from Winwood Place to Urban Growth Boundary
- 7th Avenue, NW, from Kaiser Road to McPhee Road
- Friendly Grove Road, NE, from Miller Avenue to Urban Growth Boundary
- Gull Harbor Road, NE, from Urban Growth Boundary to City limits
- Wheeler Avenue, SE, from Eastside Street to Boulevard (convert one-sided path)

## Appendix E: Highways of Statewide Significance (Thurston County)




- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to SR 10/Olympia (entire route)
- State Route 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- State Route 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 miles of physical gap not included)

## Appendix F: Transportation Facilities and Services of Statewide Significance



- The Interstate Highway System: See Highways of Statewide Significance
- Interregional State Principal Arterials: See Highways of Statewide Significance
- Intercity Passenger Rail Services:
  - Olympia to Seattle, with stops in Tacoma and Tukwila (5 trips per day)
  - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (5 trips per day)
- Intercity High-speed Ground Transportation: none
- Major Passenger Intermodal Facilities: none
- Ferry Terminals: none
- Intercity Bus Depot: Olympia Greyhound Station
- Olympia Transit Center (Intercity Transit, Mason Transit and Grays Harbor Transit)
- Park and Ride Facilities: Martin Way (Lacey)
- Park and Ride Facilities: Mud Bay (Thurston County)
- Park and Ride Facilities: Hawks Prairie (Lacey)

- Park and Ride Facilities: Centennial Station (Thurston County)
- Rail Facilities: Centennial Station (Thurston County)
- The Freight Railroad System: none
- Switching and Terminal Companies: none
- The Columbia/Snake Navigable River System: none
- Marine Port Facilities and Services: Port of Olympia
- High Capacity Transportation System serving regions as defined in RCW [81.140.015](#) : none

## Appendix G: Facilities of Statewide Significance



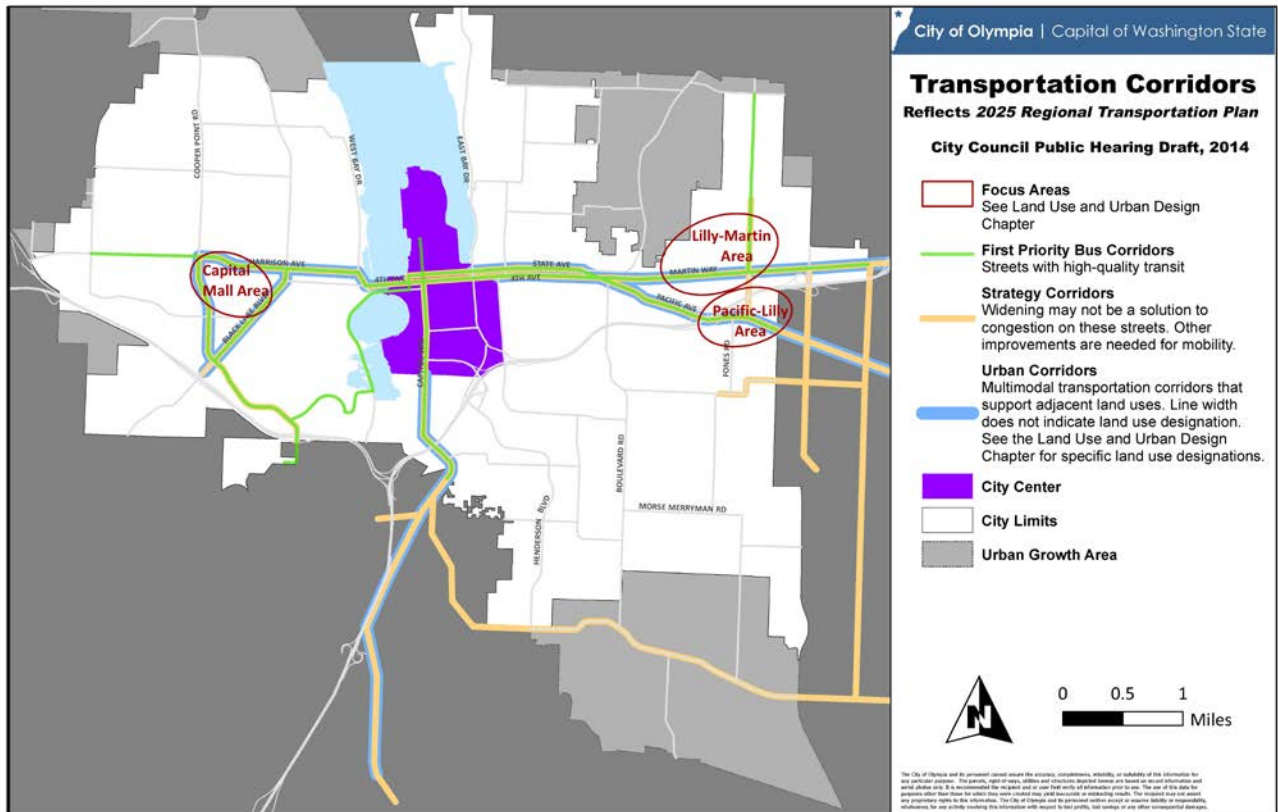
The following Facilities of Statewide Significance are located in the Washington State Department of Transportation's Olympic Region, in Olympia:

- State Route 5, from Mile Post 104.56 to 108.13, Limited Access Fully Controlled, Urban Interstate, National Highway System
- State Route 101, from Mile Post 364.91 5 to 366.91, Limited Access Fully Controlled, Urban Principal Arterial, National Highway System, State Scenic and Recreational Highway

# Appendix H: Transportation Corridor Map

 SHARE

This map illustrates the locations of bus corridors, urban corridors and strategy corridors in Olympia.



View Transportation Corridor Map

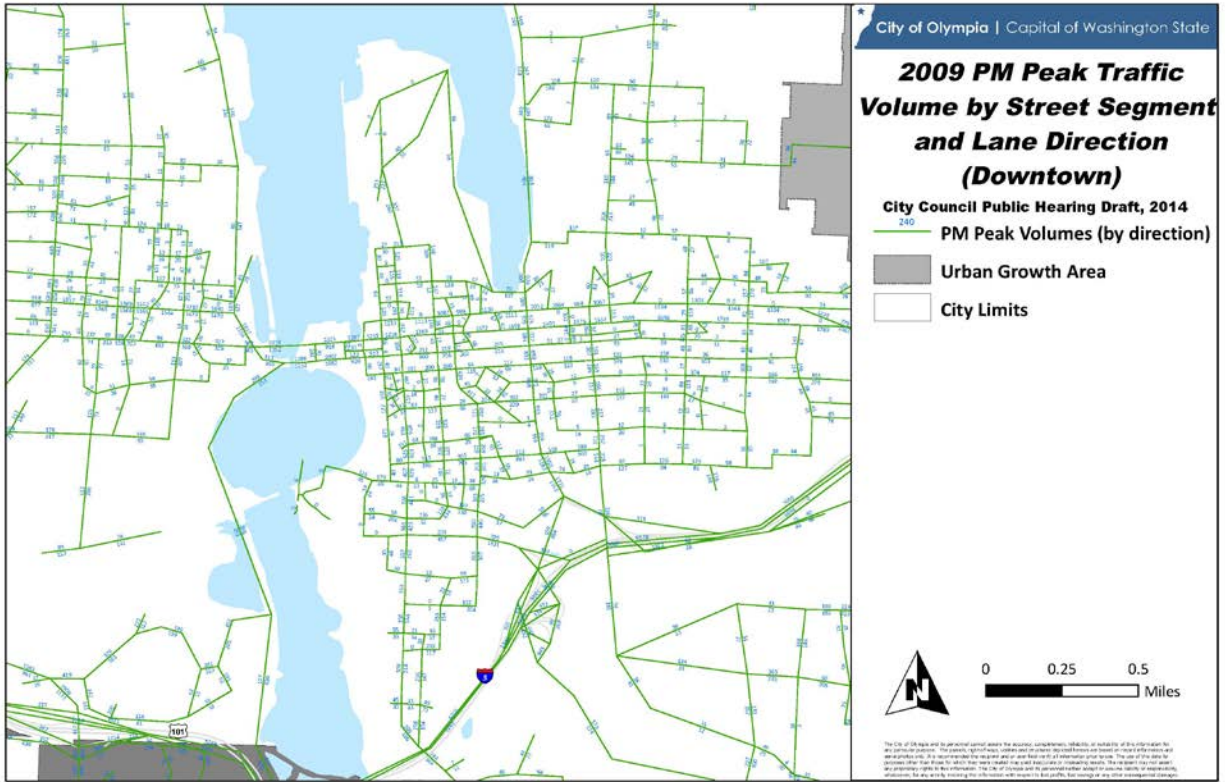
[[Map: TransCorridors\_CCPH.May2014.jpg align=center caption=View Transportation Corridor Map.]]

[[Change: The data on the traffic forecast maps have been updated based on new projections.]]

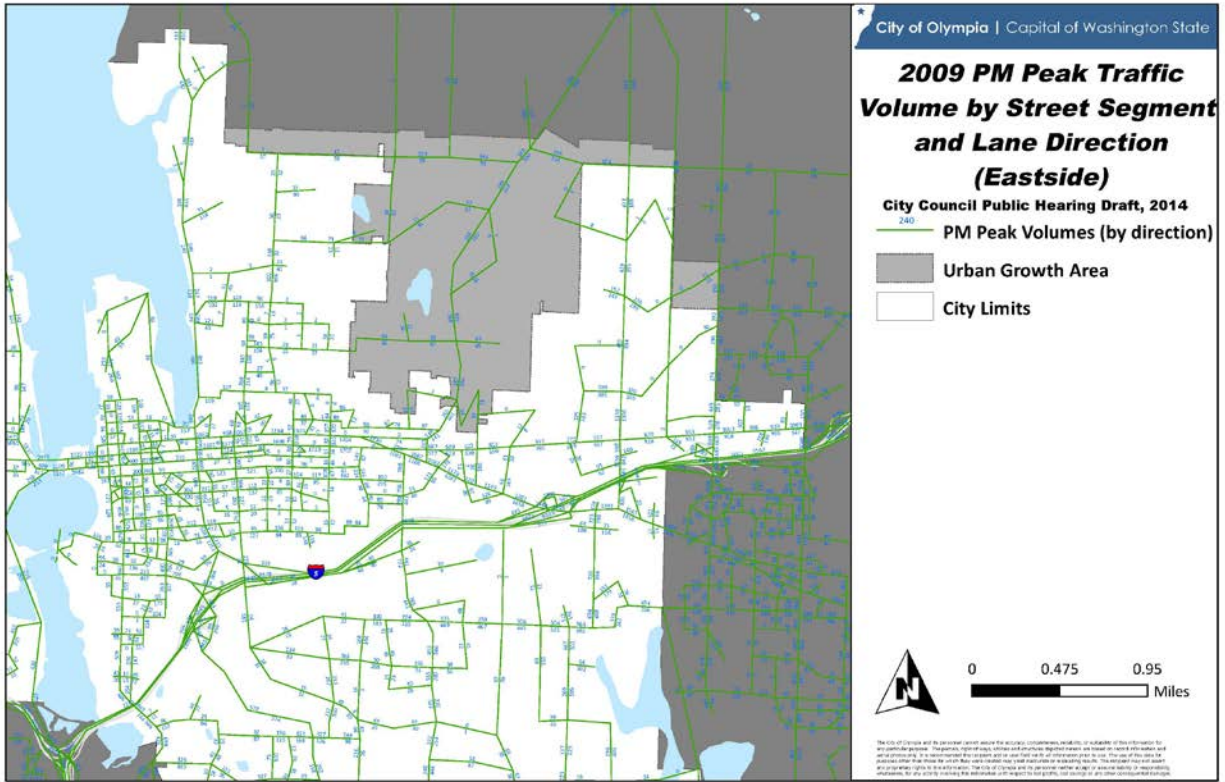
## Appendix I: Traffic Forecast Maps



These maps show current traffic volumes on Olympia’s street system, as well as forecasted 2030 traffic volumes. These volumes were generated from a traffic model used for transportation planning in the Thurston County region. The volume data is based on the State of Washington Office of Financial Management projected population and employment forecasts for the Thurston County region.

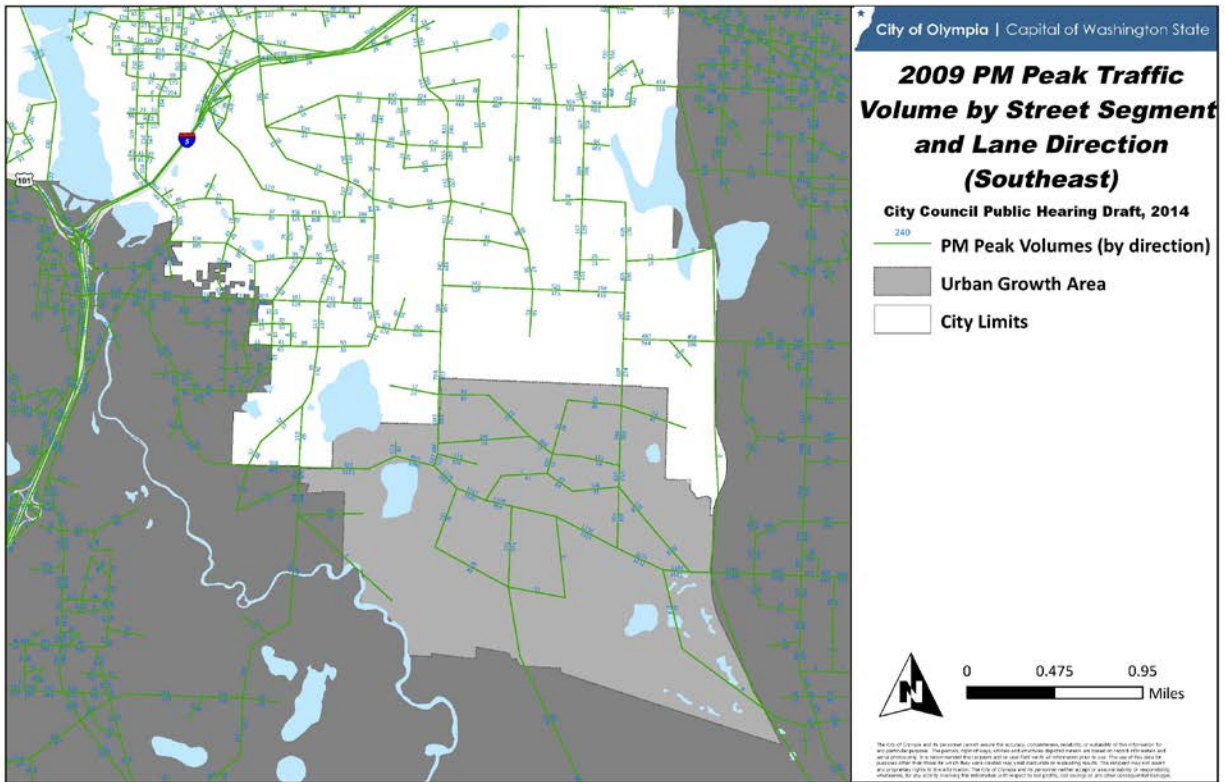


View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)  
 [[Map: Traffic-Volume-2009-downtown-052114.jpg align=center caption=View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown).]]



View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

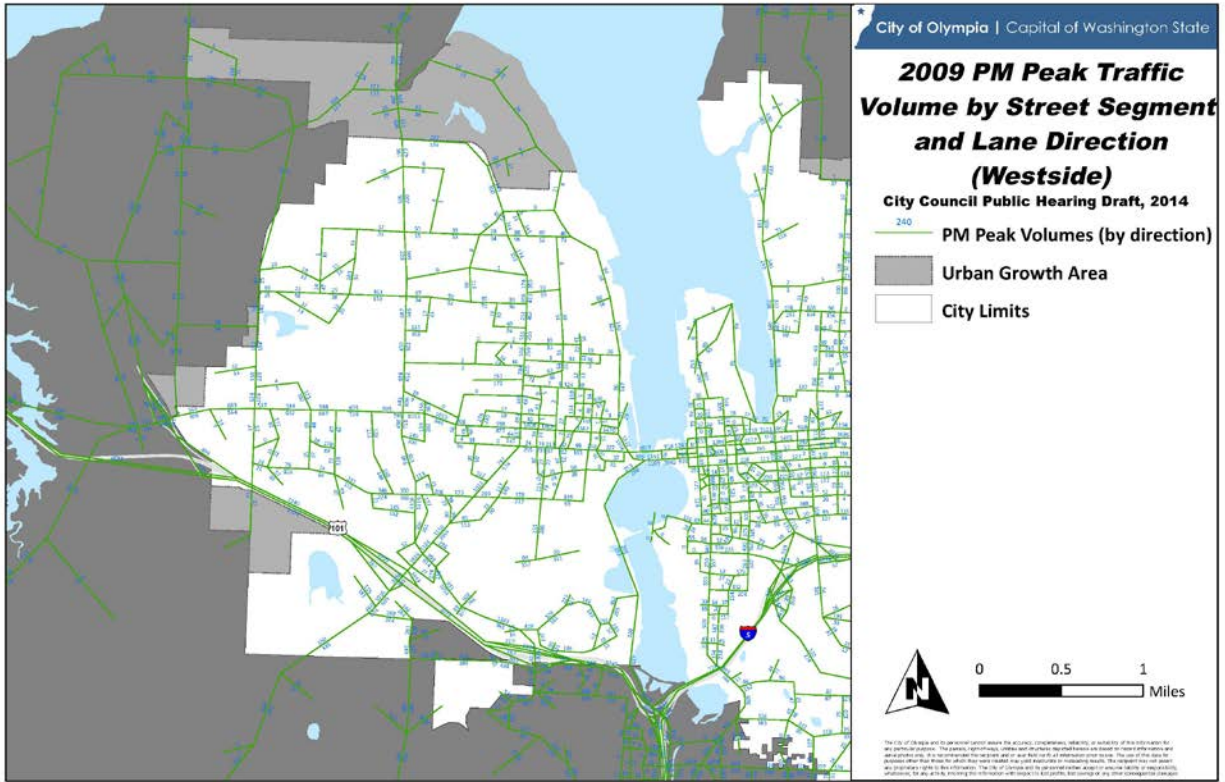
[[Map: Traffic-Volume-2009-eastside-052114.jpg align=center caption=View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside).]]



View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

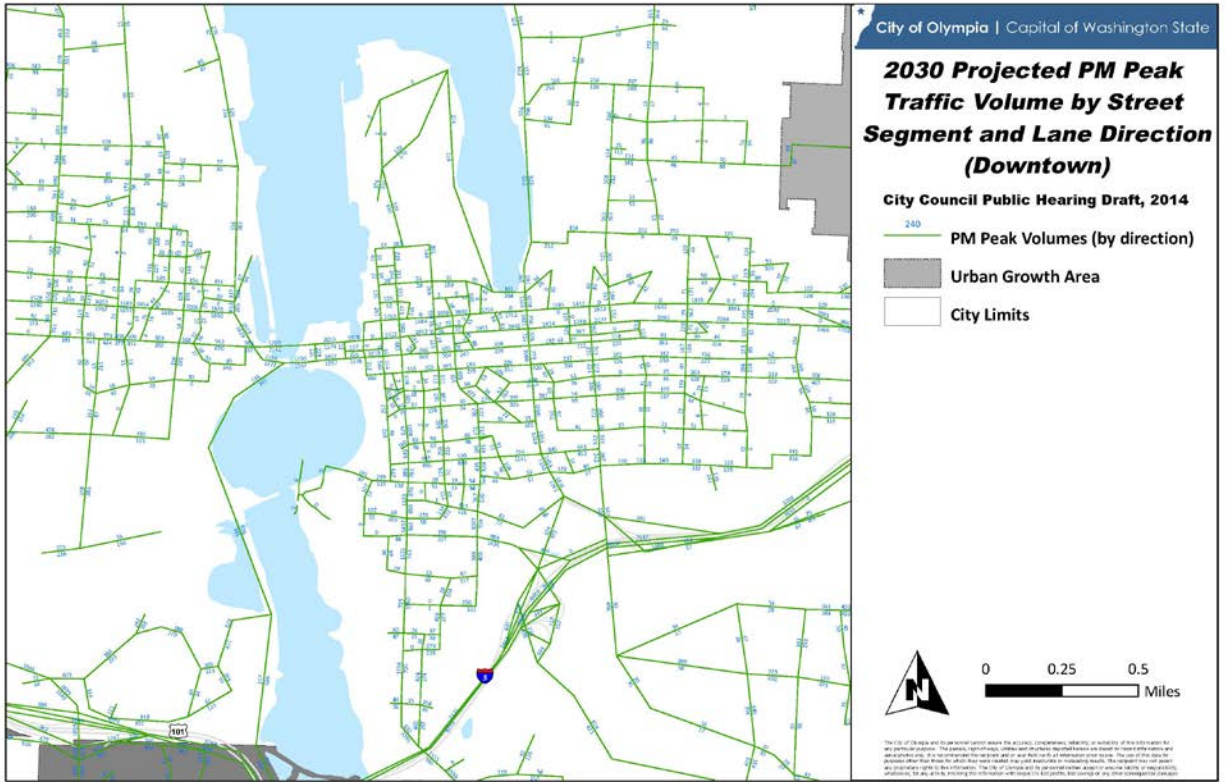
[[Map: Traffic-Volume-2009-southeast-052114.jpg align=center caption=View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast).]]



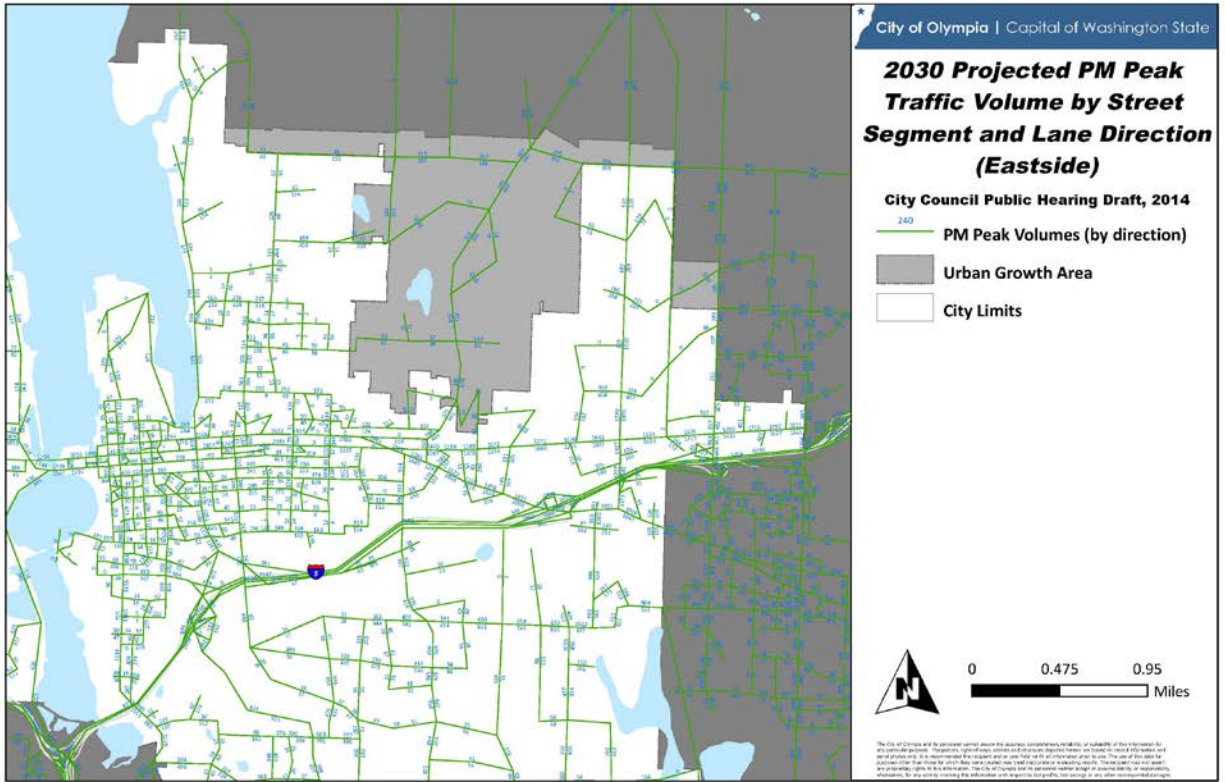


View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

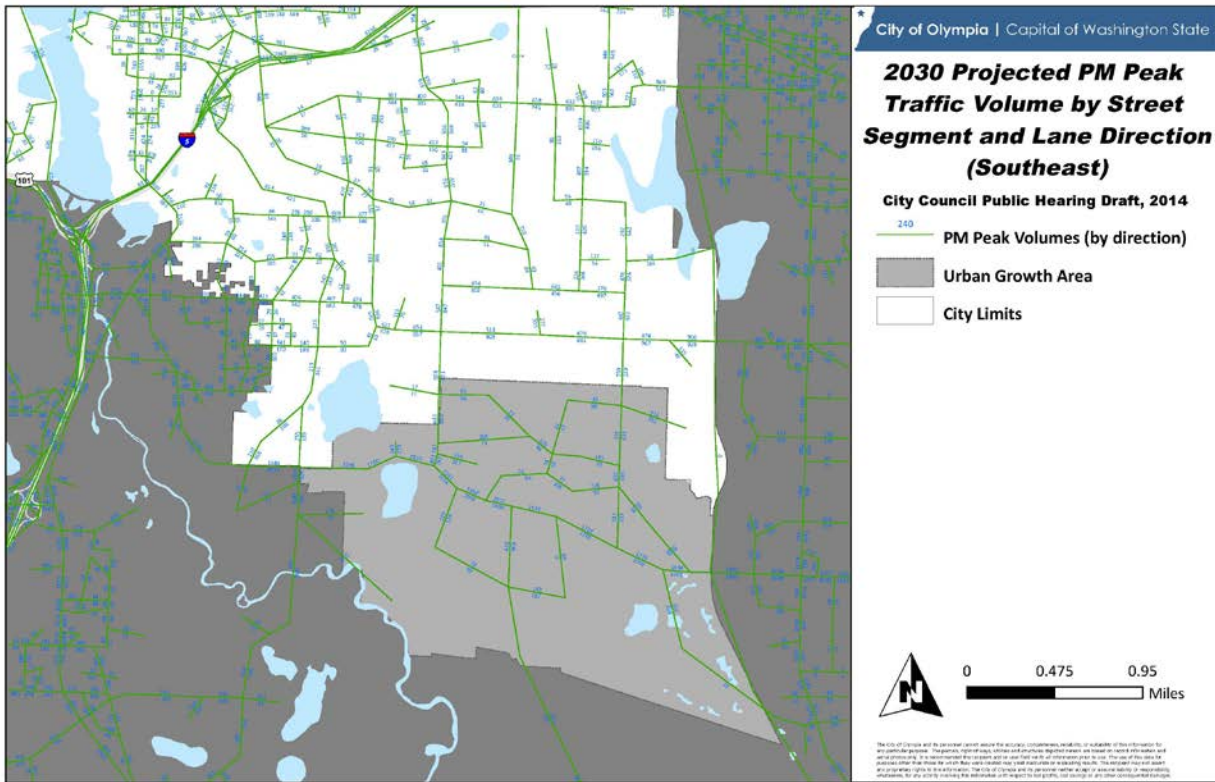
[[Map: Traffic-Volume-2009-westside-052114.jpg align=center caption=View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside).]]



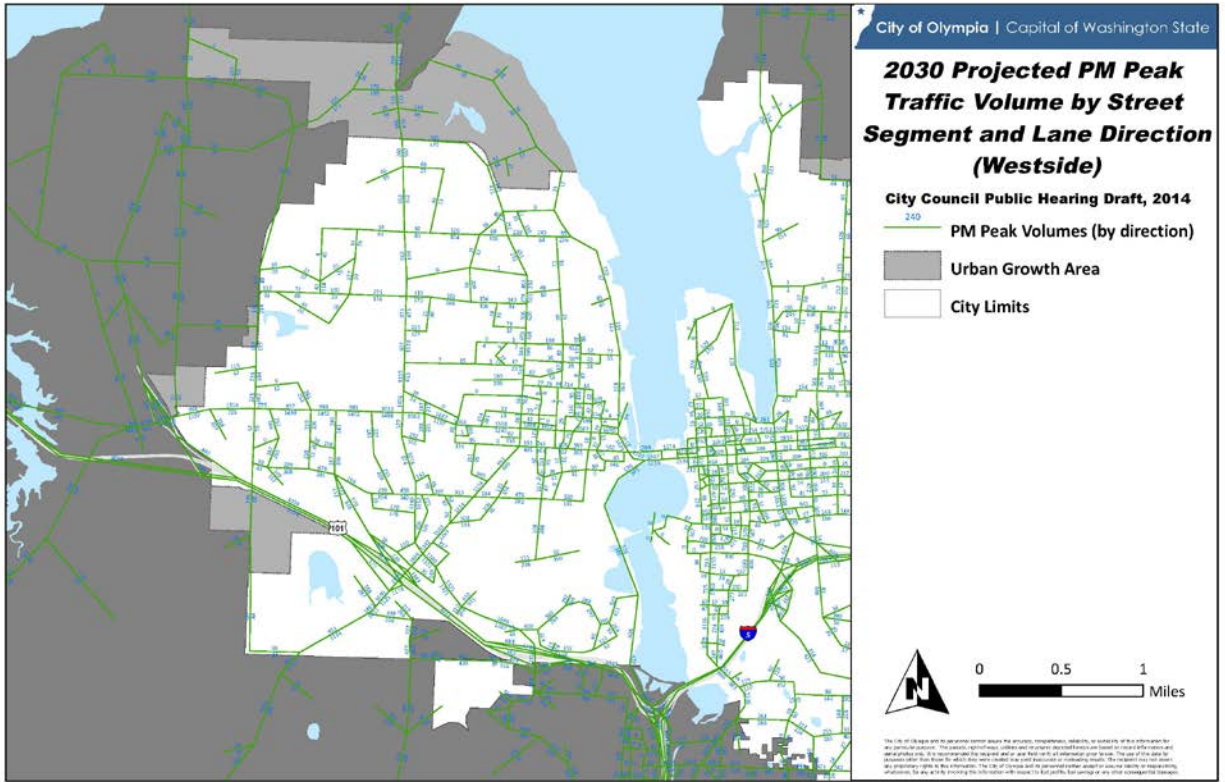
View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)  
 [[Map: Traffic-Volume-2030-downtown-052114.jpg align=center caption=View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown).]]



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)  
 [[Map: Traffic-Volume-2030-downtown-052114.jpg align=center caption=View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside).]]



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)  
 [[Map: Traffic-Volume-2030-southeast-052114.jpg align=center caption=View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast).]]



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)  
 [[Map: Traffic-Volume-2030-westside-052114.jpg align=center caption=View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside).]]

## For More Information



- The [City of Olympia Transportation Mobility Strategy](#) provides policy guidance for achieving a multimodal transportation system
- The City of Olympia [Engineering Design and Development Standards](#) implements comprehensive plan goals and policies. These technical standards govern all new construction and modification of transportation and utilities infrastructure
- The [Thurston Regional Transportation Plan](#) describes how the region will work together to resolve regional problems and establish regional priorities
- The Washington State [Growth Management Act](#) guides communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon
- The [City of Olympia Sidewalk Program](#) (2003) is a list of prioritized sidewalk projects on Olympia's major streets
- The City of Olympia [Bicycle Master Plan](#) (2009) includes recommendations for bicycle facilities development and education and encouragement activities
- The [Commute Trip Reduction Law](#) calls on large employers in urban areas of the state to reduce drive-alone commute trips made by employees
- The [Thurston Regional Trails Plan](#) defines off-street trail network priorities and issues throughout Thurston County.

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# Transportation 2030 Northeast

City Council Public Hearing Draft, 2014

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

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

**Notes:**

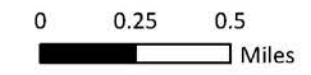
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.

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

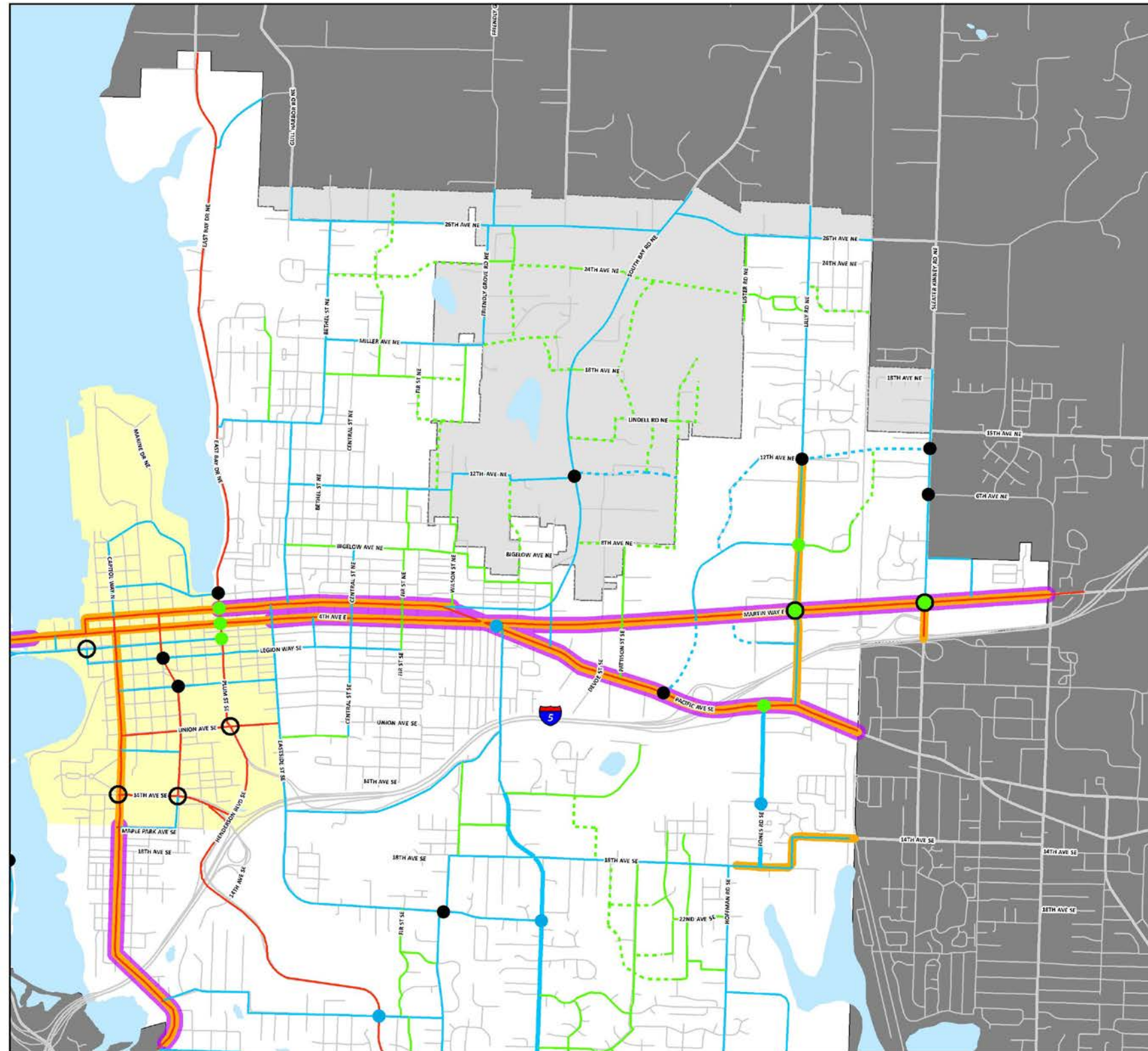
The specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.

