



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8447

Meeting Agenda City Council

Monday, August 4, 2014

7:00 PM

Council Chambers

Monday Meeting Due to Election Day

1. ROLL CALL

1.A ANNOUNCEMENTS

1.B APPROVAL OF AGENDA

2. SPECIAL RECOGNITION

2.A [14-0759](#) Proclamation Recognizing City Attorney Tom Morrill

Attachments: [Proclamation](#)

3. PUBLIC COMMUNICATION

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

COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)

4. CONSENT CALENDAR

(Items of a Routine Nature)

4.A [14-0745](#) Approval of July 22, 2014 Special Study Session Minutes

Attachments: [Minutes](#)

4.B [14-0747](#) Approval of July 22, 2014 City Council Meeting Minutes

Attachments: [Minutes](#)

4.C [14-0776](#) Approval of Bills Certification

Attachments: [Bills Certification](#)

- 4.D [14-0753](#) Approval of Bid Award for the Percival Landing F-Float Replacement Project

Attachments: [Summary of Bids](#)

- 4.E [14-0766](#) Approval of Appointment to the Utility Advisory Committee

4. SECOND READINGS

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

Attachments: [Astound Broadband Ordinance](#)

[Map](#)

[OMC 11.06](#)

[RCW 35 99 030](#)

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

Attachments: [Noel Communications Ordinance](#)

[Map](#)

[OMC 11.06](#)

[RCW 35 99 030](#)

4. FIRST READINGS

- 4.H [14-0736](#) Approval of Ordinance Amending the Fund 108 and Fund 003 Housing Funds

Attachments: [Ordinance](#)

- 4.I [14-0758](#) Approval of Appropriation Ordinance in the Amount of \$100,000 Transferring Funds from the Community Park Impact Fee Account to the Capital Improvement Fund

Attachments: [1. Ordinance](#)

5. PUBLIC HEARING

6. OTHER BUSINESS

- 6.A [14-0557](#) Approval of an Ordinance Amending Park Impact Fees to Remove Exemption for Senior Housing Developments

Attachments: [Ordinance](#)

- 6.B [14-0732](#) Proposal to Conduct a Professionally Developed and Administered Opinion Survey

Attachments: [2006 Survey Questionnaire](#)

[Hyperlink - Complete 2006 Survey](#)

[Finance Committee Draft Survey](#)

- 6.C [14-0743](#) Briefing on Martin Way District Study - Final Report

Attachments: [Martin Way District Study - Final Report](#)

- 6.D [14-0752](#) Development Roundtable Report

Attachments: [CRA Development Roundtable Scope.07.24.2014](#)

[Investment Strategy Report](#)

[CRA Work Plan 2014](#)

[CRA Charter](#)

7. CONTINUED PUBLIC COMMUNICATION

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

8. REPORTS AND REFERRALS

8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

8.B CITY MANAGER'S REPORT AND REFERRALS

9. ADJOURNMENT

The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Council meeting, please contact the Council's Secretary 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.

P R O C L A M A T I O N

WHEREAS, Tom Morrill has served as the City Attorney for the City of Olympia for seven years and Deputy City Attorney for two years; and

WHEREAS, the duties of the City Attorney are wide and varied, the responsibilities significant and impactful, and the role ever changing and always challenging; and

WHEREAS, Tom has fulfilled his duties, responsibilities, and role with the utmost integrity, diligence, and dignity; and

WHEREAS, Tom's leadership, presence, and participation has contributed to many critical efforts of the City, including construction of the new City Hall, development of the Hands On Children's Museum, reconstruction of Percival Landing, acquisition and construction of parks at West Bay, East Bay Plaza, and the Artesian Commons; and

WHEREAS, Tom's policy advice and drafting on key pieces of City legislation include the Shoreline Master Program and the Comprehensive Plan, which have helped establish the City's vision for its next generation; and

WHEREAS, environmental clean-up, negotiations, and financing were an inescapable part of the past decade of the City's history; and

WHEREAS, Tom has an unmatched skill in negotiation leading to the receipt of literally millions of dollars of clean-up funds to make possible the reuse of many downtown properties for public and private uses; and

WHEREAS, Tom has a great ability to champion the values and importance of open government, and acted as parliamentarian for City Council meetings; and

WHEREAS, Tom was instrumental in securing water rights for Olympia for the next fifty years and beyond by negotiating and crafting the McAllister Water Agreements and the acquisition of water rights at the former Olympia Brewery; and

WHEREAS, Tom will be missed for his quick wit, helpful attitude, mischievous smile, and unending compassion for his job, his city, and his colleagues;

NOW THEREFORE, BE IT RESOLVED, that the Olympia City Council does hereby honor Tom Morrill for his tremendous service to the Olympia community and thank him for making a huge positive difference in the Olympia community.

SIGNED IN THE CITY OF OLYMPIA, WASHINGTON THIS 4th DAY OF AUGUST, 2014.

OLYMPIA CITY COUNCIL

**Stephen H. Buxbaum
Mayor**



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Meeting Minutes - Draft City Council

Information: 360.753.8447

Tuesday, July 22, 2014

5:30 PM

Room 207

Special Study Session

1. ROLL CALL

Present: 7 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Julie Hankins, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

2. STUDY SESSION ITEMS

2.A 14-0538 Briefing on Thurston Regional Planning Council Transportation Priorities

Ms. Jailyn Brown with the Thurston Regional Planning Council (TRPC), and Ms. Sophie Stimson, City staff, provided Council with an update on the progress on updating the Regional Transportation Plan. The presentation included projections on future population growth, areas of emphasis in the new plan, and a briefing on some preliminary data provided through surveys.

The Council engaged in discussion and a Q&A session on future transportation and transit priorities. Ms. Brown indicated that she would return to Council at a later date to check in and update Council on the progress of the new plan.

The item was discussed and closed.

2.B 14-0649 Briefing on Memorandum of Agreement with Nisqually Indian Tribe Regarding McAllister Wellfield

Public Works Director Rich Hoey and Joe Cushman, with the Nisqually Indian Tribe, provided Council with an overview of the 2008 historic agreement signed by the City and the Nisqually Indian Tribe related to the McAllister Wellfield Project, McAllister Springs, and regional water stewardship. The agreement involves the joint development of the McAllister Wellfield by the City and the Tribe, the permanent protection of McAllister Springs, and the creation of a stewardship coalition to benefit the water resources in the Nisqually Watershed. Mr. Hoey covered the responsibilities for both the City and the Tribe moving forward and updated Council on upcoming ceremonies with the Tribe and the community to officially open the new McAllister Wellfield, and commemorate the partnership between the City and the Nisqually Indian Tribe.

Councilmembers expressed their gratitude to Mr. Cushman and the Tribe for all of their work and partnership in getting the agreement crafted and signed and aiding us in securing our water supply long-term.

The item was discussed and closed.

3. ADJOURNMENT

The meeting adjourned at 6:30 p.m.



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Olympia, WA 98501

Meeting Minutes - Draft City Council

Information: 360.753.8447

Tuesday, July 22, 2014

7:00 PM

Council Chambers

1. ROLL CALL

Present: 7 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Julie Hankins, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

1.A ANNOUNCEMENTS

Mayor Buxbaum asked to add an item to Consent Calendar regarding a letter of support for Intercity Transit. Council agreed.

1.B APPROVAL OF AGENDA

The agenda was approved as amended.

2. SPECIAL RECOGNITION - None

3. PUBLIC COMMUNICATION

The Council heard comments from Terrence Zander, Ron Nesbitt, Heather Moore, Rob Richards, Jim Reeves, Jefferson Doyle, and Dean McGrath.

COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)

City Manager Steve Hall addressed the issue brought up by Mr. Doyle and said there are limitations on parking on the street.

4. CONSENT CALENDAR

Added item to approve Intercity Transit's request for a letter of support to accompany their application for a Federal Transit Administration "Ladders of Opportunity" grant. (4F)

4.A 14-0729 Approval of July 15, 2014 City Council Meeting Minutes

The minutes were adopted.

4.B 14-0633 Approval of Bid Award for West Bay Sidewalk Project

The decision was adopted.

