



# Meeting Agenda

## Land Use & Environment Committee

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Information: 360.753.8244

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Thursday, January 20, 2022

5:30 PM

Online and Via Phone

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**Register to Attend:**

[https://us02web.zoom.us/webinar/register/WN\\_QwGakVOzQdupVsLlv4rf6w](https://us02web.zoom.us/webinar/register/WN_QwGakVOzQdupVsLlv4rf6w)

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. APPROVAL OF AGENDA**

**4. PUBLIC COMMENT**

*(Estimated Time: 0-15 Minutes)*

*During this portion of the meeting, community members may address the Committee for up to two (2) minutes regarding the Committee's business meeting topics.*

**5. APPROVAL OF MINUTES**

- 5.A** [22-0079](#) Approval of December 16, 2021 Land Use & Environment Committee Meeting Minutes

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

**6. COMMITTEE BUSINESS**

- 6.A** [22-0041](#) Urban Waterfront Code Amendments

**Attachments:** [Draft Resolution](#)

[Draft Amendments and Applicant Narrative](#)

[Recommendation Letter.pdf](#)

[Public Comments](#)

- 6.B** [22-0038](#) Annual Code Enforcement Programs Status Report

- 6.C** [22-0036](#) Land Use and Environment Committee 2022 Work Plan

**Attachments:** [2022 Work Plan](#)

**7. REPORTS AND UPDATES**

**8. ADJOURNMENT**

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*the delivery of services and resources. If you require accommodation for your attendance at the City Council Committee meeting, please contact the Council's Executive Assistant at 360.753.8244 at least 48 hours in advance of the meeting. For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.*



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

**Land Use & Environment Committee**  
**Approval of December 16, 2021 Land Use &  
Environment Committee Meeting Minutes**

**Agenda Date:** 1/20/2022  
**Agenda Item Number:** 5.A  
**File Number:**22-0079

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

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**Title**

Approval of December 16, 2021 Land Use & Environment Committee Meeting Minutes



# Meeting Minutes - Draft

## Land Use & Environment Committee

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Information: 360.753.8244

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Thursday, December 16, 2021

5:30 PM

Online and Via Phone

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Register to Attend:

[https://us02web.zoom.us/webinar/register/WN\\_E\\_goyXfRTOer3w\\_lpY6CJQ](https://us02web.zoom.us/webinar/register/WN_E_goyXfRTOer3w_lpY6CJQ)

### 1. CALL TO ORDER

Chair Madrone called the meeting to order at 5:30 p.m.

### 2. ROLL CALL

**Present:** 3 - Chair Dani Madrone, Committee member Clark Gilman and Committee member Yến Huỳnh

#### 2.A OTHERS PRESENT

Assistant City Manager Keith Stahley

Community Planning and Development Staff:  
Planning and Engineering Manager Tim Smith  
CDBG Program Manager Darian Lightfoot  
Housing Program Specialist Christa Lenssen

Public Works Staff:  
Director Rich Hoey

J Robertson & Co (consultant) Jason Robertson

### 3. APPROVAL OF AGENDA

The agenda was approved.

### 4. PUBLIC COMMENT

Judy Bardin spoke

### 5. APPROVAL OF MINUTES

**5.A** [21-1218](#) Approval of November 18, 2021 Land Use & Environment Committee Meeting Minutes

The minutes were approved.

**6. COMMITTEE BUSINESS**

**6.A** [21-1195](#) Update on Rental Housing Process

Ms. Lenssen and Mr. Robertson gave a presentation on the rental housing process.

**The discussion was completed.**

**6.B** [21-1202](#) Land Use and Environment Committee 2022 Work Plan

Mr. Smith and the Committee discussed the Land Use and Environment Committee Draft 2022 Work Plan.

**The discussion was completed.**

**6.C** [21-1198](#) Community Planning and Development 2022 Work Program

Mr. Smith gave a presentation on the 2022 Community Planning and Development planning work program.

**The discussion was completed.**

**7. REPORTS AND UPDATES**

Committee Member Gilman gave an update on a creating less expensive walking routes and used the ribbon of asphalt that runs from San Francisco Bakery to Reeves Middle School.

**8. ADJOURNMENT**

The meeting was adjourned at 7:20 p.m.



## Land Use & Environment Committee

### Urban Waterfront Code Amendments

**Agenda Date:** 1/20/2022  
**Agenda Item Number:** 6.A  
**File Number:**22-0041

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

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#### **Title**

Urban Waterfront Code Amendments

#### **Recommended Action**

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

The Planning Commission recommends the Land Use and Environment Committee accept and recommend the attached draft resolution denying the Urban Waterfront Code Amendments.

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

Move to accept the Planning Commission recommendation and recommend the City Council adopt the draft resolution denying the Urban Waterfront Code Amendments.

#### **Report**

##### **Issue:**

Whether to accept the Planning Commission recommendation for denial of the Urban Waterfront Code Amendments.

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

Cari Hornbein, Senior Planner, Community Planning and Development, 360.753.8048

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

Cari Hornbein, Senior Planner, Community Planning and Development

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

The City of Olympia received an application from the Port of Olympia in December 2020 to amend Chapter 18.06 of the Municipal Code. The proposed amendments would allow recreational vehicle parks (RV parks) in the Urban Waterfront zoning district and establish related development standards (see attached draft amendments and applicant narrative).

The Planning Commission held a public hearing on July 19, 2021, and conducted deliberations on August 14, 2021. The Commission voted unanimously to recommend denial of the proposed amendments and forwarded a recommendation letter with findings to the City Council.

The Land Use and Environment Committee (LUEC) considered the Planning Commission's recommendation on September 16, 2021. The matter was referred back to the Commission for

additional input from the applicant due to technical difficulties encountered the night of the public hearing.

Port staff provided an in-depth informational briefing to the Planning Commission on November 1, 2021, followed by a public hearing on November 15. The Planning Commission deliberated on December 6, 2021, and voted unanimously to recommend denial of the code amendments for the following reasons:

- Lack of consistency with the Comprehensive Plan, Downtown Strategy, Shoreline Master Program, and purposes of the Urban Waterfront zoning district.
- Lack of consistency with the City's greenhouse gas emission reduction goals and commitment to equity and inclusion.
- Use of waterfront property for an RV park would restrict and discourage water accessibility.
- The proposed amendments would benefit a single property owner instead of the broader public interest.

The Planning Commission updated the previous recommendation letter to include additional findings. This letter, along with one prepared by Commissioner Richmond, are included in the attachments below.

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

Staff notified Recognized Neighborhood Associations, marina operators, and interested community members of the informational briefing and public hearing. A number of comments letters were received, with the majority opposed to the proposed amendments (see attached letters - includes those from prior comments periods).

**Options:**

1. Accept the Planning Commission recommendation of denial and recommend City Council approve the attached resolution.
2. Reject the Planning Commission recommendation and direct staff to prepare an ordinance for City Council approval with findings of fact to support that decision.
3. Refer the proposed amendments with guidance for further consideration.

**Financial Impact:**

None. The process of reviewing code amendments is covered in part by the applicant fee and the Community Planning and Development Department's base budget.

**Attachments:**

Draft Resolution  
Draft Code Amendments and Applicant Narrative  
Recommendation Letter  
Public Comment

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA, WASHINGTON, ADOPTING THE FINDINGS AND RECOMMENDATION OF THE OLYMPIA PLANNING COMMISSION, AND DENYING THE PROPOSED URBAN WATERFRONT CODE AMENDMENTS.**

**WHEREAS**, in December 2020, the Port of Olympia (Applicant) submitted an application for a text amendment to Chapter 18.06 of the Olympia Municipal Code (OMC), by which recreational vehicle parks would be an allowed lodging use in the Urban Waterfront zoning district, and establishing related development standards; and

**WHEREAS**, the Olympia Planning Commission held a public hearing on July 19, 2021. After conducting deliberations on August 2, 2021, The Planning Commission unanimously voted to recommend to the Olympia City Council denial of the proposed amendments; and

**WHEREAS**, the Land Use and Environment Committee of the City Council met on September 16, 2021 to consider the proposed amendments. After hearing staff, Planning Commission officers, and the Applicant, the Land Use and Environment Committee referred the matter back to the Planning Commission to allow the Applicant, who did not testify during the public hearing because of technical difficulties, additional opportunities to provide input; and

**WHEREAS**, the Applicant provided an in-depth briefing on the proposed amendments during the November 1, 2021 Planning Commission meeting; and

**WHEREAS**, the Olympia Planning Commission held a second public hearing on November 15, 2021, and following deliberations on December 6, 2021, unanimously voted to recommend to the Olympia City Council denial of the proposed amendments due to lack of consistency with the Comprehensive Plan, Downtown Strategy, Shoreline Master Program, purposes of the Urban Waterfront zoning district, the City's greenhouse gas emission reduction goals, and the City's commitment to equity and inclusion, and because if approved the use would restrict and discourage water accessibility and would benefit a single property owner instead of a the broader public interest.

**NOW, THEREFORE**, the Olympia City Council, having considered the proposed Urban Waterfront Code Amendments and the recommendation of the Olympia Planning Commission, does hereby resolve as follows:

1. Adoption of Findings and Recommendation. The findings and recommendation set forth in the Olympia Planning Commission's recommendation letter dated January 10, 2022, attached hereto as Exhibit A, are hereby adopted; and
2. Decision. The Urban Waterfront Code Amendments are hereby denied.

**PASSED BY THE OLYMPIA CITY COUNCIL** this \_\_\_\_\_ day of \_\_\_\_\_ 2022.



\_\_\_\_\_  
MAYOR

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY

DRAFT

TABLE 6.01

PERMITTED AND CONDITIONAL USES

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H)(H)	18.06.060(F)(2)						18.130.020	
<b>1. EATING &amp; DRINKING ESTABLISHMENTS</b>														
Drinking Establishments			P		P	P	P		C 18.06.060(P)		P	P	P	
Drinking Establishments - Existing		P 18.06.060(GG)				P								
Restaurants, with drive-in or drive-through			P 18.06.060(F)(3)								C 18.06.060(F)(1)	C 18.06.060(F)(1)	P 18.06.060(F)(3)	
Restaurants, with drive-in or drive-through, existing			P				P 18.06.060(U)					C	P	
Restaurants, without drive-in or drive-through	P 18.06.060(U)(3)	C	P	P 18.06.060(U)(2)	P	P	P 18.06.060(U)(1)	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)							
<b>2. INDUSTRIAL USES</b>														
Industry, Heavy														
Industry, Light			C		P/C 18.06.060(N)									
On-Site Treatment & Storage Facilities for Hazardous Waste					P 18.06.060(Q)									

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Piers, Wharves, Landings					P									
Printing, Industrial			C		P/C 18.06.060(N)									
Publishing		C	C		P		P		C	C				
Warehousing			P		P/C 18.06.060 (AA)		P							
Welding & Fabrication			C		P/C 18.06.060(N)		P							
Wholesale Sales		C 18.06.060(BB) (3)	P		P/C	18.06.060 (BB)		P		P	18.06.060(BB) (2)			
Wholesale Products Incidental to Retail Business			P		P	P						P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)( 2)	18.06.060(H H)	18.06.060(F)( 2)							
<b>3. OFFICE USES (See also SERVICES, HEALTH)</b>														
Banks		P	P		P/C 18.06.060(D) (2)	P 18.06.060(D) (2)	P/C 18.06.060(D) (2)	P	P	P	P	P 18.06.060 (D)(1)	P 18.06.060 (F)(3)	
Business Offices		P	P		P	P	P	P	P	P	P	P	P	
Government Offices		P	P		P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>4. RECREATION AND CULTURE</b>														
Art Galleries	P	P	P		P	P	P		P	P	P	P	P	
Auditoriums and Places of Assembly			P		P	P	P					P	P	
Boat Clubs					P	P								

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Boating Storage Facilities					P			P						
Commercial Recreation		C	P		P	P	P	P		C	C	P	P	
Health Fitness Centers and Dance Studios	P	P 18.06.060(L)	P	P	P	P	P	P	P	P 18.06.060(L)	P 18.06.060(L)	P	P	
Libraries	C	C	C	C	P	P	P		P	C	P	P	P	18.04.060(V)
Marinas/Boat Launching Facilities					P 18.06.060(C C)	P								
Museums		C	P		P	P	P		P	C	C	P	P	18.04.060(V)
Parks, Neighborhood	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(T)
Parks & Playgrounds, Other	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(T)
Theaters (Drive-in)			C											
Theaters (No drive-ins)			P		P	P	P				C	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>5. RESIDENTIAL</b>														
Apartments		P	P	P	P	P	P		P	P	P	P	P	
Apartments above ground floor in mixed use development	P	P	P	P	P	P	P		P	P	P	P	P	
Boarding Houses		P	P	P	P	P	P		P	P	P	P	P	
Co-Housing		P	P			P	P			P	P		P	
Collegiate Greek system residence, dormitories		C	P	P	P	P	P		P	C	P	P	P	
Duplexes	P	P	P	P			P		P	P	P		P	