Any decision on whether to connect Decatur Street to Canton Way, and open 16th Avenue to Carriage Loop through vehicular connections will not be made until the Westside Olympia Access Study is complete.

All widening projects will be built to current street standards.



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





# Transportation 2030 Southeast

City Council Public Hearing Draft, 2014

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

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

**Notes:**

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

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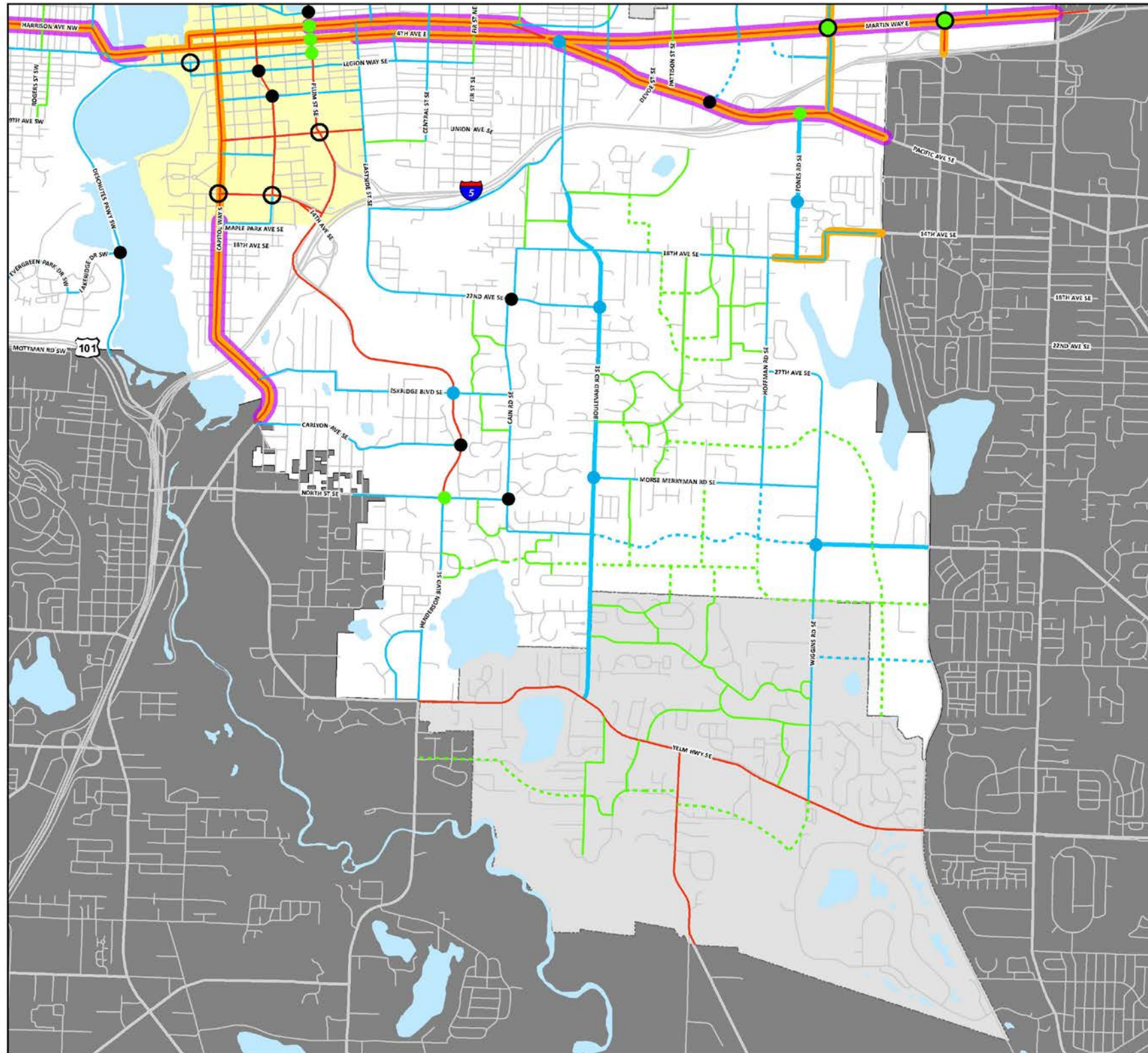
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# Transportation 2030

## Westside and Downtown

City Council Public Hearing Draft, 2014

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

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

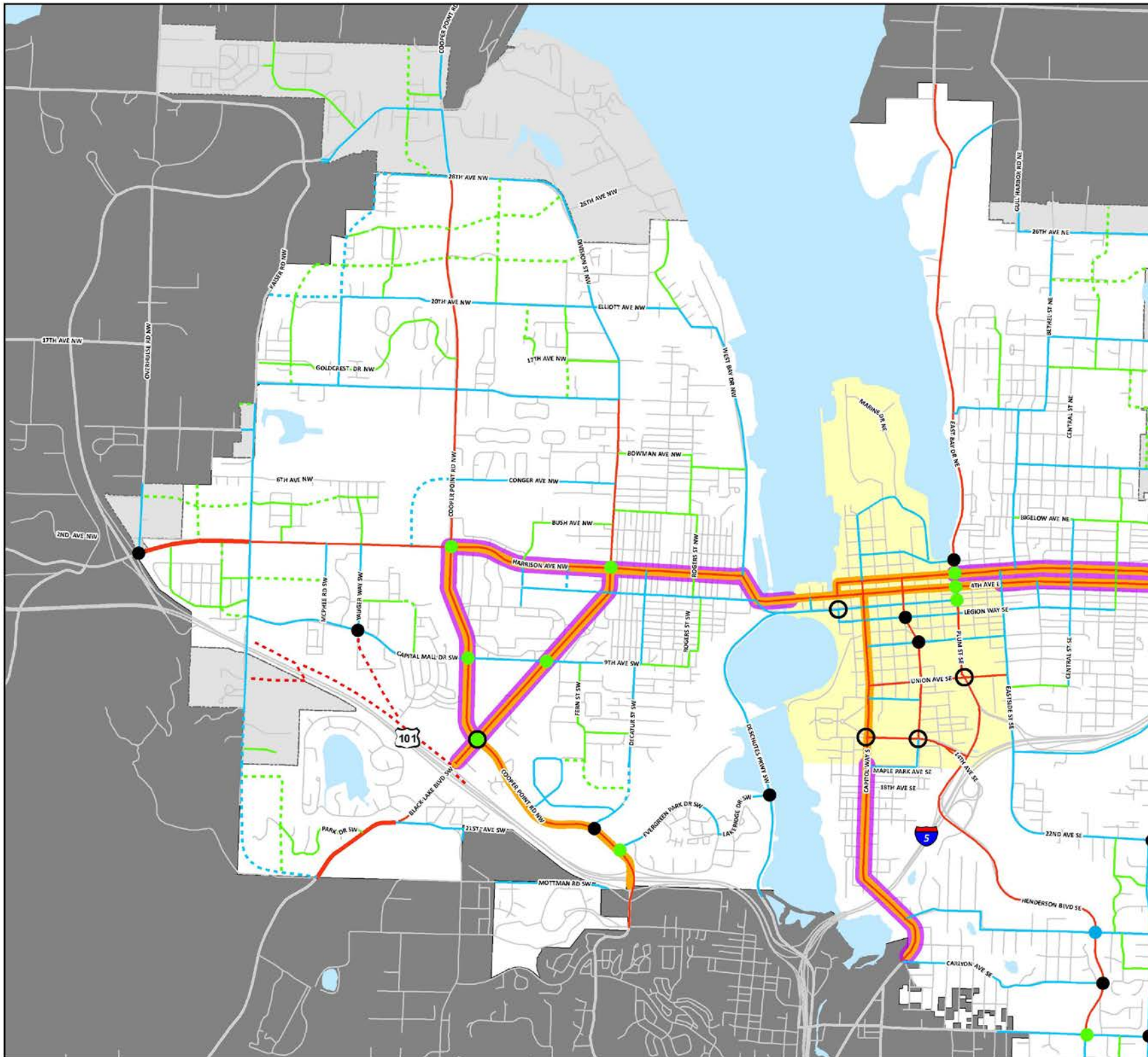
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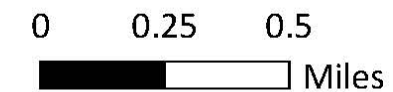


# Northeast Olympia Sidewalk Network on Major Streets

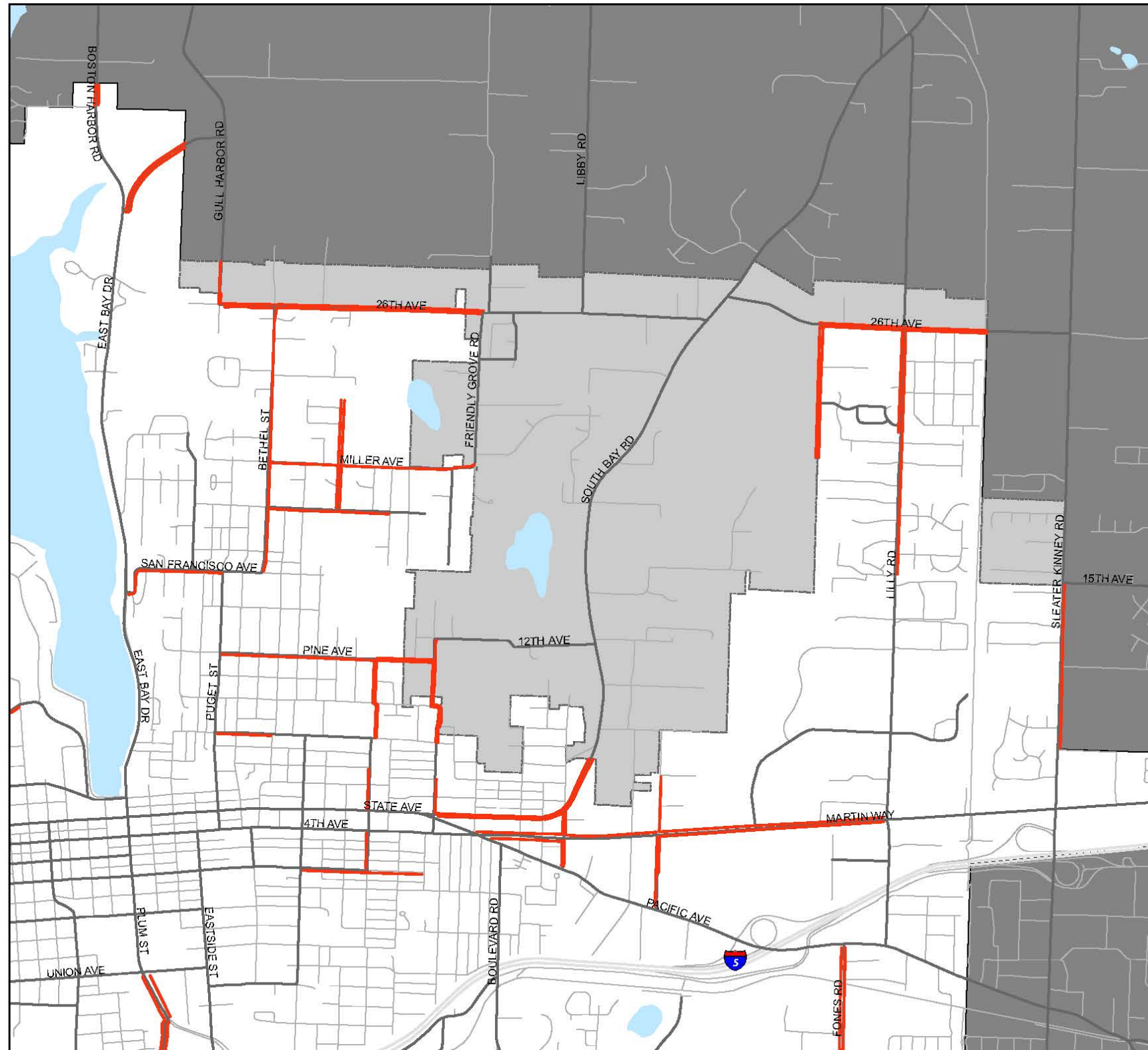
City Council Public Hearing Draft, 2014

- Missing Sidewalks
- City Limits
- Urban Growth Area
- Major Street System  
(Arterials, Major Collectors,  
Neighborhood Collectors)

Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.







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# Southeast Olympia Sidewalk Network on Major Streets

City Council Public Hearing Draft, 2014

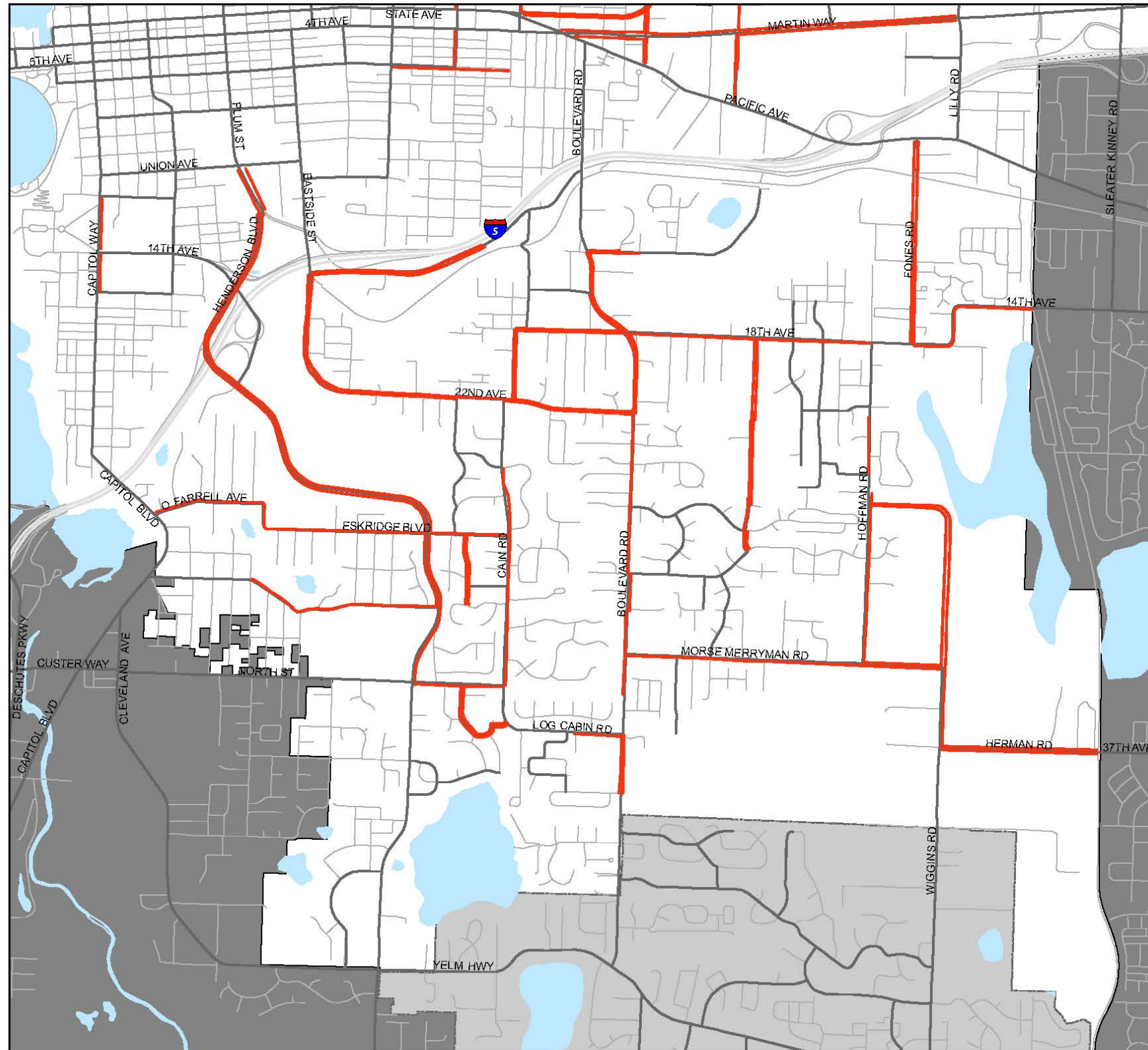
-  Missing Sidewalks
-  City Limits
-  Urban Growth Area
-  Major Street System  
(Arterials, Major Collectors,  
Neighborhood Collectors)

Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.







0 0.25 0.5  
Miles

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# West Olympia Sidewalk Network on Major Streets

City Council Public Hearing Draft, 2014

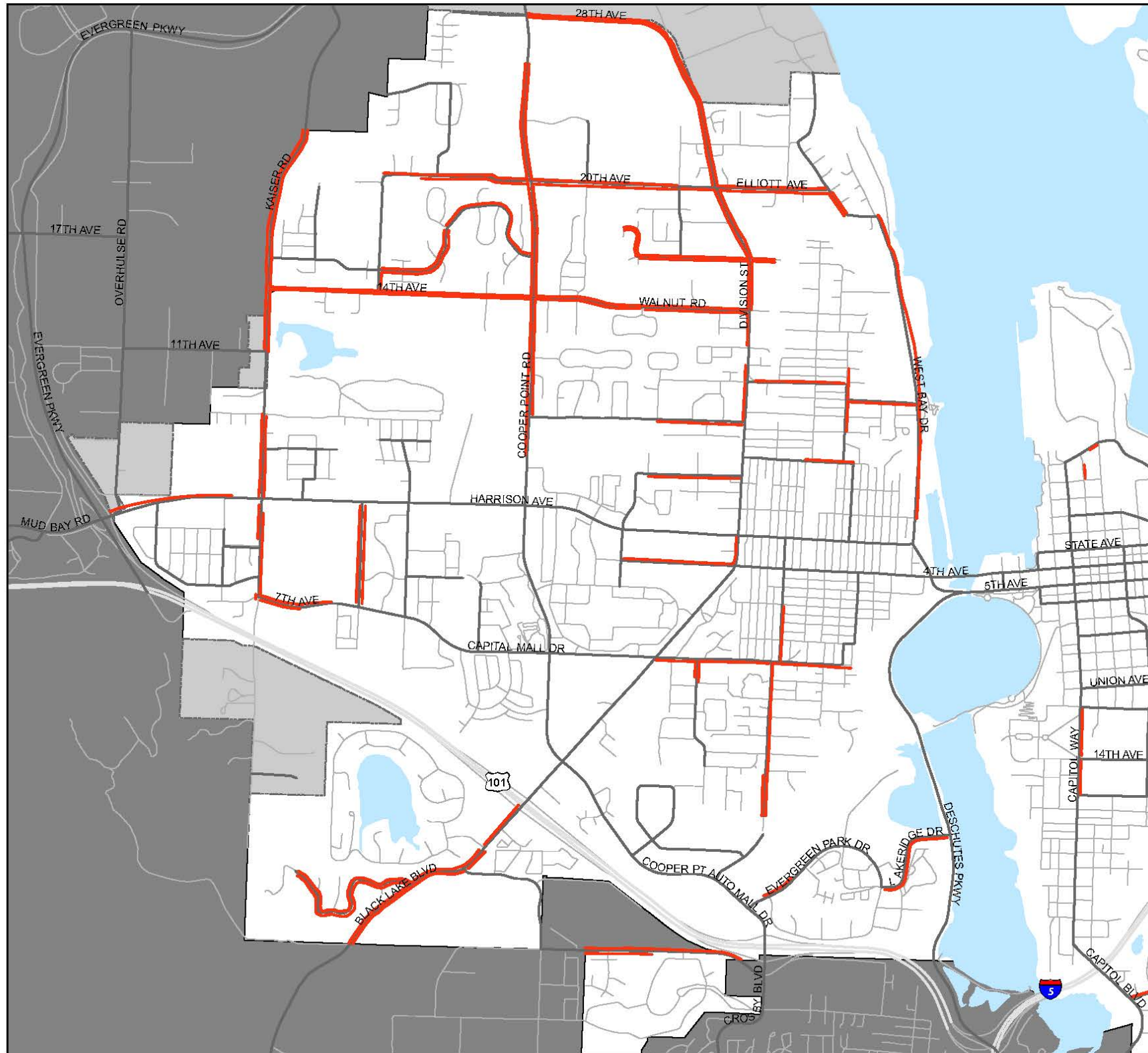
-  Missing Sidewalks
-  City Limits
-  Urban Growth Area
-  Major Street System  
(Arterials, Major Collectors, Neighborhood Collectors)

Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.



0 0.25 0.5  
Miles

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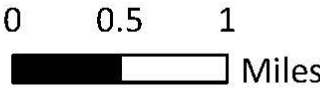


# Bicycle Network Map

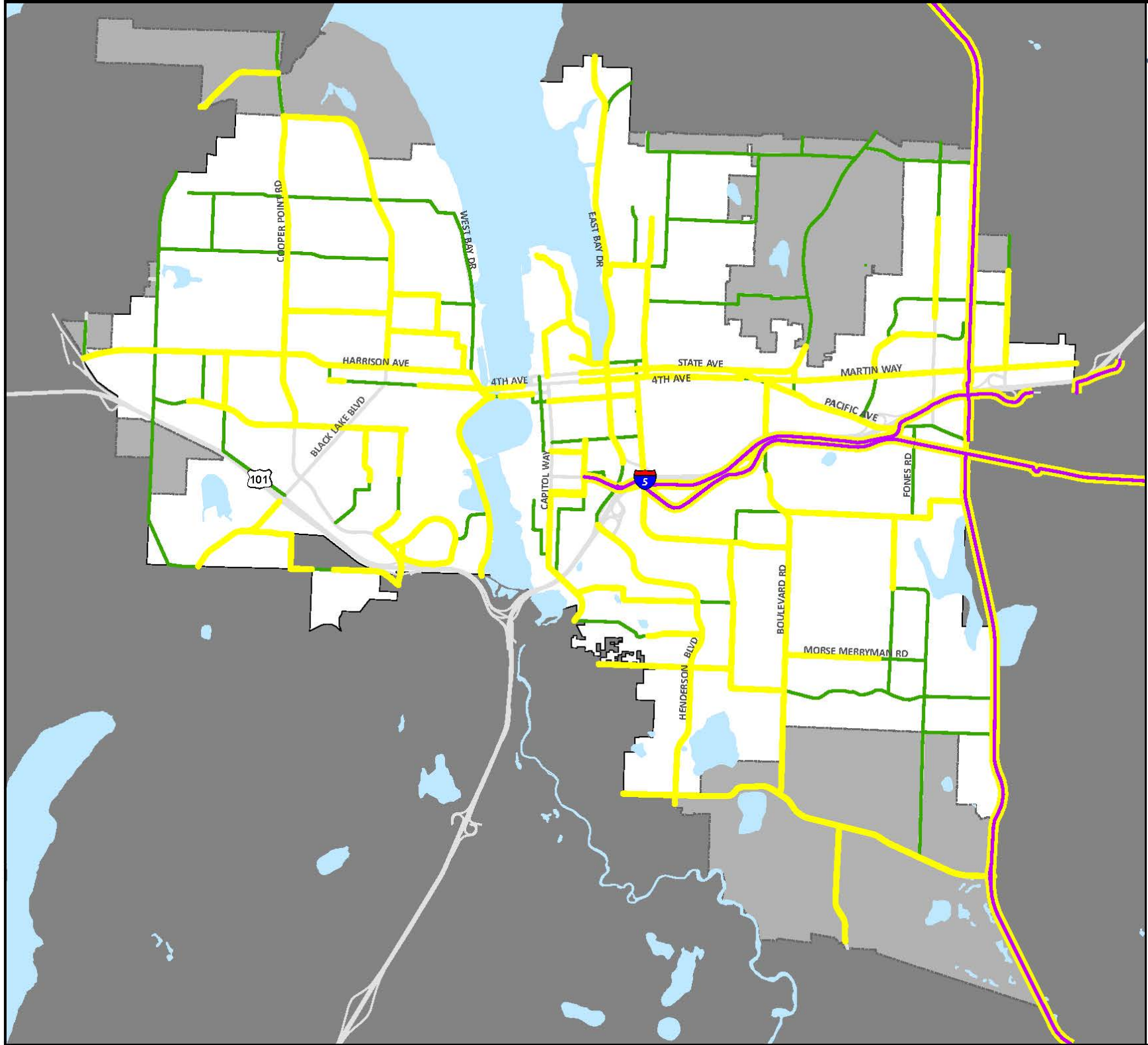
City Council Public Hearing Draft, 2014

-  Existing Network
-  Trails
-  Planned Network Expansion
-  Urban Growth Area
-  City Limits

The network expansion shown here is consistent with the 2009 Bicycle Master Plan. The bicycle network consists of bike lanes, and signed and marked routes.










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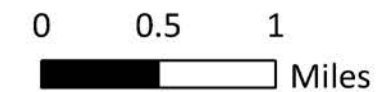


# Transportation Corridors

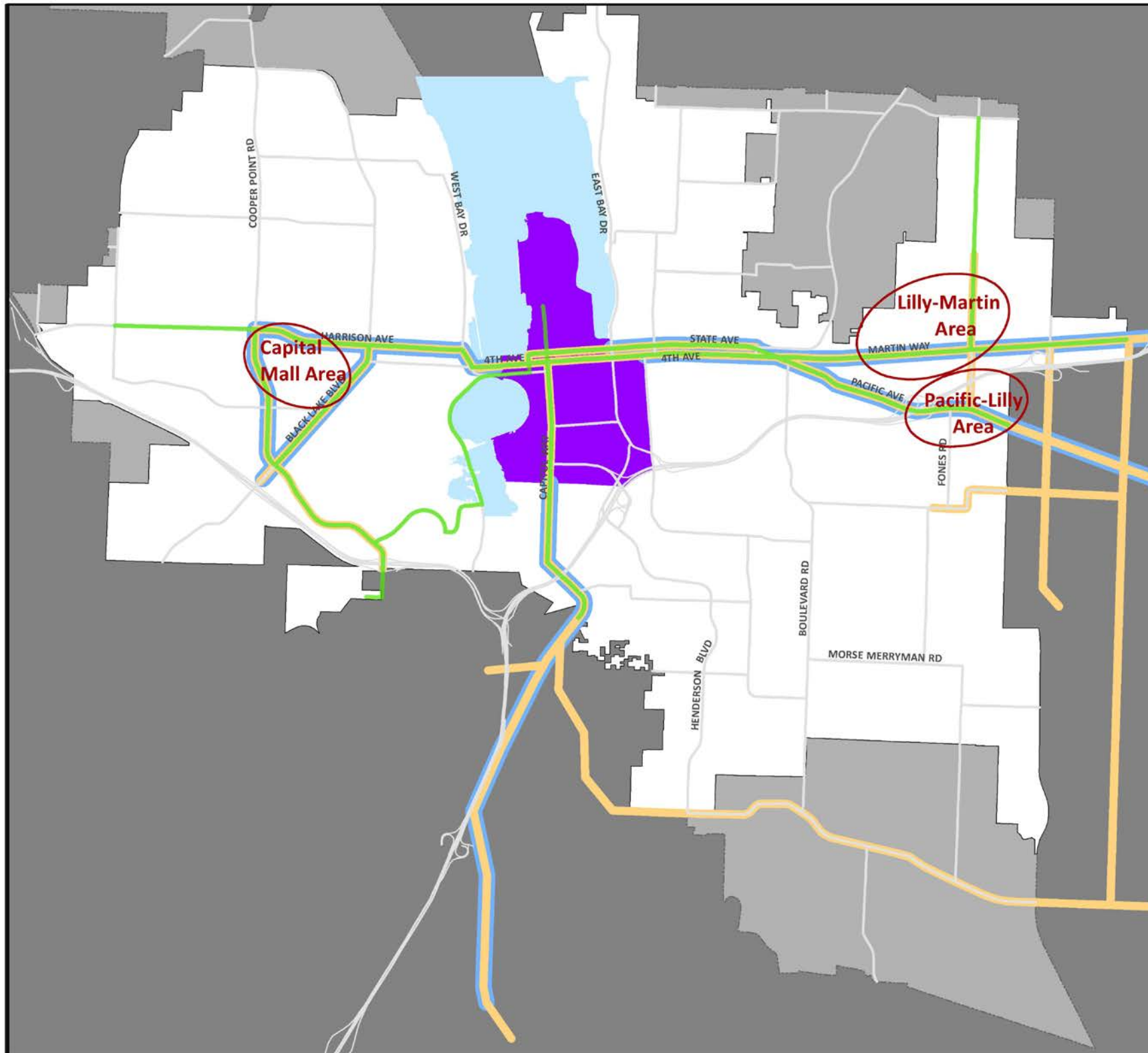
Reflects 2025 Regional Transportation Plan

City Council Public Hearing Draft, 2014

-  **Focus Areas**  
See Land Use and Urban Design Chapter
-  **First Priority Bus Corridors**  
Streets with high-quality transit
- Strategy Corridors**  
 Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
- Urban Corridors**  
 Multimodal transportation corridors that support adjacent land uses. Line width does not indicate land use designation. See the Land Use and Urban Design Chapter for specific land use designations.
-  **City Center**
-  **City Limits**
-  **Urban Growth Area**



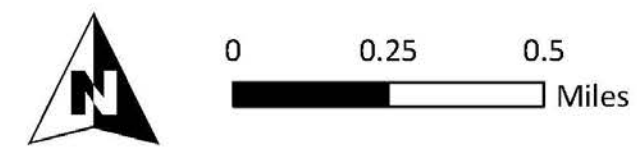
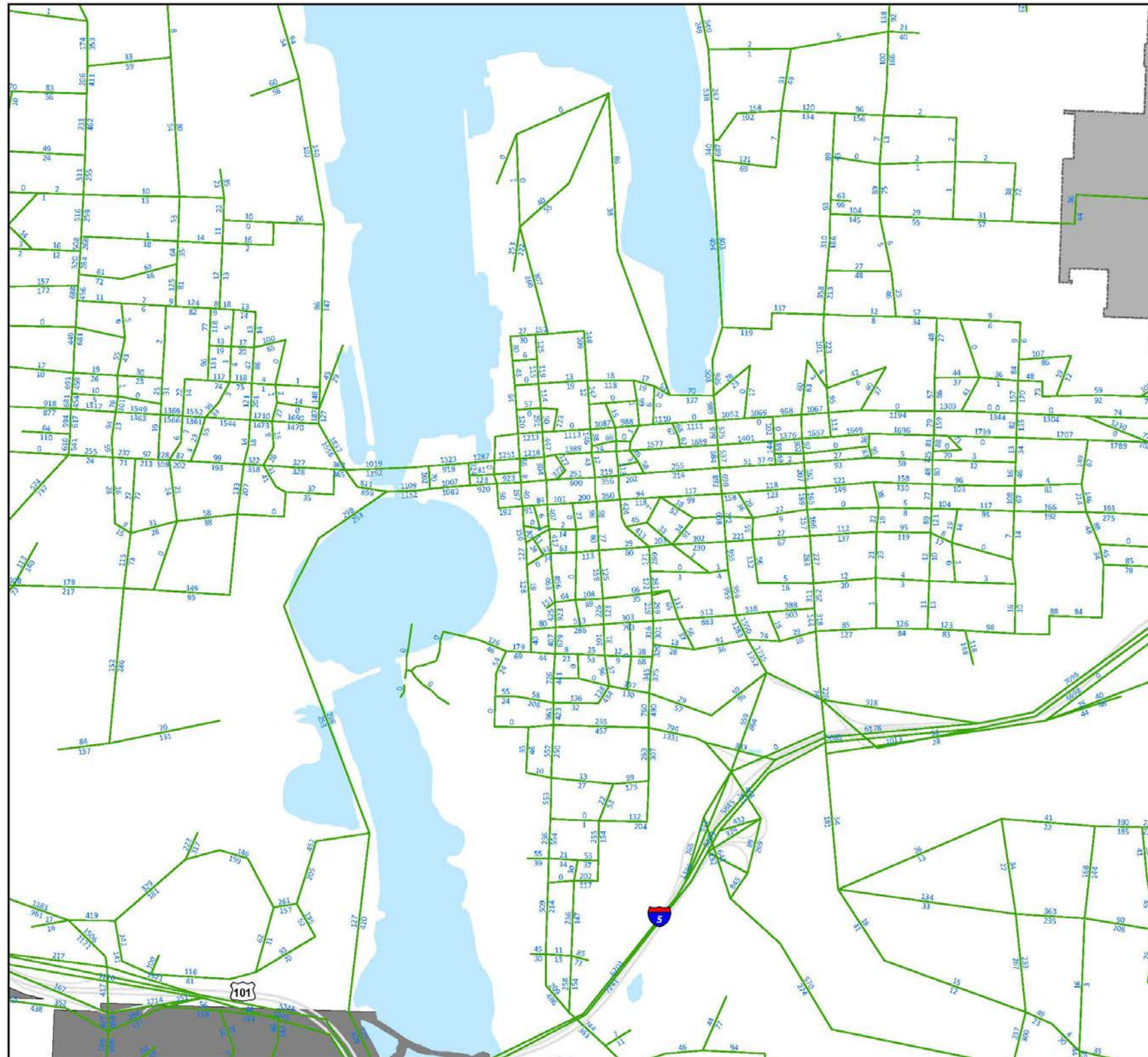
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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

City Council Public Hearing Draft, 2014

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits



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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