- 4.C 14-0718** Approval of Puget Sound Marine and Nearshore Grant Application

The decision was adopted.

4. SECOND READINGS - None

4. FIRST READINGS

- 4.D 14-0647** Approval of Ordinance Granting a Master Use Permit for Astound Broadband, LLC

The ordinance was approved on first reading and moved to second reading.

- 4.E 14-0648** Approval of Ordinance Granting a Master Use Permit for Noel Communications, Inc

The ordinance was approved on first reading and moved to second reading.

- 4.F 14-0744** Added Consent Item in Support of Intercity Transit Federal Grant

The decision was adopted.

Approval of the Consent Agenda

Councilmember Hankins moved, seconded by Mayor Pro Tem Jones, to adopt the Consent Calendar. The motion carried by the following vote:

Aye: 7 - Mayor Buxbaum, Mayor Pro Tem Jones, Councilmember Cooper, Councilmember Hankins, Councilmember Langer, Councilmember Roe and Councilmember Selby

5. PUBLIC HEARING

- 5.A 14-0499** PUBLIC HEARING - Draft Olympia Comprehensive Plan

The public hearing was opened at 7:45 p.m.

Mr. Ross Irwin, 3524 Pinebrook Dr SE, spoke on street connectivity.

Mr. Kelly Wood, 1713 Camden Park Dr, attorney, representing the Olympia Yacht Club, spoke on the consistency with the Shoreline Master Program, and views protection. He said it is a vision document and it should not use restrictive language.

Mr. Chris Van Daalen, 3203 Lorne St SE, NW Eco Building Guild, spoke in support of the recommendations.

Mr. David Schaffert, 7409 Byron St NE, Chamber of Commerce, spoke on high density corridors, design review, and urban corridors.

Ms. Bethany Weidner, 1415 6th Ave SW, asked to remove Decatur St and 16th Street connections from the Draft plan.

Mr. John St. John, 2110 Rimrock Ct SW, thanked the Council for considering their written comments.

Ms. Lisa Riner, 2103 Harrison, spoke on urban corridors and said the Plan needs pictures or depictions. She also said zoning should be put back in the Plan, and addressed the issues of maintaining open space, wildlife, sea level rise, and liquification. She suggested the Economic Development section be removed.

Ms. Jane T. Jordan spoke on zoning.

Mr. Bob Wolf, 6810 Fairway Ln SE, Olympia Yacht Club, spoke of view protections.

Mr. Stuart Drebeck, 1520 Delphi Rd SW, Olympia Master Builders, agreed with the City Manager's recommendations.

Mr. Adam Frank, 1211 State Ave NE, said the Plan has too much restrictive language but agrees with the City Manager's recommendations.

Ms. Ilene LeVee, President of the Thurston League Women Voters, said she may make comments in the future.

Mr. John Bay, 1002 Olympia Ave NE, spoke of zoning on State Avenue.

Mr. Jay Elder, 1020 Olympia Ave NE, spoke on urban corridors, public views, and zoning changes.

Ms. Teresa Goen-Burgman, spoke on the need for more time to review plan before public hearing and wants to see more improvements downtown.

Mr. Walt Jorgensen, 823 North St SE, said the Comprehensive Plan is a contract with the public. Spoke on urban corridors, put zoning back in, need depictions, and agrees that growth cannot pay for growth.

Ms. Chelsea Buchanan, 623 Milroy St SW, requested that the Decatur and 16th St. connections be deleted from Transportation Plan.

Mr. Mike Reed, Port of Olympia, said the Port will submit written comments.

Ms. Mary Wilkinson, 1903 Eskridge SE, spoke on urban corridors and said zoning should be put back in the plan.

Mr. Richard Einhorn, 1718 9th Ave SW, spoke against the connection on Decatur and 16th St.

Mr. Thad Curtz, 113 17th Ave SE, spoke on keeping strong policies for solar access.

Mr. Jon Epstein, PO Box 2822, said the Plan reads like a vision and values declaration, not a plan with measurable outcomes.

Mr. Stephen Bylsma, 1507 Bowman Ave NW, spoke of the heron rookery near a proposed development and language needed to protect wildlife.

Mr. Joe Ford, 1903 Eskridge, spoke on the need of visual depictions and aligning policies.

Ms. Bonnie Jacobs, 720 Governor Stevens Ave, Friends of Waterfront, spoke of waterfront value statements, views, use of best available science, and the Capitol Campus design legacy.

Mr. Bob Jacobs, 720 Governor Stevens Ave., spoke on flexibility, putting the zoning map back in, and removing the Economic Development chapter.

Ms. Janice Larsen, 2221 Rimrock Ct SW, thanked the Council for listening to comments from her neighbors and not connecting Park Drive.

Ms. Elizabeth Rodrick, 10109 Steamboat Island Rd NW, Black Hills Chapter of Audubon Society, spoke of coordination within the plan.

Ms. Debra Jaqua, 3104 59th Ct SE, said downtown Olympia is not in plan and suggested putting the zoning map back in.

Mr. Paul Ingan 1825 NE Berry St, spoke on single family neighborhoods and said do not put growth on the backs of neighborhoods.

Ms. Jane Stavish thanked those who testified.

Mr. Mike Gusse, spoke on the urban corridors on State St. NE, near the U-Haul facility.

Mr. Tim Walker, Bigelow Neighborhood, said he is concerned about a proposed development in this neighborhood that are not consistent with the neighborhood.

Ms. Valerie Crowe, Dickinson Ave, spoke on keeping zoning in the Comprehensive Plan and protecting natural environments.

The public hearing was closed at 9:17 p.m.

The public hearing was held and closed. Comment will be received until 5:00 p.m. on August 5. This item will next come before Council on August

12.

6. OTHER BUSINESS- None

7. CONTINUED PUBLIC COMMUNICATION

8. REPORTS AND REFERRALS

8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

Councilmembers reported on meetings and events they attended.

Mayor Pro Tem Jones reported on a communications workshop he attended while at the AWC Annual Conference. He asked staff to make a connection with Issaquah.

Councilmember Cooper said he would like Olympia to reach out to the Friends of the USS Olympia to help with efforts to restore the aging ship. Council concurred.

Mayor Buxbaum said he would like to write a letter to Puget Sound Energy (PSE), urging them to disinvest in coal power. Council suggested he communicate with PSE first to understand their position.

8.B CITY MANAGER'S REPORT AND REFERRALS

Mr. Hall said the LOTT Board has requested a Council Study Session to brief the Council on a plan by the Septic Study Group for converting septic systems to sewer. Mr. Hall suggested August 12 at 5:30 p.m. Council agreed

9. ADJOURNMENT

Meeting adjourned at 10:00 p.m.

CITY OF OLYMPIA
EXPENDITURE SUMMARY

"I THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN, THAT ANY ADVANCE PAYMENT IS DUE AND PAYABLE PURSUANT TO A CONTRACT OR IS AVAILABLE AS AN OPTION FOR FULL OR PARTIAL FULFILLMENT OF A CONTRACTUAL OBLIGATION, AND THAT THE CLAIMS ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF OLYMPIA, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIMS", AND,

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FOR PERIOD 6/1/2014 THROUGH 6/7/2014
 FOR A/P CHECK NUMBERS 3447869 THROUGH 3448113
 FOR ELECTRONIC PAYMENTS _____ THROUGH _____

INCLUSIVE IN THE AMOUNT TOTALING

DATED

June 10, 2014

ADMINISTRATIVE SERVICES DIRECTOR

Jan Kukemo

TOTAL APPROVED FOR PAYMENT
FUND

\$788,394.74	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$11,078.08	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$18,725.46	025	WASHINGTON CENTER
\$725.00	026	MUNICIPAL ARTS FUND
\$2,675.00	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$6,557.18	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$0.00	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$0.00	134	PARKS AND REC SIDEWALK UT TAX
\$49.11	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$565,921.17	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$78,479.99	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$1,181.11	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$22,897.35	401	WATER
\$926,128.77	402	SEWER
\$17,519.84	403	SOLID WASTE
\$5,365.10	404	STORM AND SURFACE WATER
\$3,048.68	434	STORM AND SURFACE WATER CIP
\$357,534.00	461	WATER CIP FUND
\$720.06	462	SEWER CIP FUND
\$1,297.81	501	EQUIPMENT RENTAL
\$12,495.68	502	C. R. EQUIPMENT RENTAL
\$81,955.93	503	UNEMPLOYMENT COMPENSATION
\$2.71	504	INS TRUST FUND
\$250.00	505	WORKERS COMPENSATION
\$5,182.12	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$0.00	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$106,629.07	720	SCHOOLS