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Duplexes on Corner Lots	P	P	P	P			P		P	P	P	P	P	18.04.060 (HH)
Group Homes (6 or less)	P	P	P 18.06.060(K)	P	P	P	P 18.06.060(K)		P	P	P	P 18.06.060 (K)	P 18.06.060 (K)	18.04.060 (K)
Group Homes (7 or more)	C	C	C 18.06.060(K)	C	C	C	C 18.06.060(K)		C	C	C	C 18.06.060 (K)	P 18.06.060 (K)	18.04.060 (K)
Mobile or Manufactured Homes Park - Existing		C	C	C						C			C	18.04.060 (P)
Quarters for Night Watch person/Caretaker					P	P								
Retirement Homes		P	P	P	P	P	P		P	P	P	P	P	
Single-Family Residences	P	P	P	P			P		P	P	P	P	P	
Single Room Occupancy Units			C		P	P	P		P				C	
Townhouses	P	P	P	P 18.06.060(T)		P	P		P	P	P	P	P	
Triplexes, Four-plexes, and Cottage Housing		P											P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>6. RETAIL SALES</b>														
Apparel and Accessory Stores			P		P	P	P					P	P	
Boat Sales and Rentals			P		P	P	P	P					P	
Building Materials, Garden and Farm Supplies	P		P		P	P	P					P	P	

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Commercial Greenhouses, Nurseries, Bulb Farms	C	C 18.04.060(G)	C	C					C		P	P		18.04.060 (G)
Electric Vehicle Infrastructure	P	P	P	P	P 18.06.060 (W)	P 18.06.060 (W)	P 18.06.060(W)	P	P	P	P	P	P	
Food Stores	P	P 18.06.060(H)	P		P	P	P		P	P 18.08.060 (H)	P	P	P	
Furniture, Home Furnishings, and Appliances			P		P	P	P				P	P	P	
Gasoline Dispensing Facilities accessory to a permitted use	P 18.06.060(W) (4)		P		P 18.06.060 (W)		P 18.06.060(W) (2)	P				P 18.06.060 (W)	P 18.06.060 (W)	
Gasoline Dispensing Facility accessory to a permitted use - Existing	P 18.06.060(W)		P		P 18.06.060 (W)		P 18.06.060(W)				P	P 18.06.060 (W)	P	
General Merchandise Stores	P	P 18.06.060(J)	P		P	P	P			P 18.06.060 (J)	P	P	P	
Mobile, Manufactured, and Modular Housing Sales			P											
Motor Vehicle Sales			P				P	P					P	
Motor Vehicle Supply Stores			P		P	P	P	P			P	P	P	
Office Supplies and Equipment		P 18.06.060 (DD)	P		P	P	P		P	P 18.06.060 (DD)	P	P	P	18.06.060 (CC)
Pharmacies and Medical Supply Stores	P	P 18.06.060(EE)	P	P	P	P	P		P	P 18.06.060 (EE)	P	P	P	18.06.060 (DD)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Specialty Stores	P 18.06.060(Y) (3)	P 18.06.060(Y) (4)	P	C 18.06.060(Y) (2)	P	P	P			P 18.06.060(Y) (4)	P	P 18.06.060 (Y)(1)	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>7. SERVICES, HEALTH</b>														
Hospitals				P			P		P					
Nursing, Congregate Care, and Convalescence Homes	C	P	C	P			C		C	C	C	P	P	18.04.060 (S)
Offices, Medical		P	P	P	P	P	P	P	P	P	P	P	P	
Veterinary Offices/Clinics		P	P	P			P			P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>8. SERVICES, LODGING</b>														
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P			P	P	P	P	18.04.060 (L)(3)(c)
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		C	P	P	P	P	18.04.060 (L)(3)(c)
Hotels/Motels			P	C	P		P		P				P	
Lodging Houses		P	P	P	P		P		P	P	P	P	P	
Recreational Vehicle Parks			P		<u>P</u>								P	<u>18.06.060 (JJ)</u>
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>9. SERVICES, PERSONAL</b>														
Adult Day Care Home	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (L)(3)(b)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Child Day Care Centers	C	P	P	P	P	P	P		P	P	C	P	P	18.04.060 (D)
Crisis Intervention	C	P	C	P			P		C	P	C	C	C	18.04.060(I)
Family Child Care Homes	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (L)
Funeral Parlors and Mortuaries		C	P				P			C		P	P	
Laundries and Laundry Pick-up Agencies	P	P	P	P	P	P	P			P	P	P 18.06.060 (O)	P	
Personal Services	P	P	P	P	P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>10. SERVICES, MISCELLANEOUS</b>														
Auto Rental Agencies			P		P	P	P	P			C	P	P	
Equipment Rental Services, Commercial			P		P		P				P	P	P	
Equipment Rental Services, Commercial - Existing		P 18.06.060(FF)												
Ministorage			P				P							
Printing, Commercial	P	P	P		P	P	P		P	P	P	P	P	
Public Facilities (see also Public Facilities, Essential on next page)	C	C	C	C	P	C	P	P	P	C	C	C	C	18.04.060 (V)
Radio/T.V. Studios		P	P		P	P	P		P	P	P	P	P	
Recycling Facilities	P	P	P	P	P		P		P	P	P	P	P	18.06.060 (V)



COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
School - Colleges and Business, Vocational or Trade Schools		C	P		P	P	P		P	C	C	C	P	18.06.060 (X)
Service and Repair Shops			P				P	P				P	P	
Service Stations/Car Washes			P				P 18.06.060(W)	P				P 18.06.060 (W)	P 18.06.060 (W)	
Service Stations/Car Washes - Existing			P		P 18.06.060(W)		P 18.06.060(W)				P	P 18.06.060 (W)	P 18.06.060 (W)	
Servicing of Personal Apparel and Equipment	P	P	P		P	P	P			P	P	P	P	
Truck, Trailer, and Recreational Vehicle Rentals			P					P						
Workshops for Disabled People	C	C	C	C	P	C	P		C	C	C	C	C	18.04.060 (R)
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>11. PUBLIC FACILITIES, ESSENTIAL</b>														
Airports			C										C	18.06.060 (G)
Inpatient Facilities		C	C	C 18.06.060(T)	C		C		C	C	C	P	P	18.06.060 (G) 18.04.060 (K)
Jails			C		C		C		C				C	18.06.060 (G)
Mental Health Facilities			C	C 18.06.060(T)	C		C						C	18.06.060 (G) 18.04.060 (K)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Other Correctional Facilities		C	C	C 18.06.060(T)	C	C	C		C	C	C	C	C	18.06.060 (G)
Other facilities as designated by the Washington State Office of Financial Management, except prisons and solid waste handling facilities		C	C		C		C			C	C	C	C	18.06.060 (G)
Radio/TV and Other Communication Towers and Antennas	C	C	C	C	C	C	C	C	C	C	C	C	C	18.06.060 (G) 18.44.100
Sewage Treatment Facilities	C	C	C	C	P		P		C	C	C	C	C	18.06.060 (G) 18.04.060 (X)
State Education Facilities		C	C		C		C		C	C	C	C	C	18.06.060 (G) 18.06.060 (X)
State or Regional Transportation Facilities	C	C	C	C	C	C	C		C	C	C	C	C	18.06.060 (G)
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>12. TEMPORARY USES</b>														
Entertainment Events			P		P	P	P						P	
Off Site Contractor Offices	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (DD)
Emergency Housing	P	P	P	P	P			P	P	P	P	P	P	18.04.060 (DD)
Emergency Housing Facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	18.50

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Fireworks, as determined by Fire Dept.			P		P	P	P				P	P	P	9.48.160
Mobile Sidewalk Vendors		P	P	P	P	P	P			P	P	P	P	
Parking Lot Sales			P		P	P	P	P			P	P	P	
Residences Rented for Social Event (6 or less in 1 year)	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (DD)
Residences Rented for Social Event (7 or more in 1 year)	C	C	C	C	C	C	C		C	C	C	C	C	
Temporary Surface Parking Lot		P	P		P	P	P		P					
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
<b>13. OTHER USES</b>														
Accessory Structures/Uses														
Adult Oriented Businesses			P										P	18.06.060 (B)
Agriculture	P	P	P	P					P	P	P	P	P	
Animals	P	P	P	P	P	P	P		P	P	P	P	P	18.06.060 (C)
Cemeteries	C	C	C	C					C	C	C		C	
Conference Center			P		P	P	P						P	
Gambling Establishments			C											
Garage/Yard/Rummage and Other Outdoor Sales	P	P	P	P	P	P	P		P	P	P	P	P	5.24
Home Occupations	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (L)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Parking Facility, Commercial		P	P		P	P	P 18.06.060(S)			P	P	P 18.06.060(S)	P	18.04.060 (V)
Places of Worship	C	C	P	C	P	P	P		C	C	C	P	P	18.04.060 (U)
Racing Pigeons	C	C	C	C					C	C	C	C	C	18.04.060 (Y)
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
Schools	C	C	P	C	C	C	C		C	C	C	P	P	18.04.060 (DD)
Social Organizations		P	P		P	P	P		P/C 18.06.060 (I)	P	P	P	P	
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060 (X)
Wireless Communications Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44

**LEGEND**

P = Permitted Use

MS = Medical Services

DB = Downtown Business

C = Conditional Use

PO/RM = Professional Office/Residential Multifamily

AS=Auto Services

NR = Neighborhood Retail

GC = General Commercial

UW = Urban Waterfront

UW-H = Urban Waterfront-Housing

CSH = Commercial Services-High Density

HDC-1=High Density Corridor-1

HDC-2=High Density Corridor-2

HDC-3=High Density Corridor-3

HDC-4=High Density Corridor-4

(Ord. 7279 §1, 2021; Ord. 7267 §12, 2020; Ord. 7187 §3, 2019; Ord. 7180 §1, 2019; Ord. 7163 §3, 2018; Ord. 7032 §6 (Exh. E), 2016; Ord. 6975 §3, 2015; Ord. 6759 §5, 2011; Ord. 6592 §5, 2008)

No changes to section CC.

Only other changes to track are in table 6.01:

1. **Add 'P'** Under Row: Recreational Vehicles Parks and column: UW.
2. Add 18.06.060.JJ Under Row: Recreational Vehicles Parks and column: APPLICABLE REGULATIONS.

Below is the proposed added section JJ

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JJ. Recreational Vehicle Park. Urban Waterfront (UW) Requirements:

1. Recreational vehicle (RV) parks are permitted on properties within the UW district which meets the following criteria:
  - a. Be a minimum of one acre in size.
  - b. Are located immediately adjacent to or on common property within a public marina.
2. Use specific standards:
  - a. Maximum size: The number of RV's permitted shall not exceed a capacity of 12 vehicles per gross acre of area devoted to the RV park or forty units, whichever is less.
  - b. Individual space size: Each individual RV space including pad, hook-up and surrounding area or associated area shall be no less than 1,000 square feet in size. No more than one RV may occupy an individual space.
  - c. Internal roads: All internal park roads shall be privately owned and maintained. Roads shall be constructed to City of Olympia Engineering Design and Development Standards for private access lanes.
  - d. Access: RV parks shall be located with direct access to an adjacent street with sufficient frontage to permit appropriate design of entrances and exits constructed to City of Olympia Engineering Design and Development Standards.
  - e. Open space/recreational facilities: A minimum of 10% of the site shall be set aside and maintained as open space for recreational use. Such space and location shall be accessible and usable by all RV Park users and guests for passive or active recreation. Parking spaces, driveways, access streets, and storage areas are not considered to be usable open space.
  - f. Vehicle setbacks: No RV pad shall be closer than 5 feet from any adjacent sidewalk or pathway. A minimum separation of 8 feet shall be maintained between all RV pads. Permanent structures within the park shall meet setbacks applicable to the UW District.
  - g. Screening and Landscaping: Provide a 15-foot averaged perimeter street front landscape buffer with a minimum width of 5-feet. A buffer consisting of Type III landscaping as defined in OMC 18.36.060.L shall be provided between the RV park and adjacent streets and land uses.