City Council Public Hearing Draft, 2014

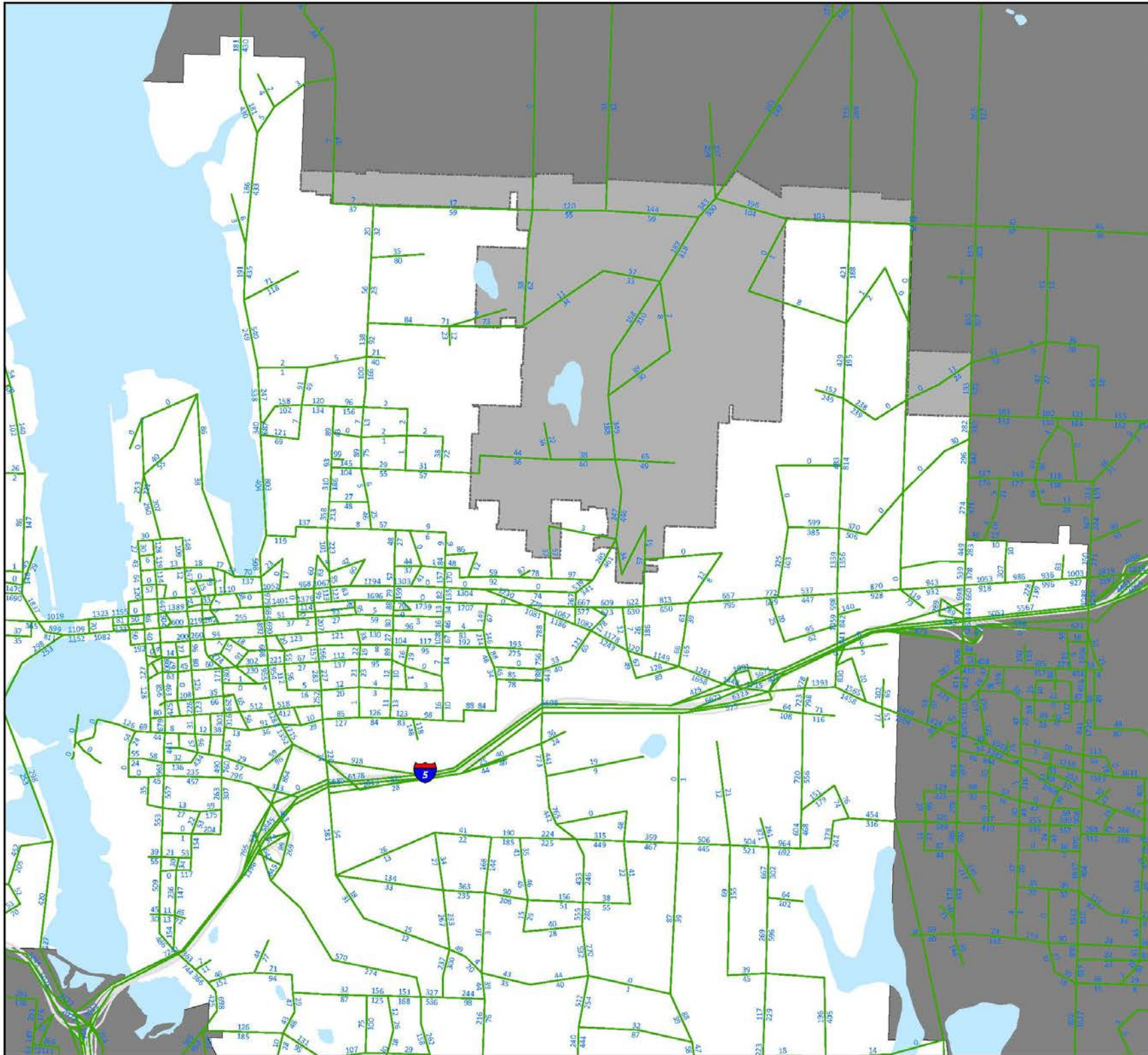
240 PM Peak Volumes (by direction)

Urban Growth Area

City Limits



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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

City Council Public Hearing Draft, 2014

240

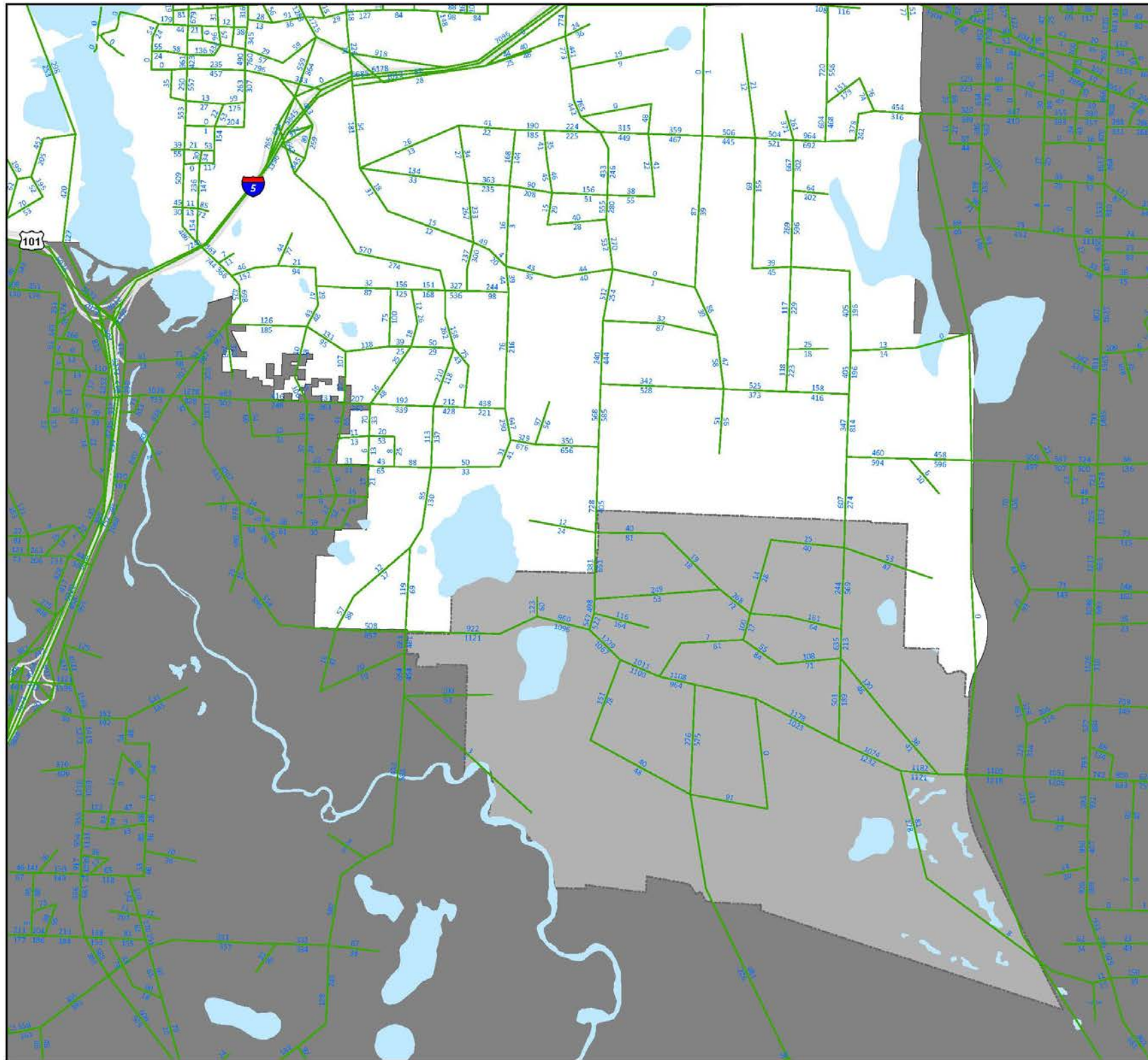
PM Peak Volumes (by direction)

Urban Growth Area

City Limits



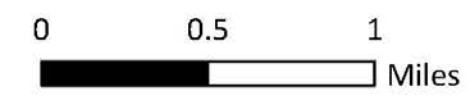
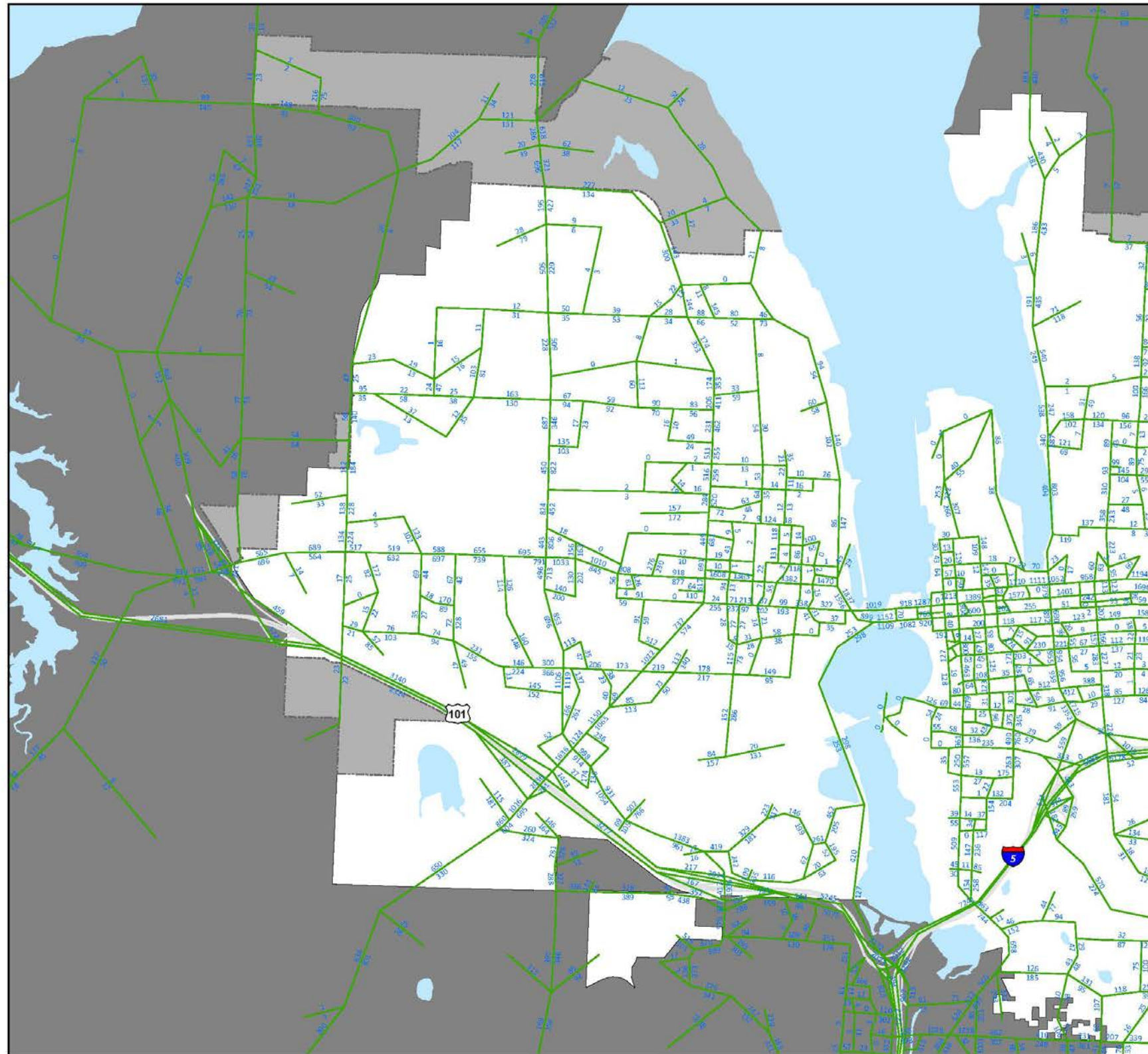
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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

City Council Public Hearing Draft, 2014

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

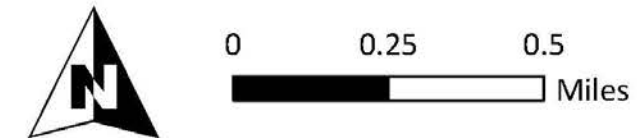
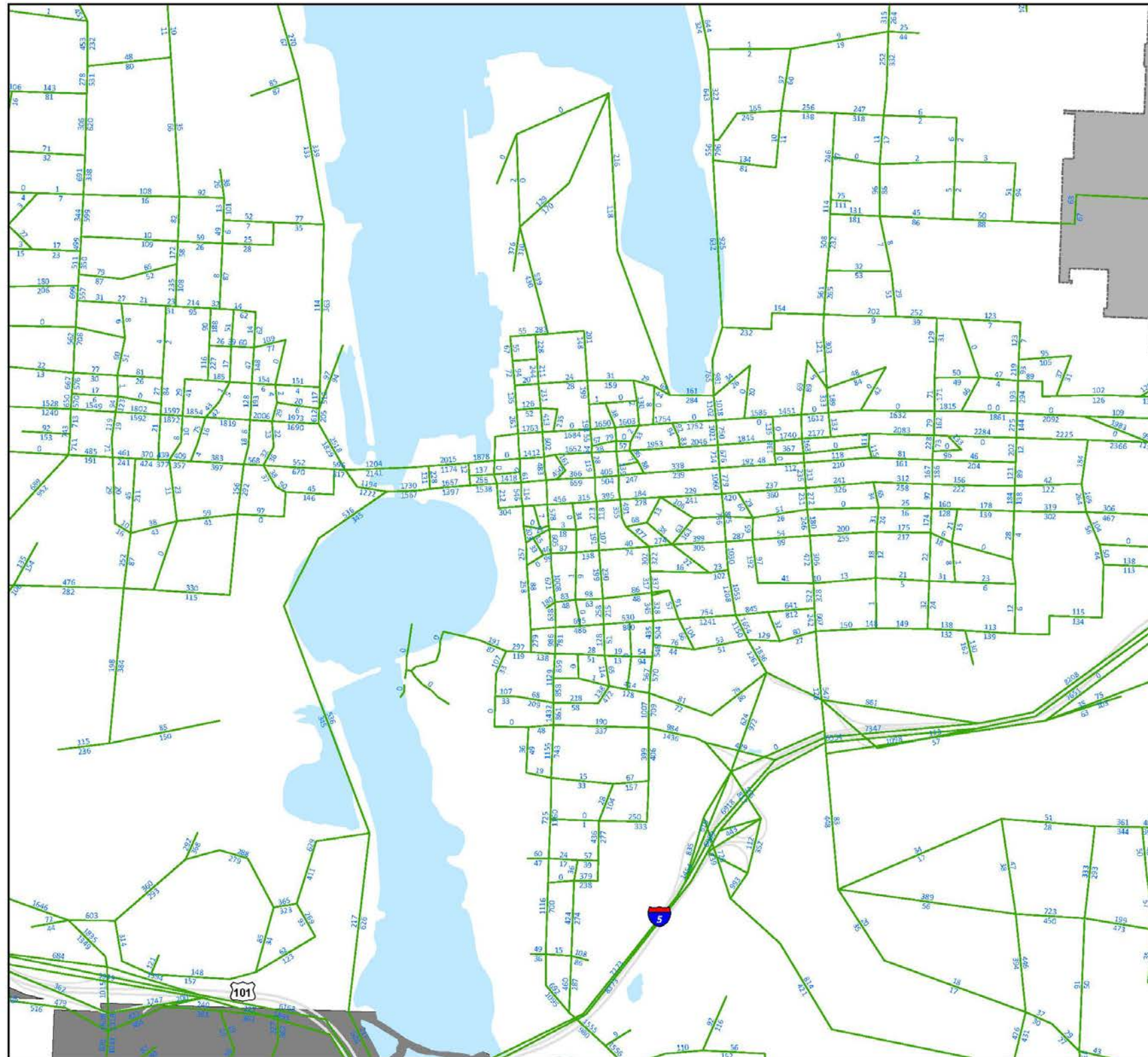


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# 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

City Council Public Hearing Draft, 2014

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits



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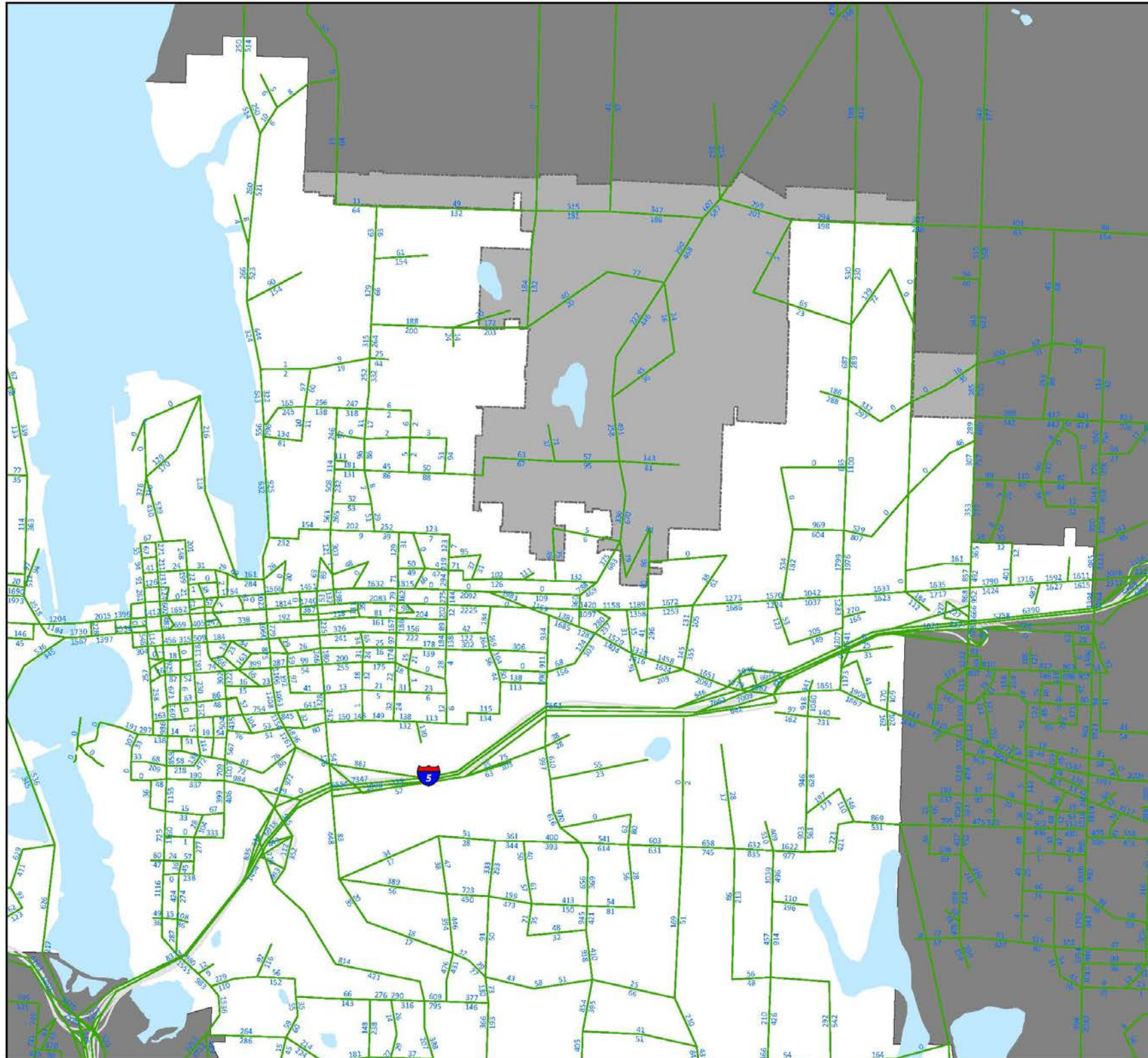
# 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

City Council Public Hearing Draft, 2014

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits



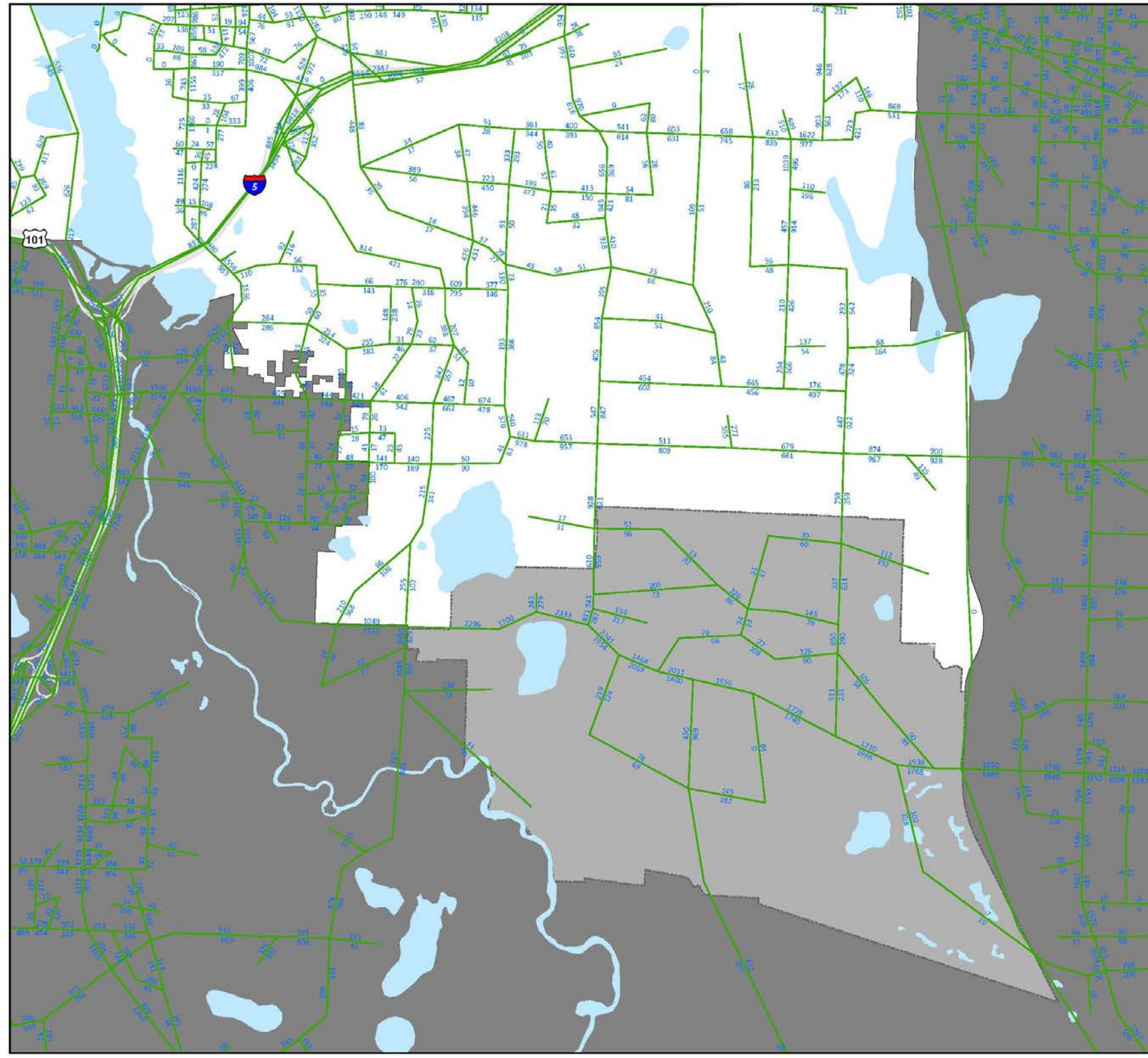
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# 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

City Council Public Hearing Draft, 2014

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

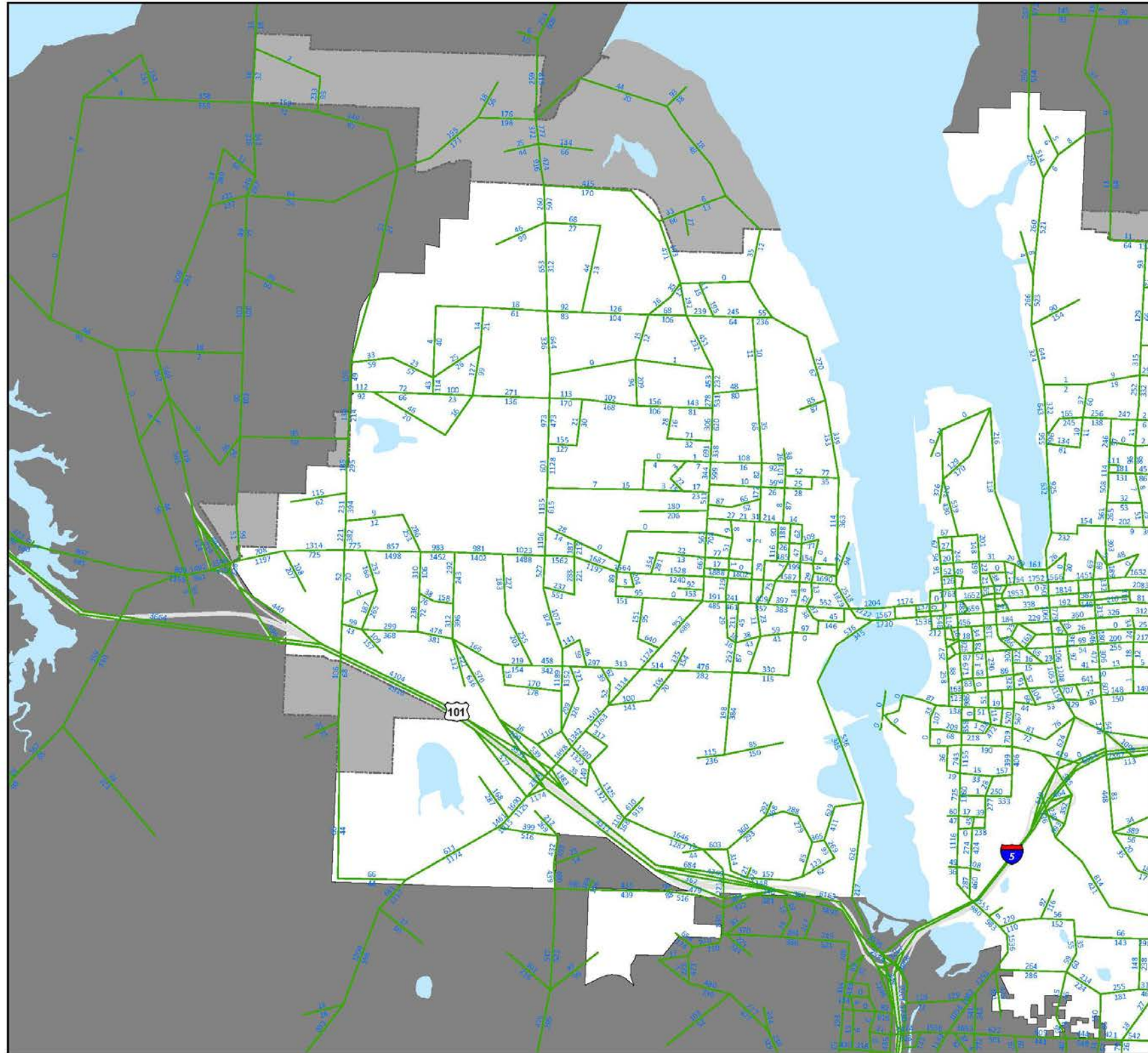


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### 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

City Council Public Hearing Draft, 2014

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits



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# Utilities



Public Works utility employees enjoying a day on the job [[Photo: Public-Works-utility-employees.jpg align=right caption=Public Works utility employees enjoying a day on the job.]]

## What Olympia Values:

*Olympians value a drinking water supply that is owned and controlled by the City. We want wastewater and stormwater treated effectively before it is discharged into Puget Sound. We understand and value the role that 'reuse, reduction and recycling' plays in our effort to conserve energy and materials.*

## Our Vision for the Future:

*Clean, plentiful water and significant reduction of waste.*

Read more in the Community Values and Vision chapter

## Introduction - Utilities Shape the Future



Olympia's future ability to achieve long-term environmental, economic and social balance is influenced by how we deliver utility services to the community. To achieve sustainability, we'll need to shift from a short- to a long-term focus that considers how today's actions will affect future generations. The long-term view will emphasize reducing waste, preventing pollution, engaging the community, and managing our fiscal and environmental resources conservatively.

City utilities include Drinking Water, Wastewater, Storm and Surface Water, and Waste ReSources (garbage, organics, and recycling). Privately-



owned utilities such as natural gas and electric, cable service, and telecommunications facilities are regulated locally, especially within city-owned rights-of-way. Olympia's future will be shaped, in part, by where and when these facilities are provided.

Olympia's utilities also provide services that protect nature and conserve resources by reducing pollution and waste, restoring habitat, and conserving water. The City is also partnering with private utilities to provide their Olympia customers with more opportunities to use renewable energy.

Most of the utility programs discussed in this chapter have adopted their own detailed master plans to guide the design and daily administration of their services. This chapter is intended to serve as a bridge between those specific plans and the broader vision of this Comprehensive Plan.

## City-Owned Utilities Working Together



City-owned and operated utilities provide the community with essential services and can help shape Olympia's future in meaningful ways. We take a coordinated, cost-effective approach to managing our utilities and fully consider the economic, social and environmental implications of all our actions.



[[Photo: Drinking-water-is-provided.jpg align=right caption=Drinking water is provided by a City-owned utility.]]

Citizen engagement and involvement is an important component of City utility management. Customers and users help with environmental restoration projects and efforts to reduce pollution and waste. They also can participate in utility management and rate setting. A Utility Advisory Committee (UAC) appointed by City Council reviews programs, policies and rates.

The four City-owned and operated utilities include:

- **Drinking Water.** This utility's mission is to provide and protect healthy drinking water for the community. This involves protecting groundwater and promoting water conservation, as well as ensuring that our drinking water meets federal Safe Drinking Water Act standards.
- **Wastewater.** This utility collects and conveys wastewater to treatment facilities to protect public and environmental health. It also works to reduce the number of septic systems in the City.
- **Storm and Surface Water.** The mission of this utility is to minimize flooding, improve water quality, and protect or enhance aquatic habitat.
- **Waste ReSources.** Provides collection services for residential and commercial garbage, residential recyclables and residential organics (yard debris, food waste and soiled paper), and also encourages waste reduction through educational programs. Its mission is to lead our community toward a waste-free future.



[[Photo: City-Utilities-collect-commercial-organics.jpg align=right caption=The City collects organics for composting through its Waste ReSources utility.]]

Over the next 20 years, there will be a growing need for us to manage our utility resources efficiently. Our challenges will include:

- **Repairing and replacing aging systems.** Operation and maintenance needs will continue to expand, as the pipes, pumps, valves, treatment facilities, reservoirs and wells that make up our utility system age. These needs must be met while keeping rates affordable.
- **Protecting the natural environment.** Water quality deterioration and habitat loss will continue to be a concern as development and utilities expand to new areas.
- **Preparing for sea level rise.** In addition to the flooding threat, the City's underground utilities in the downtown area will be jeopardized.

Our utility programs will need to find partnerships and outside resources to help the City face these new challenges.

## Goals and Policies



[[Change: Information in this section has been updated.]]

**GU1 Utility and land use plans are coordinated so that utility services can be provided and maintained for proposed future land uses.**



**PU1.1** Require annexation of all properties for which new City wastewater or drinking water services are requested if the property is outside the City, but inside the Urban Growth Area. Or, require property owners to sign a Binding Agreement to Annex when requested by the City.


**PU1.2** Require new developments to construct drinking water, wastewater and stormwater utilities in ways that meet the community development, environmental protection, and resource protection goals of this Plan, and that are consistent with adopted utility plans and extension policies.

**PU1.3** Evaluate land use plans and utility goals periodically to ensure growth is guided by our knowledge of current environmental constraints and the latest available utility technology.

**PU1.4** Make necessary improvements to utility facilities that do not currently meet minimum standards. Prioritize capital improvements to existing systems based on age, condition, risk of failure, and capacity.

[[Change: New policy proposed to institutionalize engineering standards.]]

**PU1.5** Ensure that public utility and transportation-related facilities constructed in Olympia and its Growth Area meet City standards for safety, constructability, durability and maintainability. (See [City of Olympia Engineering Design and Development Standards](#).)

**PU1.6** Annually update the utility portions of the [Capital Facilities Plan](#)  to reevaluate infrastructure priorities.

**GU2 Reliable utility service is provided at the lowest reasonable cost, consistent with the City's aims of environmental stewardship, social equity, economic**

## development and the protection of public health.



**PU2.1** Ensure that new development projects pay for their own utility infrastructure based on their expected needs for the next 20 years. Also require them to contribute to their portion of existing infrastructure. Routinely review new-development charges (such as general facility charges) when updating utility master plans, or more frequently as needed.

**PU2.2** Ensure that utility fees, such as rates and general facility charges, are structured to reasonably reflect the actual cost of providing services to each customer class. Fees must also encourage customers to conserve water and reduce their demand on our wastewater treatment system.

**PU2.3** Provide special rates for low-income senior and low-income, disabled utility customers.

**PU2.4** Ensure that adequate funds are generated by the City's utilities to maintain utility services and capital improvement programs.

**PU2.5** Use fiscally responsible management practices in order to maintain favorable bond ratings for the City's utilities.

**PU2.6** Provide service to existing and new customers consistent with the legal obligation of City utilities to provide service.

**PU2.7** Use pricing to encourage utility customers to reduce waste, recycle, conserve water, and help protect our surface water quality.

**PU2.8** Use debt financing responsibly to support needed capital facility investments and "smooth" rate impacts.

**PU2.9** Use Developer Reimbursement Agreements that include "latecomer fees" and similar tools to enable property owners to recover some of the initial costs of extending infrastructure to serve their developments, when others connect to such extensions at a later date.

**PU2.10** Consider the social, economic and environmental impacts of utility repairs, replacements and upgrades.

### **GU3 Utilities are developed and managed efficiently and effectively.**



**PU3.1** Coordinate public utility functions (such as operations and maintenance, public education and outreach, and Capital Facilities planning) for drinking water, wastewater, storm and surface water, and waste resources.

**PU3.2** Regularly revise the [Olympia Municipal Code](#) and Engineering Development and Design Standards to give detailed guidance on how utility services should be delivered and paid for in accordance with the principles established in this Comprehensive Plan.

**PU3.3** Update all utility master plans regularly and in accordance with state law.

**PU3.4** Coordinate long-term planning and scheduling of utility capital improvements with neighboring jurisdictions and other local agencies, such as LOTT.

**PU3.5** Work with neighboring jurisdictions to provide regionally coordinated utility systems for urban services that benefit from a regional approach.

**PU3.6** Locate public and private utilities in public rights-of-way and/or easements on private property in a manner to facilitate safe and efficient operation, maintenance and repair, and to minimize conflicts. Provide guidance within the Engineering Design and Development Standards that shows how and where public and private utilities should be located, including opportunities for co-location.

**PU3.7** Evaluate programs for effectiveness and efficiency on a regular basis.

[[Change: PU3.8 includes guidance formerly found exclusively in the Plan's Drinking Water Utility section.]]

**PU3.8** Contribute a portion of utility revenue each year to educational programs for schools, neighborhoods and community organizations to help meet utility goals.