\$3,014,813.96 GRAND TOTAL FOR WEEK

CITY OF OLYMPIA
EXPENDITURE SUMMARY

"I THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN, THAT ANY ADVANCE PAYMENT IS DUE AND PAYABLE PURSUANT TO A CONTRACT OR IS AVAILABLE AS AN OPTION FOR FULL OR PARTIAL FULFILLMENT OF A CONTRACTUAL OBLIGATION, AND THAT THE CLAIMS ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF OLYMPIA, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIMS", AND,

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FOR PERIOD 6/8/2014 THROUGH 6/14/2014
 FOR A/P CHECK NUMBERS 3448114 THROUGH 3448326
 FOR ELECTRONIC PAYMENTS 5/1/2014 THROUGH 5/31/2014

INCLUSIVE IN THE AMOUNT TOTALING

DATED

June 17, 2014

ADMINISTRATIVE SERVICES DIRECTOR

Jan Kukemo

TOTAL APPROVED FOR PAYMENT
FUND

\$946,160.46	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$10,187.41	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$596.26	025	WASHINGTON CENTER
\$63.32	026	MUNICIPAL ARTS FUND
\$0.00	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$6,335.76	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$9,083.33	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$0.00	134	PARKS AND REC SIDEWALK UT TAX
\$516.70	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$1,596.50	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$52,904.47	401	WATER
\$30,385.91	402	SEWER
\$32,195.66	403	SOLID WASTE
\$43,172.09	404	STORM AND SURFACE WATER
\$0.00	434	STORM AND SURFACE WATER CIP
\$755,786.19	461	WATER CIP FUND
\$181,322.75	462	SEWER CIP FUND
\$80,800.48	501	EQUIPMENT RENTAL
\$0.00	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$0.00	504	INS TRUST FUND
\$45,883.08	505	WORKERS COMPENSATION
\$0.00	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$554.88	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$0.00	720	SCHOOLS

\$2,197,545.25 GRAND TOTAL FOR WEEK

CITY OF OLYMPIA
EXPENDITURE SUMMARY

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FOR PERIOD 6/15/2014 THROUGH 6/21/2014
 FOR A/P CHECK NUMBERS 3448327 THROUGH 3448595
 FOR ELECTRONIC PAYMENTS _____ THROUGH _____

INCLUSIVE IN THE AMOUNT TOTALING

DATED

June 24, 2014

ADMINISTRATIVE SERVICES DIRECTOR

Jane Kurkemo

TOTAL APPROVED FOR PAYMENT

FUND		
\$604,252.97	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$39,297.50	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$1,114.54	025	WASHINGTON CENTER
\$18.47	026	MUNICIPAL ARTS FUND
\$3,705.38	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$0.00	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$6,757.81	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$34.74	134	PARKS AND REC SIDEWALK UT TAX
\$0.00	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$14,427.38	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$87,033.73	401	WATER
\$13,019.08	402	SEWER
\$285,322.69	403	SOLID WASTE
\$4,155.51	404	STORM AND SURFACE WATER
\$259.76	434	STORM AND SURFACE WATER CIP
\$21,302.44	461	WATER CIP FUND
-\$26,017.80	462	SEWER CIP FUND
\$12,511.03	501	EQUIPMENT RENTAL
\$0.00	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$467.50	504	INS TRUST FUND
\$0.00	505	WORKERS COMPENSATION
\$104.26	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$0.00	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$0.00	720	SCHOOLS
<hr/>		
\$1,067,766.99		GRAND TOTAL FOR WEEK

CITY OF OLYMPIA
EXPENDITURE SUMMARY

"I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN, THAT ANY ADVANCE PAYMENT IS DUE AND PAYABLE PURSUANT TO A CONTRACT OR IS AVAILABLE AS AN OPTION FOR FULL OR PARTIAL FULFILLMENT OF A CONTRACTUAL OBLIGATION, AND THAT THE CLAIMS ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF OLYMPIA, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIMS", AND,

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FOR PERIOD 6/22/2014 THROUGH 6/28/2014
 FOR A/P CHECK NUMBERS 3448596 THROUGH 3448815
 FOR ELECTRONIC PAYMENTS _____ THROUGH _____

INCLUSIVE IN THE AMOUNT TOTALING

DATED July 1, 2014 ADMINISTRATIVE SERVICES DIRECTOR Jankikemo

TOTAL APPROVED FOR PAYMENT

FUND		
\$99,554.17	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$7,691.32	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$147.97	025	WASHINGTON CENTER
\$15.51	026	MUNICIPAL ARTS FUND
\$438,019.31	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$0.00	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$5,837.39	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$0.00	134	PARKS AND REC SIDEWALK UT TAX
\$287.40	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$511,085.29	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$17,396.61	401	WATER
\$7,702.38	402	SEWER
\$4,369.38	403	SOLID WASTE
\$2,134.42	404	STORM AND SURFACE WATER
\$1,343.66	434	STORM AND SURFACE WATER CIP
\$2,954.12	461	WATER CIP FUND
\$0.00	462	SEWER CIP FUND
\$7,021.16	501	EQUIPMENT RENTAL
\$24,702.15	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$212.50	504	INS TRUST FUND
\$325.00	505	WORKERS COMPENSATION
\$826.33	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$0.00	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$0.00	720	SCHOOLS

\$1,131,626.07 GRAND TOTAL FOR WEEK

CITY OF OLYMPIA
EXPENDITURE SUMMARY

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FOR PERIOD 6/29/2014 THROUGH 7/5/2014
 FOR A/P CHECK NUMBERS 3448816 THROUGH 3449097
 FOR ELECTRONIC PAYMENTS _____ THROUGH _____

INCLUSIVE IN THE AMOUNT TOTALING

DATED

July 8, 2014

ADMINISTRATIVE SERVICES DIRECTOR

Jane Kurkmo

TOTAL APPROVED FOR PAYMENT

FUND		
\$607,594.58	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$56,467.13	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$18,461.80	025	WASHINGTON CENTER
\$141.44	026	MUNICIPAL ARTS FUND
\$0.00	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$0.00	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$4,000.00	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$78.25	134	PARKS AND REC SIDEWALK UT TAX
\$338.25	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$248,407.76	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$21,989.98	401	WATER
\$6,401.49	402	SEWER
\$11,544.33	403	SOLID WASTE
\$5,286.06	404	STORM AND SURFACE WATER
\$6,711.52	434	STORM AND SURFACE WATER CIP
\$518,339.73	461	WATER CIP FUND
\$73,301.83	462	SEWER CIP FUND
\$50,252.10	501	EQUIPMENT RENTAL
\$538.56	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$0.00	504	INS TRUST FUND
\$0.00	505	WORKERS COMPENSATION
\$2,974.20	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$534.00	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$53,611.32	720	SCHOOLS
<hr/>		
\$1,686,974.33	GRAND TOTAL FOR WEEK	

CITY OF OLYMPIA
EXPENDITURE SUMMARY

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FOR PERIOD 7/6/2014 THROUGH 7/12/2014
 FOR A/P CHECK NUMBERS 3449098 THROUGH 3449309
 FOR ELECTRONIC PAYMENTS 6/1/2014 THROUGH 6/30/2014