- h. Utilities: Electricity, Sewer, and Water service shall be provided to each recreational vehicle space. All utility lines in the park shall be underground and shall be approved by the agency or jurisdiction permitting the service.
  - i. Stormwater: Stormwater facilities shall be provided to serve the site as required by the City of Olympia Municipal Code and Engineering Design and Development Standards.
  - j. Other Services: RV parks shall provide the following services:
    - i. A water station for filling recreational vehicle water storage tanks.
    - ii. Restroom facilities containing showers and toilets connected to a public sanitary sewer, the minimum number of which shall be one toilet and one shower for each 20 recreational vehicle sites.
    - iii. Refuse containers for solid waste.
3. Length of Stay: If located within shoreline jurisdiction, use of individual recreational vehicle spaces shall be limited to no more than fifteen consecutive days in accordance with Shoreline Master Program; otherwise length of stay shall be limited to 28 consecutive days.
  4. Regulation and Standards: The RV park must establish an operational plan and adopt park rules governing park operations which include, at a minimum, mandatory quiet periods between ten p.m. and seven a.m. daily.

DRAFT



# Port of Olympia – Waterfront Destination Development Plan

## Olympia Municipal Code (OMC) Amendments Explanations

### Amendment #1:

#### 18.06.040 TABLES: PERMITTED AND CONDITIONAL USES – TABLE 6.01

#### 8. SERVICE, LODGING

Add Recreational Vehicle Parks as 'PERMITTED' under Urban Waterfront (UW). Include section for references "18.06.040.JJ" for APPLICABLE REGULATIONS (see amendment #2 for defined applicable regulations)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Veterinary Offices/Clinics		P	P	P			P			P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H)(H)	18.06.060(F)(2)							
<b>8. SERVICES, LODGING</b>														
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P			P	P	P	P	18.04.060(L)(3)(c)
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		C	P	P	P	P	18.04.060(L)(3)(c)
Hotels/Motels			P	C	P		P		P					P
Lodging Houses		P	P	P	P		P		P	P	P	P	P	
Recreational Vehicle Parks			P		P								P	add reference
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H)(H)	18.06.060(F)(2)							

Detailed Description: By permitting Recreational Vehicle Parks within the Urban Waterfront Zone the City of Olympia is addressing a missing component of development to attract visitors. Within the narrow bank of property between the shoreline and the adjacent streets there is very limited development opportunities. Recreation Vehicle (RV) parks fit within this and other limitations outlined by the Municipal code and the Shoreline Master Program (SMP). This low impact development can fill that void and become an attraction destination for locals as well as out of town visitors. The addition of an RV park would also compliment the nearby marina and boat launch activities.



## Amendment #2:

### 18.06.060 **COMMERCIAL DISTRICTS' USE STANDARDS**

Add the following proposed section of JJ to code:

JJ. Recreational Vehicle Park. Urban Waterfront (UW) Requirements:

1. Recreational vehicle (RV) parks are permitted on properties within the UW district which meets the following criteria:
  - a. Be a minimum of one acre in size.
  - b. Are located immediately adjacent to or on common property within a public marina.
2. Use specific standards:
  - a. **Maximum size:** The number of RV's permitted shall not exceed a capacity of 12 vehicles per gross acre of area devoted to the RV park or forty units, whichever is less.
  - b. **Individual space size:** Each individual RV space including pad, hook-up and surrounding area or associated area shall be no less than 1,000 square feet in size. No more than one RV may occupy an individual space.
  - c. **Internal roads:** All internal park roads shall be privately owned and maintained. Roads shall be constructed to City of Olympia Engineering Design and Development Standards for private access lanes.
  - d. **Access:** RV parks shall be located with direct access to an adjacent street with sufficient frontage to permit appropriate design of entrances and exits constructed to City of Olympia Engineering Design and Development Standards.
  - e. **Open space/recreational facilities:** A minimum of 10% of the site shall be set aside and maintained as open space for recreational use. Such space and location shall be accessible and usable by all RV Park users and





- guests for passive or active recreation. Parking spaces, driveways, access streets, and storage areas are not considered to be usable open space.
- f. Vehicle setbacks: No RV pad shall be closer than 5 feet from any adjacent sidewalk or pathway. A minimum separation of 8 feet shall be maintained between all RV pads. Permanent structures within the park shall meet setbacks applicable to the UW District.
  - g. Screening and Landscaping: Provide a 15-foot averaged perimeter street front landscape buffer with a minimum width of 5-feet. A buffer consisting of Type III landscaping as defined in OMC 18.36.060.L shall be provided between the RV park and adjacent streets and land uses.
  - h. Utilities: Electricity, Sewer, and Water service shall be provided to each recreational vehicle space. All utility lines in the park shall be underground and shall be approved by the agency or jurisdiction permitting the service.
  - i. Stormwater: Stormwater facilities shall be provided to serve the site as required by the City of Olympia Municipal Code and Engineering Design and Development Standards.
  - j. Other Services: RV parks shall provide the following services:
    - i. A water station for filling recreational vehicle water storage tanks.
    - ii. Restroom facilities containing showers and toilets connected to a public sanitary sewer, the minimum number of which shall be one toilet and one shower for each 20 recreational vehicle sites.
    - iii. Refuse containers for solid waste.
3. Length of Stay: If located within shoreline jurisdiction, use of individual recreational vehicle spaces shall be limited to no more than fifteen consecutive days in accordance with Shoreline Master Program; otherwise, length of stay shall be limited to 28 consecutive days.
  4. Regulation and Standards: The RV Park must establish an operational plan and adopt park rules governing park operations which include, at a minimum, mandatory quiet periods between ten p.m. and seven a.m. daily.



Detailed Description: These updates to the code are regarding allowance of Recreational Vehicle (RV) Parks in Urban Waterfront (UW) zones and regulations define how the site is to be used.

# Olympia Planning Commission

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January 10, 2022

Olympia City Council  
PO Box 1967  
Olympia, WA 98507

## **RE: Olympia Planning Commission Recommendation – Proposed Urban Waterfront Code Amendments**

Dear Mayor Selby and City Councilmembers:

On August 2, 2021 and again on December 6, 2021, the Olympia Planning Commission (OPC) unanimously voted to recommend denial of the proposed code amendments to permit Recreational Vehicle (RV) Parks in the Urban Waterfront Zoning District. This recommendation was made after several briefings and presentations from both Community Planning and Development staff, Port of Olympia (“the Port”) staff and consultants, and consideration of written and oral comments from the public. The OPC found the proposed code amendments:

- Restrict and/or discourage waterfront accessibility
- Appear to benefit a single property owner
- Are inconsistent with the goals and objectives of the Olympia Comprehensive Plan
- Are inconsistent with the goals and objectives of the Shoreline Master Program (SMP)
- Are inconsistent with intent of the Urban Waterfront (UW) District
- Are inconsistent with the City’s Greenhouse Gas (GHG) emission reduction goals
- Are inconsistent with City’s commitment to equity and inclusion
- Are inconsistent with the vision of the Downtown Strategy

The Port identified a 3-acre parcel immediately adjacent to the shoreline and between the south end of Swantown Marina and Swantown Boatworks for a future RV park. Under the existing UW zoning district code, an RV park is not permitted. The Port requested a change in the code to allow an RV park. The subject parcel is currently accessed from the Billy Frank Jr. waterfront trail and a sidewalk along Marine Dr. NE. Currently, the waterfront trail is unimproved in this location. The constricting presence of an RV park in this area would limit visual and physical access from the sidewalks, as well as discourage use of the waterfront trail. The Comprehensive Plan and the Downtown Strategy both stress the value of honoring the waterfront as a public amenity. An RV park in this location would diminish this value.

The proposed changes would modify the permitted uses in the UW District by allowing RV parks to locate in proximity to public marinas and require a minimum of 1 acre for such a use. The

only public marina that currently qualifies for this use is the Swantown Marina. With no other property owner able to meet these qualifications, the code amendments only benefit the Port instead of a wider public interest.

The Olympia Comprehensive Plan is the guiding document when considering future land use. The Plan expresses values of walkability, open-space, vibrancy, environmental stewardship, and recognition of the importance of land near water. An RV park in the UW District would not preserve these values. In deliberation, the OPC discussed ideas for future uses that are more compatible with the Comprehensive Plan, and currently permitted under the UW District, including a park, community gardens, open space, small craft launch site, and small retail/restaurant or mixed use. Several of these uses were also identified by the Port as potential uses (mixed used, small craft launch, and light industrial) of the site.

The recently approved update to the SMP identifies compatible uses within the shoreline jurisdiction that are low-intensity, non-motorized, and water-based. The OPC recognizes that an RV park is enhanced by the proximity to the shoreline but is in no way dependent on it. An RV relies less on the natural environment where it is parked than on the infrastructure required to service it, such as a level hard surface, electricity, and water and sewer hookups. This type of use cannot be considered low-intensity and non-motorized. As proposed, an RV park's advantages would be more urban-oriented with proximity to downtown and other Port amenities than water-oriented.

Additionally, the SMP states that preferred uses of the shoreline may not be allowed if they cannot demonstrate they *"will not have significant adverse impacts on other shoreline uses, resources and/or values such as navigation and public access"* (OMC 18.20.680(A)(2)). The OPC finds the proposed UW zoning code amendment would have adverse impact on shoreline values, in particular, but not limited to, public access, and view preservation.

The proposed UW code amendment would create a new permitted use within the UW District which the OPC found is inconsistent with the five-part purpose statement of the district as defined in Olympia Municipal Code (OMC) 18.06.020(4). The OPC finds the proposed code amendment would encourage low amenity development, which does not enhance the appeal and identity of our Capital City. The proposal would not preserve a sense of openness in the water. During their briefing to the Planning Commission, Port staff provided examples of other RV parks, including one in Port Townsend. However, Port Townsend has found the RV park along their waterfront impacts visual access to the waterfront<sup>1</sup>. The proposed code amendment would encourage development which is neither water-related nor water-dependent. Furthermore, the proposed code amendment would create a camping opportunity which is limited to a small subset of the population with the financial means to purchase an RV therefore not providing shoreline access to a significant portion of the public.

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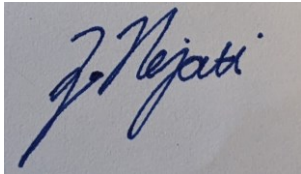
<sup>1</sup> [Port Townsend SMP - Sect. 5.13](#)

The proposed UW zoning code amendment is inconsistent with City of Olympia’s commitment to decrease GHGs emissions<sup>2</sup> and vehicle miles traveled. RV parks by definition must be accessed by vehicle and there are presently no electric RVs available in the United States. Additionally, as mentioned previously, the proposed UW zoning code amendment limits camping opportunities to only those with the financial means to purchase or rent an RV. This is inconsistent with the City of Olympia’s commitment to equity and inclusion. A commitment so strong, the Olympia City Council chose to update the Comprehensive Plan in 2021 through Ordinance 7301 to enshrine those values.

The Port is proximal and integral to Downtown Olympia. As reflected in the vision of the Downtown Strategy, it is important that downtown and the Port by inference, be a “vibrant, attractive regional destination.” The shoreline is a natural attribute with great potential for enhancement. It is an amenity, if adjacent uses are well designed, that could be a desirable asset to downtown and community residents as well as out of town visitors. It is the OPC’s opinion that an RV Park does not lend itself to public interaction necessary for a socially vibrant and attractive space.

Based on these findings, the OPC is forwarding a recommendation of denial to permit RV parks in the UW zoning district. We appreciate the opportunity to provide this recommendation and look forward to further opportunities to serve this Committee, the City Council, and the City of Olympia.

Sincerely,



**Zainab Nejati, Chair  
Olympia Planning Commission**



**Tracey Carlos, Vice Chair (she/her)  
Olympia Planning Commission**

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<sup>2</sup> The Olympia City Council has committed to reducing GHG emission 85% by 2050 from its 2015 baseline.

Public Comment for the Olympia Planning Commission  
 February 22, 2021  
 Helen Wheatley, Olympia Resident

The Planning Commission is being asked to consider language presented by Thomas Architecture Studios, on contract to the Port of Olympia, regarding a proposed RV Park in the Marina District of the Port.

The Port earlier asked for a change to the Shoreline Master Program to include RV Parks as “water-oriented recreation.”

Now it is asking for change to the municipal code to alter permitted uses under the Urban Waterfront Plan.

Why is this necessary? Because up until now, neither the Port of Olympia Strategic Plan, nor the change to the Olympia comprehensive plan in order to implement the Downtown Strategy, have allowed camping on the urban waterfront.

**Not in the Plans**

The proposed RV campground is located in what the Port’s comprehensive scheme designates as part of its “Marina District.” A commercial RV camping facility introduces a new land use to the Port’s strategic plan for that district. Yet the Port has not formally modified its strategic plan. Nor has it initiated a process to formally do so.