**PU3.9** Ensure consistent maintenance, asset management, and emergency management practices for all utilities.

**GU4 Use Olympia's water resources efficiently to meet the needs of the community, reduce demand**

on facilities, and protect the natural environment.




PU4.1 Encourage and allow re-use techniques, including rainwater collection, greywater systems, and use of Class A reclaimed water as alternatives to use of potable water, in order to enhance stream flows or recharge aquifers, while also protecting water quality.

PU4.2 Develop specific targets for reducing potable water use.

PU4.3 Raise community awareness about why and how to conserve water.

PU4.4 Reduce water system leakage as much as possible, at a minimum below the Washington State limit of 10 percent of total water production.

PU4.5 Model best practices in our City operations and the [Olympia Municipal Code](#) .

PU4.6 Advance the use of reclaimed water as defined in Council-adopted policies.

## Drinking Water on Tap



[[Change: Information in this section has been updated.]]


Olympians recognize that the water they use comes from groundwater supplies that need to remain plentiful and unpolluted by our “above-ground” activities. The City’s Drinking Water Utility aims not only to preserve the supply of this resource, but to keep it clean – both for us and for the plants, fish and wildlife that also depend on it.



A young Olympian drinks from a new water fountain at Percival Landing. [[Photo: A-young-Olympia-drinks.jpg align=right caption=A young Olympian drinks from a new water fountain in Percival Landing.]]

Every day, the City of Olympia delivers affordable, high-quality drinking water to nearly 55,000 people through about 19,000 connections. This water consistently meets 100% of U.S. Environmental Protection Agency standards for safe drinking water, and it is pumped to our homes at a fraction of the cost some will pay for unregulated bottled water.

The City also provides transmission and distribution of Class A Reclaimed water to customers in a limited area of downtown Olympia.

Olympia's Drinking Water Utility operates under a permit granted by the Washington State Department of Health's Office of Drinking Water. Information about the City's Drinking Water Utility can be found in [Olympia's Water System Plan](#) .

In the next 20 years, the Utility will face these challenges and issues:

- **Changing water quality regulations.** The Utility must be ready to respond to any changes in water quality regulations and treatment requirements imposed by state and federal agencies.
- **Keeping pace with development.** Fast or slow, the rate of growth will determine how new water sources are developed and when they come on line.



- **Protecting groundwater from contamination.** Risks to groundwater will increase as the population increases, and will require the City to regularly evaluate, monitor, and take action to control sources of pollution.

## Goals and Policies



[[Change: Goals and polices that apply to all utilities have been relocated to the City-owned Utilities Working Together section. Others have been removed, because they were outdated or covered in the Water System Plan or another more appropriate City document such as the Engineering Development and Design Standards.]]

**GU5 Adequate supplies of clean drinking water are available for current and future generations and instream flows and aquifer capacity are protected.**




**PU5.1** Reserve water supply rights for at least 50 years in advance of need, so that supplies can be protected from contamination and they are not committed to lower priority uses.

**PU5.2** Develop and maintain multiple, geographically-dispersed sources of water supply to increase the reliability of the system.

**PU5.3** Monitor water levels in aquifers and maintain numerical groundwater models.

[[Change: Policies below added to provide updated guidance.]]

**PU5.4** Coordinate with Lacey, Tumwater, Thurston County and Public Utility District #1 to assure adequate water supplies throughout the City's Water Service Area, following the provisions of the [Growth Management Act](#) , Public Water System Coordination Act, and the Municipal Water Law.

**PU5.5** When practical, develop regionally consistent Critical Areas Ordinance regulations, Drainage Manual requirements, and other policies to ensure we are protecting groundwater quantity and quality across jurisdictional boundaries.

**GU6 Groundwater in the City's Drinking Water (Wellhead) Protection Areas is protected from contamination so that it does not require additional treatment.**

 SHARE

[[Change: The policies below are updated based on the most recent Water System Plan.]]

**PU6.1** Monitor groundwater quality to detect contamination, evaluate pollution reduction efforts, and to understand risks to groundwater.

**PU6.2** Implement programs to change behaviors that threaten groundwater quality, and that raise awareness about aquifers and the need for groundwater protection.




**PU6.3** Prevent groundwater contamination in Drinking Water Protection Areas by developing and implementing spill prevention and response plans.

**PU6.4** Maintain the City's Critical Areas Ordinance, policies, development review process and program management, to ensure we protect groundwater quality and quantity.

**PU6.5** Maintain a contaminant-source inventory that identifies priority pollutants for each water source within Drinking Water (wellhead) Protection Areas, and update them regularly.

**GU7 The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.**

 SHARE

**PU7.1** Maintain and update the Water System Plan, [Engineering Design and Development Standards](#)  and [Olympia Municipal Code](#)  to ensure drinking water utility facilities meet the requirements of the [Growth Management Act](#) , North Thurston County Coordinated Water System Plan, Washington Department of Health and Olympia Fire Code.

**PU7.2** Maintain 100 percent compliance with all state and federal requirements, and continually improve our water quality management program.

**PU7.3** Design Olympia’s water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.

**PU7.4** Continue and improve maintenance management, including preventive maintenance, repairs and replacements.

**PU7.5** Prepare for and respond to emergencies and maintain secure facilities.

**PU7.6** Continue to improve operations and maintenance program management, including safety, asset management and meter replacement.

**PU7.7** Develop and maintain adequate storage, transmission and distribution facilities.

**PU7.8** Require private water purveyors that build new systems within Olympia’s water service area to build to Olympia’s standards so the systems can be integrated in the future.

## Managing Wastewater Effectively



[[Change: This section has been updated.]]

The purpose of Olympia’s Wastewater Utility is to protect public and environmental health by ensuring that wastewater is collected and conveyed to treatment and disposal facilities with minimal risk.

Olympia provides wastewater collection service to 17.5 square miles of the City and about eight square miles of Urban Growth Area in unincorporated Thurston County. However, many neighborhoods and individual lots within the City are still using septic systems. By 2035, Olympia expects public sewers will be extended to serve most of the Urban Growth Area.



[[Photo: Olympia-crew-members.jpg align=right caption=Olympia crew members maintaining the sewer system to ensure proper functioning.]]

All wastewater collected by Olympia is conveyed to LOTT-owned transmission mains and treatment facilities for treatment and disposal. Treatment and disposal is managed by the [LOTT Clean Water Alliance](#), which is a partnership of the cities of Lacey, Olympia, Tumwater and Thurston County.

Wastewater Utility activities are guided by the [Wastewater Management Plan](#). The [LOTT Clean Water Alliance](#) developed and actively manages its own Plan, known as the [Wastewater Resource Management Plan](#), which it updates every year. The Plan addresses the treatment and disposal needs for all of its partners.

The Wastewater Utility coordinates a number of activities with the [LOTT Clean Water Alliance](#), including maintenance, condition assessments, and pre-treatment program efforts. These activities are all required under the National Pollution Discharge Elimination System (NPDES) Permit, which covers both the City's wastewater collection system and LOTT-owned facilities. This shared responsibility requires continuous communication between the two entities, at both the operation and planning levels.



[[Photo: WW-construction.jpg align=right caption=Intsalling a deep sewer manhole on Henderson Boulevard as part of a planned capital improvement project.]]

The Wastewater Utility faces the following key challenges over the next 20 years:

- **Maintaining existing infrastructure.** More than half of the City's wastewater infrastructure has passed its design life or is susceptible to corrosion. Given the need to protect public health, repair and replacement of failing sewer systems typically cannot be deferred.
- **Reducing septic systems.** Many septic systems, especially in older parts of the City, are beyond or approaching their design life. This presents the potential for failure and risk to public and environmental health.


## Goals and Policies

 SHARE

**GU8 The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.**

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**PU8.1** Extend the wastewater gravity collection system through both public and private development projects.

**PU8.2** Prohibit new community and individual septic systems within City limits, except when specifically allowed by the [Olympia Municipal Code](#) .

**PU8.3** Limit and ultimately phase-out community septic systems in the Urban Growth Area.

**PU8.4** Encourage septic system owners to connect to the City wastewater system by offering incentives, cost-recovery mechanisms, pipe extensions and other tools.

**PU8.5** Permit new STEP systems only for individual lots in neighborhoods currently served by STEP systems.

**PU8.6** Require the conversion of septic systems to the City-owned wastewater collection system upon septic system failure or building use change, whenever feasible.

**PU8.7** Separate combined wastewater/stormwater pipes in conjunction with stormwater and road improvements or residential repairs, when economically feasible.

**PU8.8** Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.

**GU9 The Utility will facilitate the implementation and use of new technology and management systems.**

 **SHARE**

**PU9.1** Allow conditional use of alternative systems, such as composting toilets and greywater systems when potential benefits are clear and there is not risk to public or environmental health.

## **Rainfall, Runoff, and Surface Water**

 **SHARE**

[[Change: This section has been updated.]]

The mission of the Storm and Surface Water Utility is to provide services that minimize flooding, maintain or improve water quality, and protect or

enhance aquatic habitat. The goals and policies that protect water quality and aquatic habitat are located in the [Natural Environment](#) chapter. This Utility works on reconciling conflicts between protecting our 'built' landscape from flooding and conservation of our water quality and aquatic habitat.



[[Photo: yauger-park-3.jpg align=right caption=Porous pavement, bioretention and constructed wetlands demonstrate stormwater options for low impact development at Yauger Park.]]

The Storm and Surface Water Utility maintains more than 130 miles of underground pipe, more than 7,000 storm drains, and 95 stormwater ponds that filter stormwater runoff from roads and rooftops before it reaches our streams and Budd Inlet. The "surface water" for which Olympia's Storm and Surface Water Utility shares responsibility includes nine streams within the City, four lakes, four large wetlands, and about six miles of marine shoreline.

The Stormwater Utility is guided by the [Storm and Surface Water Plan](#) [↗](#) which outlines its challenges, goals, implementation tools and financial implications. Increasingly, this Utility is affected by state and federal regulatory requirements such as the [Western Washington Phase II Municipal Stormwater Permit](#) [↗](#).



Kayakers in Budd Inlet as seen from Percival Landing. [[Photo: Kayakers-in-Budd-Inlet.jpg align=right caption=Kayakers in Budd Inlet as seen from Percival Landing.]]

Olympia's growth and urbanization have placed increasing demands on our natural systems. Major challenges facing the Storm and Surface Water Utility in upcoming years include:

- **Managing the impact of increasing stormwater runoff.** The cumulative impact of paving and development will increase pollutants in streams and Puget Sound, decrease infiltration to groundwater, and reduce forest habitat.
- **Preparing for sea level rise.** We will need a coordinated effort to protect our downtown from the flooding that could result from a sea rise scenario of 50 inches by 2100.
- **Keeping up with new technology.** As innovative approaches to treating and controlling stormwater rapidly evolve, the Storm and Surface Water Utility must evaluate the effectiveness and long-term implications of new technologies, while also managing risks associated with potential failures.

## Goals and Policies



GU10 The frequency and severity of flooding are



**reduced and hazards are eliminated, except during major storm events.**



**PU10.1** Improve stormwater systems in areas that are vulnerable to flooding.

**PU10.2** Emphasize the importance of emergency preparedness.

**PU10.3** Evaluate the structural integrity of aging stormwater pipes and repair as needed.

**PU10.4** Inspect private and public stormwater systems to identify required maintenance and repairs.

**PU10.5** Inventory and inspect City-owned culverts and ditches and perform maintenance if needed.

**PU10.6** Ensure that private pipe and pond systems are maintained.

[[Change: Goal and policies below are new; sea level rise is not addressed in the current Comprehensive Plan.]]

**GU11 The City uses best available information to implement a sea level rise management plan that will protect Olympia's downtown.**



**PU11.1** Evaluate different scenarios for sea level rise, including varying magnitudes and time horizons, and develop a progression of adaptation and response actions for each scenario.

**PU11.2** Develop plans, cost estimates and financing options for addressing sea level rise that include regulatory, engineering and environmentally sensitive solutions.

**PU11.3** Maintain public control of downtown shorelines that may eventually be needed to help manage flood water.

**PU11.4** Incorporate sea level rise planning into the design of public and private infrastructure where needed.

**PU11.5** Use the best available science and the experiences of other communities in formulating plans for sea level rise.

**PU11.6** Require development to incorporate measures, such as higher finished floor elevations, that will reduce risks and avoid future costs associated with rising sea levels; and to encourage acknowledgment of such risks by state and federal agencies.

**PU11.6** Partner with government entities and other key stakeholders, such as, the State of Washington, LOTT Clean Water Alliance, Port of Olympia, Squaxin Island Tribe, downtown property owners, businesses and residents, environmental groups, and other interested parties.

**PU11.7** Engage the community in a discussion of various sea level rise scenarios, how the City will respond to lessen the impact, and what the costs would be.

**PU11.8** Require development to incorporate measures, such as higher finished floor elevations, that will reduce risks and avoid future costs associated with rising sea levels; and to encourage acknowledgment of such risks by state and federal agencies.

## Towards Zero Waste



[[Change: Information in this section has been updated.]]



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

The amount of waste collected per person each day in Olympia is increasing. This coupled with an increasing population, puts pressure on our already strained regional waste management system. Olympians can help solve these problems through a variety of regional and local actions.



Compost at home to reduce waste. [[Photo: Compost-at-home.jpg align=right caption=Compost at home to reduce waste.]]

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

In June 2006, the Olympia City Council adopted a Zero Waste Resolution, which established a vision for the City and a new direction for the Waste ReSources Utility. This resolution gave rise to a new strategic and operational six-year plan - [Olympia's Waste ReSources Plan](#) - , which focuses on a Zero Waste approach. In fact, [Olympia's Waste ReSources Plan](#)  anticipates a future in which "waste" is viewed as an inefficient use of resources.

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

- **Reduce sources of waste.** The whole life cycle of a product must be considered as we find ways to reduce waste in both "upstream" production and distribution processes and "downstream" consumer choices and waste management practices.
- **Optimize the current collection system.** Continue to increase the portion of waste that is recycled or composted.
- **Evaluate the commercial recycling market.** Assess the pros and cons of entering into the commercial recycling services market.

## Goals and Policies



**GU12 Solid waste is managed as a resource to provide environmental, economic, and social benefits.**



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

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

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

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

**GU13 Solid waste is managed in a responsible and cost-effective manner.**



**PU13.1** Encourage and promote waste reduction and recycling.

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

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

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

[[Change: New policy to lead to waste reduction targets.]]

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

**GU14 Environmental impacts caused by solid waste**

management are minimal.



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

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

## Coordination with Private Utilities



[[Change: Information in this section has been updated.]]

Most private utilities are regulated at the state level by the Washington Utilities and Transportation Commission (WUTC), which ensures that customers receive safe and reliable service at reasonable rates. The Commission regulates the rates and charges, services, facilities and practices of most of Washington’s investor-owned gas, electric and telecommunication utilities.

Growth in residential, commercial, or industrial development often requires expanded utility services. Because of this, City land use decisions that affect both density and the location of new development will drive new private utility needs.

In Olympia, private utilities provide these services:

- **Electricity:** Puget Sound Energy (PSE) is the only provider of electricity to Olympia and its Urban Growth Area. PSE is an investor-owned utility providing electricity to nine western and central Washington counties.
- **Natural Gas:** PSE is also the only natural gas provider to Olympia and its Urban Growth Area. PSE serves natural gas customers in six western and central Washington counties.
- **Standard Telephone Service:** The only provider of standard telephone service in Olympia and its Urban Growth Area is CenturyLink Communications International, Inc. (CenturyLink). CenturyLink is an investor-owned corporation offering local telecommunication services to customers in 14 states. It also

provides broadband data and voice (including long-distance) communications services outside their local service area, as well as globally.

- **Telecommunications and Cellular Telephone Service:** Many new telecommunication providers have entered the market and offer options that have created a very competitive environment. These factors make it difficult to accurately assess how future telecommunications will be provided.
- **Cable Services and Programming:** Comcast is the only cable provider serving Olympia. Properties that lie within the UGA are covered under Thurston County's franchise. Currently, cable companies are not regulated by the state, but by local governments and the FCC. Comcast has a 10-year non-exclusive franchise agreement to use public right-of-way to provide cable services within the Olympia city limits. This agreement was adopted by the City Council in 2009.

## Goals and Policies



**GU15 Cooperation and coordination exists among jurisdictions and private utility providers.**



**PU15.1** Coordinate utility planning activities with the private utility providers. The City will work with the private utilities to achieve consistency between their facility plans and the City's regulations and long-range plans.

**PU15.2** Share information, when requested, with private utilities on current and projected figures for population, employment, development, and utility service demand.

**PU15.3** Process permits and approvals for private utility facilities in a fair and timely manner, and in accordance with development regulations that foster predictability.

**PU15.4** Ask for input from the private utilities when developing policies that will affect their service and activities, such as street excavation, street obstructions, and fees.


[[Change: New policy to reference franchise and master permit agreements with private utility providers.]]

**PU15.5** Maintain agreements, where appropriate, with private utilities, updating them as needed to adapt to changing needs and plans.

**PU15.6** Olympia and Thurston County will coordinate with each other and with the cities of Lacey and Tumwater to create consistent utility regulations and long-range plans that promote efficient and effective utility services.

**PU15.7** Olympia and Thurston County will coordinate with each other and with the cities of Lacey and Tumwater when private, multijurisdictional utility additions and improvements are being planned.

**PU15.8** Regarding private utility facilities, make decisions that are consistent and complementary to regional demand and resources and that reinforce an interconnected regional distribution network.

**PU15.9** Olympia and Thurston County will coordinate with each other and the cities of Lacey and Tumwater on emergency management related to utility services by following the [Natural Hazards Mitigation Plan for the Thurston Region](#) .

**GU16 Private utilities are located underground to protect public health, safety and welfare, and to create a more reliable utility system.**



[[Change: Goal and policies are modified to identify public health, safety, and welfare as primary focus for undergrounding.]]

**PU16.1** Place new private utility distribution lines underground wherever practicable. This should be based on sound engineering judgment, on consideration of health and safety, and in accordance with the regulations and tariffs of the Washington Utilities Transportation Commission and the City's Engineering Development and Design Standards.

**PU16.2** Encourage placing existing private utility distribution lines underground, in accordance with the regulations and tariffs of the Washington Utilities Transportation Commission and the City's Engineering

Development and Design Standards.

**PU16.3** Coordinate the undergrounding of both new and existing private utility lines consistent with policies PU 3.1 and PU 3.2.

**PU16.4** Apply utility undergrounding requirements to all private development projects.

**PU16.5** Develop and maintain a management plan, consistent with the [Olympia Municipal Code](#) and the Engineering Development and Design Standards, for underground and overhead utilities as part of the City's franchise agreements. The management plan also must address undergrounding of the City's aerial facilities, as well as other franchise utilities. (See OMC telecommunications [Chapter 11](#) regarding permitting and leasing)

**GU17 Private utility facilities will be located in the same area.**



**PU17.1** Promote the co-location of new utility distribution and communication facilities when doing so is consistent with utility industry practices and national electrical and other codes. (See policy PU3.6 that recommends a guidance drawing showing utility locations.)

**PU17.2** Give private utilities timely notice when road construction is planned, to coordinate utility trenching work.

**GU18 Adverse impacts of above-ground utility facilities such as sub stations and cellular towers on surrounding land uses are minimized.**



**PU18.1** Locate private utility facilities near compatible adjacent land uses. City regulations will specify that approval of new private utility facilities shall be reasonably compatible with the development of the surrounding properties.

**PU18.2** Ensure that the City's zoning code includes standards that ensure that new private utility facilities are coordinated and integrated with surrounding land uses so they are reasonably compatible with the natural and built environment. These regulatory standards should also support



facility design which minimizes the visual intrusion of facilities in all areas.

**PU18.3** Encourage telecommunication utilities to use existing structures, such as existing towers and buildings, where a new installation will not conflict with height restrictions.

[[Change: Policy on administrative review in current Plan deleted because it has been institutionalized at the City.]]

**GU19 Every resident and business in Olympia has access to affordable cable television and Internet services.**

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**PU19.1** Encourage cable services to incorporate their latest features and improvements for their Olympia-area customers as they become technologically and economically feasible.

**PU19.2** Seek to ensure that any cable franchisee serving the Olympia area provides a high quality of customer service, signal transmission, and programming variety.

**GU20 Communications between public buildings reflect advances in cable technology.**

 **SHARE**

**PU20.1** Ensure cable service to major public buildings allows programs to originate there, as well as to be received there.

[[Change: Policy with specific building references deleted due to outdated information.]]

**GU21 Public educational institutions and governments can air programming on designated channels on the cable system.**

 **SHARE**

**PU21.1** Ensure that cable service includes no fewer than four local access channels, which are responsibly and fairly administered in the public interest.

[[Change: New goal to address planning for fiber optic conduit systems within the City]]

**GU22 The City should make provisions in its policies, regulations and Engineering Development and Design Standards for a fiber optic conduit system as part of its municipal infrastructure.**

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## Appendix A: Utilities Inventory and Future Needs

 [SHARE](#)

### City-Owned Utilities

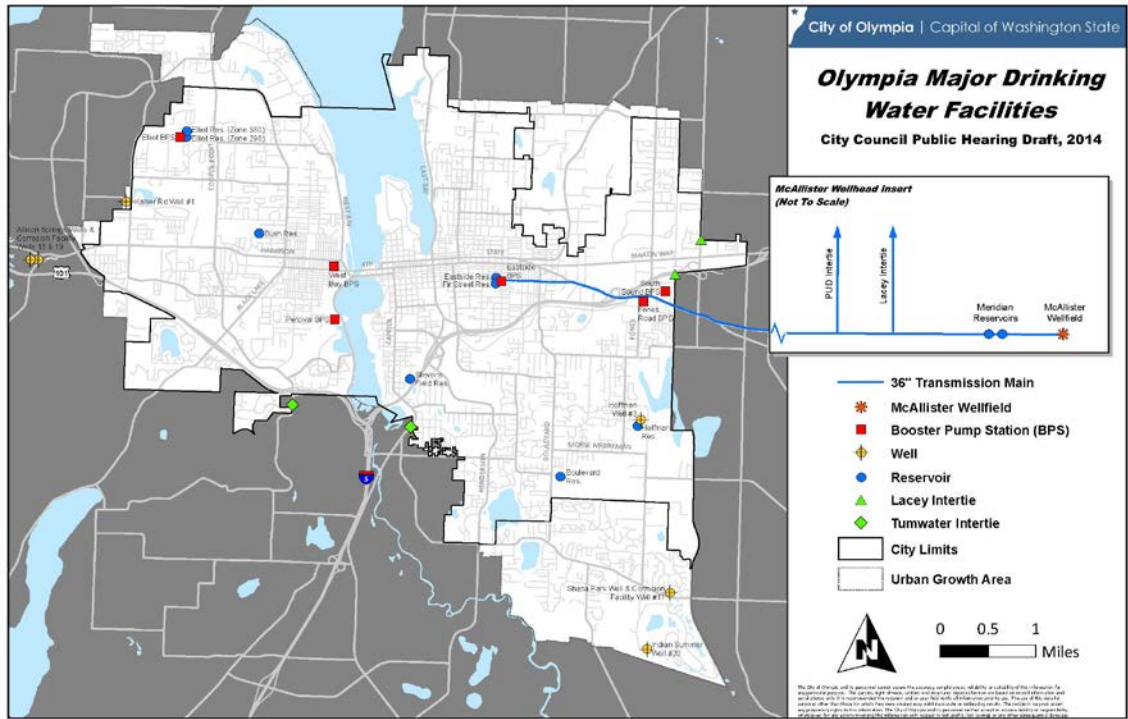
 [SHARE](#)

### Drinking Water

 [SHARE](#)

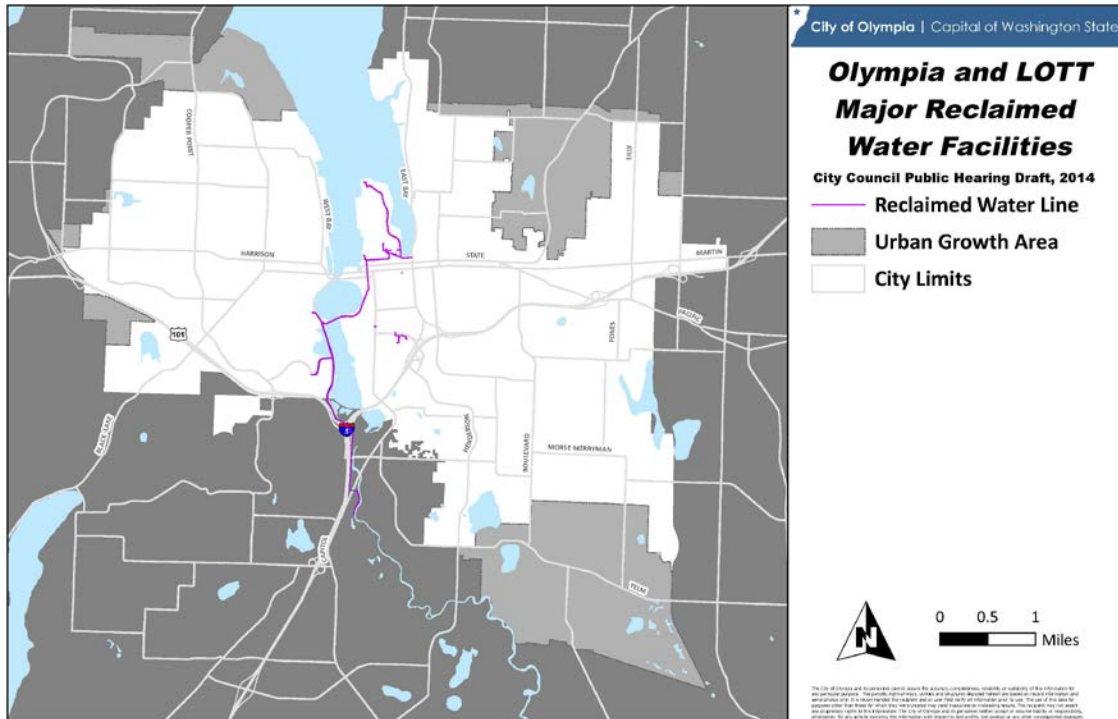
#### Inventory

A network of springs, wells, pumps, reservoirs and transmission lines supplies water to Olympia’s customers. McAllister Springs provides the majority of drinking water for the City. McAllister Springs is unfiltered surface water and therefore subject to more stringent treatment requirements. A 36-inch transmission main moves water from the springs (and the new wellfield) to the Meridian reservoirs, and then on a nine-mile journey into reservoirs at Fir Street. From there, it is pumped and piped throughout the City. The rest of the City’s drinking water is provided by six wells (two wells at Allison Springs, and one each at Kaiser, Indian Summer, Shana Park, and Hoffman). The map below shows the major components of Olympia’s water system.



Olympia Major Drinking Water Facilities [[Map: Olympia-Major-Drinking-Water-Facilities.jpg align=center caption=Olympia Major Drinking Water Facilities.]]

Class A reclaimed water treatment, production and main distribution facilities are jointly owned and operated by the Lacey, Olympia, Tumwater and Thurston County (LOTT) CleanWater Alliance. Olympia owns and operates a limited distribution system for reclaimed water in the downtown area. Olympia and LOTT Major Reclaimed Water Facilities map shows the major components of both the City's and LOTT's reclaimed water system.



Olympia and LOTT Major Reclaimed Water Facilities [[Map: Olympia-and-Lott-Major-Reclaimed-Water.jpg align=center caption=Olympia and LOTT Major Reclaimed Water Facilities.]]

## Existing Capacity

Olympia’s water service area boundary map generally follows the Urban Growth Area. Policies related to providing service to this area are defined in Washington’s Municipal Water Law, the North Thurston County Coordinated Water System Plan, and [Olympia’s Water System Plan](#) and municipal code. Olympia has adequate water rights reserved to supply customers within the service area for a minimum of 50 years. Conservation and reclaimed water programs will also help extend Olympia’s water supply.

Eleven storage tanks serve seven pressure zones throughout the City, with a total capacity of 30.88 million gallons. Five are steel and six are concrete. The Meridian Storage Tanks, located west of McAllister Springs, provide 8 million gallons of storage. The transmission and distribution system is a network of 275 miles of pipe, ranging from ¾-inch to 36 inches in diameter and ranging in age from new to nearly 80 years old. The pipes are made of various materials, including galvanized steel, polyvinyl chloride (PVC), asbestos cement, concrete, ductile iron, steel, high-density polyethylene and plastic. The City is divided into seven water

pressure zones for distribution throughout the service area.

## Future Facilities

Future needs for drinking water will be met by:

- Developing new water sources.
- Repairing and replacing deteriorating pipes, pumps and reservoirs.
- Developing new transmission, distribution and storage facilities to serve the growing community.

The City is in the final steps of relocating the withdrawal point of its main water source to a new wellfield near McAllister Springs, which will be a more protected and productive supply source. New sources will provide additional system reliability as geographically dispersed sources of water in the future. A new reservoir in southeast Olympia will also be required.

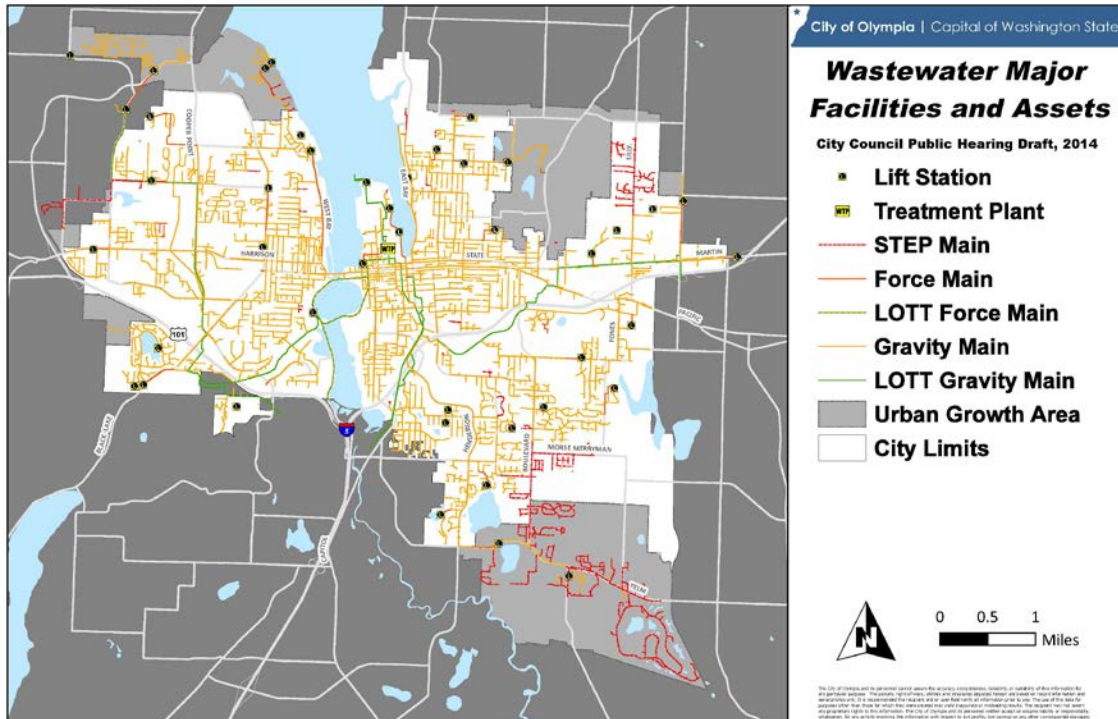
General facilities charges, which are paid by developers, will fund growth-related improvements. Other improvements will be financed through utility rates, often using bonds and low interest loans. The City is also jointly developing a reclaimed water infiltration facility with the City of Lacey for water supply mitigation purposes, outside the City's service area.

## Wastewater



### Inventory

Within Olympia and its Urban Growth Area, the wastewater system consists of nearly 200 miles of gravity pipes, 30 pump stations and 1,800 STEP systems owned and maintained by the City. There are 4,200 privately owned and maintained septic systems, and regional collection and treatment facilities owned by the LOTT Alliance. Major infrastructure components are shown on the [Wastewater Major Facilities and Assets map](#) below. The way the wastewater system is planned and managed has a major impact on the City's ability to accomplish its land use, environmental, economic development, and growth-management goals.



Wastewater Major Facilities and Assets map [[Map: Wastewater-Major-Facilities-and-Assets.jpg align=center caption=Wastewater Major Facilities and Assets.]]

## Existing Capacity

Generation rates refer to the amount of wastewater produced by an average customer on a typical day. The Olympia-derived base flow (estimated at approximately 4.2 million gallons per day (MGD)) was divided by the 2006 service population to arrive at the following profile.

- Residents: 63 gallons-per-capita per day, or 170 gallons per-day per Equivalent Residential Unit (ERU).
- Employees: 27 gallons-per-employee per day.

Using these values, the base wastewater generated within the City of Olympia is projected to increase from 4.2 MGD to 7.2 MGD by 2025.

## Future Facilities

Computer analysis indicates that, in general, the City’s wastewater system has few existing and potential future capacity limitations as long as future flows are carefully routed to appropriate regional collector pipes. Planning for and directing these future flows is a key strategy for optimizing system capacity. Using computer flow simulations, Wastewater Utility staff

monitors and manages existing and future flows, tracks the need for long-term improvements, and plans for future construction projects before reaching capacity. The [LOTT Clean Water Alliance](#) [Wastewater Resource Management Plan](#) addresses future capacity and treatment upgrades to the regional system.

When infrastructure improvements are needed due to new development, future users of the new facilities repay the City through general facilities charges, latecomer fees or other potential cost recovery tools.