INCLUSIVE IN THE AMOUNT TOTALING

DATED

July 16, 2014

ADMINISTRATIVE SERVICES DIRECTOR

Jane Kikano

TOTAL APPROVED FOR PAYMENT
FUND

\$1,182,230.52	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$11,887.16	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$352.06	025	WASHINGTON CENTER
\$71.77	026	MUNICIPAL ARTS FUND
\$227,615.16	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$4,442.81	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$6,315.77	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$0.00	134	PARKS AND REC SIDEWALK UT TAX
\$352.13	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$528,298.52	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$122,563.36	401	WATER
\$967,088.12	402	SEWER
\$41,597.98	403	SOLID WASTE
\$6,870.34	404	STORM AND SURFACE WATER
\$1,555.35	434	STORM AND SURFACE WATER CIP
\$1,615.68	461	WATER CIP FUND
\$32,276.78	462	SEWER CIP FUND
\$17,508.25	501	EQUIPMENT RENTAL
\$0.00	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$0.00	504	INS TRUST FUND
\$27,442.04	505	WORKERS COMPENSATION
\$0.00	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$9,388.00	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$0.00	720	SCHOOLS
<hr/>		
\$3,189,471.80	GRAND TOTAL FOR WEEK	

CITY OF OLYMPIA
EXPENDITURE SUMMARY

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FOR PERIOD 7/13/2014 THROUGH 7/19/2014
 FOR A/P CHECK NUMBERS 3449310 THROUGH 3449560
 FOR ELECTRONIC PAYMENTS _____ THROUGH _____

INCLUSIVE IN THE AMOUNT TOTALING

DATED

ADMINISTRATIVE SERVICES DIRECTOR

July 23, 2014

Jane Lazaruk-Kikemo

TOTAL APPROVED FOR PAYMENT
FUND

\$586,392.17	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$914.20	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$3,380.59	025	WASHINGTON CENTER
\$0.00	026	MUNICIPAL ARTS FUND
\$14,085.52	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
-\$0.39	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$3,500.00	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$0.00	134	PARKS AND REC SIDEWALK UT TAX
\$0.00	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$197,898.27	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$9,678.22	401	WATER
\$23,657.84	402	SEWER
\$26,307.30	403	SOLID WASTE
\$5,581.82	404	STORM AND SURFACE WATER
\$0.00	434	STORM AND SURFACE WATER CIP
\$3,808.00	461	WATER CIP FUND
\$3,386.14	462	SEWER CIP FUND
\$147.97	501	EQUIPMENT RENTAL
\$42,936.80	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$0.00	504	INS TRUST FUND
\$0.00	505	WORKERS COMPENSATION
\$911.34	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$0.00	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$0.00	720	SCHOOLS
\$922,585.79		GRAND TOTAL FOR WEEK

CITY OF OLYMPIA
EXPENDITURE SUMMARY

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FOR PERIOD 7/20/2014 THROUGH 7/26/2014
 FOR A/P CHECK NUMBERS 3449561 THROUGH 3449861
 FOR ELECTRONIC PAYMENTS _____ THROUGH _____

INCLUSIVE IN THE AMOUNT TOTALING

DATED

7-30-2014

ADMINISTRATIVE SERVICES DIRECTOR

TOTAL APPROVED FOR PAYMENT
FUND

\$201,430.30	001	GENERAL FUND
\$0.00	002	SHOP FACILITIES
\$52,925.65	003	REVOLVING ACCOUNT FUND
\$0.00	004	URBAN ARTERIAL FUND
\$0.00	025	WASHINGTON CENTER
\$15,936.90	026	MUNICIPAL ARTS FUND
\$3,783.21	029	EQUIP & FACIL REPLACE RES
\$0.00	107	HUD
\$1,836.90	108	HUD
\$0.00	127	IMPACT FEES
\$0.00	130	SEPA MITIGATION FUND
\$0.00	132	LODGING TAX FUND
\$0.00	133	ARTS AND CONFERENCE FUND
\$0.00	134	PARKS AND REC SIDEWALK UT TAX
\$328.88	135	PARKING BUSINESS IMP AREA
\$0.00	136	FARMERS MRKT REPAIR/REPLC
\$0.00	137	CHILDREN'S HANDS ON MUSEUM
\$0.00	138	TRANS BENEFIT DISTRICT
\$0.00	208	LID OBLIGATION CONTROL
\$0.00	216	4th/5th AVE PW TRST
\$0.00	223	LTGO BOND FUND '06-PARKS
\$0.00	224	UTGO BOND FUND 2009 FIRE
\$0.00	225	CITY HALL DEBT FUND
\$0.00	226	2010 LTGO BOND-STREETPROJ
\$0.00	227	LOCAL DEBT FUND
\$0.00	228	2010B LTGO BONDS-HOCM
\$21,983.33	317	CIP
\$0.00	322	4/5th AVE CORRIDOR/BRIDGE
\$0.00	323	CIP CONSTR FUND - PARKS
\$0.00	324	FIRE STATION 4 CONSTRUCT
\$0.00	325	CITY HALL CONST
\$0.00	326	TRANSPORTATION CONST
\$0.00	329	GO BOND PROJECT FUND
\$0.00	331	FIRE EQUIPMENT REPLACEMENT FUND
\$66,872.18	401	WATER
\$10,932.55	402	SEWER
\$290,419.44	403	SOLID WASTE
\$3,335.72	404	STORM AND SURFACE WATER
\$2,590.53	434	STORM AND SURFACE WATER CIP
\$22,790.09	461	WATER CIP FUND
\$699.98	462	SEWER CIP FUND
\$13,955.47	501	EQUIPMENT RENTAL
\$0.00	502	C. R. EQUIPMENT RENTAL
\$0.00	503	UNEMPLOYMENT COMPENSATION
\$0.00	504	INS TRUST FUND
\$0.00	505	WORKERS COMPENSATION
\$409.01	604	FIREMEN'S PENSION FUND
\$0.00	605	CUSTOMERS WATER RESERVE
\$0.00	621	WASHINGTON CENTER ENDOW
\$0.00	631	PUBLIC FACILITIES
\$1,014.11	682	LAW ENFORCEMENT RECORD MGNTSYS
\$0.00	701	PARKS-NEIGHBORHOOD
\$0.00	702	PARKS-COMMUNITY
\$0.00	703	PARKS-OPEN SPACE
\$0.00	707	PARKS-SPECIAL USE
\$0.00	711	TRANSPORTATION
\$0.00	720	SCHOOLS
\$711,244.25		GRAND TOTAL FOR WEEK



City of Olympia

City Council

Approval of Bid Award for the Percival Landing F-Float Replacement Project

Agenda Date: 8/4/2014
Agenda Item Number: 4.D
File Number:14-0753

Type: decision **Version:** 1 **Status:** Consent Calendar

Title

Approval of Bid Award for the Percival Landing F-Float Replacement Project

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to award Percival Landing F-Float Replacement to Neptune Marine.

Report

Issue:

Whether to award the contract to Neptune Marine as bid or to reject all bids and redesign the project with less expensive floats. Low bid was \$494,496, which is 40% over the Engineer's estimate of \$354,013.

Staff Contact:

Kip Summers, Project Engineer, Parks, Arts and Recreation, 360.570.5834

Presenter(s):

None - Consent Calendar item.

Background and Analysis:

The City closed the Percival Landing F-Float in January of 2013 due to the unsafe conditions of the float. Replacement floats were designed, permits obtained and bids received for the replacement floats on December 5, 2013. All bids exceeded the engineer's estimate. As a result, all bids were rejected and City Council directed staff to conduct stakeholder outreach and redesign the project to reduce the cost and still meet stakeholders input.

Since that time:

- On March 31, 2014, staff conducted a public meeting focused on the Percival Landing E and F-Float rehabilitation project. Staff contacted key stakeholders such as Harbor Days, Wooden Boat, the Port of Olympia and the Olympia Yacht Club specifically to discuss float decking and flotation options. The feedback received was instrumental in re-designing F-Float to serve more as a sewage pump-out facility than transient moorage.