In fact, both comprehensive plans currently exclude camping. For Olympia, modification to the strategic plan based on the Downtown Strategy (Ordinance No. 7032) is extremely specific in its *exclusion* of RV camping:

*Suggested permitted and conditions uses for a UW-F2 Commercial District specifically exclude RV Parks under the section on “Services, L:*

8. SERVICES, LODGING					Urban Waterfront					
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		P	P
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P	C	P	P
Hotels/Motels			P	C	P		P	P		
Lodging Houses		P	P	P	P		P	P	P	P
Recreational Vehicle Parks			P							
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)			

This chart demonstrates that the Port is asking the Planning Commission to consider a change to the strategic plans of both governments. The Planning Commission should deliberate with a full awareness of what is being requested of it by the Port.

The City should ask the Port when and how it intends to modify its comprehensive plan to permit RV camping in its marina district, because it hasn't happened yet.

The current "Destination Waterfront" process in which the Port is engaged, like its Vision 2050 Plan, is an outreach process only and not a modification to the strategic plan. Before moving forward, the city should demand greater clarity from the Port regarding its plans to update its actual strategic plan.

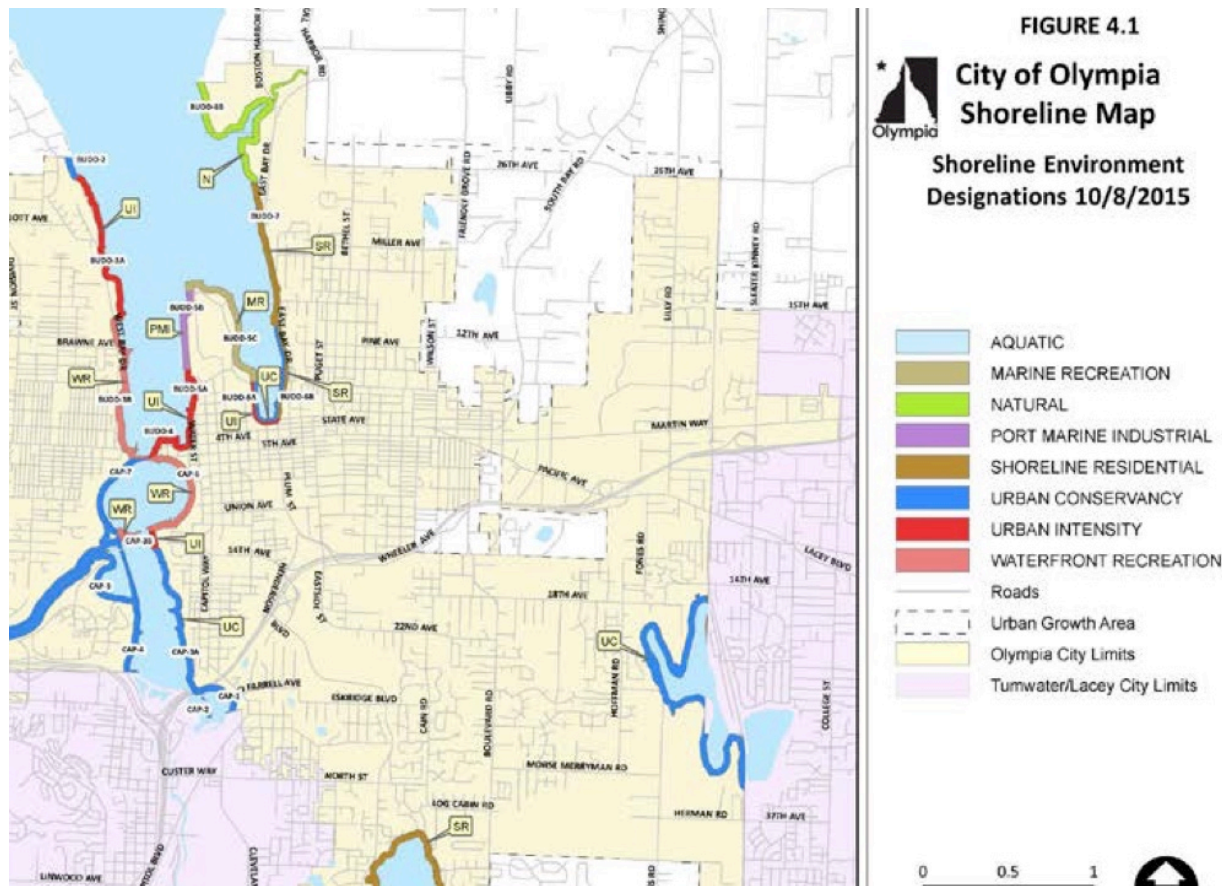
Despite years of strategic planning, the city of Tumwater is currently engaged in a protracted and, so far, failed effort to get the Port of Olympia to engage in completion of a development agreement regarding the New Market Industrial Campus. As a neighbor and partner, Olympia may want to consider more deliberately the extent to which Port plans and promises should be backed by solid policy-making procedures.

### ***Olympia Should Demand Consideration of Other Land Uses***

When it worked on its Downtown Strategy, the City of Olympia was quite clear about the fact that there are other land use considerations for the Port Peninsula.

When the city worked on its Downtown Strategy, it did not include the Port's Boatworks and Marina Districts (designated under the Port's comprehensive plan) in its consideration of land use changes. Indeed, the city specifically recognized a need for "Recognition of the importance of lands near water." The City emphasized that the focus of the change to the Comprehensive Plan for the Downtown Strategy and any accompanying code changes were specifically aimed at "'built' land uses such as housing and commercial structures and development patterns." It left "complementary parks, open spaces and natural areas" to be "addressed in the Public Health, Parks, Arts and Recreation and Natural Environment chapters."

The City also states in regard to the Downtown Strategy that "the Future Land Use Map...is *not* a zoning map." (emphasis added). Rather, it is a *guidance* for zoning and other regulations to be consistent with the Comprehensive Plan. The Zoning Map presented with the Packet is consistent the Future Land Use map, but it is crucial to note that it is not consistent with the Shoreline map under the SMP:



At the time the city changed its comprehensive plan for the Downtown Strategy, the City was clearly deferring discussion of shoreline land use, to a significant degree, to revision of the SMP.

Concerning the shoreline of the Port's Urban Waterfront, the SMP specifically calls out the importance of being consistent with the Port's comprehensive scheme in its section on marine recreation, 2.9(F): "The City recognizes the Port's responsibility to operate its marine facilities and plan for this area's future use through the development and implementation of its Comprehensive Scheme of Harbor Improvements."

The SMP language change to include RV camping is therefore somewhat ill-considered and creates some inadvertent internal contradiction, because camping is not yet a strategic plan option for urban shorelines.

In addition, adding the RV language to the SMP sows some confusion because Olympia has created its own term, "water-oriented recreation" which elides confusingly the more conventional policy distinction between water-based recreation and water-enhanced recreation.

What is "orientation?" Other governments, as well as professional literature concerning the recreation and leisure industry, distinguish between water-based recreation, which requires water, and water-enhanced recreation, which benefits from water but does not require it. Water-based recreation is understood to mean such activities as boating and fishing, or even the viewing of landscape and wildlife unique to water and shorelines that cannot be viewed in a strictly land-bound area.

The continued designation of the Port's Marina as Marine Recreation shoreline (Reach 5C) rather than changing the area to Waterfront Recreation or Urban Intensity under the current revision, certainly implies an intention that shoreline recreational use continue to be water-based in Reach 5C. Adding the RV language in one section of the



SMP without changing the zoning or environment designations mapped, creates an unresolved internal contradiction within the SMP. The City should not move forward on the RV Park until it resolves this contradiction.

The Shoreline Management Act is very clear about preserving public access, which raises an interesting policy question about whether it would be appropriate under the SMP to replace a shoreline area that is now fully accessible to the public for recreation (and with significant water-based viewing opportunity), in order to turn it into commercial space not accessible to the general public (for water-enhanced private camping). The SMP includes stated goals and policies to “Increase public access to publicly-owned areas of the shoreline” and “Increase recreational opportunities for the public in the shoreline.” This would seem to imply that public access should be preferred over privatization of recreation.

Setting aside questions about recreational use of the land, and just looking at commercial use, Section B(4) of the SMP discusses the intention for the Urban Waterfront District shoreline (18.06.060 F2 Commercial District) with the following phrases:

“Encourage high-amenity recreation, tourist-oriented, and commercial development which will *enhance public access* and use of the shoreline”; “Encourage development that...*preserves a sense of openness on the waterfront*”; “Encourage water-dependent and water-related development (as defined in the Shoreline Master Program for the Thurston Region) on shoreline properties and permit light manufacturing uses which *support nearby industrial and marine related uses*” (emphasis added)

In regard to optimizing shoreline use, the SMP actually provides a roadmap for the city of Olympia to consider land use changes on the shoreline to achieve preferred use. No net loss is one stated policy, but so is the including of “incentives to restore shoreline ecological functions where such functions have been degraded by past actions.” It lists “restoration and enhancement of shoreline ecological functions” as “high priorities” that are to be “applied to all uses, developments and activities that may occur within the shoreline jurisdiction.”

It also calls for “Provision of direct physical access to the water where appropriate,” and “provision of a shoreline trail where feasible and consistent with applicable laws.” It calls for restoration of native vegetation. It calls for “bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures water-ward of Ordinary High Water Mark where appropriate.” It states that “Space for preferred shoreline uses should be reserved. Such planning should consider upland and in-water uses [and]...public access and views.”

In the Marine Recreation Environment section, the SMP states that preferred uses “Encourage bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures.”

When considering land use within the Marine Recreation Environment, economic development is placed within a matrix that includes “a variety of benefits to the community including boat moorage...public access, water enjoyment, recreation,” and “wildlife habitat.”

And most importantly, the City clearly calls in the SMP for changes in land use to be wrapped into a “jointly developed shoreline restoration and stabilization plan for Reaches 5C and 6A.”

The SMP makes it very clear: after a restoration and stabilization plan is developed, “the City will initiate a limited amendment to the SMP to implement this Plan.” The proper time to consider changes to the code in regard to RV camping, would be *after* a decision is made to allow RV camping on the shoreline. And the proper way to consider such a revision of land use, is to *jointly develop a restoration and stabilization plan* for the shoreline.

### ***The Timing is Wrong***

City preferences for restoration and stabilization under the SMP must be duly considered and incorporated. Climate change must be duly considered. Preserving and enhancing public access to the shoreline and preventing net loss of water-based recreational opportunities must be duly considered. Finally, given an increasing emphasis

on environmental justice and the element of recreational access within that policy concern, the benefit of the balance of Port recreational activities to all residents of the Port district should be duly considered.

The Port is jumping the gun in bringing forward changes to the city code. Clearly, it needs to work jointly with the city on developing a strategic plan for the shoreline, instead of simplistically rolling the Port's marine shoreline into a more general suggested planning guideline of "urban waterfront" that covers the whole of the peninsula except for the Marine Terminal. Together, the City and the Port should decide whether an RV constitutes a *preferred* shoreline use. Only then should the City consider changing its code to accommodate this brand new land use.

The City of Olympia, unlike the Port, has another urgent consideration.

The City of Olympia is currently engaged in dialogue with other local governments regarding homeless mitigation. RV camping is a big part of that conversation. It seems tone-deaf, at the very least, to consider RV camping as profit-earning recreation only, when there is an urgent local need for RV camping for housing mitigation.

The City could consider, and decide, that it wants a mitigation site on the Port peninsula. This is absolutely possible under the Port RCWs. Other Ports provide mitigation sites.

As noted, at present the section of the Port shoreline being considered for an RV campground is not included in the downtown residential strategy. It could be appropriate to locate a mitigation site in this area as a commercial zone. The proposed RV campground is not directly adjacent to Swantown Marina. RV ("land yacht") mitigation site residents would not impinge on or displace Swantown Marina "liveaboard" boat residents, or on the "urban intensity" zoned areas. It seems reasonable to assume that the public would expect consideration of this possibility, given the immediacy and urgency of the housing crisis.

## Cari Hornbein

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**From:** Nicole Floyd  
**Sent:** Tuesday, June 01, 2021 8:12 AM  
**To:** Cari Hornbein  
**Subject:** FW: RV Park

Public comment for you.

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**From:** Bette Jean Phillips <bettejeanp@outlook.com>  
**Sent:** Friday, May 28, 2021 11:11 AM  
**To:** Nicole Floyd <nfloyd@ci.olympia.wa.us>  
**Subject:** RV Park

**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Please do not add an RV Park next to Swantown Boatworks. It would ruin the entire area. Keep that area an open area. What about runoff into the sound from the RV's. Are they to be lived in??

## Cari Hornbein

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**From:** Barbara Herman <hermanbarbara@icloud.com>  
**Sent:** Sunday, June 13, 2021 9:54 AM  
**To:** Cari Hornbein  
**Subject:** Recreational vehicle parks on waterfront

**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Please add my vote against this proposal. This is our city's beautiful recreational area and doesn't need to be mucked up with RV parks.