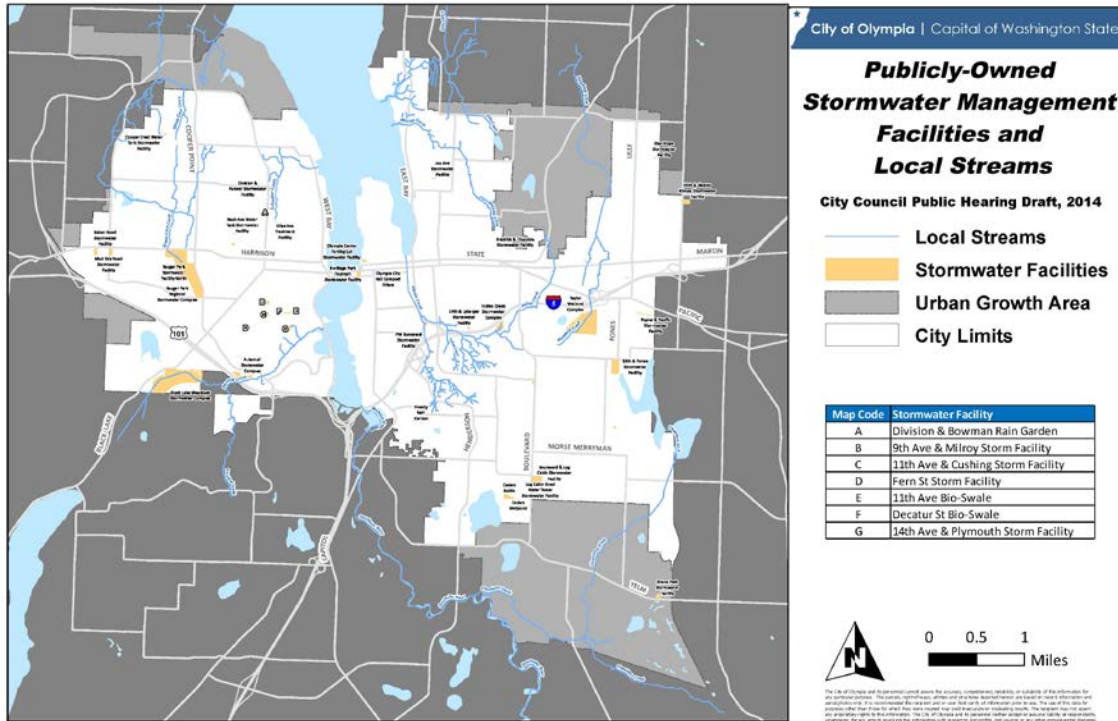
The Capital Improvement Program to meet forecasted 6- to 20-year needs is included in the [Wastewater Management Plan](#), and revised and updated in the City's most recently adopted [Capital Facilities Plan](#).

## Storm and Surface Water Utility



### Inventory

The Utility maintains more than 130 miles of underground pipe, more than 7,000 storm drains, and 95 stormwater ponds that carry storm water runoff from roads and rooftops to our streams and Budd Inlet. The [Storm and Surface Water map](#) shows the location of the City's major storm and surface water facilities. In addition to Olympia's public stormwater infrastructure, the Utility provides technical assistance and performs maintenance inspections on privately-owned stormwater systems throughout the City. A variety of small areas are still served by a combined sanitary/stormwater sewer, which routes flows to the LOTT treatment plant.



Publicly-Owned Stormwater Management Facilities and Local Streams map  
 [[Map: Publicly-Owned-Stormwater-Mgmt-Facilities.jpg align=center  
 caption=Publicly-Owned Stormwater Management Facilities and Local  
 Streams.]]

## Existing Capacity

For the most part, historical flooding problems have been corrected over the past couple of decades. Now, flooding problems are typically smaller in scale and easier to address than in the past. The Utility manages a pipe televising program to assess the condition of underground infrastructure and to schedule maintenance and repairs before serious problems develop.

Many of the older areas of the City were built before stormwater treatment was required. The Utility looks for opportunities to retrofit stormwater treatment in these areas when feasible.

## Future Facilities

Olympia's Stormwater Drainage Manual requires new development to infiltrate stormwater onsite whenever possible. The need for existing stormwater facility upgrades or repairs is assessed by the Utility annually as part of the [Capital Facilities Plan](#) update process.



# Waste Resources



## Inventory

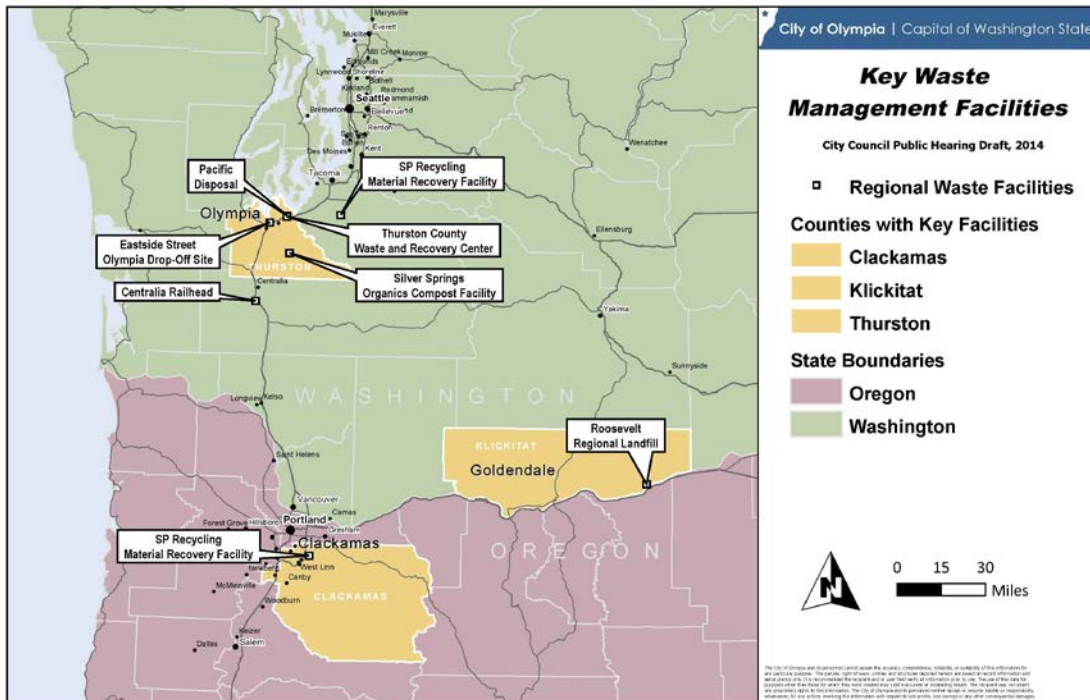
The Waste ReSources Utility has two core programs: Waste Prevention and Reduction, and Collections. The Waste Prevention and Reduction Program is responsible for preparing and periodically updating the Utility's waste management plans, and for developing and implementing policies and programs. This program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

The Collections Program operates the drop-box and curbside collection services, so waste can be disposed of reliably, with minimal impact on environmental and public health and worker safety. In addition to daily residential and commercial collection, the collections staff empties downtown trash containers, removes waste from community events, and cleans up illegal dump sites. They design collection routes, provide onsite technical assistance and customer service, deliver and remove City-owned waste receptacles, and handle billing for drop boxes and commercial dumpsters.

## Existing Capacity

The Collections Program serves more than 12,000 single-family residential customers, about 130 multi-family buildings, and roughly 1,510 commercial customers. Single-family residential waste is collected in carts. Olympia's Waste Resources Residential Collection Area map shows the utility's four residential collection service areas. Most waste from multifamily customers is collected in carts or dumpsters, and waste from commercial customers in carts, cans, dumpsters and drop boxes.

The map below shows the regional processing facilities the City uses for our materials. Yard debris and garbage are delivered by City vehicles to the Waste and Recovery Center (WARC) at Hawks Prairie. Thurston County owns the WARC and contracts with Allied Waste Services for transfer, transport and landfilling of garbage - and for the transfer, hauling and composting of yard debris. Currently, commingled recyclables are taken to a private transfer station near the County's WARC, and then to a regional Materials Recovery Facility in Tacoma, Washington.



Key Waste Management Facilities [[Map: Key-Waste-Facilities.jpg align=center caption=Key Waste Management Facilities.]]

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

### Future Facilities

Future needs for the City’s Waste ReSources (solid waste) Utility will be met by adapting programs to an ever-evolving waste stream while considering disposal, transfer, recycling and composting capacities and technologies. The City depends on both public and private facilities to responsibly manage its waste: Olympia’s garbage is delivered to the county-owned Hawks Prairie transfer station, then hauled to the privately-owned Roosevelt Regional Landfill in Klickitat County. By 2021, Thurston County’s transfer station, paid for by customer fees, will need to expand its capacity. However, landfill capacity at Roosevelt Regional is expected to last another 70 to 80 years.

The City also relies on a private transfer operation to deliver its commingled recycling to a regional sorting facility in Tacoma, Washington. A City-owned and operated transfer site could greatly improve the City's position in working with recycle sorting facilities and composting operations. The capacity for composting and burning organic waste for energy was recently reduced after the closure of two nearby composting operations and a waste-to-energy plant in Grays Harbor. Meanwhile, the Silver Springs composting facility near Tenino is undergoing a major renovation to control odors. The City may need to consider alternatives if Silver Springs experiences continued problems managing odors and quality. The City will need to plan for customer growth spurts as areas of its Urban Growth Areas are annexed.

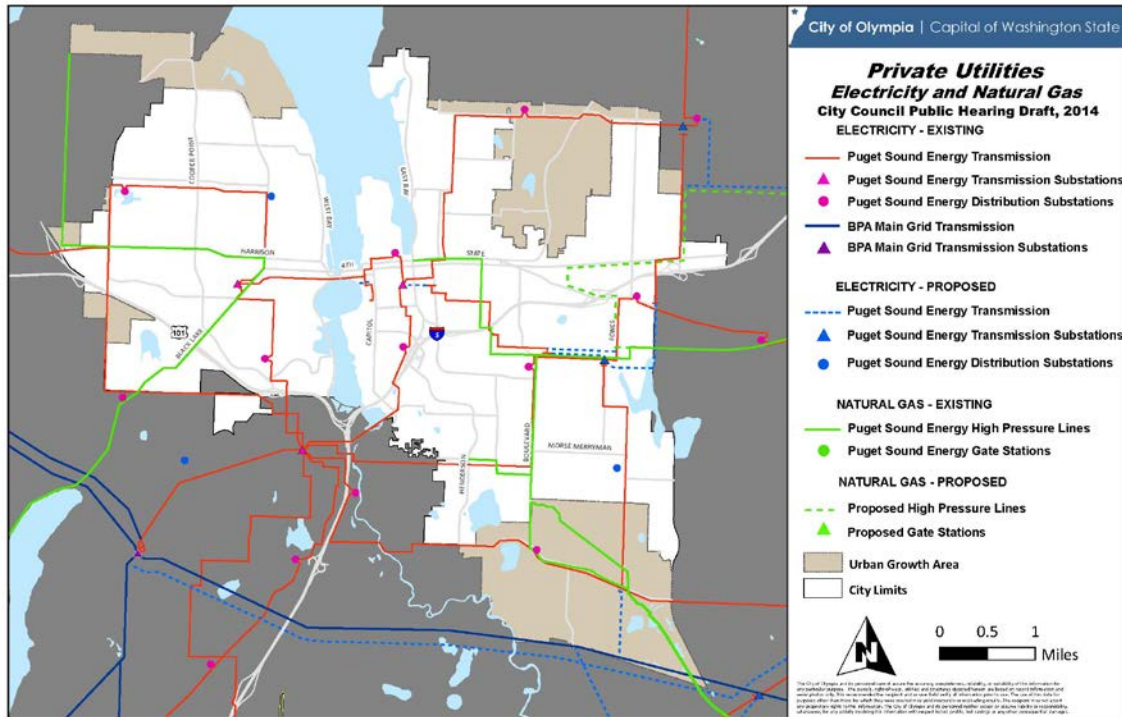
## Description & Inventory of Private Utilities Serving Olympia



### Electricity and Natural Gas

Unlike some other private utilities, providers of electricity such as Puget Sound Energy (PSE) must provide electricity upon demand and in accordance with "tariffs" on file with the Washington Utilities and Trade Commission (WUTC). To fulfill its public service obligations, PSE must plan to extend or add to its facilities when needed.

However, this obligation does not apply to the delivery of natural gas, as it is considered a convenience, rather than a necessity, as electricity is. PSE natural gas service is a demand-driven utility and, as such, is prohibited from passing on the cost of new construction to existing customers. Instead, it installs natural gas service for new construction and when customers convert from electricity or oil to natural gas. PSE owns and operates all electrical transmission and distribution stations, as well as the transmission and distribution lines within the City of Olympia. The map below shows existing and proposed major PSE electric and natural gas facilities, but does not show distribution lines.



Puget Sound Energy Electric and Natural Gas Facilities [[Map: Puget-Sound-Energy-Electric-Natural-Gas.jpg align=center caption=Puget Sound Energy Electric and Natural Gas Facilities]]

## Telecommunications and Cellular Telephone Service

The volatility and competitiveness of the telecommunications market makes it difficult to accurately assess the way future telecommunications will be provided. The Federal Communications Commission (FCC) regulates cellular providers in each cellular geographic service area, and in Olympia and its Urban Growth Area, there are several FCC-licensed providers. In April 2006, the City adopted the [Olympia Wireless Telecommunications Master Plan](#), which includes information about future expansion needs and probable facility locations. The [Olympia Municipal Code](#) provides guidance on telecommunications permitting and leasing.

At the state level, cellular telecommunications companies are regulated by the WUTC. Although the technology is increasingly used as a reliable backup communication system during times of emergency, the WUTC defines cellular technology as a utility of convenience, not necessity. Therefore, cellular phone providers are not required to provide service upon demand.

There are several dozen antennas for cellular phone service located in

Olympia. The cellular phone system depends on a series of these low-powered antennas in a honeycomb pattern of "cells" that invisibly blanket the service area. Each cell site has a signal radius ranging from a few blocks to a few miles, depending on terrain and capacity.

### **Standard Telephone Service**

As regulated by the WUTC, standard telephone service is considered a necessity. Therefore, CenturyLink Communications International, Inc. (CenturyLink, formerly Quest and AT&T) must provide phone facilities on demand. As communities grow, its facilities are upgraded to ensure adequate service levels and to offer new services.

Standard telephone service has four primary components: central switching offices (two are located in Olympia), main cable routes, branch feeder routes, and local loops. All these components work together to provide a dial tone to every subscriber.

CenturyLink also maintains a broadband telecommunications network over a mix of optical fiber, coaxial cable and copper wire. CenturyLink has said that it plans to continue serving the Olympia area.

### **Cable Services**

[[Change: Updated to reflect current technology.]]

Comcast, Inc. is Olympia's sole cable service provider, and its receiver site also serves surrounding communities. The two key components of the cable system are a receiver site – a tower that picks up air and satellite signals - and a fiber-to-the-node cable system. The cable television system is fed directly by coaxial and fiber-optic cable from the receiver site to Comcast's Olympia subscribers.

Cities and counties may grant franchises to cable companies that allow them to locate their lines in the public rights-of-way. In exchange, local governments may require cable companies to provide certain services. Olympia's franchise agreement requires Comcast to:

- Provide service throughout the City, and install the cable underground for all new construction.
- Meet minimum standards for the number of channels provided, variety of programming, quality of customer service, and technical quality of signal transmission.
- Provide a public access studio and facilities that allow programming

- to originate from a number of public facilities identified by the City.
- Provide free cable service to City buildings.
  - Provide financial support for local access television equipment.

Federal law allows local government to charge a franchise fee for use of the Right-of-Way, currently no more than 5% of gross revenue.

In the Olympia area, the “public access studio and facilities” requirement in the franchise is administered by Thurston Community Television (TCTV), a non-profit organization -- on behalf of Olympia, Lacey, Tumwater, and Thurston County. The City has an annual contract with TCTV for specific government, education, and public television access purposes. Comcast leases the TCTV studio to the City for \$1 per year and makes an additional cash contribution for local access capital purposes.

Each year, Comcast engineers assess whether it needs to expand its Olympia system so it can continue to provide cable hook-ups to customers as demand rises. At this time, the City is adequately served and expects that will continue for at least the next 20 years.

## For More Information

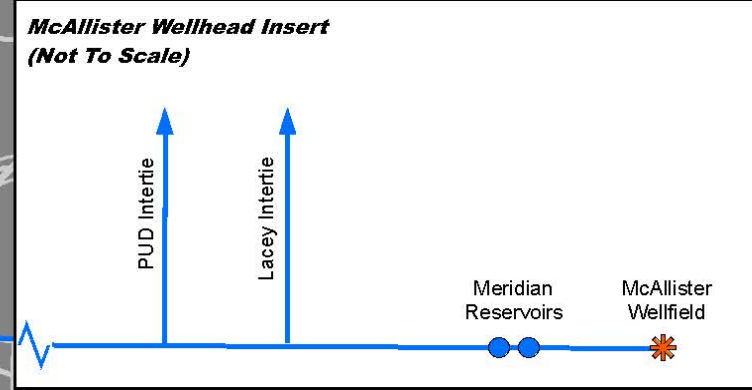
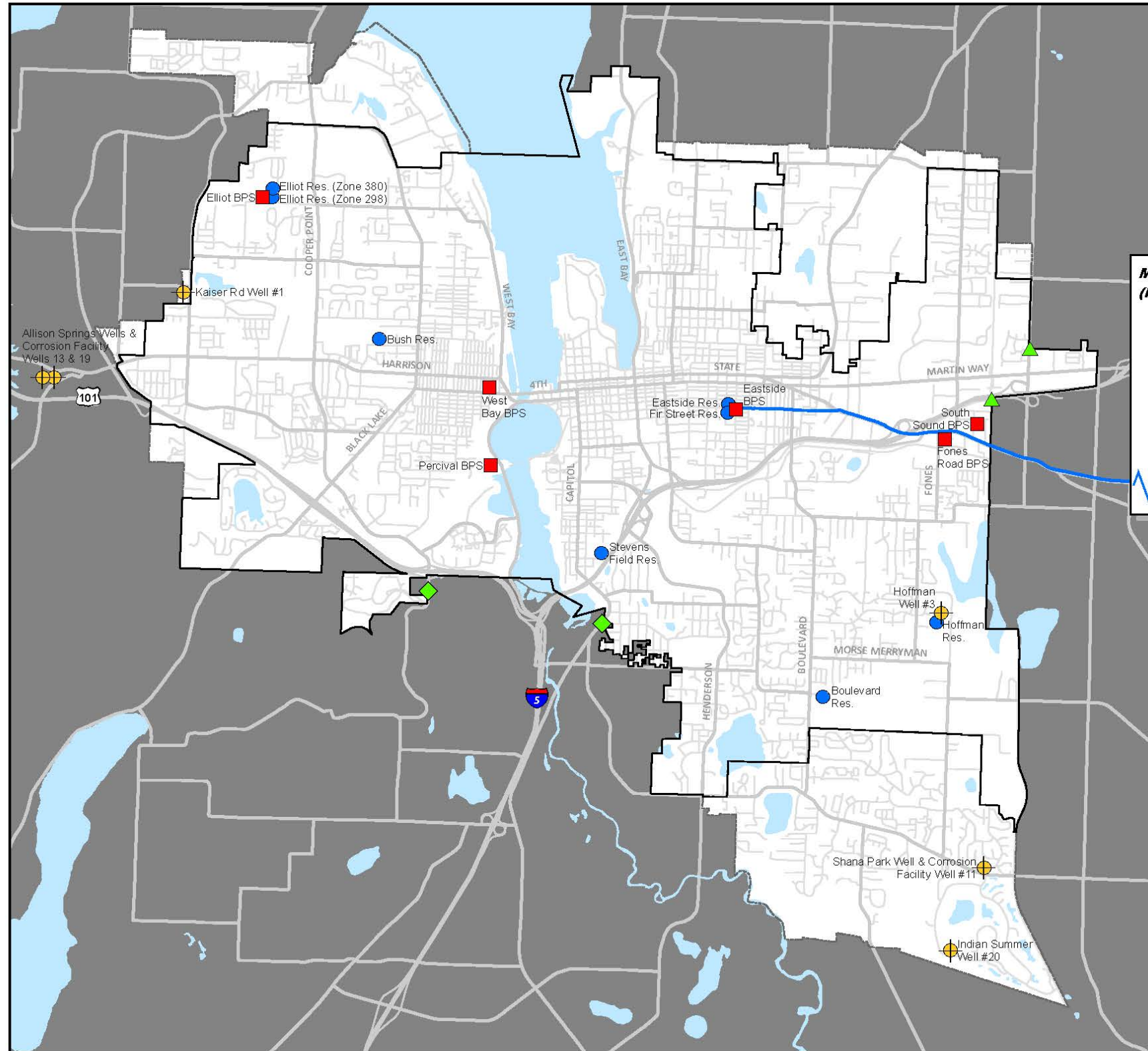


- [1996 North Thurston Coordinated Water System Plan](#) This document outlines the policies and procedures for providing coordinated drinking water services to the North Thurston urban area.
- [1990 General Sewerage Plan for Thurston County](#) This document outlines the plan for providing sewer services to the unincorporated Urban Growth Areas within Thurston County.
- Thurston County’s [Hazard Mitigation Plan](#) is a cooperative local government effort to identify and prioritize ways the region can protect itself from its natural vulnerability to hazards such as storms, landslides, earthquakes and flooding.

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# Olympia Major Drinking Water Facilities

City Council Public Hearing Draft, 2014



- 36" Transmission Main
- \* McAllister Wellfield
- Booster Pump Station (BPS)
- ⊗ Well
- Reservoir
- ▲ Lacey Intertie
- ◆ Tumwater Intertie
- City Limits
- Urban Growth Area



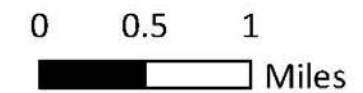
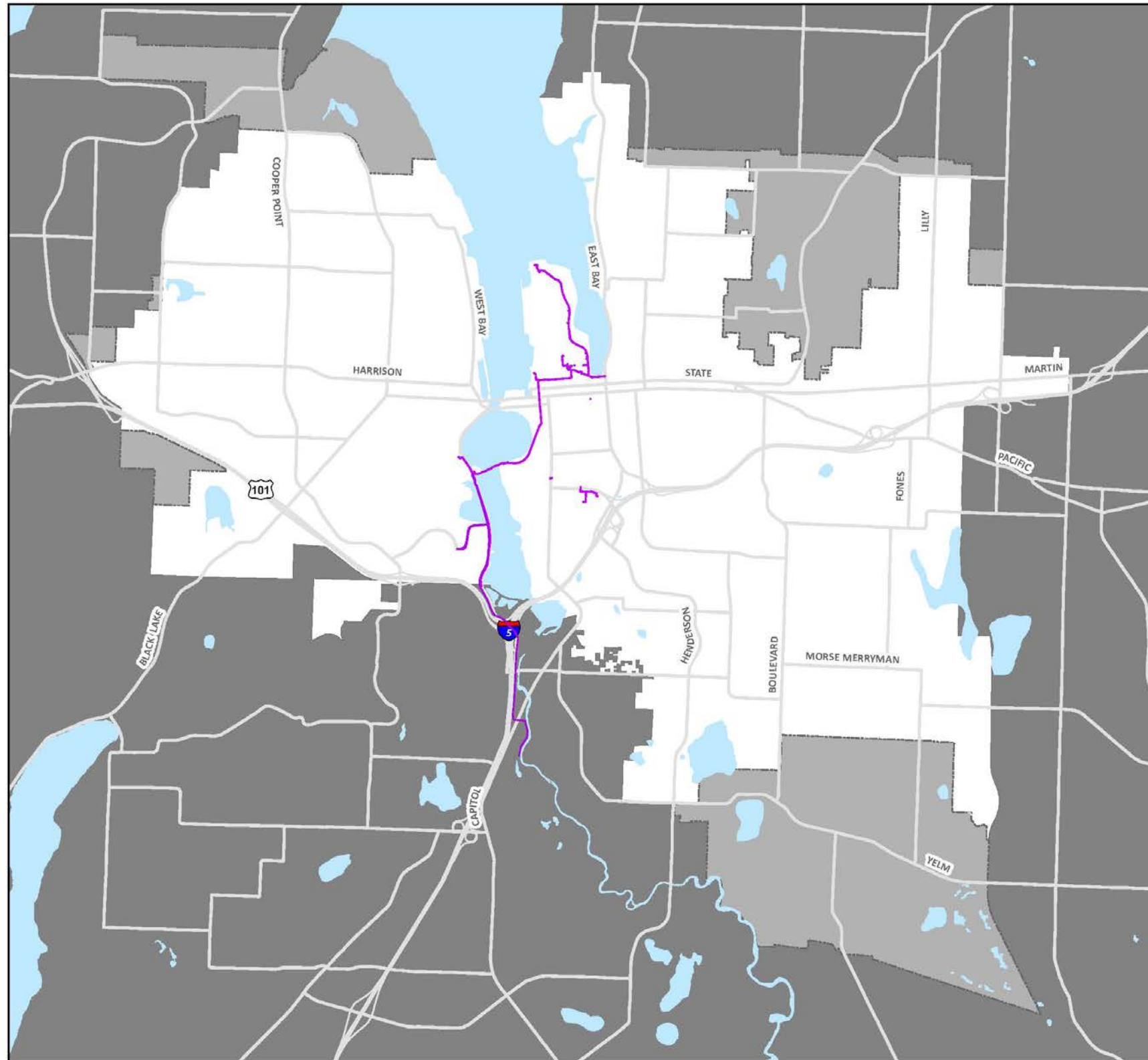
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# Olympia and LOTT Major Reclaimed Water Facilities

City Council Public Hearing Draft, 2014

- Reclaimed Water Line
- Urban Growth Area
- City Limits



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# Wastewater Major Facilities and Assets

City Council Public Hearing Draft, 2014

 **Lift Station**

 **Treatment Plant**

 **STEP Main**

 **Force Main**

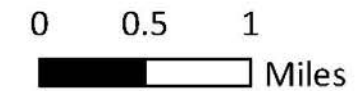
 **LOTT Force Main**

 **Gravity Main**

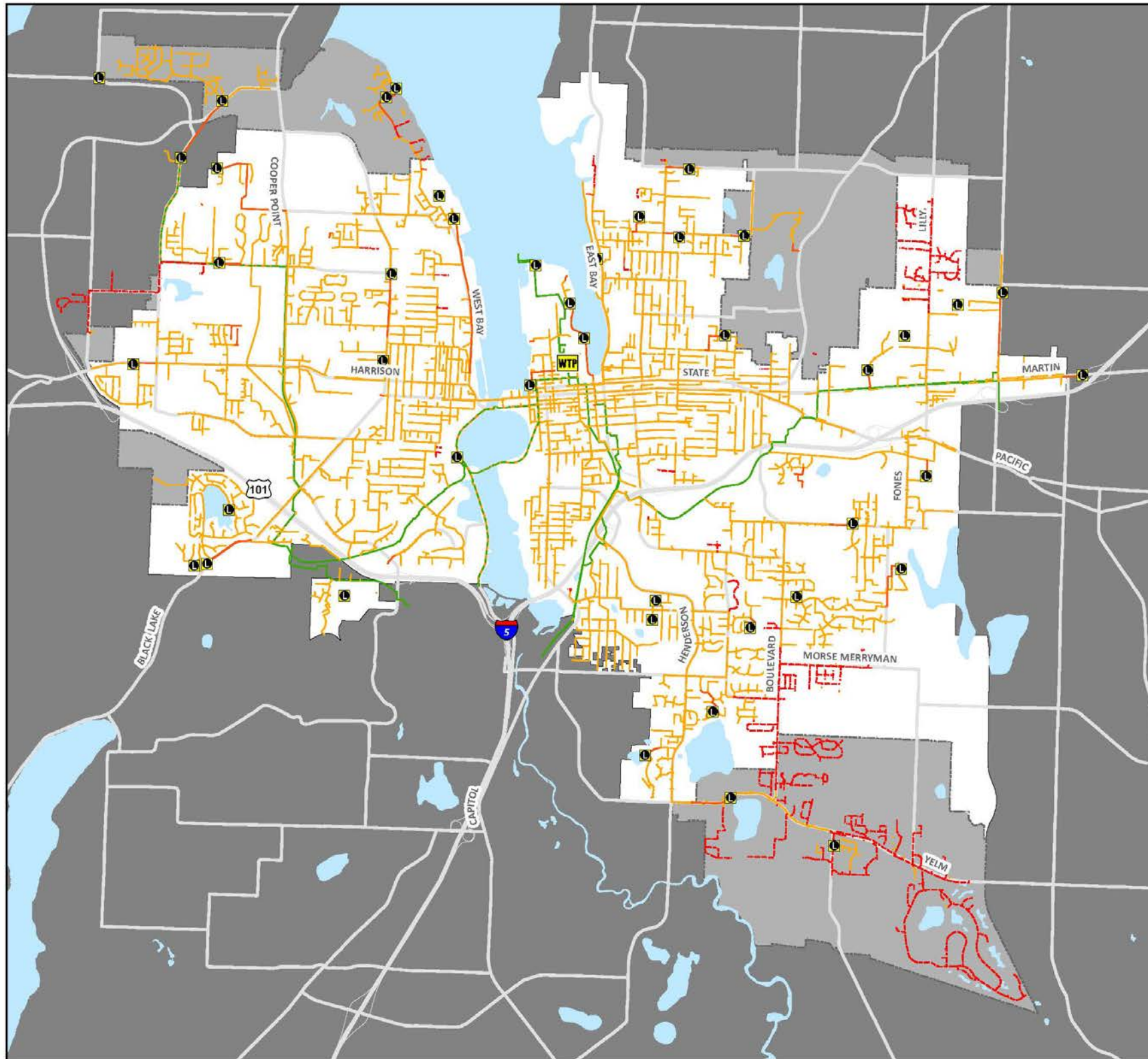
 **LOTT Gravity Main**

 **Urban Growth Area**

 **City Limits**



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# Publicly-Owned Stormwater Management Facilities and Local Streams

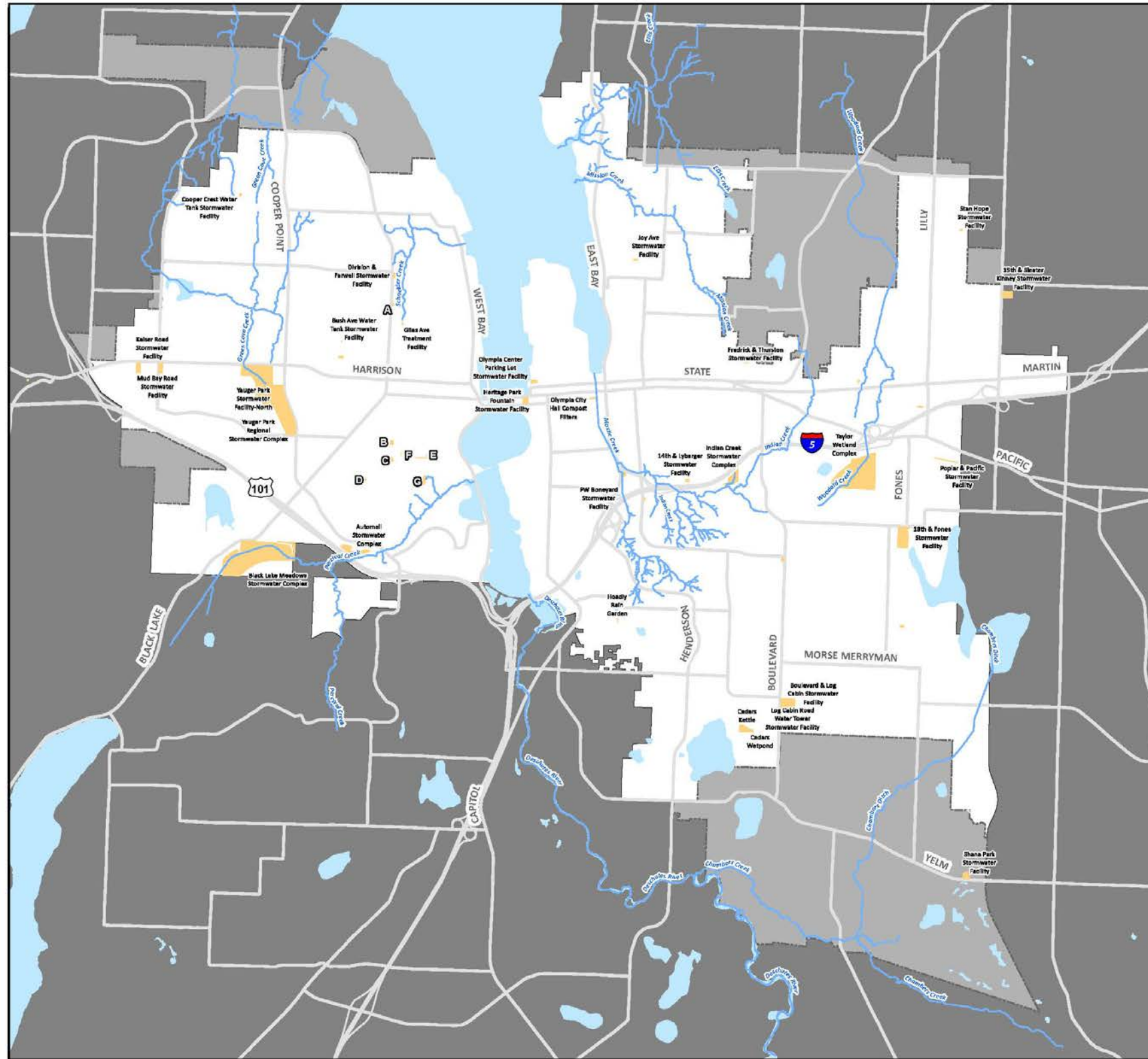
City Council Public Hearing Draft, 2014

-  Local Streams
-  Stormwater Facilities
-  Urban Growth Area
-  City Limits

Map Code	Stormwater Facility
A	Division & Bowman Rain Garden
B	9th Ave & Milroy Storm Facility
C	11th Ave & Cushing Storm Facility
D	Fern St Storm Facility
E	11th Ave Bio-Swale
F	Decatur St Bio-Swale
G	14th Ave & Plymouth Storm Facility



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# Key Waste Management Facilities