- The E-Float and F-Float work was separated into two projects. This allowed the city to maintain the critical project schedule on F-float while design and bidding continues on E-Float.
- On July 2, 2014, staff received bids for the F-Float Replacement project. The lowest bid was \$494,496, which is 40% above the engineers estimate. Attachment A is a tabulation of bids received. Two options that will meet the 2015 boating season deadline are presented for Council consideration:
 1. Allocate additional funds and award the project. Two funding sources have been identified that could be transferred to the F-Float project to allow Council to award the project as bid. Those transfers would be:
 - Appropriate \$100,000 of Community Park Impact Fees to the Artesian Commons project freeing General Capital Improvement Funds to be used to fund the F-Float project.
 - Transfer \$67,000 in CIP funds from CAMMP - Heritage Fountain Repairs project to the F-Float project and use \$67,000 from the GHB Building Special Account to fund Heritage Fountain repairs. This can be done administratively and does not require an ordinance.
 2. Council has the authority to reject all bids by resolution pursuant to RCW 35.23.352. This alternative requires redesign and rebidding without guaranteed bids results.
 - One alternative in a re-design process would be consideration of the float materials. Staff considered an option of floats constructed of aluminum framing. Given uncertainty of yet another bidding process and the community interest in a completed project by 2015, it seems prudent to award the bid and keep to a project schedule that calls for F-Float to be built by the 2015 boating season.

Staff recommends transferring funds as identified in Option 1 and awarding the F-Float Replacement project to Neptune Marine. This allows the City to move forward with the replacement of F-Float with concrete floats, as designed and bid. The on-site work would then begin in January, with completion by June.

Neighborhood/Community Interests (if known):

Staff contacted key members of the boating community and they would like to see power and water services added to the Percival Landing floats. All floats have been without power and water since 2006 and F-Float was closed in January of 2013 due to safety concerns.

Options:

1. Direct staff to transfer funds identified above and award the F Float Replacement Project to Neptune Marine.
2. Reject all bids. Direct staff to develop new drawings and specifications to allow aluminum floats. The revised project will still be able to meet the June 2015 boating season as well as meet the current project budget.

Financial Impact:

Awarding the low bid will require additional funding in the amount of \$167,000.



BID RESULTS

Percival Landing F- Float Replacement

Project Number: 1263H

Engineer's Estimate: \$325,000 to \$375,000

Bid Open Date: 7/2/14, 10:00 AM

Location: City Hall Council Chambers

BIDDER	TOTAL BID
Quigg Bros. Inc.	\$499,604.80
Manson Const. Inc.	\$551,941.31
American Const. Inc.	\$513,536.00
Neptune Marine*	\$494,496.00
Pacific Pile & Marine	\$550,397.44
Redside Const. LLC	\$561,027.20
Orion Marine Group	\$555,315.20

*apparent low



City of Olympia

City Council

Approval of Appointment to the Utility Advisory Committee

Agenda Date: 8/4/2014
Agenda Item Number: 4.E
File Number:14-0766

Type: decision **Version:** 1 **Status:** Consent Calendar

Title

Approval of Appointment to the Utility Advisory Committee

Recommended Action

Committee Recommendation:

General Government Committee recommends appointment of Michelle Barnett to the Utility Advisory Committee to a vacant term ending March 31, 2015.

City Manager Recommendation:

Move to approve the appointment of Michelle Barnett to the Utility Advisory Committee to a vacant term ending March 31, 2015.

Report

Issue:

Shall Michelle Barnett be appointed to the Utility Advisory Committee?

Staff Contact:

Cathie Butler, Communications Manager, 360.753.7361

Presenter(s):

N/A. Consent Calendar item.

Background and Analysis:

Recently Barb Day resigned from the Utility Advisory Committee (UAC) for personal reasons. Her term ends March 31, 2015. Several well qualified community members applied for the UAC this year. At the time of interviews, General Government Committee created a "short list" of applicants to recommend should any mid-year openings occur. At last month's meeting, General Government revisited the list and unanimously agreed to recommend Michelle Barnett to the open position.

According to Ms. Barnett's application, she is a construction manager with the LOTT Clean Water Alliance and has designed, inspected, and helped build public infrastructure in Olympia and surrounding communities for over 17 years. She has been attending UAC meetings as an interested community member. Ms. Barnett's application is available for review in the Council office.

Type: decision **Version:** 1 **Status:** Consent Calendar

Neighborhood/Community Interests (if known):

N/A

Options:

Appoint or do not appoint Michelle Barnett to the UAC.

Financial Impact:

None.



City of Olympia

City Council

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

Agenda Date: 8/4/2014
Agenda Item Number: 4.F
File Number: 14-0647

Type: ordinance **Version:** 3 **Status:** 2d Reading-Consent

Title

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

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

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

Report

Issue:

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

Staff Contact:

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

Presenter(s):

None. Consent Calendar item.

Background and Analysis:

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

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

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

Fees and Taxes.

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

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

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

Neighborhood/Community Interests (if known):

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

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

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

Options:

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

Financial Impact:

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

ORDINANCE NO. _____

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

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

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

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

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

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

WHEREAS, this Master Use Permit contains the following:

Section 1. Non-exclusive Master Use Permit Granted

Section 2. Authority

Section 3. Master Use Permit Term

Section 4. Acceptance of Terms and Conditions

Section 5. Construction Provisions and Standards

A. Permit Required

B. Coordination

C. Construction Standards

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

Section 6. Master Use Permit Compliance.

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

Section 7. Insurance

Section 8. Other Permits & Approvals

Section 9. Transfer of Ownership.

Section 10. Administrative Fees.

Section 11. Notices.

Section 12. Indemnification.

Section 13. Severability

Section 14. Reservation of Rights

Section 15. Police Powers

Section 16. Future Rules, Regulations, and Specifications

Section 17. Effective Date

Section 18. Law and Venue

Section 19. Ratification

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

Section 1. Non-exclusive Master Use Permit Granted.

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

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

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

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

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

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

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

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

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

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

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

E. Relocation.

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

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

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

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

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

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

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

Section 6. Master Use Permit Compliance.

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

B. Emergency Actions.

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

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

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

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

Section 7. Insurance.

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

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

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

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

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

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

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

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

Section 9. Transfer of Ownership.

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

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

Section 10. Administrative Fees.

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

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

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

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

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

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

CITY:

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

ASTOUND BROADBAND LLC:

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

With a copy to:

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

Section 12. Indemnification.

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

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

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

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

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

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

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

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

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

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

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

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

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

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Nieneber DCA

CITY ATTORNEY

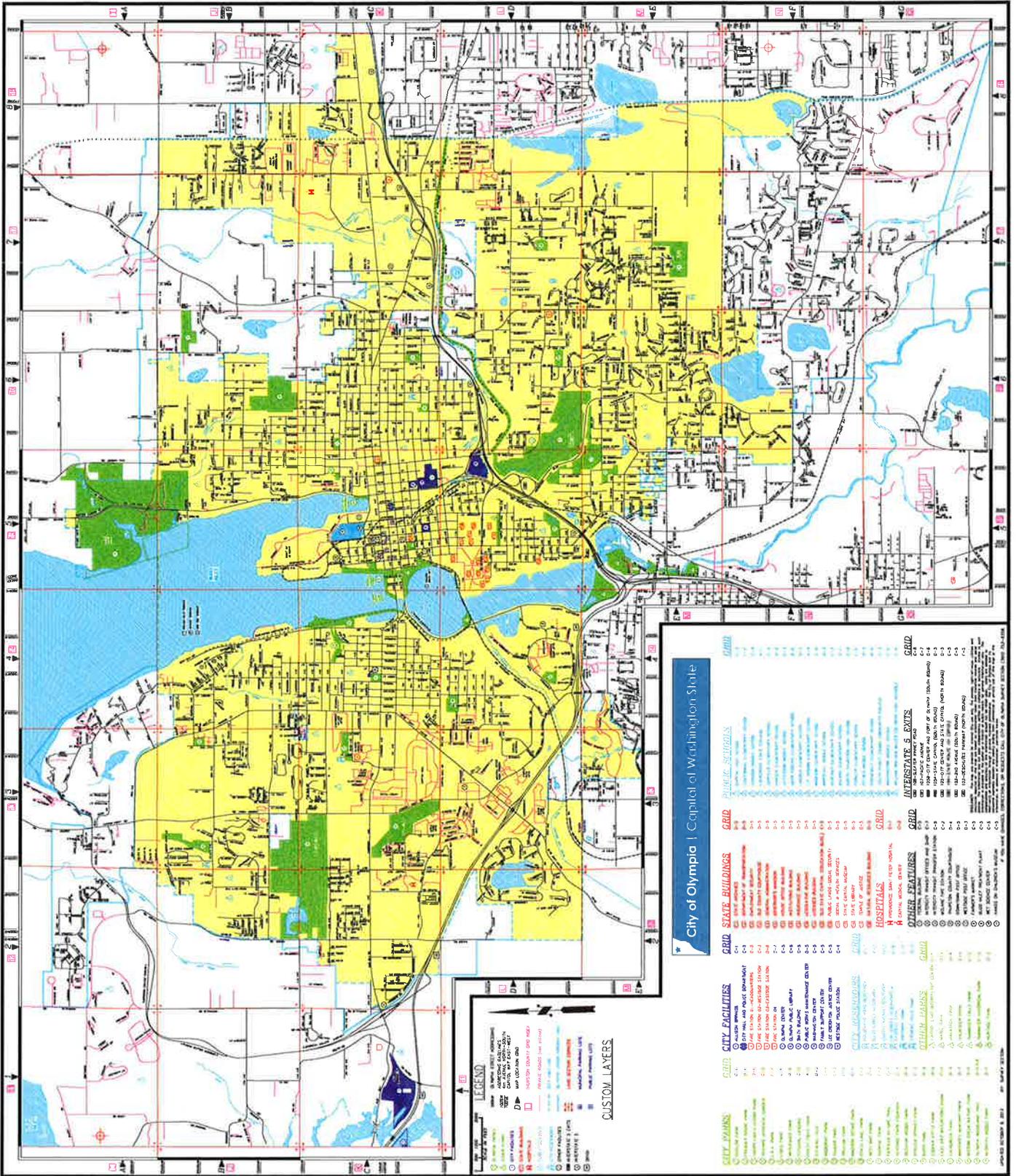
PASSED:

APPROVED:

PUBLISHED:

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

EXHIBIT A



City of Olympia | Capital of Washington State

GRID	CITY FACILITIES	GRID	STATE BUILDINGS	GRID	PUBLIC UTILITIES	GRID	INTERSTATE 5 EXITS
01A	City Hall	01A	State Capitol	01A	Water Treatment Plant	01A	Exit 101A
01B	City Library	01B	State Courthouse	01B	Wastewater Treatment Plant	01B	Exit 101B
01C	City Police Station	01C	State Office Building	01C	Stormwater Treatment Plant	01C	Exit 101C
01D	City Fire Station	01D	State Auditorium	01D	Public Works Department	01D	Exit 101D
01E	City Court House	01E	State Museum	01E	Public Health Department	01E	Exit 101E
01F	City Community Center	01F	State Archives	01F	Public Safety Department	01F	Exit 101F
01G	City Senior Center	01G	State Library	01G	Public Works Department	01G	Exit 101G
01H	City Youth Center	01H	State Office Building	01H	Public Health Department	01H	Exit 101H
01I	City Public Library	01I	State Courthouse	01I	Public Safety Department	01I	Exit 101I
01J	City Police Station	01J	State Office Building	01J	Public Works Department	01J	Exit 101J
01K	City Fire Station	01K	State Auditorium	01K	Public Health Department	01K	Exit 101K
01L	City Court House	01L	State Museum	01L	Public Safety Department	01L	Exit 101L
01M	City Community Center	01M	State Archives	01M	Public Works Department	01M	Exit 101M
01N	City Senior Center	01N	State Library	01N	Public Health Department	01N	Exit 101N
01O	City Youth Center	01O	State Office Building	01O	Public Safety Department	01O	Exit 101O
01P	City Public Library	01P	State Courthouse	01P	Public Works Department	01P	Exit 101P
01Q	City Police Station	01Q	State Office Building	01Q	Public Health Department	01Q	Exit 101Q
01R	City Fire Station	01R	State Auditorium	01R	Public Safety Department	01R	Exit 101R
01S	City Court House	01S	State Museum	01S	Public Works Department	01S	Exit 101S
01T	City Community Center	01T	State Archives	01T	Public Health Department	01T	Exit 101T
01U	City Senior Center	01U	State Library	01U	Public Safety Department	01U	Exit 101U
01V	City Youth Center	01V	State Office Building	01V	Public Works Department	01V	Exit 101V
01W	City Public Library	01W	State Courthouse	01W	Public Health Department	01W	Exit 101W
01X	City Police Station	01X	State Office Building	01X	Public Safety Department	01X	Exit 101X
01Y	City Fire Station	01Y	State Auditorium	01Y	Public Works Department	01Y	Exit 101Y
01Z	City Court House	01Z	State Museum	01Z	Public Health Department	01Z	Exit 101Z
02A	City Community Center	02A	State Archives	02A	Public Safety Department	02A	Exit 102A
02B	City Senior Center	02B	State Library	02B	Public Works Department	02B	Exit 102B
02C	City Youth Center	02C	State Office Building	02C	Public Health Department	02C	Exit 102C
02D	City Public Library	02D	State Courthouse	02D	Public Safety Department	02D	Exit 102D
02E	City Police Station	02E	State Office Building	02E	Public Works Department	02E	Exit 102E
02F	City Fire Station	02F	State Auditorium	02F	Public Health Department	02F	Exit 102F
02G	City Court House	02G	State Museum	02G	Public Safety Department	02G	Exit 102G
02H	City Community Center	02H	State Archives	02H	Public Works Department	02H	Exit 102H
02I	City Senior Center	02I	State Library	02I	Public Health Department	02I	Exit 102I
02J	City Youth Center	02J	State Office Building	02J	Public Safety Department	02J	Exit 102J
02K	City Public Library	02K	State Courthouse	02K	Public Works Department	02K	Exit 102K
02L	City Police Station	02L	State Office Building	02L	Public Health Department	02L	Exit 102L
02M	City Fire Station	02M	State Auditorium	02M	Public Safety Department	02M	Exit 102M
02N	City Court House	02N	State Museum	02N	Public Works Department	02N	Exit 102N
02O	City Community Center	02O	State Archives	02O	Public Health Department	02O	Exit 102O
02P	City Senior Center	02P	State Library	02P	Public Safety Department	02P	Exit 102P
02Q	City Youth Center	02Q	State Office Building	02Q	Public Works Department	02Q	Exit 102Q
02R	City Public Library	02R	State Courthouse	02R	Public Health Department	02R	Exit 102R
02S	City Police Station	02S	State Office Building	02S	Public Safety Department	02S	Exit 102S
02T	City Fire Station	02T	State Auditorium	02T	Public Works Department	02T	Exit 102T
02U	City Court House	02U	State Museum	02U	Public Health Department	02U	Exit 102U
02V	City Community Center	02V	State Archives	02V	Public Safety Department	02V	Exit 102V
02W	City Senior Center	02W	State Library	02W	Public Works Department	02W	Exit 102W
02X	City Youth Center	02X	State Office Building	02X	Public Health Department	02X	Exit 102X
02Y	City Public Library	02Y	State Courthouse	02Y	Public Safety Department	02Y	Exit 102Y
02Z	City Police Station	02Z	State Office Building	02Z	Public Works Department	02Z	Exit 102Z
03A	City Fire Station	03A	State Auditorium	03A	Public Health Department	03A	Exit 103A
03B	City Court House	03B	State Museum	03B	Public Safety Department	03B	Exit 103B
03C	City Community Center	03C	State Archives	03C	Public Works Department	03C	Exit 103C
03D	City Senior Center	03D	State Library	03D	Public Health Department	03D	Exit 103D
03E	City Youth Center	03E	State Office Building	03E	Public Safety Department	03E	Exit 103E
03F	City Public Library	03F	State Courthouse	03F	Public Works Department	03F	Exit 103F
03G	City Police Station	03G	State Office Building	03G	Public Health Department	03G	Exit 103G
03H	City Fire Station	03H	State Auditorium	03H	Public Safety Department	03H	Exit 103H
03I	City Court House	03I	State Museum	03I	Public Works Department	03I	Exit 103I
03J	City Community Center	03J	State Archives	03J	Public Health Department	03J	Exit 103J
03K	City Senior Center	03K	State Library	03K	Public Safety Department	03K	Exit 103K
03L	City Youth Center	03L	State Office Building	03L	Public Works Department	03L	Exit 103L
03M	City Public Library	03M	State Courthouse	03M	Public Health Department	03M	Exit 103M
03N	City Police Station	03N	State Office Building	03N	Public Safety Department	03N	Exit 103N
03O	City Fire Station	03O	State Auditorium	03O	Public Works Department	03O	Exit 103O
03P	City Court House	03P	State Museum	03P	Public Health Department	03P	Exit 103P
03Q	City Community Center	03Q	State Archives	03Q	Public Safety Department	03Q	Exit 103Q
03R	City Senior Center	03R	State Library	03R	Public Works Department	03R	Exit 103R
03S	City Youth Center	03S	State Office Building	03S	Public Health Department	03S	Exit 103S
03T	City Public Library	03T	State Courthouse	03T	Public Safety Department	03T	Exit 103T
03U	City Police Station	03U	State Office Building	03U	Public Works Department	03U	Exit 103U
03V	City Fire Station	03V	State Auditorium	03V	Public Health Department	03V	Exit 103V
03W	City Court House	03W	State Museum	03W	Public Safety Department	03W	Exit 103W
03X	City Community Center	03X	State Archives	03X	Public Works Department	03X	Exit 103X
03Y	City Senior Center	03Y	State Library	03Y	Public Health Department	03Y	Exit 103Y
03Z	City Youth Center	03Z	State Office Building	03Z	Public Safety Department	03Z	Exit 103Z
04A	City Public Library	04A	State Courthouse	04A	Public Works Department	04A	Exit 104A
04B	City Police Station	04B	State Office Building	04B	Public Health Department	04B	Exit 104B
04C	City Fire Station	04C	State Auditorium	04C	Public Safety Department	04C	Exit 104C