Sent from my iPad  
*Barbara*

## Cari Hornbein

---

**From:** mary fitzgerald <olymfitz@hotmail.com>  
**Sent:** Wednesday, July 07, 2021 11:50 AM  
**To:** Cari Hornbein  
**Subject:** RV park within Swantown development area.

### External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Dear Ms. Hornbein,

I would like to voice my support for the proposed change to city regulations to allow development of an RV facility at the Swantown site. A small park would be a good way to attract visitors to the downtown core that includes many restaurants, shops, the farmers market and public access to our beautiful waterfront.

Many people will oppose this idea because when they think of RVs, they only think of the homeless population that appears to litter, and disrespect the city that has been most generous in allowing them to populate areas around the lake and along the road into the St. Peter hospital.

Their RVs and obvious lack of ability to pay to live in a proper facility does not reflect the type and majority of visitors this facility would attract. In general RVers are responsible, clean and financially sound.

Most state parks keep the RVs allowed at kept under 23 feet which would help with road and turnaround space required. The Port of Port Townsend has a small RV park that is very popular and a place where boaters can meet up with RVers. Attracting both to the same area of downtown will benefit the downtown businesses that have suffered so greatly during the covid pandemic.

I fully support the city's exploration of this issue and think it would be a positive use of the empty space that surrounds the Swantown/Port of Olympia peninsula.

Thanks for your time and consideration.

Sincerely,  
Mary Fitzgerald  
Olympia Resident 38 years

[utlook for Android](#)

## Cari Hornbein

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**From:** Karen Bray <gkbray@gmail.com>  
**Sent:** Tuesday, June 15, 2021 4:20 PM  
**To:** Cari Hornbein  
**Subject:** Port of Olympia's plan to build a RV park

### External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Dear Ms Hornbein:

We are hopeful that considerations concerning reduction of CO2 emissions and sea level rise will prevail and the Port's application will be denied. It does not seem an appropriate use considering the adoption of the Climate Mitigation Plan. We have been sailors most of our lives, but the last few years we have explored land by RV, albeit a very small one. We are familiar with RV parks and opportunities for holding tank mishaps and excessive use of generators. All of which are inconsistent with improving water and air quality.

As a nearby neighbor of the Port we already live with light and noise pollution. We have participated in the Audubon Christmas bird count and Cornell backyard bird count for almost 50 years. There has been a dramatic decrease in numbers and species in the East Bay area....and reduction in salmon return to Moxley Creek.

As city taxpayers we would like to see that parcel used for a place where Olympians can gather on the near shore...perhaps restore a marsh area for habitat for birds, amphibians and fish. Perhaps a place where children could actually put their feet in the sea water. instead of a concrete artificial stream at the East Bay Plaza.

We appreciate the opportunity to comment on this application.

Kind Regards,  
Karen Bray

## Cari Hornbein

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**From:** Karen Bray <gkbray@gmail.com>  
**Sent:** Wednesday, July 07, 2021 2:17 PM  
**To:** Cari Hornbein  
**Subject:** Revised code amendments for the Port

### External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

As folks who have lived on the shores of Budd Inlet for over 50 years, we are concerned that the Port is not taking the Thurston Climate Mitigation Plan very seriously. RV owners, and we have been one, run generators, are sloppy about emptying their holding tanks and generally produce a lot of non recyclable trash. Private and State Parks seem to be doing a fine job of filling that need.

As the Ports closest neighbor on East Bay Drive we already live with light pollution, excessive noise, and air pollution from logging trucks and equipment.

We have attended city meetings in the past about sea level rise mitigation. What we learned from those meetings is that the natural shoreline is important to absorb the rise and we need to be creating more.

We taxpayers have been supporting the Port quite handily over the years. What about a park for "We Olympians" so kids can actually put their feet in the water, view shore birds, learn about the tides, and picnic.

Thank you for the opportunity to comment,

Karen and George Bray

**Cari Hornbein**

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**From:** jacobsoly@aol.com  
**Sent:** Monday, July 19, 2021 3:30 PM  
**To:** Cari Hornbein  
**Subject:** Testimony for this Evening's Hearing

**External Email Alert!**  
This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Hi Cari --

Please forward this to the Planning Commission for this evening's hearing. I will be unable to attend due to another commitment.

Thanks,

Bob Jacobs

=====

Planning Commission Members:

Please accept this email as my testimony on Item 6A of your agenda this evening, Recreational Vehicle Parks in the Urban Waterfront Zoning District.

Waterfront areas are the most valuable land in the state, as indicated by the fact that they have their own statewide zoning law, the Shorelines Management Act (SMA).

The city of Olympia largely follows the spirit of the SMA in its regulation of this uniquely precious area. For instance, by forbidding parking lots in the shoreline area.

This Port of Olympia proposal is, in my opinion, out of step with both the spirit of the SMA and Olympia's regulations. It seems quite inappropriate to allow recreational vehicle parks in the shoreline area.

A possible exception would be if these RV parks were for homeless people to use on a temporary basis, since homelessness is a serious problem.

Bob Jacobs  
360-352-1346

720 Governor Stevens Ave. SE  
Olympia 98501



July 27, 2021

Dear Olympia Planning Commission,

I write in opposition to the proposed change in the Comprehensive Plan to allow the Port of Olympia to site an RV park on the waterfront.

The Port once was the site of heavy industrial activity. A 1947 photo shows logs everywhere. These logs were treated with creosote, chromated copper arsenic, diesel oil and other toxic chemicals that were routinely dumped into the water. The logs themselves were sprayed with DDT, a chemical relative of Agent Orange.

The sediments on the Port were tested and analyzed about 20 years ago by Dr. Kate Jenkins, dioxin expert at the EPA. Prior to testing the Cascade Pole site, she was the expert who analyzed contamination at Love Canal and Tynes Beach, Missouri. She reported that the sediments at Cascade Pole were magnitudes more contaminated than these other infamous sites. Her consultant was Alan Fixdel, who later became the Executive Director of the Washington State Energy Facility Site Evaluation Council. Similar toxic sediments are at the site of this proposed neighboring campground, including polycyclic aromatic hydrocarbons, one particularly nasty toxin which vaporizes in temperatures over 50 degrees. Despite the Port's claim that Cascade Pole is being cleaned up, it has merely been contained, and contamination continues to leak from it.

The idea of hosting overnight stays for families and children in the summer on an extremely toxic site with no adequate cleanup should stop this project in its tracks. Will families want to camp at a place emitting toxic vapors where their children and pets cannot even touch the water because it is so contaminated? Will the Port and City include the history of this site and the findings of the extremely high level of toxics found there in their advertising? To not do so would be, in my opinion, immoral. I am certain that the toxic nature of the site will become common knowledge, if it is not already, dissuading many campers from stationing themselves on top of it. People should not be allowed, let alone encouraged to live on top of toxic sites, even for a night.

Also, the Port's own Destination Waterfront Survey tallied less than 25% approval for the idea of RV camping at the Port. The public does not support this idea.

Thank you.  
Esther Kronenberg

## Cari Hornbein

---

**From:** Sandler & Seppanen <Laurel.Lodge@Comcast.Net>  
**Sent:** Monday, August 02, 2021 8:54 PM  
**To:** Cari Hornbein  
**Subject:** Comment on proposed RV park

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Cari Hornbein,

I am writing in opposition to approving an RV Park on Port's waterfront property. Like most of the people who many provided feedback via Survey 1 of Destination Waterfront on opportunities to consider, I did not choose RV Park as an opportunity I would consider. Less than 25 people out of about 425 respondents selected the RV park as the opportunity of interest while 5 other categories were selected by 50 people each.

The community has a low level of interest in an RV Park at on the waterfront. Public access and recreation are greater interest, yet the RV Park might negatively impact public path through the project area. It does not make sense to threaten the item of interest to offer an opportunity of lesser interest.

Loretta Seppanen  
2919 Orange Street SE, Olympia, WA

## Cari Hornbein

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**From:** foxeangel <foxeangel@comcast.net>  
**Sent:** Thursday, November 04, 2021 11:37 AM  
**To:** Cari Hornbein  
**Subject:** RE: Recreational vehicles proposal.

Thank you for including my comments at the meeting.

I don't know how the Port could get them off their property when their time limit expires.

The city has a 24 hour limit (or a limit) to park on the streets. Apparently, the homeless overrides that policy and the city accepts their behavior.

I just want Olympia to be a beautiful place again. We are the Capitol of the state in a gorgeous location. The city could get rid of them if it took more pride in the city.

Thanks for getting them off of squatting on the sidewalks.

Most of them could work - like I did and as a single mother. Thank you. Have a good day.

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: Cari Hornbein <chornbei@ci.olympia.wa.us>  
Date: 11/4/21 11:05 AM (GMT-08:00)  
To: foxeangel <foxeangel@comcast.net>  
Subject: RE: Recreational vehicles proposal.

Greetings,

Thank you for your comments. I'll include them in the packet of information the Planning Commission will receive prior to the public hearing.

For your information (assuming the Port's proposed code amendments are approved), the RV park is intended to be for recreational use with a maximum length of stay of 15 days. The Port will be managing the RV park, so it will have more oversight.

I hope this helps address your concerns, but feel free to reach out if you have additional questions or comments.

Regards,

**Cari Hornbein, AICP, Senior Planner**

City of Olympia

Community Planning and Development Department

360-753-8048 | [chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)

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**From:** foxeangel <foxeangel@comcast.net>  
**Sent:** Thursday, November 04, 2021 10:30 AM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Recreational vehicles proposal.

This is just another opportunity to destroy Olympia. You know, as well as I know, it is an invitation for the homeless to move in. Please, don't let Olympia develop another ghetto area and claim a beautiful piece of land - especially by the water.

I vote no to the proposal.

Sent from my T-Mobile 4G LTE Device

## Cari Hornbein

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**From:** Barbara Herman <hermanbarbara@icloud.com>  
**Sent:** Thursday, November 04, 2021 2:03 PM  
**To:** Cari Hornbein  
**Subject:** RV amendments

The planning commission had it right the first time. We do not need RV's mucking up our waterfront more than it is already.

Sent from my iPad  
*Barbara*

## Cari Hornbein

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**From:** northbeachcomm@cs.com  
**Sent:** Thursday, November 04, 2021 8:52 AM  
**To:** colleena@w-link.net  
**Subject:** NOV 15.....SWAN TOWN RV PARK??/ Recreational Vehicle Code Text Amendments

NOV 4

The Port of Olympia owns the Swantown marina area, on East Bay of Budd Inlet, Puget Sound.

This area is not currently authorized to have an RV park.

Currently they serve 200 boats there at the marina?

The parking is often difficult for those of us who put our boats in the water there.

The City of Olympia Comprehensive Plan did not make provisions for this RV site location, it is next to Budd Inlet and stormwater issues for that part of East Bay are of great concern. Plus this proposed RV park does not follow the Shoreline Management Plan, SMP, to protect Budd Inlet.

East Bay has huge pollution problems, what with the outfall of polluted water coming from the City culvert near 222 East Bay DR., and the LOTT Sewer treatment plant discharge 500 feet into Budd Inlet from that location, ( a friend told me the sewage smells in the summer, are awful!)

Public comment is on a Monday, Nov. 15th zoom meeting, see below.

Please send in comments saying "No" to this Plan.

Thanks!

Lisa R.

338-5237

-----Original Message-----

From: Diana Simmons <dsimmons@ci.olympia.wa.us>

Cc: Cari Hornbein <chornbei@ci.olympia.wa.us>; Kenneth Haner <khaner@ci.olympia.wa.us>

Sent: Thu, Nov 4, 2021 11:15 am

Subject: City of Olympia - Notice of Public Hearing - 20-4640 Recreational Vehicle Code Text Amendments

**This notice is being provided to residents that have expressed interest in the proposal.**

The City of Olympia received an application from the Port of Olympia to amend Olympia Municipal Code, Chapter 18.06 to allow recreational vehicle parks in the Urban Waterfront zone district, and establish development standards for minimum parcel size, density, setbacks, access, screening/landscaping, services, access and other design requirements.

These amendments were the subject of a public hearing last summer. Following the hearing, the Planning Commission recommended to the City Council denial of the proposed amendments. The

Land Use and Environment Committee referred the amendments back to the Planning Commission for further consideration.

The Olympia Planning Commission will hold a virtual public hearing at or after **6:30 p.m., on Monday, November 15, 2021**, to receive public comments prior to making a recommendation to the City Council regarding the proposed code amendments. Register in advance for this meeting through the following link:

Registration Link: [https://us02web.zoom.us/webinar/register/WN\\_ty1AftNKSte2v62yJnqknA](https://us02web.zoom.us/webinar/register/WN_ty1AftNKSte2v62yJnqknA)

After registering, you will receive a confirmation email containing information about joining the meeting.