City Council Public Hearing Draft, 2014

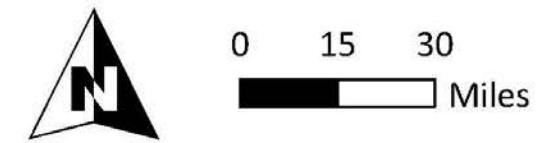
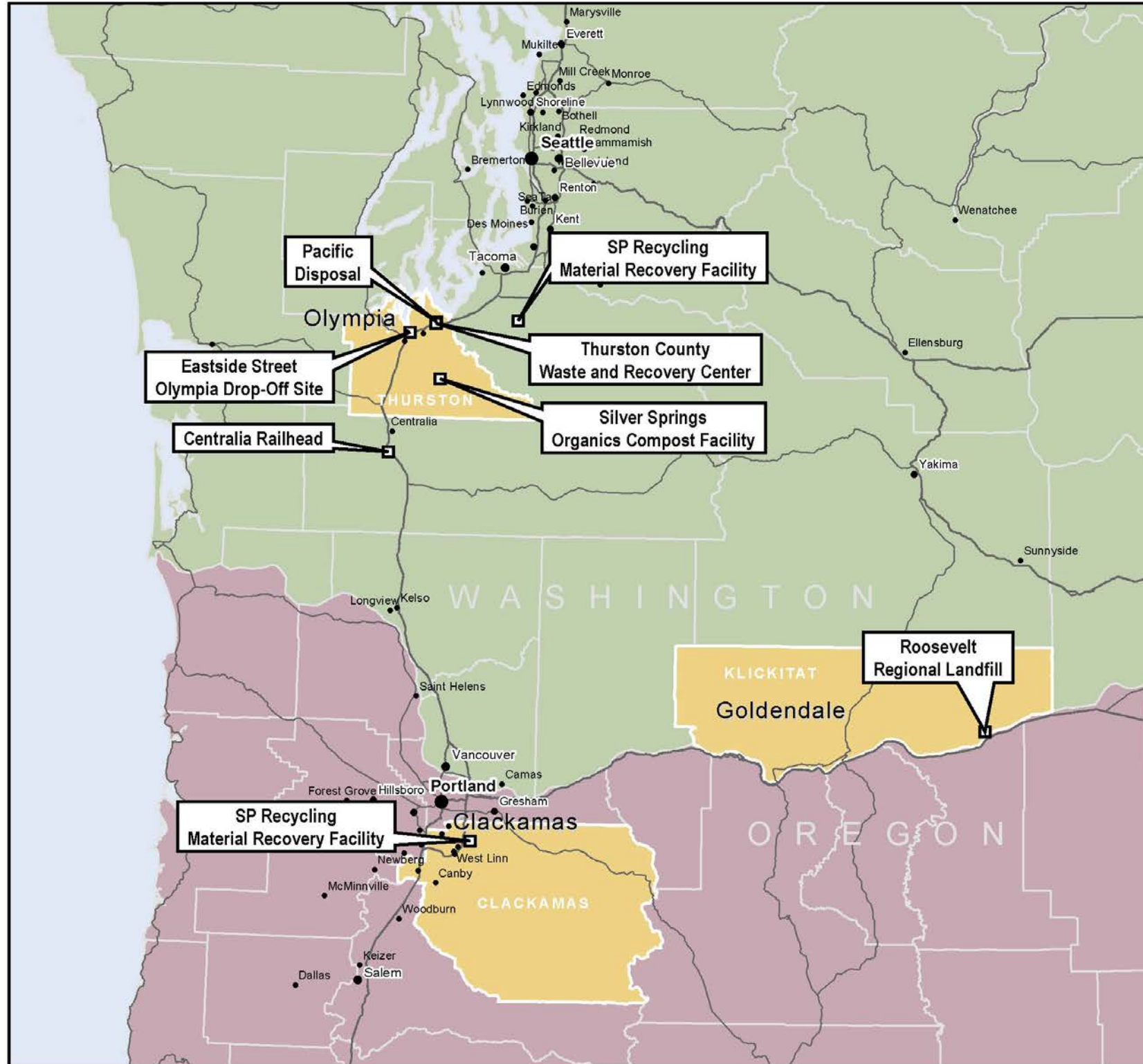
▣ Regional Waste Facilities

Counties with Key Facilities

- Clackamas
- Klickitat
- Thurston

State Boundaries

- Oregon
- Washington



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**Private Utilities  
Electricity and Natural Gas  
City Council Public Hearing Draft, 2014**

**ELECTRICITY - EXISTING**

- Puget Sound Energy Transmission
- ▲ Puget Sound Energy Transmission Substations
- Puget Sound Energy Distribution Substations
- BPA Main Grid Transmission
- ▲ BPA Main Grid Transmission Substations

**ELECTRICITY - PROPOSED**

- - - Puget Sound Energy Transmission
- ▲ Puget Sound Energy Transmission Substations
- Puget Sound Energy Distribution Substations

**NATURAL GAS - EXISTING**

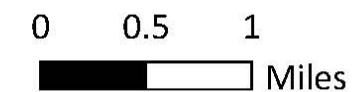
- Puget Sound Energy High Pressure Lines
- Puget Sound Energy Gate Stations

**NATURAL GAS - PROPOSED**

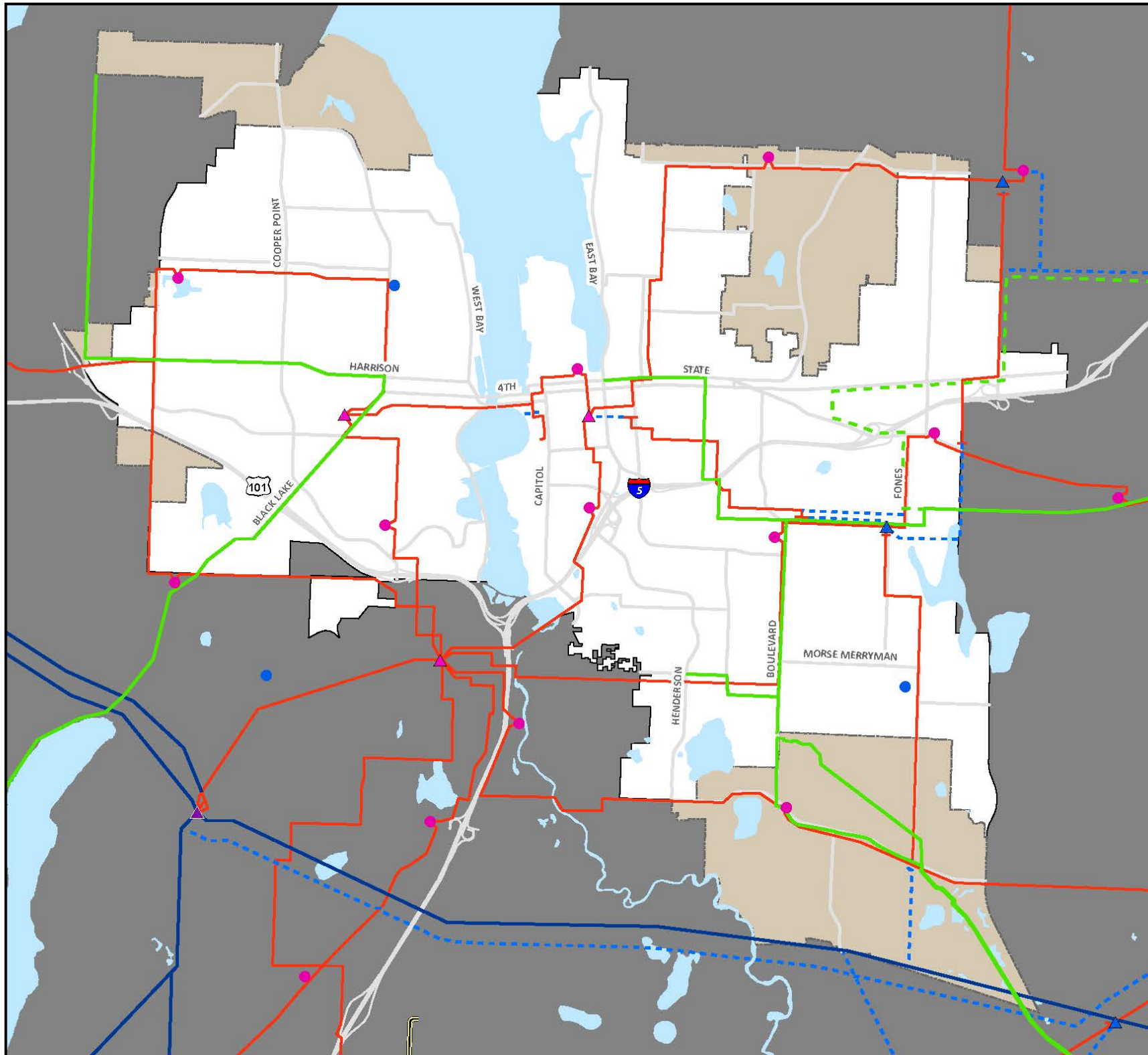
- - - Proposed High Pressure Lines
- ▲ Proposed Gate Stations

Urban Growth Area

City Limits



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# Public Health, Arts, Parks and Recreation



Extraordinary parks, arts and recreation provide opportunities for meaningful life experiences. [[Photo: Extraordinary-parks-arts-recreation.jpg align= right caption=Enter Extraordinary parks, arts and recreation provide opportunities for meaningful life experiences.]]

## What Olympia Values:

*Olympians value the role parks, open space, recreation and art play in our lives; as these contribute to our sense of community, and to our physical, spiritual and emotional well-being.*

## Our Vision for the Future:

*A healthy, fun and enriching place to live.*

Read more in the Community Values and Vision chapter

## Introduction



Olympia's great parks, vibrant arts community, and many recreation and enrichment programs enrich our lives and strengthen our connection to the community. Public gathering places, whether a small pocket park or large playfield satisfy our need to join with others in the community. One only has to walk to a neighborhood park, search for a new skill to learn, or catch the latest downtown Arts Walk to experience this. The City,

community groups, volunteers, and businesses all play a vital role in shaping parks, arts, and recreation. These facilities and programs improve people’s quality of life, promote active lifestyles, create a sense of place and contribute to the local economy. The City of Olympia takes an active role, when appropriate, in influencing regional health policy where it relates to Olympians.

## Parks, Arts and Recreation Programs and Facilities



Parks and recreation programs support healthy lives, and those healthy individuals and families help sustain a healthy community. City programs offer opportunities to exercise and reduce stress, as well as support personal growth and emotional well-being.

Some recreational amenities are regional in nature and a regional approach to their implementation can be effective. As it developed this plan, the City looked at opportunities for coordinating with other local and regional governments to develop more parks and recreational facilities. For example, community parks lend themselves to a regional approach, particularly if a potential site is located near a border with Lacey, Tumwater, or Thurston County. Other regional efforts could include an Art Center, a regional trail network, recreational programming, or even an ice skating rink or swimming pool. The City will continue to explore these opportunities.

The following goals and policies apply to all parks, arts and recreation programs, and facilities.

**GR1 Unique facilities, public art, events, and recreational programming encourage social interaction, foster community building, and enhance the visual character and livability of Olympia.**



[[Change: New policy regarding quality of programs.]]

**PR1.1** Continue to provide extraordinary parks and community programs that attract tourism and private investment to Olympia, and contribute to

our high quality of life.

**PR1.2** Promote City parks, arts, and recreation programs and facilities so they are used and enjoyed by as many citizens as possible.

[[Change: New policy regarding adapting to change.]]

**PR1.3** Be responsive to emerging needs for programs, facilities, and community events.

[[Change: New goal to address efficient use of investments.]]

## **GR2 The City leverages its investments in parks, arts and recreation programs and facilities.**



**PR2.1** Seek non-profit organization and citizen partnerships, sponsorships, grants, and private donations for park and facility acquisition, development, operation, programming, and events.

**PR2.2** Use creative problem-solving and cost-effective approaches to development, operations, and programming.

**PR2.3** Continue the Joint Use Agreement between the City and the Olympia School District to provide recreation facilities and programming for the community.

[[Change: Policy expanded. Current policy addresses revenue from community use of athletic fields only.]]

**PR2.4** Seek opportunities to increase revenues generated by users of park facilities and concessions.

**PR2.5** Search for opportunities for mixed-use facilities and public/private partnerships.

## **Parks**




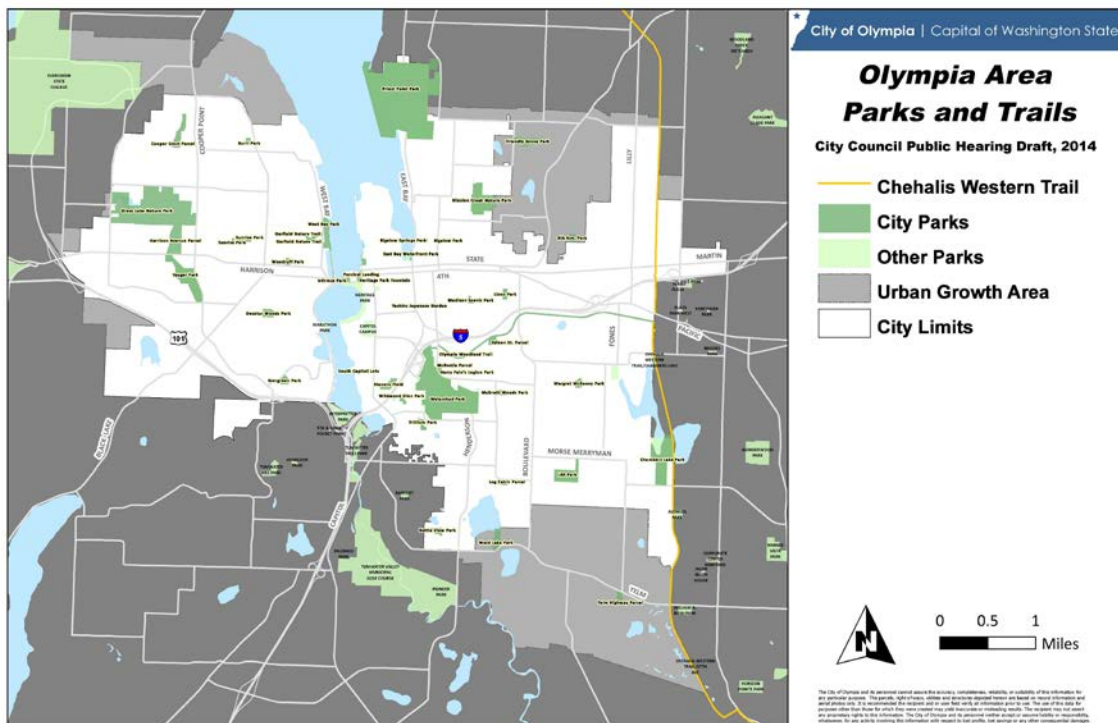
[[Change: The current Parks, Arts and Recreation chapter of the Comprehensive Plan has a great deal of information that is also found in the [Parks, Arts and Recreation Plan](#). Examples include the existing and proposed park inventory, the proposed facility map, and level of service



standards. The proposed new chapter gives a broad overview outlining the vision, goals and policies, and refers the reader to the PAR Plan for more details to make the Comprehensive Plan more concise and readable:

- Make updates of inventories and standards easier
- Avoid discrepancies between information that has been updated in one place but not elsewhere.]]

There are 52 parks and open spaces in the City of Olympia that give us a variety of opportunities to enjoy the outdoors from hiking in Watershed Park, to keeping cool in the Heritage Park Fountain, to strolling along Percival Landing, to getting married in the Rose Garden at Priest Point Park. Despite the number of parks we have, however, there are still unmet needs, such as soccer fields, dog parks, community gardens, bike and nature trails, and open space. For a complete inventory of all existing park, recreation and open space lands in Olympia see the [Parks, Arts and Recreation Plan](#) .



View Map – Olympia Area Parks and Trails [[Map: Park-Areas-052114.jpg align=center caption=Olympia Area Parks and Trails.]]

Over the next 20 years, Olympia will face a number of challenges as it works to meet the demand for parks and open space:



- **Funding for Large Capital Projects.** Current funding is not adequate to complete the Percival Landing project and the Isthmus gateway, acquire and develop a 40-acre community park, and complete the West Bay Park and Trail. These are all multi-million dollar projects.
- **Acquiring Land for New Parks.** As our population increases we will need more parks and open space to maintain the same level of service standards yet less land and fewer large parcels will be available.
- **Maintaining an Aging Infrastructure.** As Olympia's park infrastructure ages, it becomes more important, and more expensive, to maintain.

## Maintaining the quality of Olympia's parks and recreation system

### Level of Service Standards



#### The Parks and Recreation Plan:

Every six years, the City undertakes an extensive public outreach effort to update its [Parks, Arts and Recreation Plan](#) . During this time, citizens have an opportunity to share what they want from our park system, and our arts and recreation needs, which are used to update Olympia's park level of service standards. Level of service standards are referred to as "Target Outcome Ratios in the [Parks, Arts and Recreation Plan](#) . These standards -- the ratio of developed park land per 1,000 residents --- are used to evaluate the need to acquire more park land or build more recreation facilities.

## The Capital Facilities Plan:

The [Capital Facilities Plan](#) <sup>↗</sup> describes how the City finances new park acquisition and development, which is funded by a variety of sources including the two percent private utility tax, park impact fees, Washington's State Environmental Policy Act (SEPA) mitigation fees, grants and donations. While most of the park projects proposed in the [Parks, Arts and Recreation Plan](#) <sup>↗</sup> already have identified funding sources, some do not.


## Neighborhood Parks




A Neighborhood Park is usually a small playground and open area designed primarily for non-supervised, non-organized recreational activities. A typical Neighborhood Park might include a children's playground, a picnic shelter, a restroom, and open grass areas for passive and active use. These parks also may include trails, tennis courts, basketball courts, skate courts, public art, and community gardens. Since each Neighborhood Park is unique, residents will often travel throughout the City to experience a variety of them. The service area for Neighborhood Parks is thus the entire City and its Urban Growth Area.



Neighborhood parks such as Lion's Park provide nearby places to be active. [[Photo: Neighborhood-parks-as-Lion's-Park.jpg align=right caption=Neighborhood parks such as Lion's Park provide nearby places to be active.]]

There are currently 23 Neighborhood Parks in Olympia totaling 69 acres. As Olympia's population grows, some of our Neighborhood Parks are nearing capacity. To address this, the City estimates that it needs to acquire three additional Neighborhood Park sites totaling approximately 11 acres within 10 years. This is also consistent with the goal expressed in the [Parks, Arts and Recreation Plan](#)  of having a neighborhood park within one mile of all residences.

For more information on the Neighborhood Park standard see the [Parks, Arts and Recreation Plan](#) .

## Community Parks



Community Parks are designed to serve the larger community, and are either athletic fields or sites that have a special focus.

Athletic field space can range from a single field at a park to a multiple-field complex. Large athletic field complexes are the most cost-effective for efficient scheduling and maintenance. Though they are designed for organized activities and sports, individual and family activities are also encouraged. Athletic field complexes bring large groups together and require more facilities, such as parking, restrooms and picnic shelters. Olympia's three existing athletic field complexes are: LBA Park, Yauger Park and Stevens Field. Combined, these parks total 75 acres.

Other Community Parks may have a special focus, such as a waterfront, garden, or water feature. Some examples include the Heritage Park Fountain, Yashiro Japanese Garden, and Percival Landing.



Community parks add to Olympia's vitality (Percival Landing). [[Photo: Harbor-House.jpg align=right caption=Community parks add to Olympia's vitality (Percival Landing).]]

Olympia provides athletic fields through a combination of City parks and school fields. But there still is a need for additional rectangular fields. In recent years, soccer groups have been turned away and have used fields available in other jurisdictions. Some athletic fields have been so over-used that they cannot recover for the following season, which is leading to long-term deterioration. While the City will continue its efforts to acquire large parcels for future athletic field complexes, it recognizes that with very few large undeveloped parcels available, it may be necessary to meet the future athletic field need with single fields at multiple parks.

Community Parks also can have special features such as off-leash dog areas, bicycle courses, freshwater swim beaches, waterfront access and community gardens. Based on community needs, Olympia will also need to add additional Community Park acreage to provide for these desired recreational amenities.

For organized sports, it matters less where the player lives, but rather where a game is scheduled. Much like a transit system or library system that is "area-wide", Community Parks serve the entire Olympia urban growth area. Thus the service area for Community Parks is defined as being all of Olympia and all of Olympia's urban growth area.

The Community Park level of service standard is determined by analyzing athletic field and non-athletic field community needs separately. The City estimates that it needs two additional athletic field oriented community parks totaling 63 acres and 7 special-use oriented community parks totaling 29 acres to meet the demand for Community Parks within 10 years. For more information on the Community Park standard see the [Parks, Arts and Recreation Plan](#).

## Open Space



Open Space is defined as primarily undeveloped land set aside for citizens to enjoy nature and to protect the natural character of Olympia's landscape. It may include trails; wetlands; wetland buffers; stream or river corridors and aquatic habitat; forested or upland wildlife areas; ravines, bluffs, or other geologically hazardous areas; prairies/meadows; and undeveloped areas within existing parks. Trail development to allow passive recreation such as nature observation and hiking is encouraged in these areas, except in cases where wildlife conservation is the primary function. Parking and trailhead facilities such as restrooms, information kiosks and environmental education facilities are also appropriate.

(Note that the term "Open Space" as used in this chapter has a more specific meaning than as used in the [Natural Environment](#) Chapter pursuant to RCW [36.70A.160](#)).



Open spaces such as Mission Creek Nature Park provide opportunities to experience nature within the city. [[Photo: Mission-Creek-Nature-Park.jpg align=right caption=Open spaces such as Mission Creek Nature Park provide opportunities to experience nature within the city.]]

Research has shown that residents are willing to travel across town looking for the special and unique features associated with one Open Space in particular. For instance, Watershed Park provides walking trails in a stream and wetland complex while Priest Point Park provides saltwater beach access and old growth forests. Much like a transit system or library system that is "area-wide", Open Spaces serve the entire Olympia urban growth area. Thus the service area for Open Space is defined as being all of Olympia and all of Olympia's urban growth area.

Olympia already has a substantial inventory of Open Space acreage. Priest Point Park, Grass Lake Refuge, and Watershed Park alone comprise over 630 acres. To retain the current ratio of Open Space to population would require acquiring approximately 140 more acres to the inventory every 10 years. Lack of available land parcels and insufficient funding makes this unfeasible. Yet, open space has a very high value to Olympia residents. At the Parks, Arts & Recreation public workshops related to parks planning, when people were asked, "What parks, arts or recreation experience do you value most?" the number one response was "nature." 📌

Four Open Space projects totaling 111 acres are therefore proposed for development within the next 10 years. While this will result in a slightly lower ratio of Open Space to population in 10 years, these projects will be valuable additions to Olympia’s Open Space inventory and will help address the impact of projected population growth on the Open Space system. For more information on the Open Space standard see the [Parks, Arts and Recreation Plan](#).

The level of service standards outlined above and the following goals and policies will guide Olympia’s park system towards achieving its vision over the next 20 years.

## Goals and Policies



**GR3 A sustainable park system meets community recreation needs and Level of Service standards.**



**PR3.1** Provide parks in close proximity to all residents.

[[Change: Expands on current policy that calls for areas for passive recreation.]]

**PR3.2** Ensure that Olympia’s park system includes opportunities for its citizens to experience nature and solitude as a healthy escape from the fast pace of urban life.

**PR3.3** Preserve and enhance scenic views and significant historic sites within Olympia’s park system.

**PR3.4** Identify and acquire future park and open space sites in the Urban Growth Area.

**PR3.5** Beautify entry corridors to our City and our neighborhoods, giving priority to street beautification downtown and along Urban Corridors.

**PR3.6** Continue to collect park impact fees within the Olympia City Limits and SEPA-based mitigation fees in the Olympia Urban Growth Areas so new development pays its fair share to the park and open space system based on its proportionate share of impact. Work with Thurston County to devise an alternative system for funding parks and open space in the unincorporated Urban Growth Area.




PR3.7 During development review, if consistent with park level of service standards or other needs, encourage developers to dedicate land for future parks, open space, and recreation facilities.

PR3.8 Develop parks or plazas near Urban Corridors.

**GR4 An urban trails system interconnects parks, schools, neighborhoods, open spaces, historical settings, neighboring jurisdictions' trails systems, important public facilities, and employment centers via both on- and off-street trails.**

 SHARE

PR4.1 Coordinate with adjacent jurisdictions and State agencies to build a regional trail network and coordinated trail signage program that is consistent with the [Thurston Regional Trails Plan](#) .

PR4.2 Use existing rail, utility, and unopened street rights-of-way, alleys, streams (where environmentally sound), and other corridors for urban trails.

PR4.3 Preserve unimproved public rights-of-way for important open space, greenway linkages, and trails.

PR4.4 Encourage walking and bicycling for recreation and transportation purposes by linking parks to walking routes, streets and trails.

PR4.5 When located in areas where future trails are shown on the adopted map, ensure that new development provides appropriate pieces of the trail system using impact fees, the SEPA process, trail Right-of-Way dedication, or other means.

[[Change: The following waterfront-related goal and policies are a combination of existing Comprehensive Plan policies, Parks Plan policies, and a proposed Comprehensive Plan amendment from Friends of the Waterfront.]]


**GR5 A lively public waterfront contributes to a vibrant Olympia.**

 SHARE

PR5.1 Complete Percival Landing reconstruction and West Bay Park construction.

PR5.2 Encourage creation of a public shoreline trail as property north of West Bay Park is developed.

PR5.3 Develop a West Bay trail alignment that follows the shoreline and connects to Deschutes Parkway to the south.

PR5.4 Designate waterfront trails and important waterfront destinations as the "Olympia Waterfront Route" as outlined in the [Thurston Regional Trails Plan](#) .

PR5.5 Encourage the acquisition of saltwater shoreline property and easements to create more public access to the waterfront.

PR5.6 Preserve street rights-of-way when they extend to shorelands and install signs that indicate public access.

### **GR6 Olympia's parks, arts and recreation system investments are protected.**



[[Change: New policy reflecting new asset management program.]]

PR6.1 Continue to implement and refine the City-wide Asset Management Program to make sure the City's public facilities remain functional and safe for as long as they were designed for.

[[Change: New Policy regarding funding.]]

PR6.2 Establish a dedicated and sustainable funding source for maintaining City parks, landscape medians, roundabouts, entry corridors, street trees, City buildings, and other landscaped areas in street rights-of-way.

[[Change: New policy regarding asset protection.]]

PR6.3 Protect the City's investment from damage by vandalism, encampments, and other misuse in a manner that preserves the intended purpose.

PR6.4 Consider regional approaches to funding major recreational facilities, such as swimming pools, regional trails, art centers, and tournament-level athletic fields.

PR6.5 Establish a strategy for funding maintenance and operation of new

park facilities before they are developed.

## Arts



Olympia is now home to approximately 2,500 individual artists and almost 100 arts organizations and venues. Our resident artists are musicians, writers, actors, and visual artists who are both nationally known and emerging. Olympia hosts award-winning theater, ground breaking music performances, the Procession of the Species, and a strong visual arts community that ranges from informal artists to those with nationwide gallery representation.



Arts Walk is one of the largest public events in the community and a source of civic spirit and pride. [[Photo: Arts-Walk.jpg align=right caption=Arts Walk is one of the largest public events in the community and a source of civic spirit and pride.]]

Over the next 20 years, Olympia will face two challenges:

- **Creating an Arts Center.** In 1989, the City first identified a need for a regional arts center with exhibition space, working studios, and rehearsal space for regional artists.
- **Retaining Artists.** Social and economic factors such as cost of living, affordable housing, and stable economy may make it harder for Olympia to retain its artists.

## Goals and Policies



**GR7 Permanent and temporary public art is located in parks, sidewalks, roundabouts, public buildings, alleys and other public spaces.**



**PR7.1** Include diverse works of art.

**PR7.2** Ensure opportunities and participation by local, regional and national artists.

**PR7.3** Use public art to create unique community places and visible landmarks.

**PR7.4** Incorporate art into public spaces such as sidewalks, bridges, parking meters, tree grates, buildings, benches, bike racks and transit stops.

**PR7.5** Encourage community participation at all levels of the public art process.

**PR7.6** Ensure our public art collection is regularly maintained so it retains its beauty and value.

[[Change: New policy in support of the arts.]]

**PR7.7** Encourage art in vacant storefronts.

[[Change: New policy in support of the arts.]]

**PR7.8** Encourage neighborhood art studios.

[[Change: New policy in support of the arts.]]

**PR7.9** Support art installations that produce solar or wind generated energy.

**PR7.10** Help artists, organizations and businesses identify possible locations in commercial areas for studios and exhibition space.

**PR7.11** Establish an "art in city buildings" program that would host rotating art exhibits.

## GR8 Arts in Olympia are supported.



[[Change: A new policy for a new arts space.]]

PR8.1 Pursue a regional community arts center.

[[Change: A new policy with details added by Planning Commission.]]

PR8.2 Pursue affordable housing and studio/rehearsal space for artists, including support for, or participation in, establishing or constructing buildings or sections of buildings that provide living, work and gallery space exclusively for artists.

PR8.3 Encourage broad arts participation in the community.

PR8.4 Provide opportunities for the public to learn about and engage in the art-making process.

PR8.5 Provide opportunities that highlight the talent of visual, literary and performing artists.

PR8.6 Provide technical support to art organizations.

[[Change: New policy to support the arts downtown.]]

PR8.7 Establish and promote a theater and entertainment district in downtown Olympia.

PR8.8 Create a range of opportunities for the public to interact with art; from small workshops to large community events.

[[Change: A new policy of reaching out to youth.]]

PR8.9 Encourage early arts education opportunities.

## Recreation



The City's recreation programs promote physical and mental well-being, bring citizens together in a positive, supportive, and fun atmosphere, and create memorable experiences for individuals and families. The City offers traditional programs such as sports leagues, youth camps and clinics, and special interest classes. It also responds to emerging recreational interests,

such as the Ultimate Frisbee league, high-energy dance classes, and community gardens. In 2010, approximately 400 teams participated in City sports leagues, more than 4,000 citizens took a leisure recreation class, and more than 1,500 kids and teens participated in camp programs. In addition to enhancing participants' wellness, people who participate in these programs also gain a sense of belonging to the community.



Recreation Programs foster community health and wellness ("Kids Love Soccer" Program). [[Photo: Recreation-Programs.jpg align=right caption=Recreation Programs foster community health and wellness ("Kids Love Soccer" Program).]]

### **Olympia's recreation programs face the following challenges:**

- **Activating our Community.** Our sedentary lifestyles are contributing to health problems. The City must find places and programs that can compete with the ease and simplicity of TV and computers for our time and attention
- **Connecting with Nature.** Our electronic toys and indoor jobs have created a culture less connected to nature. If our residents are not connected to nature it will become increasingly difficult for them to understand or embrace environmental stewardship
- **An aging population that's ready for action:** Between 2010 and 2030, Olympia's senior population is projected to double. But the seniors of the future are likely to be more active and adventurous than in prior generations. Olympia's recreation programs need to embrace this trend.

## Goals and Policies



[[Change: New wellness goal with related policies.]]

### **GR9 Olympians enjoy lifelong happiness and wellness.**



[[Change: "Healthy food choices" added to existing policy language regarding healthy lifestyle.]]

**PR9.1** Provide opportunities that promote a mentally and physically active lifestyle and healthy food choices, including participation in local food production.

[[Change: New policy regarding City programs.]]

**PR9.2** Provide programs and facilities that stimulate creative and competitive play for all ages.

**PR9.3** Provide programs, facilities, and community events that support diverse self-expression.

[[Change: New policy regarding City programs.]]

**PR9.4** Provide opportunities for bringing balance, relaxation, and lifelong learning into one's life.

### **GR10 Families recreate together.**



**PR10.1** Enhance recreation opportunities for the Olympia area's physically and mentally disabled populations.

[[Change: New policy regarding recreation for everyone.]]

**PR10.2** Provide recreational opportunities for all family structures.

**PR10.3** Work towards providing recreation programs that are affordable and available to all citizens.

**PR10.4** Provide parks and programs to serve people of all ages, and with

many different abilities, and interests.

[[Change: New policy regarding blending all ages.]]

**PR10.5** Develop programs and design park facilities that encourage activities people can do together regardless of their age.

**PR10.6** Provide convenient, safe, active, outdoor recreation experiences suited for families.

## For More Information



- [Parks, Arts and Recreation Plan](#)
- Olympia's [Capital Facilities Plan](#) shows how park projects will be funded during a six year period
- For a complete list of all of Olympia's parks and trails, see [Parks and Trails](#)
- For a comprehensive look at regional trail planning, see the [Thurston Regional Trails Plan](#)
- Information on the City's Public Art Collection can be found at [Public Art](#)
- In 2007, the Art's Commission participated in an [Arts Center Feasibility Study](#)
- To learn more about the City of Olympia's recreational programs and classes, see [Recreation](#)

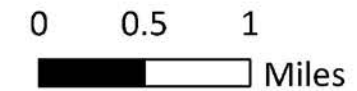
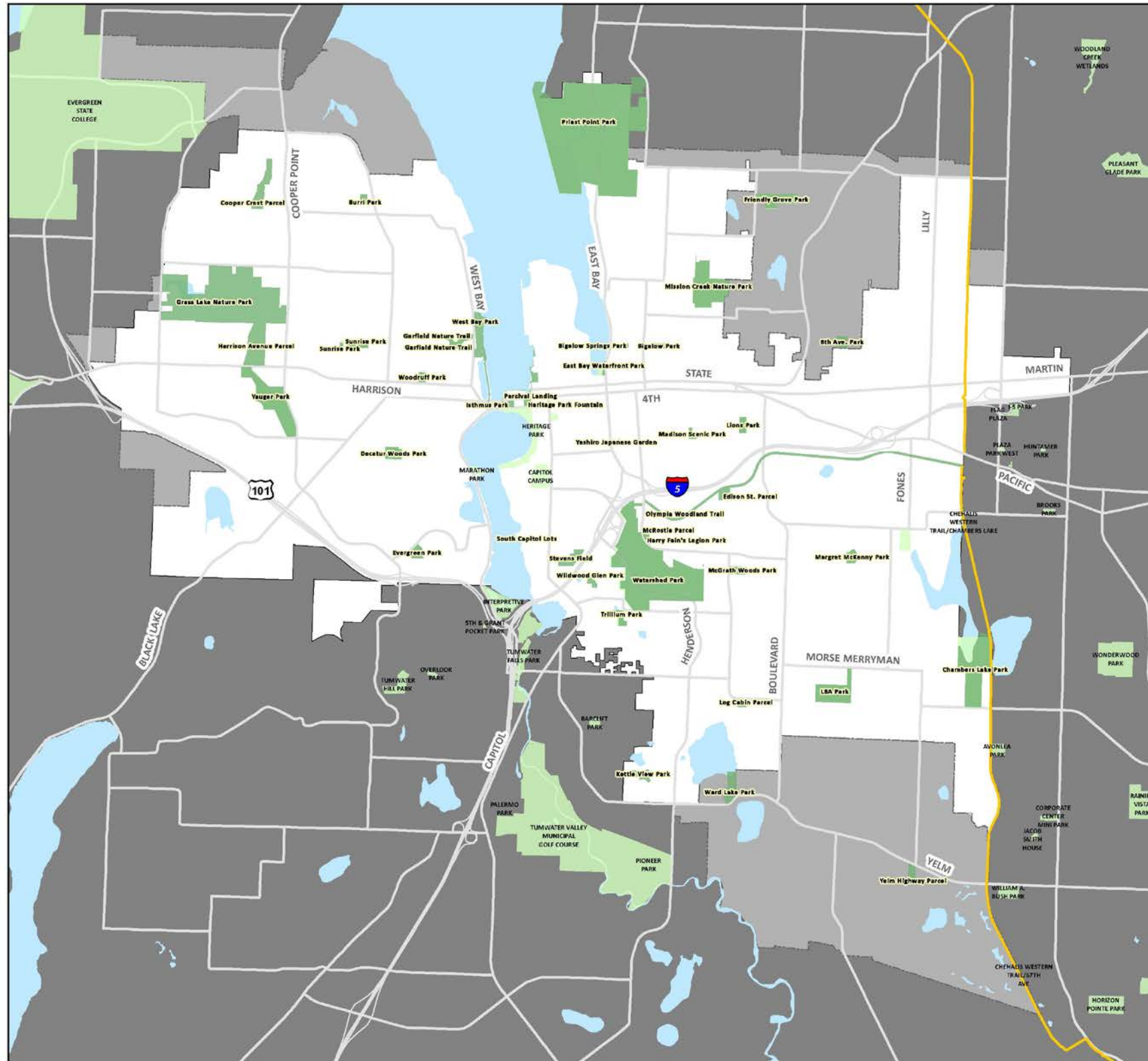


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# Olympia Area Parks and Trails

City Council Public Hearing Draft, 2014

-  Chehalis Western Trail
-  City Parks
-  Other Parks
-  Urban Growth Area
-  City Limits



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

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# Economy



An employee at Olympia local business, Olykraut, stands in front of their wares  
[[Photo: An-employee-at-Olympia-local-business.jpg align=right caption=An employee at Olympia local business, Olykraut stands in front of their wares.]]