04D	City Court House	04D	State Museum	04D	Public Works Department	04D	Exit 104D
04E	City Community Center	04E	State Archives	04E	Public Health Department	04E	Exit 104E
04F	City Senior Center	04F	State Library	04F	Public Safety Department	04F	Exit 104F
04G	City Youth Center	04G	State Office Building	04G	Public Works Department	04G	Exit 104G
04H	City Public Library	04H	State Courthouse	04H	Public Health Department	04H	Exit 104H
04I	City Police Station	04I	State Office Building	04I	Public Safety Department	04I	Exit 104I
04J	City Fire Station	04J	State Auditorium	04J	Public Works Department	04J	Exit 104J
04K	City Court House	04K	State Museum	04K	Public Health Department	04K	Exit 104K
04L	City Community Center	04L	State Archives	04L	Public Safety Department	04L	Exit 104L
04M	City Senior Center	04M	State Library	04M	Public Works Department	04M	Exit 104M
04N	City Youth Center	04N	State Office Building	04N	Public Health Department	04N	Exit 104N
04O	City Public Library	04O	State Courthouse	04O	Public Safety Department	04O	Exit 104O
04P	City Police Station	04P	State Office Building	04P	Public Works Department	04P	Exit 104P
04Q	City Fire Station	04Q	State Auditorium	04Q	Public Health Department	04Q	Exit 104Q
04R	City Court House	04R	State Museum	04R	Public Safety Department	04R	Exit 104R
04S	City Community Center	04S	State Archives	04S	Public Works Department	04S	Exit 104S
04T	City Senior Center	04T	State Library	04T	Public Health Department	04T	Exit 104T
04U	City Youth Center	04U	State Office Building	04U	Public Safety Department	04U	Exit 104U
04V	City Public Library	04V	State Courthouse	04V	Public Works Department	04V	Exit 104V
04W	City Police Station	04W	State Office Building	04W	Public Health Department	04W	Exit 104W
04X	City Fire Station	04X	State Auditorium	04X	Public Safety Department	04X	Exit 104X
04Y	City Court House	04Y	State Museum	04Y	Public Works Department	04Y	Exit 104Y
04Z	City Community Center	04Z	State Archives	04Z	Public Health Department	04Z	Exit 104Z
05A	City Senior Center	05A	State Library	05A	Public Safety Department	05A	Exit 105A
05B	City Youth Center	05B	State Office Building	05B	Public Works Department	05B	Exit 105B
05C	City Public Library	05C	State Courthouse	05C	Public Health Department	05C	Exit 105C
05D	City Police Station	05D	State Office Building	05D	Public Safety Department	05D	Exit 105D
05E	City Fire Station	05E	State Auditorium	05E	Public Works Department	05E	Exit 105E
05F	City Court House	05F	State Museum	05F	Public Health Department	05F	Exit 105F
05G	City Community Center	05G	State Archives	05G	Public Safety Department	05G	Exit 105G
05H	City Senior Center	05H	State Library	05H	Public Works Department	05H	Exit 105H
05I	City Youth Center	05I	State Office Building	05I	Public Health Department	05I	Exit 105I
05J	City Public Library	05J	State Courthouse	05J	Public Safety Department	05J	Exit 105J
05K	City Police Station	05K	State Office Building	05K	Public Works Department	05K	Exit 105K
05L	City Fire Station	05L	State Auditorium	05L	Public Health Department	05L	Exit 105L
05M	City Court House	05M	State Museum	05M	Public Safety Department	05M	Exit 105M
05N	City Community Center	05N	State Archives	05N	Public Works Department	05N	Exit 105N
05O	City Senior Center	05O	State Library	05O	Public Health Department	05O	Exit 105O
05P	City Youth Center	05P	State Office Building	05P	Public Safety Department	05P	Exit 105P
05Q	City Public Library	05Q	State Courthouse	05Q	Public Works Department	05Q	Exit 105Q
05R	City Police Station	05R	State Office Building	05R	Public Health Department	05R	Exit 105R
05S	City Fire Station	05S	State Auditorium	05S	Public Safety Department	05S	Exit 105S
05T	City Court House	05T	State Museum	05T	Public Works Department	05T	Exit 105T
05U	City Community Center	05U	State Archives	05U	Public Health Department	05U	Exit 105U
05V	City Senior Center	05V	State Library	05V	Public Safety Department	05V	Exit 105V
05W	City Youth Center	05W	State Office Building	05W	Public Works Department	05W	Exit 105W
05X	City Public Library	05X	State Courthouse	05X	Public Health Department	05X	Exit 105X
05Y	City Police Station	05Y	State Office Building	05Y	Public Safety Department	05Y	Exit 105Y
05Z	City Fire Station	05Z	State Auditorium	05Z	Public Works Department	05Z	Exit 105Z

LEGEND

- City Limits
- City Facilities
- City Buildings
- City Parks
- City Streets
- City Waterways
- City Railroads
- City Airports
- City Hospitals
- City Schools
- City Public Works
- City Utilities
- City Landmarks
- City Historical Sites
- City Cultural Centers
- City Sports Fields
- City Recreation Areas
- City Open Spaces
- City Wetlands
- City Forests
- City Mountains
- City Hills
- City Valleys
- City Plains
- City Plateaus
- City Basins
- City Canyons
- City Gorges
- City Ravines
- City Creeks
- City Rivers
- City Lakes
- City Ponds
- City Reservoirs
- City Dams
- City Levees
- City Flood Walls
- City Stormwater Management
- City Wastewater Treatment
- City Sewerage
- City Water Distribution
- City Gas Distribution
- City Electric Distribution
- City Telephone Distribution
- City Cable Distribution
- City Fiber Optic Distribution
- City Data Distribution
- City Internet Distribution
- City Satellite Distribution
- City Radio Distribution
- City Television Distribution
- City Cellular Distribution
- City Wi-Fi Distribution
- City Broadband Distribution
- City High-Speed Distribution
- City Low-Speed Distribution
- City Very Low-Speed Distribution
- City Ultra-Low-Speed Distribution
- City Super-Low-Speed Distribution
- City Sub-Low-Speed Distribution
- City Near-Low-Speed Distribution
- City Below-Low-Speed Distribution
- City Far-Low-Speed Distribution
- City Very-Far-Low-Speed Distribution
- City Ultra-Far-Low-Speed Distribution
- City Super-Far-Low-Speed Distribution
- City Sub-Far-Low-Speed Distribution
- City Near-Far-Low-Speed Distribution
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- City Ultra-Far-Far-Far-Low-Speed Distribution
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- City Far-Far-Far-Far-Low-Speed Distribution
- City Very-Far-Far-Far-Far-Low-Speed Distribution
- City Ultra-Far-Far-Far-Far-Low-Speed Distribution
- City Super-Far-Far-Far-Far-Low-Speed Distribution
- City Sub-Far-Far-Far-Far-Low-Speed Distribution
- City Near-Far-Far-Far-Far-Low-Speed Distribution
- City Below-Far-Far-Far-Far-Low-Speed Distribution
- City Far-Far-Far-Far-Far-Low-Speed Distribution
- City Very-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Ultra-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Super-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Sub-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Near-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Below-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Very-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Ultra-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Super-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Sub-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Near-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Below-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Far-Far-Far-Far-Far-Far-Far-Low-Speed Distribution
- City Very-Far-Far-Far-Far-Far-Far-Far-Low