**Public Comment Opportunity:** Anyone interested is invited to attend via Zoom and present testimony regarding the proposal. At the time you register and sign up, you will have the option of indicating if you want to give public testimony. To register use the link listed above. To assure consideration, written comments must be received prior to 5:00 p.m. on Monday, November 15, 2021. Written statements may be submitted to the Commission in care of the Olympia Community Planning and Development Department, PO Box 1967, Olympia, WA 98507-1967; or via email to [chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us).

Diana Simmons  
Program Assistant  
City of Olympia  
Community Planning and Development  
PO Box 1967 | 601 4th Avenue | Olympia WA 98507  
Phone: 360-753-8231  
Email: [dsimmons@ci.olympia.wa.us](mailto:dsimmons@ci.olympia.wa.us)

## Cari Hornbein

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**From:** Karen Bray <gkbray@gmail.com>  
**Sent:** Saturday, November 13, 2021 2:20 PM  
**To:** Cari Hornbein  
**Subject:** Public comment on the request by the Port to reconsider the Land use amendments in regard to

plans for an RV park

If one looks at an aerial view of the Port Peninsula; it is striking to see how much of the land is impervious surface....Swantown boat yard, log storage areas, parking for vehicles and boats, plus paved parking lots at North Point(required because of contamination by Cascade Pole).

Certainly our ongoing Climate Summit is reminding us that we need to make a renewed effort to mitigate mistakes of the past and renew our efforts to make meaningful changes. I don't believe we should be "developing" open space" that thankfully we still have. I mentioned in my previous comment the risks of an RV Park. What we need is more trees on the port, a place for residents to gather and enjoy East Bay. Keeping that parcel of land pervious and the shoreline undeveloped should be a priority.

Respectfully, Karen Bray



## Cari Hornbein

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**From:** Cari Hornbein  
**Sent:** Tuesday, November 23, 2021 1:17 PM  
**To:** Cari Hornbein  
**Subject:** FW: City of Olympia - Notice of Public Hearing - 20-4640 Recreational Vehicle Code Text Amendments

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**From:** Esther Grace Kronenberg <[wekrone@gmail.com](mailto:wekrone@gmail.com)>  
**Sent:** Sunday, November 14, 2021 4:31 PM  
**To:** Diana Simmons <[dsimmons@ci.olympia.wa.us](mailto:dsimmons@ci.olympia.wa.us)>  
**Subject:** Re: City of Olympia - Notice of Public Hearing - 20-4640 Recreational Vehicle Code Text Amendments

Hello,

Please accept this email as a public comment on the proposed RV campground on Port property.

I am opposed to the change in zoning to allow an RV campground on Port property.

It does not conform to the wishes of the public expressed in the Port's own vision 2020 which found most of Olympia wants increased public access to the waterfront. This project removes a portion of that waterfront for local use. People from Olympia are not going to spend a lot of money to camp at the Port.

More importantly, the Port site is one of the most toxic sites in the State. The Cascade Pole site had dioxin levels hundreds of times worse than Love Canal and Tines Beach, MO. The sediments in the East Bay are so toxic, people can't even touch the water without risking dangerous exposures to the stew of toxic chemicals that were used for wood treatment before the 1970's. These chemicals are persistent and are still present on the site. Polychlorinated Aromatic Hydrocarbons (PAH) are not only persistent and dangerous, they also vaporize in hot weather and contribute to toxic air.

I don't believe it is ethical to put a camping site that will undoubtedly have lots of young people, families and children on top of this former toxic industrial site. Whatever mitigations have been done are merely a coverup. It has not removed these dangerous chemicals that persist in the water, sediment and when heated on a summer day vaporize into the air. People will be staying for days, not just a quick trip to the Farmer's Market, increasing their risk of exposure. Will a disclaimer about what this site used to be and what chemicals are still present be disclosed to potential visitors as part of the contract?

This is not an appropriate use for this site. It does not serve the public, and in fact, endangers those who would use it. The Port needs to follow the Vision statement and make this area available to local residents.

Thank you.  
Esther Kronenberg

On Thu, Nov 4, 2021 at 8:15 AM Diana Simmons <[dsimmons@ci.olympia.wa.us](mailto:dsimmons@ci.olympia.wa.us)> wrote:

You are receiving this notice as an identified contact person for your

Recognized Neighborhood Association. Please share this information with your neighbors. This notice is also being provided to residents that have expressed interest in the proposal.

The City of Olympia received an application from the Port of Olympia to amend Olympia Municipal Code, Chapter 18.06 to allow recreational vehicle parks in the Urban Waterfront zone district, and establish development standards for minimum parcel size, density, setbacks, access, screening/landscaping, services, access and other design requirements.

These amendments were the subject of a public hearing last summer. Following the hearing, the Planning Commission recommended to the City Council denial of the proposed amendments. The Land Use and Environment Committee referred the amendments back to the Planning Commission for further consideration.

The Olympia Planning Commission will hold a virtual public hearing at or after **6:30 p.m., on Monday, November 15, 2021**, to receive public comments prior to making a recommendation to the City Council regarding the proposed code amendments. Register in advance for this meeting through the following link:

Registration Link: [https://us02web.zoom.us/webinar/register/WN\\_ty1AftNKSte2v62yJnqknA](https://us02web.zoom.us/webinar/register/WN_ty1AftNKSte2v62yJnqknA)

After registering, you will receive a confirmation email containing information about joining the meeting.

**Public Comment Opportunity:** Anyone interested is invited to attend via Zoom and present testimony regarding the proposal. At the time you register and sign up, you will have the option of indicating if you want to give public testimony. To register use the link listed above. To assure consideration, written comments must be received prior to 5:00 p.m. on Monday, November 15, 2021. Written statements may be submitted to the Commission in care of the Olympia Community Planning and Development Department, PO Box 1967, Olympia, WA 98507-1967; or via email to [chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us).

Diana Simmons

Program Assistant

City of Olympia

Community Planning and Development

PO Box 1967 | 601 4th Avenue | Olympia WA 98507

Phone: 360-753-8231

Email: [dsimmons@ci.olympia.wa.us](mailto:dsimmons@ci.olympia.wa.us)

## Cari Hornbein

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**From:** C. Persons <cpeople2u@gmail.com>  
**Sent:** Monday, November 15, 2021 5:55 PM  
**To:** Cari Hornbein  
**Subject:** Comment for PC Public Hearing on Port of Olympia's RV Park Proposal

Dear Ms. Hornbein --

Due to fluctuating power today, I am pasting here my comments to the Planning Commission. Please forward them to the Commissioners although I may be able to get through them tonight.

Charlotte Persons  
903 Glass Ave. NE, Olympia, WA 98506  
360-431-1174

Since the Planning Commission's letter of August 16 that recommended "no" to the RV Park, some changes and suggested changes now negate the reason for that recommendation. Two objections remain, that the code amendments would (1) Restrict and/or discourage waterfront accessibility and (2) Are inconsistent with the goals and objectives of the Olympia Comprehensive Plan. Page 2 of that letter states the Comp Plan has "values of walkability, open-space, vibrancy, environmental stewardship, and recognition of the importance of land near water."

Here is a suggestion to honor those values and preserve the only current public access to the water. Add this suggested language to the "uses" part of the draft Code Change Amendment: If a public trail or sidewalk along the shoreline is present in the RV site, preserve both a public trail along the shoreline and its views of the near and far shore.

Second, from the agenda items, it is not clear what the Planning Commission will be considering for recommendation because changes proposed by the Port of Olympia in their presentation on Nov. 1 are not included in the Draft Amendment or tonight's agenda packet. For example, the Port stated that not 40 but rather 24 RV sites would be built. This could considerably widen the spaces between RV berths and allow more landscaping and privacy between berths, a considerable amenity. If included in the draft amendment, the public could be assured that the RV park really might be "best in class".

Most important, to avoid the appearance that the code change is to benefit one property owner, the Port suggested that the code amendment language be changed to apply to private as well as public marinas. This would allow an RV park adjacent to West Bay Marina. However, a second shoreline RV park will further restrict public water access and not honor the values of the Comp Plan.

In addition, the only empty parcel within the Urban Waterfront Zone is south of West Bay Marina, and comes with its own set of problems. That parcel is within a 100-year flood zone with an elevation of 14 feet. It is also sandwiched between two parcels, one the Marina itself, that have had toxic cleanups. Before voting to expand the code language, the Planning Commission should have staff evaluate and report on the new land area affected.

More broadly, I suggest the Planning Commission should NOT change the code amendment to apply to both public and private marinas. The public record will show that the code change was, and arguably is, to benefit one property owner, the Port.

The harm is already done, and the appearance of benefiting one property owner is probably de minimis. Given the size of the Port's RV project, the lack of public comment, and the expense of legal battles, it is highly doubtful anyone will pursue legal action. Please request a staff report on the area affected by applying the code change to land adjacent to West Bay Marina, or just keep the code amendment as first proposed.

Charlotte Persons

## Cari Hornbein

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**From:** PlanningCommission <PlanningCommission@co.thurston.wa.us>  
**Sent:** Monday, November 22, 2021 9:53 AM  
**To:** Maya Teeple; Christina Chaput  
**Subject:** FW: RV Park

Hello,  
I'm not sure this is going to the PC or which staff is working on this? Please forward, as appropriate.  
Thank you  
Polly

---

**From:** Thurston County | Send Email <spout@co.thurston.wa.us>  
**Sent:** Thursday, November 18, 2021 7:44 AM  
**To:** PlanningCommission <PlanningCommission@co.thurston.wa.us>  
**Subject:** RV Park

This email was created by the County Internet web server from the email masking system. Someone from the Public has requested to contact you with the following information:

To: **Planning Commission**

Subject:

From: **Bette Jean Phillips**

Email (if provided): [bettejeanp@outlook.com](mailto:bettejeanp@outlook.com)

Phone: (if provided): **360 4643685**

Message:

**Please do not allow an RV Park near the Swantown boat works and marina. The waterfront trail and entire area should be kept as an open area for all to enjoy. Adding an RV park would detract from the beauty of the amenities that include the Farmer's Market and other businesses in the area. Please reconsider your plan and leave the area as an open space.**

## **Cari Hornbein**

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**From:** rpbarnoski <rpbarnoski@comcast.net>  
**Sent:** Thursday, November 18, 2021 8:08 AM  
**To:** Cari Hornbein  
**Subject:** RV Park on Port Property

I totally agree with planning commission decision to not allow an RV Park near Swantown Marina. It does not fit and there must be a better public use of that land.

## Cari Hornbein

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**From:** northbeachcomm@cs.com  
**Sent:** Thursday, November 18, 2021 8:15 AM  
**To:** Cari Hornbein  
**Subject:** NOV 18.....SWAN TOWN RV PARK??/ Recreational Vehicle Code Text Amendments

Sent: Thu, Nov 4, 2021 11:51 am  
Subject: NOV 15.....SWAN TOWN RV PARK??/ Recreational Vehicle Code Text Amendments

NOV 17

Dear Olympia Planning;

I do not support an RV park on Budd Inlet, within the City of Olympia.  
The Port of Olympia owns the Swantown marina area, on East Bay of Budd Inlet, Puget Sound.  
This area is not currently authorized to have an RV park.  
Currently they serve 300 boats there at the marina?  
The parking is often difficult for those of us who put our boats in the water there. Parking is a big issue.

The City of Olympia Comprehensive Plan did not make provisions for this RV site location.  
So many people worked on the Olympia Comp Plan.  
We cannot throw this plan out of the window, it is important.  
The Comp Plan did not have an RV park in the game plan for this area.

Plus this proposed RV park, is next to Budd Inlet. The stormwater issues for that part of East Bay are of great concern. Stormwater issues will be worse with an RV park.  
All the extra vehicles, all the extra dogs and cats at the RV park will be overwhelming.

Plus this proposed RV park does not follow the Shoreline Management Plan, SMP, to protect Budd Inlet.  
East Bay of Budd Inlet has huge pollution problems, what with the outfall of polluted water coming from the City culvert near 222 East Bay DR..  
Plus the LOTT Sewer treatment plant discharges tons of effluent about 500 feet into Budd Inlet from that location, ( a friend told me the sewage smells in the summer, are awful!)

I say "No" to this RV Plan at the Port of OLYmpia, Swantown area.