## What Olympia Values:

*Olympians recognize the importance of our quality of life to a healthy economy, and value our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.*

## Our Vision for the Future:

*Olympia's economy is healthy due to a diverse mix of new and existing employment.*

Read more in the Community Values and Vision chapter

## Introduction



The strength of Olympia's economy is what determines whether we are able to pay for the public services and special features that make our community a great place to live. And the community we create is the most effective tool we have for attracting and maintaining high-quality job opportunities. The quality of the community is the most powerful economic engine we have.

Olympians have told us they value an economy where:

- There are plentiful living-wage jobs.
- Consumers and the City support local entrepreneurs.
- Residents and businesses want many of their goods and services to come

from local sources.

- A highly educated workforce, entrepreneurial spirit and culture of innovation energize our economy.
- Art projects, art events, and support for the arts are integral to the community and its economy.

A healthy economy must provide jobs that pay a living wage, usually defined as a wage that allows a household to meet its basic needs without the need for public assistance. The level of a living wage will vary based on the size and makeup of the household.

The table below shows living wages calculated for Olympia residents, based on the cost of food, housing, transportation, child care, and other basic needs; it assumes full-time, year-round employment.

### Olympia Living Wage

(2010 data)

<b>Household type</b>	<b>Monthly Income Needed</b>	<b>Annual Income Needed</b>	<b>Living Wage Per Worker</b>
Single Adult	\$2,365	\$28,378	\$13.64
One Adult, one child (6-8)	\$3,438	\$41,260	\$19.84
One Adult, two children (1-2, & 6-8)	\$4,103	\$49,232	\$23.66
Two adults (one working), two children	\$3,719	\$44,630	\$21.46
Two adults (both working), two children	\$5,286	\$63,430	\$15.25

For a healthy economy to thrive over the long run, it must be able to absorb market changes and business-cycle fluctuations. This often requires a diverse economy, which can cushion the impact of one or more sectors in decline. A healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. When Olympia's economy stalls and taxes can't pay for existing programs, the City must eliminate jobs and services and construct fewer capital facilities to balance its budget.

## Olympia's Economic Profile



In general, cities play a relatively small part in the economic development arena, and Olympia is no exception. However, the City has the following roles:

- Using its land-use authority to provide places for businesses to locate.
- Maintaining an efficient, fair, transparent, and predictable permitting process that reduces business-cost and timeline uncertainties.
- Collaborating with other public and private entities that have a more direct role in economic development, such as ports, business associations, and economic development associations.
- Developing and maintaining the infrastructure healthy businesses and neighborhoods need.
- Investing in traditional infrastructure, such as roads, sewer and water service, as well as in schools, parks, arts, and the natural environment.

In 2013 the City initiated an economic development planning process to consider creating a Community Renewal Area in downtown and to provide an assessment of the broader real estate market. This process resulted in the preparation of two key reports: *Investment Strategy: Olympia's Opportunity Areas* and the *Downtown Olympia Community Renewal Area Feasibility Study*. These reports will help to refine the City's approach to economic development over the coming years and underpin the City's Community Renewal Area planning process.

The *Investment Strategy* report provided a community-wide assessment of key redevelopment opportunity areas. Six geographic areas were examined in detail:

<b>Opportunity Site</b>	<b>Council-identified development opportunity</b>
Kaiser/Harrison	Potential for neighborhood commercial/mixed-use/retail district on large single-ownership tract
Olympia Landfill	City-owned, potential major retail site adjacent to existing major retail area
Division/Harrison	Potential neighborhood center adjacent to established neighborhoods
Headwaters	Large multi-ownership parcel with wetland amenity and infrastructure challenges.
Kmart Site	Former K-mart site (currently vacant) on major close-in retail corridor
Downtown	Focus area for Community Renewal Area planning

This report recommends the City manage its development area assets as a portfolio that adheres to the community vision. This approach includes: (1) strategically investing in infrastructure improvements, such as roadways, streetscape improvements, and property acquisition; (2) making necessary or desired regulatory adjustments, such as zoning changes; and (3) creating partnerships with developers and property owners to generate development returns that remain sensitive to market demand.

### **Olympia’s three top employers:**

#### **Government:**

Olympia is the capital of Washington and seat of Thurston County, and both provide many local jobs. In fact, government was the largest employer in Thurston County in 2010, contributing nearly 36,000 jobs. What’s more, many of these government jobs are tied to our more diverse, statewide economy, which helps to shield our community from economic swings. Fluctuations in state government can affect our local economy.

According to the *Investment Strategy* report, “State government will remain a key industry in Thurston County, but its employment is forecast to decrease. State government is the largest employer in Thurston County, with 20,071<sup>i</sup> employees in 2013. Total state employment has been fairly flat since 2002, and has decreased since 2008. State government employment appears not to be growing in the near-term. This will likely affect demand for office space within

the County. However, almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government.”

The report continues, “while the State’s office use has recently declined, in the last legislative session, it committed to consider a major investment in a 200,000 square foot office building downtown to accommodate its own needs for new office space. Adding this new square footage for State uses suggests that the existing vacancies in the private office market are unlikely to be filled with State workers, and that the City may continue to see a trend toward conversion of downtown office space to housing and other uses”.

**Health care:**

Olympia is also a regional medical center, serving Thurston, Mason, Gray’s Harbor and Lewis counties. Health care is the Thurston County’s second largest employment sector, with an estimated 11,595 jobs.

**Retail:**

Olympia’s shopping mall, auto mall, and downtown business core make it the region’s largest retail center, providing significant sales tax revenue. Retail provides an estimated 11,076 jobs in 2010 and is the county’s third largest employment sector. However, unlike our government and health care employers, retail provides an average living wage that is just under what the City estimates is needed for a single adult in Olympia.



<b>Industry</b>	<b>Avg. # Employees</b>	<b>Avg. Annual Wage</b>
Agriculture, forestry, fishing, hunting	1,370	\$32,491
Mining	35	\$41,204
Utilities	169	\$75,435
Construction	3,274	\$41,893
Manufacturing	3,088	\$43,234
Wholesale Trade	2,697	\$83,700
Retail Trade	11,076	\$26,316
Transportation, Warehousing	1,684	\$34,449
Information	991	\$46,379
Finance & Insurance	2,159	\$53,953
Real Estate & Rental, & Leasing	1,272	\$28,824
Professional & Technical Services	3,244	\$54,790
Management of Companies & Enterprises	663	\$59,515
Administrative & Waste Services	3,319	\$25,449
Educational Services	1,271	\$42,351
Health Care & Social Assistance	11,595	\$42,206
Arts, Entertainment & Recreation	1,189	\$16,783
Accommodation & Food Service	7,517	\$15,665
Other Services, except Public administration	4,431	\$25,753
Government	35,867	\$53,014

<b>Industry</b>	<b>Avg. # Employees</b>	<b>Avg. Annual Wage</b>
Not Elsewhere Classified	0	\$0
Total	96,767	\$42,370

The *Investment Strategy* report adds, "The City of Olympia is projected to accommodate an estimated additional 18,000 jobs by 2035.<sup>ii</sup> Of those, almost 75% of new jobs in Olympia will be in commercial sectors. Jobs in industrial sectors (10%) and government (15%) will make up the remainder of new employment. Countywide, the sectors with the largest forecasted new jobs are professional and business services. However, Thurston Regional Planning Council's forecasts have construction employment growing substantially with total construction employment more than doubling by 2040 from 5,620 in 2010 to 12,700. Manufacturing employment is also forecasted to increase but at a much slower rate adding about 500 jobs from 2010 to 2040."

### **Education and Entertainment**

Olympia is the region's restaurant, art and entertainment Center. There are three nearby colleges, The Evergreen State College, St. Martin's University, and South Puget Sound Community College, which have a major impact on the culture of our community, and our high average level of education.

### **The Port of Olympia**

Olympia is also the only city in Thurston County with a deep water harbor. The Port of Olympia operates a marine import and export terminal, the largest recreational boating marina on South Puget Sound, and a state-of-the-art boatyard. The Port is also the home of many private, marine-related businesses, the Batdorf & Bronson Roasting House, the Olympia Farmers' Market, and many professional offices and retail businesses.

Among our partners in economic development, the Port of Olympia has the closest relationship to Olympia's economy, and its mission is to grow the Thurston County economy, move people and goods, and improve the County's recreation options and environment. The Port is a special-purpose district, and its boundaries are the same as Thurston County's.

The Port owns 200 acres along Budd Inlet near Olympia's central business district. The Comprehensive Scheme of Harbor Improvements, the Port's land-use plan for its Olympia properties, includes industrial uses in the vicinity of the Marine Terminal, recreational boating uses at the Swantown Marina and Boatyard, and mixed uses in the Market, North Point, and East Bay Districts.

Recreational uses are envisioned throughout its mixed-use districts and the Marina. For example, the East Bay District is a significant investment and downtown redevelopment opportunity, home to the Hands On Children's Museum and East Bay Plaza.

Although a smaller factor in our local economy than state government, the Port's potential is significant and gives the City an opportunity to further diversify its economy.

In addition, Olympia is well-served by its highway network, which includes Interstate 5 and Highway 101, with links to State Route 8 and the Olympic and Kitsap Peninsulas. All of this means Olympia's location provides easy access to a variety of recreational opportunities - from bike trails and kayaking within our city limits, to skiing and hiking in the mountains, to beachcombing along the coast and regional customers for the area's retail businesses and health care providers.

- Key findings from the *Feasibility Study* include: State government anchors the employment base in Thurston County. Government employment is down though in recovery. State government employment does not look to be growing in the near-term and will not be a driver of the regional economy in the near future. This trend impacts the demand for office space, both existing and new development.
- Thurston County benefits from regional economic growth and activity in the Puget Sound region that filters down to the County as the region grows. Joint Base Lewis McChord has increased demand for housing in the region, particularly in Lacey.
- Rents for most development types are still at a low point from the recession, which makes it difficult for new development to substantially increase the income potential of a property through redevelopment. There are a number of sites throughout the region for development to choose from. New development will likely choose the easiest and cheapest sites before more challenging in-fill development.
- Suburban/urban infill development continues to be oriented towards vacant land. Much of the new development in areas since 2000 (for all product types) has been oriented around areas easily accessible from Interstate-5 and major arterials with less expensive land.
- There are growing signs of an urban infill market in Olympia in part driven by a changing demographic oriented urban living. In the last ten years, most recent building activity in Olympia has focused on rehabilitation or remodeling of existing space with limited new development. As growth picks up, multi-family development is the most likely market ready, and it

likely will occur in easily developable and/or high amenity areas that are most attractive.

- Continued population growth in the region will generate demand for additional housing and commercial services, such as general services, retail, and health care. However, there is not a shortage of easily developable sites, (e.g. vacant, low intensity) throughout the region, which gives a number of site options to choose from.

### **Downtown Olympia**

Downtown Olympia is a special place, with the only urban waterfront in the area, it serves as not just Olympia's downtown but the region's. Downtown Olympia is home to the region's major performing arts, museums, banking, dining and entertainment facilities as well as the Port of Olympia and the LOTT Clean Water Alliance regional treatment facility.

Thursday, Friday and Saturday evenings see the streets of downtown come alive with theater patrons, diners and a lively bar scene. Recent enhancements such as the Hands on Children's Museum, East Bay Plaza, LOTT's WET Center and Percival Landing reconstruction only add to downtown's status as a destination.

The proximity of the Capital Campus to downtown creates a strong relationship between the campus and downtown that is enhanced by the presence of the Dash Shuttle an Intercity Transit bus that operates on 10 minute headways.

Starting in 2012 there have been several conversions of second floor offices to residential units. Over 50 new units are either finished or under construction. These units represent the first new market rate housing in downtown in many years. A large apartment complex is currently proceeding through the City's permitting process representing another significant step forward for downtown housing.

Downtown remains a work in progress and the City has invested heavily from both a capital facilities and services perspective. Over the past three years the City has used an action oriented program known as the Downtown Project to effect change. The Downtown Project has included key elements such as enhancing the downtown walking patrol, replacing parking pay stations, creating a Downtown Ambassador program, establishing an Alcohol Impact Area, and construction of parklets to name just a few.

The City has initiated a Community Renewal Area (CRA) planning process for downtown. The *Downtown Olympia Community Renewal Area Feasibility Study* was the second significant work product related to Olympia's CRA process. This

report provides the outline and support materials for the ultimate creation of a CRA in Downtown Olympia.

Key findings related to downtown from the *Feasibility Study* include:

- Demand from those users who need to be downtown (such as state government, the Port, and related uses) is not a growing part of the economy.
- The redevelopment hurdle downtown is higher than other locations because of higher land and construction costs.
- Commercial rents are not yet high enough to justify new commercial construction in Downtown Olympia.
- Office rents have decreased from \$19.60/SF/Yr. in 2009 to \$15.70/SF/Yr. today as vacancies have increased.
- Retail rents are more stable, but decreased from \$14.10/SF/Yr. in 2009 to \$12.10/SF/Yr. today.
- Low vacancy rates and modest rent increases for apartments citywide, as well as some anecdotal evidence suggest that there is near-term demand for multi-family housing. Recent successful multi-family housing projects, building reuse have occurred downtown as well.
- Over \$100 million of public investment has been made downtown by the City and Port of Olympia in new buildings and parks, including a new City Hall, the Hands On Children's Museum, LOTT Clean Water Alliance offices, East Bay Plaza, and Percival Landing.

The Community Renewal Area law was created by the state specifically to give communities the tools that they need in order to help areas such as the downtown move forward. Washington law (RCW 35.81) allows cities to establish a Community Renewal Area through the designation of a geographic area that contains blight and the creation of a Community Renewal Plan for addressing that blight. Many Washington cities have used CRA to develop and implement redevelopment plans, including Vancouver, Shoreline, Everett, Bremerton, and Anacortes.

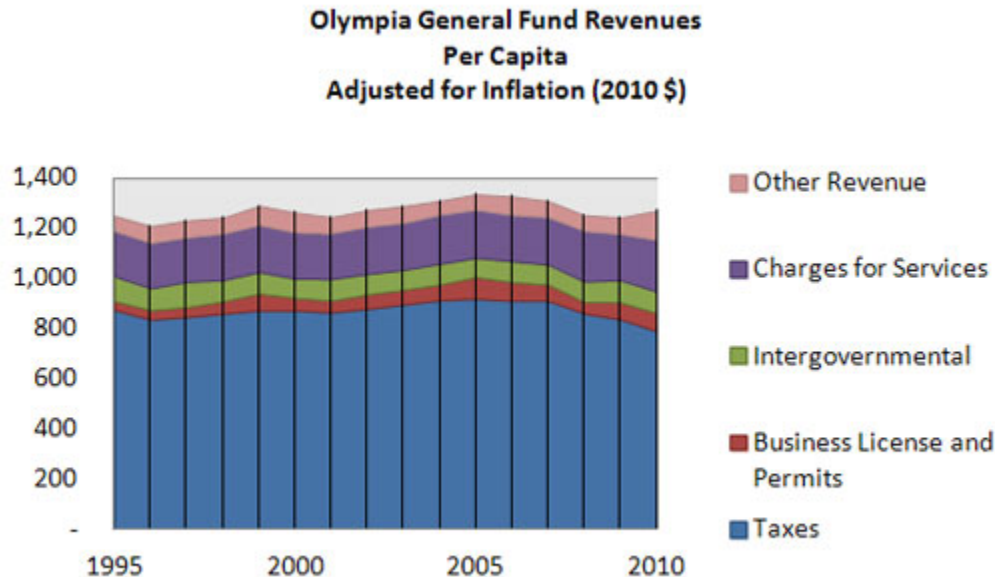
Olympia's downtown is the urban center for the entire region; residents and business owners would all benefit from a more active, vibrant downtown. However, parts of downtown are widely recognized as "blighted," with several condemned or obsolete buildings occupying key properties. Soil contamination, soils subject to liquefaction and rising seas also contribute to the blight. Re-development is stuck despite the area's unparalleled assets. The City has an interest in improving the downtown and enhancing its economic productivity in a

manner consistent with the rest of this plan. The creation of a CRA may be one way to accomplish this objective.

## A Healthy Economy Enhances our Quality of Life

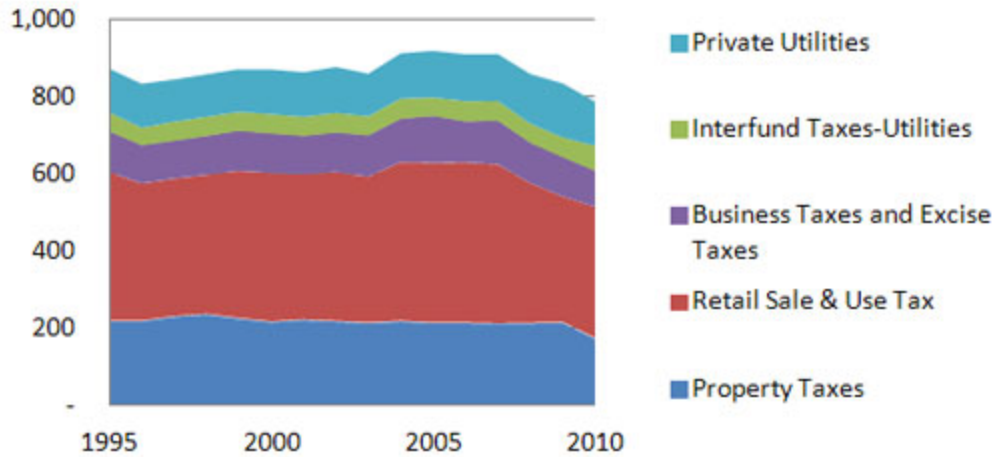


Olympia enjoys a relatively healthy economy and stable revenue base, making it possible for it to invest in public improvements and services. These include the Washington Center for the Performing Arts, The Olympia Center, Percival Landing, the Farmers Market, new sewer capacity, new roads, and other needed infrastructure. All of this makes Olympia increasingly attractive to private investors, which will further increase our revenue base, and make more community improvements possible.



Olympia’s revenue comes from a mix of taxes and fees. The Olympia General Fund Revenues Per Capita table shows the sources of the City’s General Fund revenues, over the last 15 years on a per capita basis. Olympia’s largest revenue source is taxes, which represents well over half of the General Fund’s revenue. The Olympia Tax Revenues Per Capita table provides a breakdown of taxes by various categories. Significant tax revenues come from commercial hubs such as the auto mall and regional shopping areas, construction and construction related industries.

**Olympia Tax Revenues Per Capita  
Adjusted for Inflation (2010 \$)**



While taxes on a per-capita basis have generally increased during the last few decades, our revenue from sales, business and property taxes fluctuates with the state of the general economy. Revenue from sales tax falls when consumers spend less. The property tax we collect per capita falls when property tax levies don't keep pace with population growth. Finally, property taxes have been limited by Initiative 747, passed by Washington voters in 2001, which limits growth in property tax revenue to 1 percent per year a rate that generally lags well behind the increasing costs of providing those services.

Yet major City services depend on these tax revenues. City residents, as well as workers and shoppers coming to Olympia require maintained streets, police and fire protection, water and sewer service, and more. Growing neighborhoods require these same services, plus parks (provided by the City) and schools (provided by the school district). The challenge is to provide these services at high quality for the best cost, and meet those standards when City revenues decline, by finding new revenue options or cutting services.

Maintaining and improving Olympia's infrastructure puts another large demand on the City's funds, made even more challenging as federal and state assistance has declined. Yet, an adequate and dependable infrastructure is critical to our ability retain and attract businesses.

## Community Investment



Private investment can expand a community's economy and strengthen its material prosperity. But an infrastructure needs to be in place, or underway, to interest private businesses in locating or expanding in Olympia. For this reason, it's critical for any community to invest resources in capital facilities that will support a healthy local economy *and* its values and vision for the future.

### **Recent capital investments have included:**

- Olympia's new City Hall and the reopening of Percival Landing (Phase 1) in 2011, together an investment of over \$50 million.
- In the East Bay area, the LOTT WET Science Center, East Bay Plaza, and the Hands On Children's Museum are providing more family activities downtown.
- New sidewalks and transportation corridors at Boulevard Road and Harrison Avenue now make it easier to get around by foot, bike, bus or car.
- Our new Fire Station 4 has lowered 911 response times.

Planned upgrades to our water supply will help to ensure an adequate and high quality water supply for decades to come.

All of these projects are examples of how our investments have improved our public spaces and quality of life and have provided the impetus for more private investment to follow.





Crown Beverage Packaging's 115 employees make 1.5 billion beverage cans each year from recycled aluminum. They have been part of Olympia since 1959. [[Photo: Crown-Beverage-Packaging.jpg align=right caption=Crown Beverage Packaging's 115 employees make 1.5 billion beverage cans each year from recycled aluminum. They have been part of Olympia since 1959.]]

Over the next 20 years, Olympia must continue to make judicious "up-front" investments that bring development to targeted areas, using its partnerships as effectively as possible. To keep them affordable, such investments will need to be located in the downtown, Investment Strategy Report opportunity areas or Urban Corridors. Projects that "leap-frog" to remote sites outside of our existing infrastructure can be prohibitively expensive to develop.

The *Investment Strategy* report recommends that the City should proactively:

- **Review changing market dynamics** to identify new barriers and opportunities to allow the City to invest in the most market-feasible projects.
- **Develop relationships with property owners and other stakeholders to learn about their interests and short-term and long-term development goals.** Given the barriers to development described in the report, the City will need to establish new partnerships with property owners and developers if it wishes to achieve development in the opportunity areas that is compatible with the City's Comprehensive Plan. Community and neighborhood stakeholders are also critical to this process.

- **Continue and improve community conversations to better clarify and articulate desired development outcomes and coordinate stakeholders' visions for development.** This work would help to refine the City's policy goals for the opportunity areas and other areas through the comprehensive planning process. Given long-term demographic shifts, the City should support higher density, infill development to achieve multiple public policy goals.
- **Take advantage of opportunities when they present themselves,** which may mean that the City would focus on new opportunity areas, or move forward with actions in existing opportunity areas ahead of schedule.
- **Coordinate funding opportunities with other public stakeholders** (the County, transit agency, the Port of Olympia, the State of Washington, others) with the City's CFP for major infrastructure investments that move the implementation forward.
- **Coordinate with planning and implementation in key opportunity areas.** Some initial steps toward implementation are already underway, including the Martin Way Corridor Study and the Comprehensive Plan update. The Martin Way Corridor Study is evaluating infrastructure investments that can improve access and safety for all transportation modes, and spur higher density development. The City could consider combining subarea planning efforts with the comprehensive planning process for the Kaiser/Harrison and Division/Harrison areas.

In addition to the City's work on the Community Renewal Area Olympia has recently established a Section 108 Loan Program. This program leverages the City's annual CDBG Allocation to create a loan pool to promote economic development opportunities within our community. These funds must be used in a manner consistent with the Department of Housing and Urban Development's regulations. Generally these funds can be used to support economic development projects that create jobs for low to moderate income people or support reinvestment in areas such as downtown where low to moderate income people live.

Economic development efforts must be consistent with growth management goals and not strain the capacity of our natural resources. They must be consistent with the efficient and appropriate use of land. The impact of new business must not compromise the local environment. Economic development does not mean "growth," although growth of jobs, population and revenue may be a byproduct. While growth can improve a community's quality of life, economic development must be carefully planned. Our investment today in new buildings, streets and should not damage the ability of future generations to

meet their needs.

[[Change:The following text was removed because state law provides very limited opportunities for local tax waivers, “Finally, Olympia must be careful not to agree to revenue concessions to developers or potential tenants unless careful fiscal analysis justifies them. The community can be made worse-off financially if it gives away a large part of the revenue base in order to attract firms. Years-even decades- of shortfalls can result if unwise investments and tax concessions are granted. With years of fiscal distress, the City would not be able to afford infrastructure investments that improve our quality of life, and would lose its attractiveness as a place for private investment.”]]

## Goals and Policies



**GE1 Olympia has a stable economy that provides jobs that pay a living wage.**



PE1.1 Provide a desirable setting for business investment and activity.

PE1.2 Develop or support programs and strategies that encourage living-wage jobs.

**GE2 Olympia has a strong revenue base.**



PE2.1 Encourage retail, office, medical and service activities for their value in providing employment and tax revenues.

PE2.2 Identify major revenue-generating sectors and identify actions the City can take to help maintain their economic health.

PE2.3 Ensure that the total amount of land planned for commercial and industrial uses is sufficient for expected demand.

PE2.4 Diversify the local economy in a way that builds on our stable public sector base, and by supporting businesses that can reduce reliance on goods and services from outside the community.

PE2.5 Support employers who export goods and services to regional, national or international markets, but keep jobs and dollars in Olympia.

PE2.6 Regularly review the development market to identify changing circumstances that create barriers or opportunities for investment in our community.

[[Change: New policy.]]

PE2.7 Use the City's Section 108 Loan program to promote job creation and redevelopment activity that benefits low to moderate income people in our community.

### **GE3 A vital downtown provides a strong center for Olympia's economy.**



PE3.1 Support a safe and vibrant downtown with many small businesses, great public places, events, and activities from morning through evening.

PE3.2 Support lively and active downtown parks and waterfront attractions.

PE3.3 Promote high-density housing downtown for a range of incomes.

PE3.4 Protect existing trees and plant new ones as a way to help encourage private economic development and redevelopment activities.

[[Change: New policies PE3.5 to PE3.7 added to address new tools for economic development.]]

PE3.5 Support continuation of the Dash Shuttle as a means of linking the Capital Campus and downtown.

PE3.6 Use tools such as the Downtown Project, establishment of a Community Renewal Area, creation of a downtown master plan and other planning to improve the economic and social health of downtown.

PE3.7 Use the Section 108 Loan Program to encourage economic investment and job creation in our downtown that benefits low to moderate income people.

### **GE4 The City achieves maximum economic, environmental and social benefit from public infrastructure.**



PE4.1 Plan our investments in infrastructure with the goal of balancing economic,

environmental and social needs, supporting a variety of potential economic sectors, and creating a pattern of development we can sustain into the future.

**PE4.2** Stimulate and generate private investment in economic development and redevelopment activities as recommended in the Investment Strategy Report.

**PE4.3** Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.

**PE4.4** Consider whether the public cost of new or improved infrastructure can be recovered through increased revenues the City can expect from the private investment the improvement will attract.

**PE4.5** Identify and take advantage of infrastructure grants, loans, and other incentives to achieve the goals of this Comprehensive Plan.

**PE4.6** Economic uncertainty created by site contamination can be a barrier to development in downtown and elsewhere in our community; identify potential tools, partnerships and resources that can be used to create more economic certainty for developments by better characterizing contamination where doing so fulfills a public purpose.

**PE4.7** Identify where new and upgraded utilities will be needed to serve areas zoned for commercial and industrial use, and encourage the development of utilities to service these areas.

**PE4.8** Investigate the feasibility of the City providing telecommunications infrastructure, or other new forms of infrastructure.

**PE4.9** Collaborate with public and private partners to finance infrastructure needed to develop targeted commercial, residential, industrial, and mixed-use areas (such as Downtown Investment Strategy Report opportunity areas and along Urban Corridors) with water, sewer, electricity, street, street frontage, public parking, telecommunications, or rail improvements, as needed.

**PE4.10** Encourage new development in areas the City has designated for "infilling," before considering proposals to expand land-use areas, or add new ones.

**PE4.11** Serve sites to be designated for industrial or commercial development with required utilities and other services on a cost-effective basis and at a level appropriate to the uses planned for the area and coordinated with development of the site.

PE4.12 Avoiding building lengthy and expensive service extensions that would cost more than could ever be recovered from revenues.

### **GE5 The City has responsive and efficient services and permitting process.**



PE5.1 Maintain the City's high quality customer service and continuously seek to improve it.

PE5.2 Use regulatory incentives to encourage sustainable practices.

PE5.3 Improve the responsiveness and efficiency of the City's permit system, in part by identifying and removing waste, lack of clarity, duplication of efforts and other process inefficiencies that can occur in the development review process.

PE5.4 Create more predictability in development review process to reduce costs, without eliminating protections.

PE5.5 Eliminate redundancy in review processes, and create clearer rules.

PE5.6 Create a review process that is easy for all parties to understand at every stage and that invites input from affected parties as early as possible in the development process.

[[Change: New policy to address new tools for economic development.]]

PE5.7 Use tools such as Form Based Codes, Subarea Plans, Focus Area Plans, Community Renewal Area planning and other proactive planning processes and tools to define and develop a shared redevelopment vision for specific areas within the community such as those identified in the Investment Strategy Report and elsewhere in this plan.

### **GE6 Collaboration with other partners maximizes economic opportunity.**



PE6.1 Support appropriate economic development efforts of our neighboring jurisdictions, recognizing that the entire region benefits from new jobs, regardless of where they are.

PE6.2 Collaborate with neighboring jurisdictions to develop a regional strategy for creating a sustainable economy.

**PE6.3** Look for economies of scale when providing services at the regional level.

**PE6.4** Prepare preliminary studies for priority development sites (such as Downtown, Investment Strategy Report opportunity areas or Urban Corridors) in advance, so the City is prepared for development applications, and the process can be more efficient.

**PE6.5** Collaborate with local economic development organizations to create new and maintain existing living-wage jobs.

**PE6.6** Work closely with state and county governments to ensure their offices and facilities are in the City of Olympia, which is both the state's capitol and the county seat. Continue to work with the State of Washington on its Preferred Leasing Areas Policy and collaborate with Thurston County government to accommodate the needs for county courthouse-related facilities.

**PE6.7** Collaborate with The Evergreen State College, St. Martin's University, and South Puget Sound Community College on their efforts to educate students in skills that will be needed in the future, to contribute to our community's cultural life, and attract new residents.

[[Change: New policy to link funding sources and capital projects.]]

**PE6.8** Encourage The Evergreen State College, St. Martin's University, and South Puget Sound Community College to establish a physical presence in downtown.

[[Change: Added the language "to establish a physical presence in downtown.]]

**PE6.9** Collaborate with hospitals and other health care providers to identify actions the City could take to support their role in ensuring public health and their vitality as a major local employment base and to establish a physical presence in downtown.

**PE6.10** Work with the Thurston Economic Development Council to identify businesses that support the health care sector, and identify what the City can do to help them to succeed.

**PE6.11** Support our neighboring jurisdictions in their role as the regional center for other activities, such as manufacturing, freight transportation, and air transportation.

**PE6.12** Collaborate with the Port in its role of facilitating economic development, while continuing to exercise regulatory control over Port development and operations.

PE6.13 Balance the Port's need for truck and rail transportation corridors, while minimizing conflicts with other traffic needs and land use goals.

[[Change: New policy.]]

PE6.14 Coordinate funding opportunities with other public stakeholders (the County, Intercity Transit agency, the Port of Olympia, the State of Washington, Olympia School District, others) with the City's CFP for major infrastructure investments to maximize the impact of those investments.

## Community and Economy



In 2009, Olympia was selected as one of the Top 10 Best Cities in the nation, by Kiplinger's Personal Finance Magazine. While identifying state government as the "keystone of Olympia's economy," it called Olympia itself a "cultural diamond in the rough" where a thriving visual and performing arts scene is celebrated. It is our individuality as a community -- and our quirkiness -- that sets us apart from other communities, and which makes Olympia such a great place to live and start a business.

According to the 2011 Thurston County Creative Vitality Index, more than 650 "creative jobs" were added to the community between 2006 and 2009. These include public relations specialists, writers, librarians, photographers, architects, and others in "creative occupations."



Downtown Olympia's shops, restaurants and theaters are a draw for citizens and visitors alike. [[Photo: Downtown-Olympias-shops.jpg align=right caption=Downtown Olympia's shops, restaurants and theaters are a draw for citizens and visitors alike.]]



Olympia has received many awards for livability over the years. In 2010, Olympia was recognized as the most secure mid-sized city in the U.S by Farmers Insurance, based on factors that included crime statistics, weather, risk of natural disasters, housing depreciation, environmental hazards, and life expectancy. In 2010, the *Gallup-Healthways Well-Being Index* ranked Olympia in the top 20% of cities in Washington State. Its survey categories included life evaluation, emotional health, physical health, healthy behaviors, work environment, clean water, and general satisfaction with life and work.

Several recent studies suggest that a sense of "place" - a sense of authenticity, continuity and uniqueness - is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."

## A Diverse Economy



Those same qualities that contribute to the strong emotional bonds many residents form with Olympia also appeal to visitors. Visitors contribute to our economy by shopping, dining, taking in a performance in one of our theaters, and spending the night in a hotel. According to the Thurston Visitor and Convention Bureau, in 2009, Thurston County businesses generated an estimated \$66.9 million from tourism alone – spending on accommodations and food service, arts, entertainment and recreation, retail and travel. This revenue generated an estimated \$19.6 million in local and taxes that year, and employed an estimated 3,000 people.



According to the Thurston County Creative Vitality Index, Performing Arts revenue grew 1.4% between 2008 and 2009.

[[Photo: According-to-Thurston-County.jpg align=right caption=According to Thurston County Creative Vitality Index, Performing Arts revenue grew 1.4% between 2008 and 2009.]]

Olympia's arts community is also a draw for tourism, and one of its beneficiaries.

### **Music**

According to findings from a study completed by students at The Evergreen State College for the Olympia Arts Commission, the music industry in Olympia generated an estimated \$27 million in total business revenues --including manufacturing, retail, and venue receipts-- in 2008, contributing approximately \$2.5 million in local and state taxes for that year.

### **Theater**

The Arts Alliance of Downtown Olympia determined that in 2009, local theaters brought 167,000 people downtown to attend more than 500 live performances, primarily in the evenings and Sunday matinees. The industry had a \$3.8 million operating budget, and brought in an estimated \$1.6 million to the community in local pay and benefits.