Thanks!  
Lisa Riner  
2103 Harrison



Oly., WA . 98502  
338-5237

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## Cari Hornbein

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**From:** Betsy Brandt-Kreutz <quiltzy@hotmail.com>  
**Sent:** Thursday, November 18, 2021 10:22 AM  
**To:** Cari Hornbein  
**Subject:** proposed RV waterfront park

Hi Carrie Hornbein,

I am submitting my comment on the proposed waterfront RV park between Swantown Marina and Swantown Boatworks. I am opposed to this and I do not believe an RV park belongs there. I look at what has happened on Ensign road and cannot bear the thought of such a beautiful area becoming another eyesore. I enjoy walking in that area as do many others. I relish in the serenity the area has to offer and the views for all to enjoy. The area should be a park for all to enjoy and permits should continue to be disallowed in that area. Thank you for your time, Betsy Brandt-Kreutz

## **Cari Hornbein**

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**From:** Thad Curtz <curtzt@nuprometheus.com>  
**Sent:** Thursday, November 18, 2021 10:45 AM  
**To:** Cari Hornbein  
**Subject:** Comment on the Urban Waterfront Code Amendments

Dear Planning Commissioners,

I hope you will not recommend allowing RV Parks in the Urban Waterfront Zone. That area in and adjacent to downtown is gradually adding market rate housing and supporting businesses to take advantage of the attractions offered by proximity to the water. A lot full of parked RVs will be a really unattractive addition to it.

Best wishes,  
Thad Curtz

113 17th Ave SE  
Olympia, WA 98501

## Cari Hornbein

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**From:** Rita Sammons <ritasammons@gmail.com>  
**Sent:** Thursday, November 18, 2021 4:04 PM  
**To:** Cari Hornbein  
**Subject:** Urban Waterfront Code Amendments

Dear Cari,

I am writing to express my concern regarding the Urban Waterfront Code Amendments. I understand the Port of Olympia would like to allow an RV park along the shoreline by the Swantown Marina. I think that would be a terrible use of the land. I am one of the many citizens that enjoy walking along that trail. Having some sort of RV park would drastically change the natural beauty of that area and have such a negative impact on the folks that enjoy it. I do hope the Olympia Planning Commission will not allow the land use policies to be changed.

Thank you for your time,

Rita Sammons  
1804 9<sup>th</sup> Ave SE  
Olympia

Sent from [Mail](#) for Windows



Virus-free. [www.avg.com](http://www.avg.com)

## **Cari Hornbein**

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**From:** Stephani Ross <stephannross@gmail.com>  
**Sent:** Thursday, November 18, 2021 9:10 PM  
**To:** Cari Hornbein  
**Subject:** Comments for Planning Commision

Hi Cari,

We are very concerned about the Port's proposal to allow RVs to park along Marine Drive.

Can you direct me to the online access for public comments?

Thank you,

Stephani Ross

## Cari Hornbein

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**From:** Bob Ziemek <Bob@ZiemekDentalLab.com>  
**Sent:** Thursday, November 18, 2021 9:26 PM  
**To:** Cari Hornbein  
**Subject:** Port allowing RVs

Cari, Follow the rules already set in place. No RVs. Why don't you all open your eyes and see what you are doing to this city? We all see it. How is the providence park going out by the hospital, not good! Capital lake! Not good! People work hard here in Olympia and pay a lot of taxes. You and your team continue to let this go on and it's turning our city into a RAT HOLE!! I had a long time friend from Buffalo NY who was retiring and want to check out Olympia . Him and his wife came out to stay with us for a week. At the end of the week he said, I love the area but I couldn't live here because of the down town area. Vote NO.

Get [Outlook for iOS](#)

## Cari Hornbein

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**From:** Melanie <mmpeters525@hotmail.com>  
**Sent:** Friday, November 19, 2021 7:55 AM  
**To:** Cari Hornbein  
**Subject:** Proposed RV Park Near Swantown - Opposition

I am a resident of downtown Olympia and would like to share my comments in opposition of the proposed RV site in the Urban Waterfront Zone (adjacent to the shoreline near the south end of Swantown Marina and Swantown Boatworks).

This area is beautiful and the surrounding paths are used by many residents for pleasant walks with outstanding views.

It would be an assault to our eyes, ears and noses to have this area filled with diesel-spewing RV's (along with their omni-present "spare car" or other "toys"), their generators running constantly and their 55" inch big screen TV's which they set up outside their RV's for their "camping" entertainment.

And this is only addressing the effect to humans – I haven't even mentioned the detrimental effects this proposed RV park would have on the current resident and migrating wildlife .

Please continue pass this request along to the Planning Commission to deny this horrible idea so we can continue to have our unique mountain and water views unobstructed by RV's.

Thank you!

Melanie Peters

## Cari Hornbein

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**From:** Gordon Wheat <gwheat12@gmail.com>  
**Sent:** Friday, November 19, 2021 12:13 PM  
**To:** Cari Hornbein  
**Subject:** Waterfront RV Park

Hi Cori,

I want to make a public comment about the proposed waterfront RV Park next to Swantown Marina. I went to the planning commission website but could not see how to do so.

I am opposed to siting an RV park on this land. I consider this land to be held by the port in the interest of the citizens of Olympia. The idea that the planning commission would even consider changing the zoning of this parcel to allow for an RV park is unconscionable. This is a public trail which my wife and I walk on frequently. This is a public good. Any other use of this land must also be a public good. We support the port with our taxes and put land in their trust to use responsibly. I am highly suspicious of the motives of the port for even considering such a proposal. An ugly trailer park on this parcel is unacceptable to me and to everyone I know.

Please let me know if this suffices, or if there is somewhere else I need to register my public comment!

Gordon Wheat  
1617 East Bay Dr. NE  
Olympia, WA 98506



## Cari Hornbein

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**From:** JUDITH BARDIN <judybardin@comcast.net>  
**Sent:** Friday, November 19, 2021 12:34 PM  
**To:** Cari Hornbein  
**Subject:** Please accept my comments to the OPC's Urban Waterfront Code Amendments Public Hearing on 11-15-21

Hi Cari,

Please accept my comments for the public hearing on the Urban Waterfront Code Amendments. I lost power on Monday and was not able to attend the Zoom meeting or submit comments. I appreciate the Commission extending the deadline for comments.

### Comments for the 11/15/21 Hearing on the Urban Waterfront Code Amendments.

I am writing to oppose the change in Olympia's Municipal Code that would allow RV parks on our waterfront (Urban Waterfront zoning districts). I support the Olympia Planning Commissions initial decision *not* to recommend RV parks and their rationale for their decision which is outlined in their letter to the City Council, i.e., it will limit public access to the waterfront, does not follow three Olympia City plans, and benefits only one entity.

Our waterfront, is a precious resource that is greatly utilized by many Olympians and visitors to Olympia. As Olympia and the state densify, more people will want to use our waterfront for recreational purposes. It will become an ever more important asset for the public. Recently we have seen very high temperatures in Olympia in the summer. This trend is projected to worsen with climate change. Having access to the waterfront will help people cool off with warmer temperatures.

The SMP prefers or even mandates uses that are particularly dependent on a waterfront location. RV parks are not. There are many already established RV parks, especially in nearby State parks. RV parks on the waterfront will limit public access both physically and visually. These parks will benefit a few people who have an RV. It would change a shoreline area that the public can enjoy into a commercial space not available to the general public.

The Port's idea to get Olympia to allow RV parks on both public and private lands would expand the use of these parks to two specific locations within Olympia's Urban Waterfront zone. This just makes a bad idea worse. Additionally, waterfront RV parks are not even in the Port's Strategic Plan.

Please, stay with your original recommendation, not to allow RV parks on Olympia's waterfront.

Thank you, Judy

Judy Bardin  
1517 Dickinson Ave NW  
Olympia, WA 98502  
360-401-5291

## Cari Hornbein

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**From:** Deborah Pattin <debpattin@gmail.com>  
**Sent:** Friday, November 19, 2021 1:27 PM  
**To:** Cari Hornbein  
**Subject:** public comment on the Port's RV park plan

Dear Cari Hornbein,

This is Deborah Pattin. I wrote you earlier this morning from my work email. As you instructed, I am sending my comments to you on the Port's RV park plan. I support the Port's plan for an RV park near Swantown Marina.

I have been a member of the Port of Olympia Citizens Advisory Committee (POCAC) since 2018. Some of the POCAC sub-committees have focused on tourism and marina marketing. I also was the POCAC representative to the Destination Waterfront project where the idea of the RV park was presented and discussed. I spoke in favor of the RV park at the public meeting.

A comment I made at one of those public meetings was that I thought an RV park would be good for families. As I child my family had a camper and that's what we used for our vacations. Staying in a hotel is expensive, and families might be more inclined to visit Olympia in an RV.

Tourism will pick up once COVID gets more under control, and I believe that an RV park at the Port 's waterfront will draw visitors to Olympia for a variety of Port sponsored activities: the Dragon Boat Festival, Music on the Plaza (2 concerts), Olympia Brew Fest, Summer Splash (Hands-on Children's Museum – 2 event days, plus their regular programming), and especially the Harbor Days Festival. Additionally, visitors to the area for the Olympic Air Show may also choose to stay at the Port's RV park. Others may come for Lakefair or any variety of events.

Renting a space in the RV park would be a similar procedure to renting a short-term slip at the Swantown Marina. The RV park would not be for long-term stays, and the spaces would rent for market rates. There is no need to worry that the Port's RV park would be a spot for full-time residents or for unhoused individuals looking for an alternative to the Ensign Road site for their RVs. It would rather be an alternative to a hotel or short-term vacation rental for tourists wishing to visit Olympia, and the waterfront location would be a big draw, bringing tourist revenue to the City and the Port.

Thank you for considering my opinion.

Deborah Pattin

H) 360-866-8664

C) 360-951-6056

## Cari Hornbein

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**From:** Margaret Foley <foleywrites7@yahoo.com>  
**Sent:** Friday, November 19, 2021 4:22 PM  
**To:** Cari Hornbein  
**Subject:** No to waterfront RV Park

Hello--

I am writing to voice strong opposition to the Port of Olympia's request to change code to allow for RV parks in the city's Urban Waterfront Zone. There are significant quality of life, environmental and traffic impacts that such a project would inflict on the City and its citizens. The Port must not be allowed to turn this section of the City's already limited waterfront area into its own version of a "Diamond parking lot" for oversize RVs. I trust the Olympia Planning Commission will continue its effort to oppose this truly terrible idea!

Respectfully,

Margaret Foley  
3543 23rd Lane NE  
Olympia, WA 98506

## Cari Hornbein

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**From:** Linda Kunze <lmkunze@comcast.net>  
**Sent:** Friday, November 19, 2021 4:21 PM  
**To:** Cari Hornbein  
**Subject:** proposed RV park near the waterfront

Dear Ms Hornbein,

I am quite alarmed and appalled at the proposal to build an RV park near the Swantown Marina. The waterfront should be a place for the public, not a place for folks with their RVs to reside. We have so little undeveloped waterfront and the public has long indicated that it is a precious resource for all to enjoy as reflected in the zoning. I don't know why the Port of Olympia is proposing this but it seems seriously misguided.

I request that the Olympia Planning Commission vote against rezoning the area for use as an RV park.

Respectfully,

Linda Kunze  
2431 Columbia St SW  
Olympia WA 98501  
360-942-0416

## Cari Hornbein

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**From:** Shaylah Seymour <ShaylahS@portolympia.com>  
**Sent:** Friday, November 19, 2021 4:25 PM  
**To:** Cari Hornbein  
**Cc:** Lisa Parks  
**Subject:** Comments on RV Park Text Amendment

Hello Cari,  
Lisa asked me to send these to you. She thinks they were likely intended for the Planning Commission, based on the article in the Olympian. These three comments were submitted through the Ports online comment forum.

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**Public Comment Form Submittal**

**Name:** Petya Pacheva

**Email:** petya.pacheva@gmail.com

**Address:**

**City:**

**Do you wish to provide verbal public comment?** No

**Written Public Comment:** This is a comment regarding the port planning an RV park between Swantown marina and the boatworks buildings: The port should really consider the rising homelessness and crime problems in the area when making this decision, as well as the RV traffic through the downtown streets of Olympia. My family and I would be adamantly against such a decision. If generating revenue is the consideration, a better alternative would be food trucks. An event venue - against the backdrop of the marina would make an excellent wedding venue for example, the same space could be used for holiday bazaars or workshops or any number of things in the winter. Perhaps consider expanding the boatworks shipyard - add a 300 ton travel lift for larger vessels, if the intention is to keep up with the nautical arena, and seeing as how Puget Sound only has a few options for haul out for larger vessels and the wait times can be burdensome to fishing fleets for example. There are so many better options for such a great prime location in downtown. Maybe an RV park might be better near the airport if it is so desperately needed, but not downtown. Thank you for your time and consideration! ~Petya

---  
Date: November 18, 2021

Time: 10:41 pm

Page URL: <https://portolympia.com/commission/>

User Agent: Mozilla/5.0 (Linux; Android 11; SM-G9910 Build/RP1A.200720.012; wv)

AppleWebKit/537.36 (KHTML, like Gecko) Version/4.0 Chrome/95.0.4638.74 Mobile Safari/537.36

[FB\_IAB/FB4A;FBAV/344.0.0.34.116;]

Remote IP: 107.115.29.16

## Public Comment Form Submittal

**Name:** Eva Rooks

**Email:** eva.rooks@me.com

**Address:** 124 Foote St NW

**City:**

**Do you wish to provide verbal public comment?** Yes

**Written Public Comment:** I am writing in against the Port of Olympia's request to change code to allow for RV parks in the city's Urban Waterfront Zone. I don't see any value that it will add to our downtown experience and doesn't seem consistent with other activities that are currently in the city's Urban Waterfront Zone. I NEVER write in about issues, but I feel strongly, and I hope others do as well, that this is a wrong action for the Port of Olympia to make at this time.

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**Date:** November 18, 2021

**Time:** 5:34 pm

**Page URL:** <https://portolympia.com/commission/>

**User Agent:** Mozilla/5.0 (Macintosh; Intel Mac OS X 10.15; rv:94.0) Gecko/20100101 Firefox/94.0

**Remote IP:** 73.109.101.197

#### **Public Comment Form Submittal**

**Name:** ANGELIKA HAGEN-BREAUX

**Email:** angelikahagen@yahoo.com

**Address:** 2375 CRESTLINE BLVD NW

**City:**

**Do you wish to provide verbal public comment?** No

**Written Public Comment:** Please do not develop an RV site at the Port. The Port should be managed to the benefit of all citizens. RV sites are eye sores and would significantly diminish the public access and enjoyment of nearby trails.

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**Date:** November 18, 2021

**Time:** 8:50 am

**Page URL:** [https://portolympia.com/commission/#public\\_comment](https://portolympia.com/commission/#public_comment)

**User Agent:** Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like

Gecko) Chrome/95.0.4638.69 Safari/537.36

**Remote IP:** 24.18.216.248

Hope these are helpful for you.

Thank you!

**Shaylah Seymour | Executive & Commission Coordinator**  
**Port of Olympia | 606 Columbia Street NW STE 300 | Olympia, WA 98501**  
**P: 360.528.8014 | C: 360.789.3310 | E: [ShaylahS@PortOlympia.com](mailto:ShaylahS@PortOlympia.com)**  
**[PortOlympia.com](http://PortOlympia.com) | [Port of Olympia's Video](#)**

## Cari Hornbein

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**From:** Shaylah Seymour <ShaylahS@portolympia.com>  
**Sent:** Friday, November 19, 2021 4:44 PM  
**To:** Cari Hornbein  
**Cc:** Lisa Parks  
**Subject:** Additional Comment

Hello Cari,  
Here is one more.  
Thank you!

Shaylah Seymour | **Executive & Commission Coordinator**  
Port of Olympia | 606 Columbia Street NW STE 300 | Olympia, WA 98501  
P: 360.528.8014 | C: 360.789.3310 | E: ShaylahS@PortOlympia.com  
PortOlympia.com | [Port of Olympia's Video](#)

### Public Comment Form Submittal

**Name:** Sheila Grauer Fay

**Email:** mom5fay@comcast.net

**Address:** 2526 Vista Pl SE

**City:**

Do you wish to provide verbal public comment? No

**Written Public Comment:** We strongly oppose the creation of an RV park on this property given the disastrous present situation with RV's littering the downtown area as well as the area near St Peter Hospital. There are many other more appropriate areas to consider for RV parks in Thurston County. Such an area would encroach upon the wonderful public spaces that now exist including the trail.

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**Date:** November 19, 2021

**Time:** 5:33 pm

**Page URL:**

[https://portolympia.com/commission/?fbclid=IwAR2UIGT6dF3iHWpKEUOomC4J5KONFSVUgBswfENQrOnbwuaB\\_tN0PLtJunk](https://portolympia.com/commission/?fbclid=IwAR2UIGT6dF3iHWpKEUOomC4J5KONFSVUgBswfENQrOnbwuaB_tN0PLtJunk)

**User Agent:** Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/95.0.4638.69 Safari/537.36 Edg/95.0.1020.53

**Remote IP:** 73.109.191.31



## Cari Hornbein

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**From:** Suzanne Perritt <suzq015@gmail.com>  
**Sent:** Tuesday, November 23, 2021 6:08 PM  
**To:** Cari Hornbein  
**Subject:** Re: Contact info

Hello-

I am writing to state my objection with changing the zoning to allow the Port Authority to build a RV park on the waterfront. Who is this to benefit in our community? Sparse undeveloped Port waterfront land needs to benefit the people who pay the taxes that support the Port Authority. Thurston county residents will not be staying in the Port RV park. What is the objective here? Why not make it a low impact park that residents can enjoy and learn about protecting our beautiful Puget Sound?

Suzanne Cravey  
Olympia

On Tuesday, November 23, 2021, Cari Hornbein <[chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)> wrote:

**Cari Hornbein, AICP, Senior Planner**

City of Olympia

Community Planning and Development Department

360-753-8048 | [chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)



## Land Use & Environment Committee

### Annual Code Enforcement Programs Status Report

**Agenda Date:** 1/20/2022  
**Agenda Item Number:** 6.B  
**File Number:**22-0038

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

---

**Title**

Annual Code Enforcement Programs Status Report

**Recommended Action**

**Committee Recommendation:**

Not referred to a committee.

**City Manager Recommendation:**

Briefing only. No action requested.

**Report**

**Issue:**

Discussion of code enforcement programs.

**Staff Contact:**

John Mahone Lead Code Enforcement Officer, Community Planning Development, 360.753.8393

**Presenter(s):**

John Mahone Lead Code Enforcement Officer, Community Planning Development

**Background and Analysis:**

Olympia Building-Safety and Code Enforcement programs are part of the Community Planning and Development Department (CP&D). This report will update the Committee on the activities related to these programs.

The Code Enforcement program plays an important role in the health, safety and welfare of the City of Olympia. Each year the CP&D Code Enforcement program addresses many issues related to health, safety, and welfare, as well as property violations.

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

Enforcement of civil codes is of strong interest to the entire community.

**Options:**

1. Receive the briefing.

2. Do not receive the briefing.
3. Receive the briefing at another time.

**Financial Impact:**

There is not financial impact specific to this update.

**Attachments:**

None



## Land Use & Environment Committee

### Land Use and Environment Committee 2022 Work Plan

**Agenda Date:** 1/20/2022  
**Agenda Item Number:** 6.C  
**File Number:**22-0036

---

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

---

#### **Title**

Land Use and Environment Committee 2022 Work Plan

#### **Recommended Action**

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

Not referred to a committee.

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

Discuss the Land Use and Environment Committee Draft 2022 Work Plan

#### **Report**

##### **Issue:**

Whether to discuss the Land Use and Environment Committee Draft 2022 Work Plan

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

Leonard Bauer, Director, Community Planning and Development, 360.753.8206

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

Leonard Bauer, Director, Community Planning and Development

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

The Committee annually sets a program of work items to consider that year. The Committee discussed an initial draft work program at its December 16, 2021, meeting. Attached is a revised draft reflecting that discussion.

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

The work items on the Committee's work program are typically of interest to all neighborhoods and the entire community.

##### **Options:**

1. Discuss and approve draft 2022 work program.
2. Direct changes to draft 2022 work program and approve.
3. Direct changes to draft 2022 work program and schedule for additional review at the Committee's February 2022 meeting.

**Financial Impact:**

Staff work on all items on the draft 2022 work program are included in the City's adopted 2022 budget. There are items on the "To Be Scheduled" portion of the draft work program that may require additional funding that has not been identified.

**Attachments:**

Draft 2022 Work Program

LAND USE AND ENVIRONMENT COMMITTEE 2022 WORK PLAN  
DRAFT

Meetings are the third Thursday of the month starting at 5:30 PM unless otherwise noted.

Agenda Item	Staff Responsible	Summary
January 20, 2022		
1. Port of Olympia Urban Waterfront Code Amendment	Cari Hornbein	Recommendation
2. Annual Code Enforcement Status Report*	JW Mahone	Briefing
3. LUEC 2021 Work Program*	Leonard Bauer	Recommendation
4.		
POTENTIAL SPECIAL MEETING: HEARING EXAMINER CANDIDATE INTERVIEWS – Early Feb.		
February 17, 2022		
5. Sidewalks update	Sophie Stimson	Briefing on maintenance, funding, prioritization. Examine <b>other cities' approaches</b>
6. Hearing Examiner Contract*	Tim Smith	Decision
7. Downtown Residential Parking Exemption Boundary	Joyce Phillips	Discussion and Recommendation
8.		
9.		
March 17, 2022		
10.		
11. Capital Mall Triangle Subarea Plan	TBD	Briefing and discussion of work program
12. Review of Parking Requirements and Permit Process	TBD	Briefing and discussion of work program. Include overview of development review process and public input opportunities.
13. Building Electrification/Decarbonization	Pamela Braff	City Council referral
14.		
15.		
April 21, 2022		
16. Water System Plan Update	Susan Clark	Briefing
17. Rental Housing Actions	Christa Lenssen	Discussion. Includes Council referral on tenant relocation.

18. SE Annexation	Tim Smith	Discussion and Recommendation
19.		
May 19, 2022		
20. Housing Metrics Update*	Max DeJarnatt	Briefing
21. Update on Neighborhood Centers Review Process	Cari Hornbein	Briefing
22. EV Charging/Solar-Ready Development	Pamela Braff	Briefing and Discussion
23. Solid Waste Plan Update	Gary Franks	Briefing
24.		
June 16, 2022		
25. EDDS 2021 Update*	Steve Sperr	Recommendation
26. Review of City Fees/Regulations to Reduce Effects on Housing Costs	Leonard Bauer/ Multi-department staff	Update on implementation
27. Downtown Creative District – Development Code Amendments	Marygrace Goddu	Recommendation on potential zoning and development code amendments to implement Creative District
28.		
July 21, 2022		
29. Joint Plan Update	Joyce Phillips	Progress report on Thurston County consideration of Joint Plan for Olympia UGA
30. MFTE Feasibility Study	Darian Lightfoot	Discussion
31. Urban Farmland	Leonard Bauer	Briefing
32.		
August 18, 2022		
33. Climate Action Plan Implementation*	Pamela Braff	Briefing, including potential residential retrofit strategy scoping
34. Comp Plan Periodic Update Process	Joyce Phillips	Briefing on process for 2025 Periodic Update
35. MFTE Program & other housing actions	Darian Lightfoot	Discussion of follow-on actions based on feasibility study; potential phase 2 study of other affordable housing tools.
36.		
September 15, 2022		
37. Martin Way Corridor Study	Sophie Stimson	Briefing
38. Development Agreement Code Revisions	Tim Smith	Recommendation (referral from Council)
39. Parking Strategy Implementation*	Max DeJarnatt	Briefing

40.		
October 20, 2022		
41. Capital Mall Triangle Subarea Plan	TBD	Briefing
42. Review of Parking Requirements and Permit Process	TBD	Briefing
43.		
November 17, 2022		
44. Neighborhood Centers	Cari Hornbein	Recommendation
45. Sea Level Rise Response Plan Implementation*	Eric Christensen	Briefing
46.		
December 15, 2022		
47. CPD 2023 Work Plan Update*	Tim Smith	Briefing
48. LUEC 2023 Work Plan*	Leonard Bauer	Discussion
49.		
To Be Scheduled		
50. LOTT Cost of Service Study	Rich Hoey	Briefing
51. Downtown Parking Enforcement	Max DeJarnatt	Briefing on proposed changes to implement Parking Strategy
52. Low Impact Development – Approach to Homeowner Improvements	Nicole Floyd	
53. Downtown Impact Fee Boundary	Tim Smith	Consider matching DT Strategy Boundary
54. Subdivision Code Amendments	Joyce Phillips	
55. PSE Franchise Agreement	Rich Hoey/Fran Eide	Recommendation
56. North Thurston School District Impact Fee Ordinance	Tim Smith	Request from the school district to collect impact fees, and potential low-income housing exemption.
57. Transfer of Development Rights Program	Leonard Bauer	Review of program based on 2021 Regional TDR Summit
58. Urban Forestry and Tree Canopy	Shelley Bentley/ UF Team/Pamela Braff	Update on progress related to tree canopy goals in Comp Plan and Regional Climate Plan
59. Broadband Access	TBD/TRPC	Briefing

\*=regular LUEC work program items each year