### **Artists as business owners**

As of January 2010, State Senate District 22, which includes Olympia, was home to 410 arts-related businesses that employed 1,374 people, according to a report

published by the national organization, *Americans for the Arts*. According to the report, "Arts-centric businesses play an important role in building and sustaining economic vibrancy. They employ a creative workforce, spend money locally, generate government revenue, and are a cornerstone of tourism and economic development."

### Small businesses

According to the Thurston Economic Development Council, an estimated 14,000 small businesses are registered in Thurston County, and 92% of them employ 10 or fewer people. Small businesses include service providers, small manufacturers, farmers, artists, and many of the retail businesses that set our community apart from others.



Olykraut is a small artisan company, turning local produce into value-added product since 2008.

[[Photo: Olykraut-is-a-small-artisan-company.jpg align=right caption=Olykraut is a small artisan company, turning local produce into value-added product since 2008.]]

But for these businesses to provide a living wage [for their owners and employees], they need a strong customer base. Since 2007, the Olympia-based volunteer organization, *Sustainable South Sound* has hosted a "Buy Local" program, which encourages citizens to shop at local farms and businesses. The program has an education and outreach program that shows people where their dollars go, based on where they shop, and a savings book with incentives to

shop at more than 140 participating farms, businesses and organizations. They also help businesses find local sources for the goods and services they need for their own operations. Business training and support is available through our local colleges and university, the Thurston Economic Development Council, and Olympia-based *Enterprise for Equity*, which helps people with limited incomes start and sustain small businesses.

## Goals and Policies



**GE7 Public and private investors are aware of Olympia's advantages.**



**PE7.1** Actively promote economic activities that are consistent with the values expressed in this Comprehensive Plan.

**PE7.2** Market Olympia's advantages to local and out-of-town businesses that may be considering expansions or new facilities in the area.

**PE7.3** Define a more active City role in stimulating development, and influencing the design and type of development.

[[Change: New policy to acknowledge City's partnership with Economic Development Council.]]

**PE7.4** Continue to coordinate and partner with the Thurston County Economic Development Council to promote Olympia's economic redevelopment opportunities.

**GE8 Historic resources are used to promote economic stability in the City.**



**PE8.1** Strengthen economic vitality by helping to stabilize and improve of property values in historic areas through the continued support of the Heritage Commission and planning to protect and promote our historic resources.

**PE8.2** Encourage new development to harmonize with existing historic buildings and areas.

PE8.3 Protect and enhance the City's ability to attract tourists and visitors through preservation of historic resources.

PE8.4 Renovation, reuse and repair of existing buildings is preferable to new construction and should be done in a manner that protects and enhances the resource when historic properties are involved.

PE8.5 Help low- and moderate-income individuals rehabilitate their historic properties.

### **GE9 Tourism is a community revenue source.**



PE9.1 Provide or support, services and facilities to help visitors enjoy our community's special events and unique character, and work to fully capture the potential economic benefits of their visits.

PE9.2 Continue to support efforts to restore, maintain and improve Olympia's local museums and other attractions.

PE9.3 Support continued tree plantings as a way to continually improve on Olympia's natural beauty and attractiveness to tourists – and to help create a network of scenic roadways and streets.

PE9.4 Implement strategies to enhance heritage tourism opportunities.

### **GE10 Olympia is a regional center for arts and entertainment.**



PE10.1 Continue to provide programs and services that support arts activities in Olympia.

PE10.2 Support local art galleries, museums, arts and entertainment facilities, organizations, and businesses.

PE10.3 Examine the feasibility of establishing an arts center for the community.

### **GE11 Small businesses contribute to Olympia's economic diversity.**



PE11.1 Promote the concept that buying from local businesses is a way to

strengthen the local economy.

[[Change: Existing policy revised to include allowing for more home-based businesses.]]

PE11.2 Provide support for start-up businesses. Develop local awareness of the need for business incubator facilities, and allow for more home-based businesses.

## For More Information



- [Knight Soul of the Community Project](#) studies that sense of "place" that attached people to their communities
- [Port of Olympia Comprehensive Scheme of Harbor Improvements](#)
- [Port of Olympia 2013-2025 Strategic Plan Vision 2025](#)
- [The Profile](#) is the Thurston County Regional Planning Council's flagship document that provides demographic, statistical and mapping information
- [Thurston Economic Vitality Index](#) provides both a trend analysis and snapshot of Thurston County's economy based upon a series of key indicators
- [Washington State County Travel Impacts 1991-2009](#) examines the economic significance of the travel industry in the 39 counties of Washington state from 1991-2009
- [Investment Strategy – City of Olympia Opportunity Areas](#)
- [Downtown Olympia Community Renewal Area Feasibility Study](#)

<sup>1</sup>Source: Washington Department of Personnel, 2013

<sup>1</sup>Thurston County Employment Forecast Allocations, 2013: Thurston Regional Planning Council

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# Public Services



Olympia Fire Department ladder truck during a training exercise  
[[Photo: Olympia-Fire-Department-ladder-truck.jpg align=right  
caption=Olympia Fire Department ladder truck during a training exercise.]]

## What Olympia Values:

*Olympia residents value the protection our police, fire, and emergency medical services provide. They also support codes that enforce the City's efforts to maintain neighborhood quality, adequate and affordable housing for all residents, community gathering places, and recreational centers.*

## Our Vision for the Future:

*Responsive services and affordable housing for all.*

Read more in the Community Values and Vision chapter.

## Introduction



A stable community requires only that minimum needs are met for food, shelter, and safety. But for a community to thrive, it must also focus its public services on healthy and educated children, social service needs, responsive public safety systems, and strong neighborhoods. If we are to achieve these goals in Olympia, the City will continue to develop its meaningful partnerships with non-profits, neighborhoods, and regional governments.





Olympia youth eat together at a community food event.

[[Photo: Olympia-youth-eat-together.jpg align=right caption=Olympia youth eat together at a community food event.]]

## Schools Shape Minds and Neighborhoods

 SHARE

Schools are centers of learning for our children, and their health and vitality can affect the health and vitality of the surrounding neighborhood. While the City doesn't manage schools, it can help ensure the safety of children and work on facility planning with the school districts. In fact, this Comprehensive Plan must identify potential sites for future schools, as they are "lands needed for public purposes."

Olympia is served by Olympia School District No. 111, and a small portion is served by North Thurston School District No. 3. We are also fortunate to have opportunities for continuing education at South Puget Sound Community College, St. Martin's University, and The Evergreen State College.

## Goals and Policies



### GS1 Schools are well located.



PS1.1 Include the needs of schools, such as pedestrian safety and a quiet environment, when making land-use decisions for nearby areas.

PS1.2 Build schools in central locations within areas they serve and on sites that will allow children to walk safely to school.

PS1.3 Locate schools on (or near) a neighborhood collector street to minimize the impact of school bus and other traffic on the surrounding neighborhoods.

PS1.4 Link new residential developments to school capacity.

PS1.5 Coordinate with school officials when planning and prioritizing sites for future schools and historic preservation efforts.

### GS2 Neighborhoods are strong due to partnerships between residents and schools.



PS2.1 Encourage school districts to retain their existing sites, as the schools are critical to maintaining a strong and healthy neighborhood.

PS2.2 Promote sharing school facilities for neighborhood parks, recreation, and open space.

PS2.3 Support safe walking and bicycling routes for students.

## Affordable Housing for All



Adequate and affordable housing is critical to a healthy community. It must be located near jobs and services or on bus routes. It also must be safe and well-maintained.

The City addresses housing needs for our most vulnerable citizens through

its [Consolidated Plan](#), which is updated every three years. The Consolidated Plan identifies Olympia’s priority housing, shelter, social service, economic development and public facility needs. The City works with other jurisdictions, private industry and nonprofit organizations to find solutions to low-income housing needs.

## Goals and Policies



**GS3 Affordable housing is available for all income levels throughout the community.**



**PS3.1** Promote a variety of residential densities and housing types so that housing can be available in a broad range of costs.

**PS3.2** Encourage preservation of existing houses.

**PS3.3** Take steps to ensure housing will be available to all income levels based on projected community needs.

**GS4 Deteriorating residential areas within the City are revitalized.**



**PS4.1** Support efforts to preserve the historic features or character of historic properties in City housing rehabilitation programs.

**PS4.2** Provide assistance and incentives to help low-income residents rehabilitate properties they cannot afford to maintain.

**GS5 Special needs populations, such as people with developmental disabilities, the homeless, the frail elderly, and others who have difficulty securing housing, have adequate, safe, and affordable housing.**



**PS5.1** Disperse housing for low-income, moderate-income, and special-

needs residents throughout Olympia and its Urban Growth Area, and discourage concentration of such housing in any one geographic area.

PS5.2 Support the *Fair Share Housing* allocation process and work with other jurisdictions to monitor progress toward achieving agreed upon goals.

PS5.3 Evaluate the possibility of providing density bonuses to builders who provide low-income housing in market-rate developments, and of tying the bonus to affordability.

PS5.4 Encourage new housing on transportation arterials and in areas near public transportation hubs.

PS5.5 Encourage self-help housing efforts in which people earn home equity in exchange for renovation or construction work, such as "sweat equity" volunteer programs.

PS5.6 Retain existing subsidized housing.

## Social Services Fulfill a Vital Need



There are many reasons why community members may sometimes need extra help. The loss of a job or a serious illness can leave many of our residents without the means to meet their basic needs. Currently, the social safety net in our community is made up of a network of religious and charitable organizations that partner with local government to provide services to vulnerable citizens.

**GS6 Our community is safe and welcoming and social services are accessible to all who need them.**



PS6.1 Support non-profit and faith-based charitable organizations that provide funding and/or oversight for social service funding.

PS6.2 Work with other local governments to provide financial support and oversight of social service funding.

PS6.3 Support programs and projects that assist low-income people and those at risk of homelessness with public funding.

PS6.4 Identify barriers to social service, shelter and housing resources for low-income people and those at risk of becoming homeless.

**GS7 There is enough emergency housing, transitional housing, permanent housing with supportive services, and independent affordable housing.**



PS7.1 Encourage a strong network of emergency shelter resources for homeless and at-risk families with children, childless adults, unaccompanied youth, and victims of sexual and domestic violence.

PS7.2 Take a regional approach with other jurisdictions so that support for a broad range of social services and resources, including shelter and housing, can be maximized.

PS7.3 Encourage businesses, charitable non-profit organizations, and faith-based community organizations to provide shelter and housing services.

PS7.4 Support coordinated service delivery models to maximize the best use of public, charitable, and privately-funded shelter and housing resources.

PS7.5 Support best practices that reflect current standards of care, and incorporate emerging models that optimize the use of public and charitable resources.

PS7.6 Encourage shelter and housing providers and programs to locate in the greater Olympia area, or near transportation arterial hubs, so residents can easily access them.

PS7.7 Work toward making the community more aware of homelessness in Olympia and how it can be prevented as a way to encourage charitable support and involve citizens.

PS7.8 Use data to continually assess the community's need for shelter and housing and who it is serving. Use this data to continually improve these services.

PS7.9 Revise policies that limit or prevent the community from providing shelter and housing resources.

PS7.10 Coordinate land use, housing, transportation, and capital facility

planning to support all aspects of shelter and housing resources, including emergency shelter, transitional housing, permanent housing with supportive services, and low-income housing.

**PS7.11** Integrate group homes into all residential areas of the community. Set zoning standards to ensure group home sizes (number of residents and staff) are compatible with allowed densities and that transportation and other services are available.

**PS7.12** Evaluate regulations so the City can be more flexible in locating shelters and increasing capacity.

### **GS8 The existing low-income housing stock is preserved.**



**PS8.1** Continue to fund the repair and rehabilitation of single-family and multi-family housing using federal, state, and local funding sources.

**PS8.2** Support applications by the Housing Authority of Thurston County and other non-profit housing developers to construct or purchase existing units for low-rent public housing.

**PS8.3** Support applications from eligible non-profits to federal and state funding sources to build new, or rehabilitate existing housing to meet low-income housing needs.

**PS8.4** Encourage and provide technical assistance to private developers and non-profits applying for below-market-rate state or federal loans to construct or rehabilitate low-income, multifamily rental housing.

**PS8.5** When Community Development Block Grant or Housing and Urban Development-funded buildings are at risk of being converted to market-rate status, inform the tenants of any purchase and relocation options available. When possible, help the Housing Authority of Thurston County and non-profit organizations buy such housing.

**PS8.6** Enforce policies\* that provide financial and relocation help to people who are displaced from their homes as a result of construction and development projects using federal funds.

*\*(Per section 104(d) of the Housing and Community Development Act of 1974 as amended, requiring the replacement of low- and moderate-*

*income housing units that are demolished or converted to another use, in connection with a Community Development Block Grant project.)*

## **GS9 New low-income housing is created to meet demand.**



**PS9.1** Continue to support projects funded by low-income tax credits and revenue bonds.

**PS9.2** Investigate and support appropriate multi-jurisdictional support for the Housing Authority of Thurston County bond sales.

**PS9.3** Promote partnerships between public and private non-profit organizations to increase housing and home ownership opportunities for people with special needs, and for low- and moderate-income households.

**PS9.4** Continue to encourage development of single-room occupancy units downtown, along urban corridors, and in other areas where high-density housing is permitted. This could include encouraging alliances between public, private, and nonprofit organizations.

**PS9.5** Evaluate the possibility of supporting a program that would allow low-income tenants of manufactured home parks to jointly purchase and renovate permanent sites for their manufactured homes. Consider funding programs to subsidize the interest rates, loan origination fees, and/or other costs of acquiring the land.

**PS9.6** Help low-income and special needs residents find ways to purchase housing, such as shared or limited-equity housing, lease-purchase options, co-housing, land trusts, and cooperatives.

**PS9.7** Work with jurisdictional partners through the county-wide Home Consortium, to fund affordable housing projects that serve low- and very low-income residents.

**PS9.8** Continue to administer the Housing Tax Credit program to develop both market-rate and low-income housing.

**PS9.9** Support non-profit and faith-based organizations in their efforts to provide emergency homeless shelters.

[[Change: New Code Enforcement section added to address this long-standing program.]]

## Code Enforcement Promotes Neighborhood Livability

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Code Enforcement is a City program that allows citizens and others to report violations of city code relating to health, safety, and welfare on private property. The program will investigate, for example, complaints about noise, trash, graffiti, signs, abandoned vehicles, overgrown noxious weeds, dangerous buildings, and encampments. As our communities grow, age, and become more dense, the program is becoming increasingly important to maintaining our high quality of life. The City expects that Code Enforcement will be collaborating even further in the future with Olympia's Police, Fire, Public Works, Building, and Legal Departments as well as with neighborhood associations, not-for-profit organizations, businesses, and regional government agencies, such as Thurston County Animal Control.

## Goals and Policies

 SHARE

**GS10 The City rarely resorts to issuing citations as a way to bring code offenders into compliance.**

 SHARE

**PS10.1** Direct efforts toward compliance first and penalties only when necessary.

**PS10.2** Reduce the amount of time citizens are allowed to achieve compliance.

**GS11 Neighborhoods are involved in effective and efficient code enforcement.**

 SHARE

**PS11.1** Educate neighborhoods about code enforcement and other City services, and how they can best interact with them.

**PS11.2** Communicate regularly with neighborhoods.



**GS12 Complaints and resolutions are tracked and reported consistently.**

 **SHARE**

PS12.1 Provide citizens who submit complaints with timely information on current code enforcement activities.

PS12.2 Monitor and regularly report on how the program's enforcement practices are working, so they can be improved or refined, if needed.

PS12.3 Communicate with citizens who submit complaints and alleged violators in a predictable and timely manner.

## **Fire Services Prevent Harm to People and Property**

 **SHARE**




An Olympia Fire Department vehicle.

[[Photo: An-Olympia-Fire-Department-vehicle.jpg align=right caption=An Olympia Fire Department vehicle.]]

The Olympia Fire Department is an organization of highly trained and

prepared professionals who use the best technology available to protect the community and themselves.

The City's Fire Department is also a part of the Thurston County Medic One System, whose paramedics and fire fighters can respond to injured citizens within six minutes of an alarm. Normally, Olympia's fire fighters respond just ahead of the paramedic unit then continue to assist. But they also can respond to basic life support calls on their own.

The department's approach to fire prevention and protection is in the [Master Plan for Fire Protection](#)  which identifies the challenges facing the City and recommends specific solutions.



A City of Olympia fire fighter salutes in his formal uniform.

[[Photo: A-City-of-Olympia-fire-fighter.jpg align=right caption=A City of Olympia fire fighter salutes in his formal uniform.]]

## Goals and Policies

 SHARE

**GS13 The community has a high level of fire protection, emergency medical services and disaster management services, equal to or exceeding the industry standard.**



**PS13.1** Continue to manage fire protection functions, paramedic services, and City emergency services by planning, organizing, directing, and controlling the resources available.

**PS13.2** Continue to provide a highly skilled and adequately staffed fire fighting force to respond to fire, medical, and hazardous material emergencies, and to protect life and property.

**PS13.3** Continue to provide fire prevention and inspection services to minimize damage from fires.

**PS13.4** Continue to provide paramedic and basic life support care to the City of Olympia, as part of the Thurston County Medic One System.

**PS13.5** Upgrade the fire flow capacity of Olympia’s water system where needed to meet current safety standards.

**PS13.6** Model best practices in the local fire service community in areas like fire fighter safety, command practices, training and equipment maintenance.

**PS13.7** Coordinate the City’s preparation, mitigation, response and recovery to disasters through an all-hazard Emergency Management program that includes planning for major catastrophic events.

**PS13.8** Continue to serve as the coordinating agency for post-disaster recovery through the coordination of disaster cost recovery, and the facilitation of our community’s short- and long-term recovery goals and objectives.

[[Change: Consistent with Thurston Region’s Natural Hazards Mitigation Plan, the three new policies below to address potential earthquakes.]]

**PS13.9** Educate citizens on how to sustain their households without outside assistance for a minimum of 72 hours during an emergency event, and that some events, such as a severe earthquake, may require them to sustain themselves for five to ten days or more.

**PS13.10** Address the severe and extended impacts of a Cascadia Subduction Zone earthquake in the City’s emergency response plans and preparations.

PS13.11 Continue to gather best available information on the impact a Cascadia Subduction Zone earthquake would have on the community, including the potential magnitude, impacts of vertical movements, and tsunamis.

## Police Services Promote Public Safety



Public safety is key to our high quality of life. Our most beautiful neighborhoods, streets, and parks would not be desirable if there was always the threat of a crime. We cannot consider our streets to be walkable if people do not feel safe.

There are many ways to deliver police services. Every police organization has an individual "personality." It is shaped by the community's values and expectations, the personal characteristics of its leaders, geography, demographics, and cultural heritage.

The City Council is ultimately responsible for providing the leadership needed to ensure a high quality of policing services. In Olympia, citizens tend to be very involved in local government, and leadership comes from them as well.

## Goals and Policies



**GS14 Police services are delivered in a manner consistent with the values of the citizens of Olympia.**



PS14.1 Deliver police services in a professional, timely, objective, and impartial manner.

PS14.2 Understand and respect the diversity of our community. Strive to reflect that diversity in the composition of the Police Department.

PS14.3 Interact respectfully with everyone in the community to earn their respect, using force only when needed. All levels of the agency must display the humility, cordiality, and courtesy needed to help community members see themselves as allies of their police force.

PS14.4 Encourage a spirit of cooperation that balances the collective interests of all citizens with the personal rights of individuals.

PS14.5 Maintain a departmental environment that is open, accessible, responsive, and seeks feedback in a way that is consistent with the small-town feeling of the community.

PS14.6 Provide strong and effective responses to serious criminal behavior, and use discretion and alternative sanctions for minor offenses.

### **GS15 The citizens of Olympia are empowered as partners in solving community problems.**



PS15.1 Form interdisciplinary partnerships with individuals and groups in the community to address policing issues.

PS15.2 Involve citizens as we look for ways to reduce repeat crimes, and use education to prevent crime.

PS15.3 Emphasize the need for our police force to have positive, day-to-day interaction with the public that encourages collaboration on problem-solving, rather than responding only to crises. Regular contact between the police and citizens helps strengthen working relationships and makes policing more effective.

### **GS16 Police services are provided in a manner consistent with Olympia's values and that is cost-effective.**



PS16.1 Provide a high quality of service in the traditional police agency functions.

PS16.2 Develop alternative ways to respond to calls for service when sworn officers are not required. This will free-up more time for our officers to develop strategies for preventing crime in our community.

PS16.3 Whenever possible, make full use of non-sworn employees, volunteers, and referrals to other agencies so the City can respond to service requests cost-effectively.

PS16.4 Focus on the quality of service provided to citizens with non-

emergency calls, rather than the speed of response.

**PS16.5** Use satellite stations and regular patrol beats to improve citizen access to, and interaction with, the Police Department.

**PS16.6** Measure the Department's level of service not by inputs (such as officers per capita), but by outcomes such as problems eliminated and citizen satisfaction with the quality of officer interaction.

**PS16.7** Regularly track how police workloads are generated and find ways to reduce them, or allocate work more efficiently, both in and outside the Police Department. External entities which generate police workload should share responsibility for providing ways to manage it.

**PS16.8** Use technology to improve the City's efficiency at completing necessary but time-consuming activities, such as report filing, data management, communication, and administrative tasks.

**PS16.9** Use data management technology to improve access to information, both for police personnel and citizens.

**PS16.10** Provide specialized police units and services important to maintaining Olympia's quality of life.

### **GS17 The community participates in identifying policing priorities and solving policing problems.**



**PS17.1** Enlist the support of other public agencies and community service groups to help solve policing problems, and to evaluate the effectiveness of police services.

**PS17.2** Ensure regular communication and cooperation between the Police Department and other City departments, at both the managerial and line levels.

**PS17.3** Maximize the City's efforts to recruit community volunteers and use them effectively.

**PS17.4** Communicate with Olympia's diverse population to seek input on how best to meet their needs.

### **GS18 The effectiveness of Olympia's police services is maximized by communicating openly and by**

**being accessible and responsive to feedback.**



**PS18.1** Communicate with the public on a regular basis to gain public understanding and consensus on the community's policing needs.

**PS18.2** Seek opportunities to inform the public of Police Department programs and activities.

**PS18.3** Communicate with the community and the media about incidents on a timely basis.

**PS18.4** Provide open and accessible ways for the public to receive information about incidents.

**PS18.5** Provide both police personnel and the public with clearly articulated Police Department values that provide a clear sense of the City's focus and direction.

**PS18.6** Ensure that the Police Department, and particularly the Chief, is active and visible in City government and in the community.

**GS19 The effectiveness of Olympia's police services is maximized by collaborating with other service providers.**



**PS19.1** Work with social service providers to explore potential mutual strategies to address social problems.

**PS19.2** Build good working relationships with other agencies and social service providers, identifying divisions of responsibility and ways to cooperate effectively.

**PS19.3** Avoid using jails and the criminal justice system to address non-criminal social problems, whenever possible. Work with the courts to find alternatives to imprisonment, such as dispute resolution, substance abuse treatment, and other strategies that address underlying problems.

**PS19.4** Take steps to improve cooperation and communication among police, prosecutors, defenders, judges, and corrections agencies. Work with them on process improvements that will improve the effectiveness of our criminal justice system.

PS19.5 Combine resources with other law enforcement agencies when a joint approach to law enforcement and crime prevention makes sense, such as central dispatch, drug enforcement, and SWAT teams.

PS19.6 Look for creative ways to build relationships with private security firms, Animal Control, and other organizations, so they can help extend the capability of our Police Department.

PS19.7 Build relationships with other police agencies to gain from their experiences and expertise.

**GS20 The conduct of police officers is held accountable to defined community expectations.**



PS20.1 Ensure that Olympia’s accountability system includes accessibility, integrity, legitimacy, learning, and reasonable cost.

PS20.2 Ensure that Olympia’s accountability system meets the interests of the City Council, City Manager, Police Department management, affected labor unions and the community in collaboratively providing accountability and support systems (like training, counseling, and feedback) that meet the policies of the Comprehensive Plan.

[[Change: New goal and policies to address the City’s role as a model for sustainable practices.]]

**GS21 City of Olympia is a model sustainable city.**

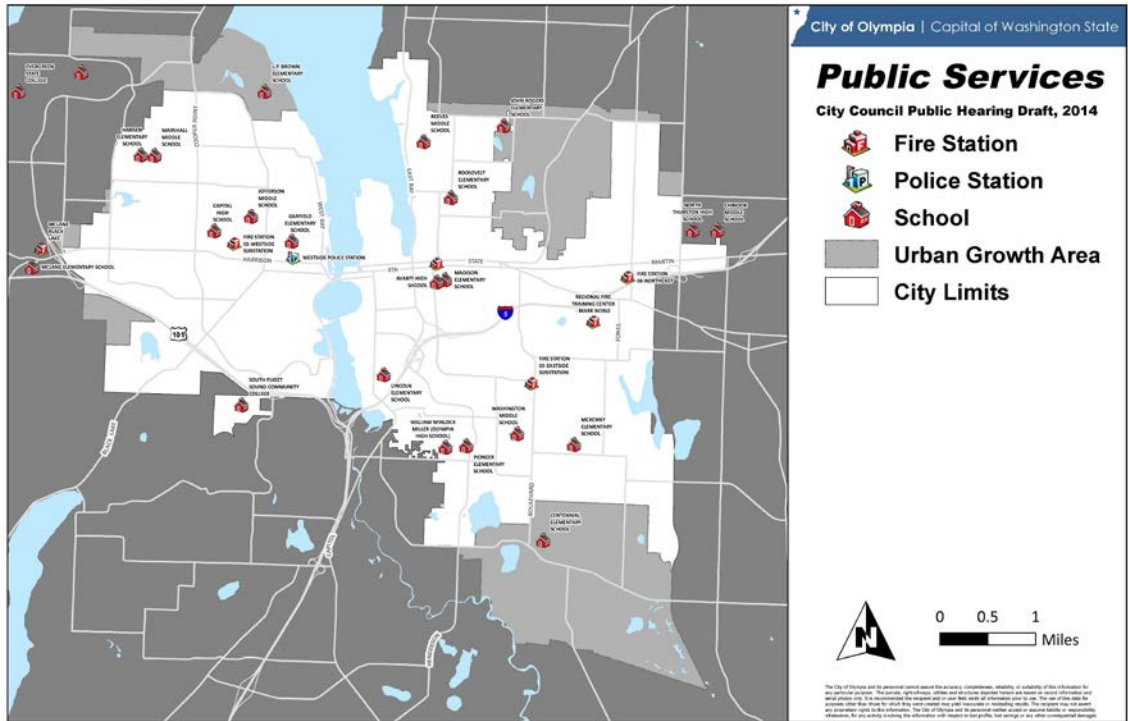


PS21.1 Use energy-efficient designs and environmentally responsible materials and techniques in City facilities and construction projects. Work to reduce energy usage in existing City facilities.

PS 21.2 Use the City’s purchasing power to support sustainable business and manufacturing practices, including support for businesses that provide living-wage jobs.

PS 21.3 Support local businesses by buying locally whenever possible.





Public Services map

[[Map: Public-Services-052114.jpg align=center caption=Public Services map]]






## For More Information

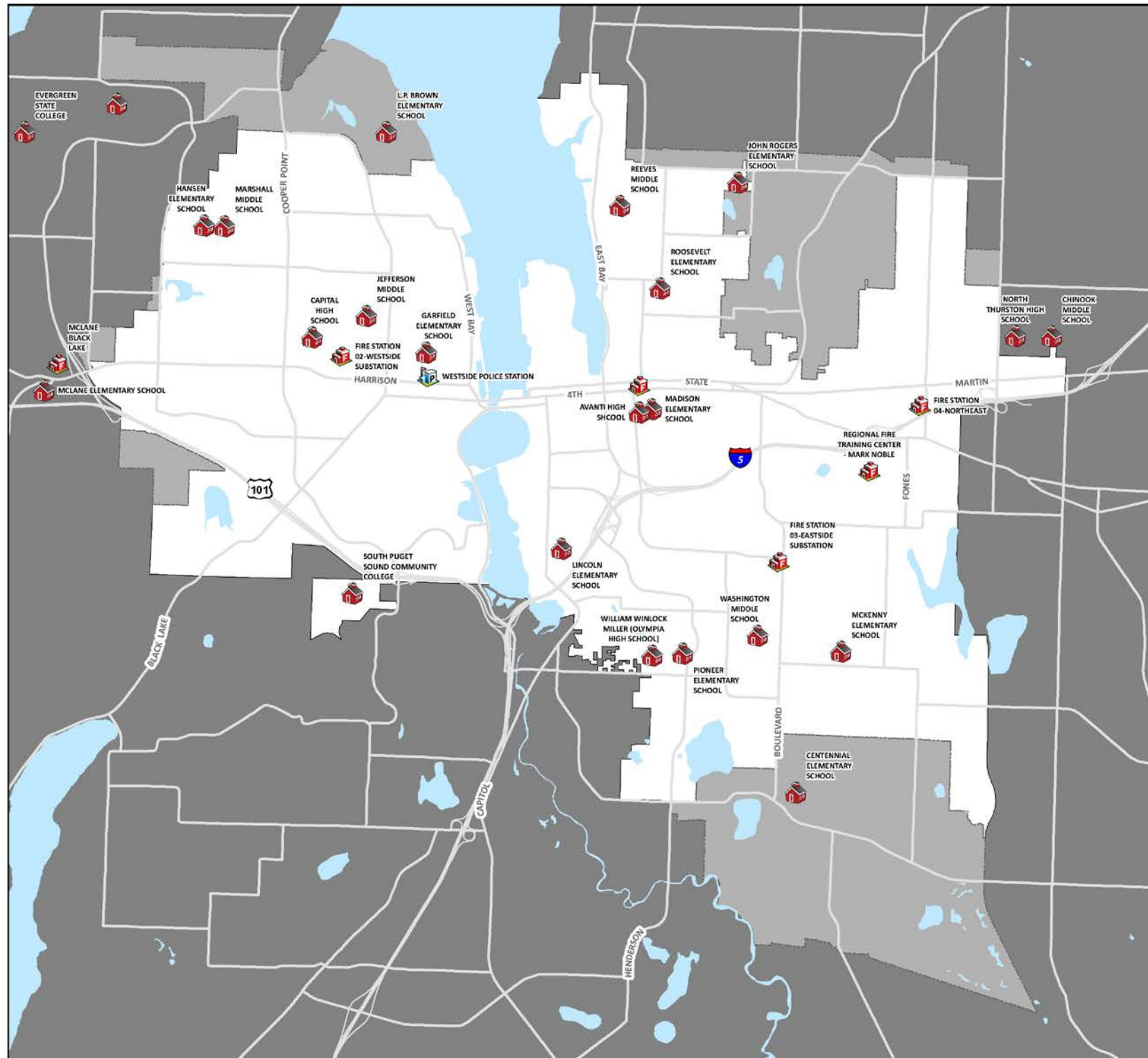
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- [Thurston Regional Transportation Plan](#)
- [Community Development Block Grant Consolidated Plan](#)
- [Growth Management Act](#)
- [Master Plan for Fire Protection](#)
- [Natural Hazards Mitigation Plan for Thurston Region](#)
- [Olympia School District Master Plan](#)

# Public Services

City Council Public Hearing Draft, 2014

-  Fire Station
-  Police Station
-  School
-  Urban Growth Area
-  City Limits



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## Capital Facilities Plan



City project manager checks in on a capital facilities project. [[Photo: RWJohnsonBlvdisRebuilt.jpg align=right caption=City project manager checks in on a capital facilities project.]]

The [Capital Facilities Plan](#) (CFP) is the mechanism by which the City schedules the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation in other Comprehensive Plan chapters. It includes City of Olympia parks, transportation, utilities and general capital projects. The 6-year financing plan for capital projects is amended annually.

Note: This page is NOT the proposed [Capital Facilities Plan](#). The Capital Facilities Plan (CFP) is reviewed and updated annually. View the [2014-2019 Capital Facilities Plan](#). [[Hyperlink URL: caption=2014-2019 Capital Facilities Plan <http://olympiawa.gov/OlympiaWA/city-government/~media/Files/AdminServices/Budget/2014%20Final%20CFP%20for%20web.pdf>]]

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# Olympia's Comprehensive Plan

## June 2014



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**MEMORANDUM**

**Date:** July 10, 2014  
**To:** Olympia City Council  
**From:** Todd Stamm, Principal Planner  
**Subject:** Comprehensive Plan Update and the Buildable Lands Report – Staff Recommendation

The Growth Management Act requires that six counties, including Thurston County in cooperation with its cities, periodically prepare a “Buildable Lands Report” that examines whether those counties have sufficient lands available for anticipated growth and development. The counties and their cities are to review the most recent Buildable Lands Report to ensure their comprehensive plan remains consistent with the Growth Management Act.

During the Planning Commission’s consideration of Olympia’s Comprehensive Plan update, the most recent report prepared for the County by the Thurston Regional Planning Council staff was dated 2008. An update was anticipated, but for budget reasons the specific release date was then in doubt.

In March of 2014 that new version of the Buildable Lands Report was adopted by the Thurston Regional Planning Council -- at the same time that the Olympia City Council was finalizing its public hearing draft of the Comprehensive Plan. City staff evaluated this new Buildable Lands Report and concluded that the draft Comprehensive Plan is consistent with the information included in the new Report. However, the result of this timing was that the draft Comprehensive Plan now being considered by the Council still references the now-out-of-date 2008 document.

Staff recommends that the draft Comprehensive Plan’s references to the Buildable Lands Report be revised to refer to the 2014 Report. Staff’s proposed edits to the Comprehensive Plan are attached to this memorandum. They are included at this time for information purposes only. Action on these proposed edits is not needed until after the Council’s public comment period is completed August 5, 2014. Note that these changes only update background information; they do not change the substance or policies of the Plan.



## Staff-proposed edits to the Council Public Hearing Draft of the Olympia Comprehensive Plan

### **Housing section of Land Use and Urban Design chapter (page 103 of Council Public Hearing Draft):**

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 ~~2008~~ 2014 Buildable Lands Report for Thurston County estimated that ~~more than 11,000~~ about 13,000 new housing units will be needed by ~~2030~~ 2035 to accommodate population growth in Olympia's urban growth area. Of these, about ~~60%~~ 45% are expected to be single-family homes.

Based on existing zoning and development patterns, ~~the~~ that Buildable Lands Report indicated ~~s~~ the area ~~can~~ could accommodate ~~almost 15,000~~ 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 ~~is~~ were available. And, an additional 500 acres of vacant and partially-used commercial land ~~can~~ could be redeveloped for new housing.

TS:nl