EXHIBIT B

MASTER USE PERMIT ACCEPTANCE FORM

ASTOUND BROADBAND LLC

Date: _____

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

Re: Ordinance No. _____
Adopted _____

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

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

Signature

Printed Name and Title

11.06.030 Determination by the city

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

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

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

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

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

RCW 35.99.030

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

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

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

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

(i) With the agreement of the applicant; or

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

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

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

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

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

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

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

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

(5) A city or town shall:

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

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

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

(6) A service provider shall:

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

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

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

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

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

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

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

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

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

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

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

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

[2000 c 83 § 3.]

RCW 35.21.860

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

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

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

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

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



City of Olympia

City Council

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

Agenda Date: 8/4/2014
Agenda Item Number: 4.G
File Number:14-0648

Type: ordinance **Version:** 3 **Status:** 2d Reading-Consent

Title

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

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

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

Report

Issue:

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

Staff Contact:

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

Presenter(s):

None. Consent Calendar item.

Background and Analysis:

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

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

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

Fees and Taxes.

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

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

Neighborhood/Community Interests (if known):

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

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

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

Options:

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

Financial Impact:

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

ORDINANCE NO. _____

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

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

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

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

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

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

WHEREAS, this Master Use Permit contains the following:

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

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

Section 6. Master Use Permit Compliance.

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

Section 7. Insurance

Section 8. Other Permits & Approvals

Section 9. Transfer of Ownership.

Section 10. Administrative Fees.

Section 11. Notices.

Section 12. Indemnification.

Section 13. Severability

Section 14. Reservation of Rights

Section 15. Police Powers

Section 16. Future Rules, Regulations, and Specifications

Section 17. Effective Date

Section 18. Law and Venue

Section 19. Ratification

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

Section 1. Non-exclusive Master Use Permit Granted.

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

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

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

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

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

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

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

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

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

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

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

E. Relocation.

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

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

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

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

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

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

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

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

Section 6. Master Use Permit Compliance.

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

B. Emergency Actions.

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

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

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

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

Section 7. Insurance.

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

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

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

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

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

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

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

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

Section 9. Transfer of Ownership.

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

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

Section 10. Administrative Fees.

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

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

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

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

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

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

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

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

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

Section 12. Indemnification.

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

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

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

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

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

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

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

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

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

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

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

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

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

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Dienaber DCA

CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:

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

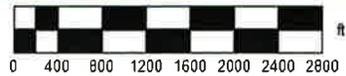
EXHIBIT A

Noel Communications – City of Olympia local fiber



Legend:

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



Data Zoom 13-5

EXHIBIT B

MASTER USE PERMIT ACCEPTANCE FORM

NOEL COMMUNICATIONS, INC.

Date: _____

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

Re: Ordinance No. _____
Adopted _____

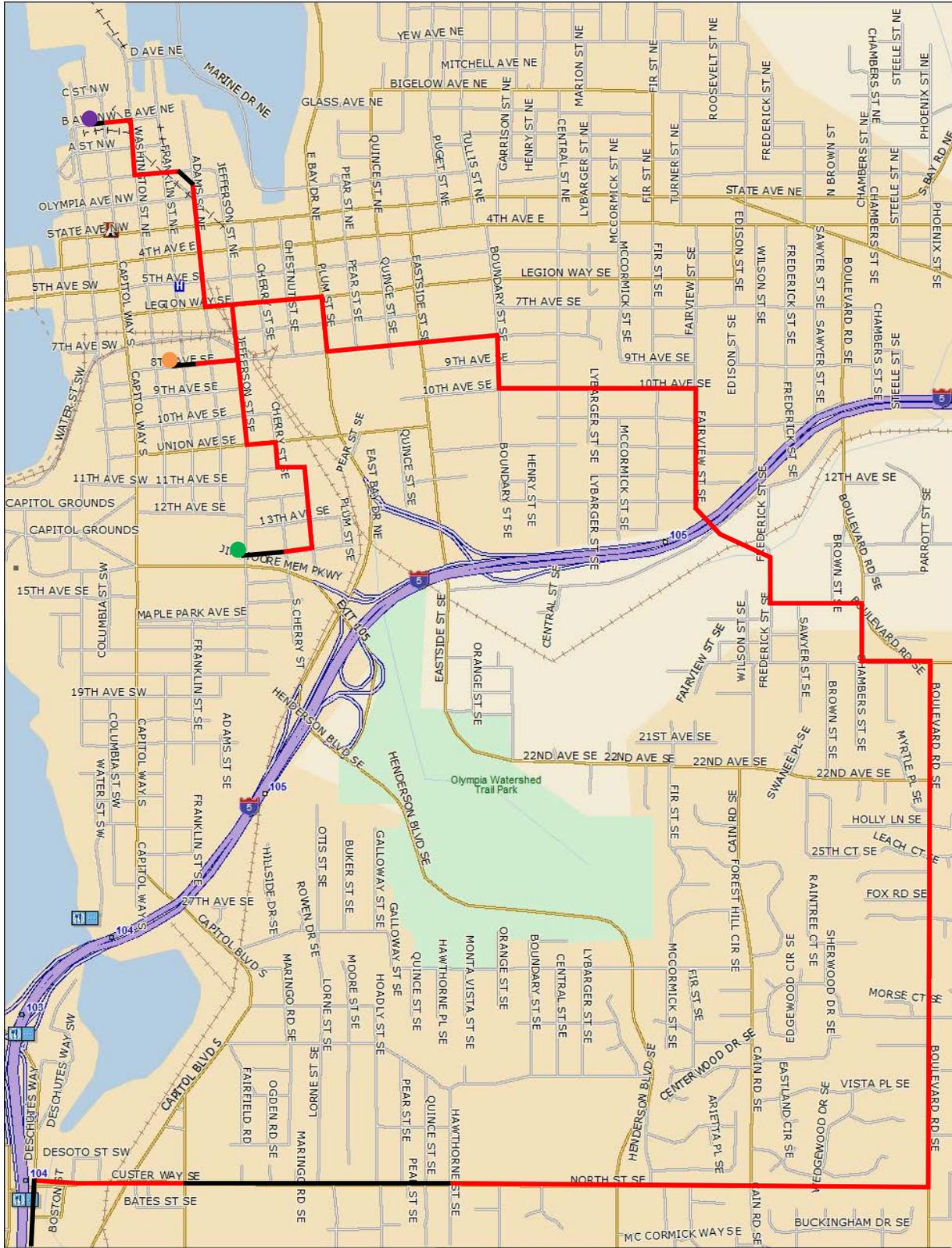
In accordance with and as required by Section 4 of the City of Olympia Ordinance referenced above, Noel Communications, Inc., hereby accepts the terms, conditions and obligations to be complied with or performed by it under the Ordinance.

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

Signature

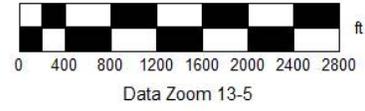
Printed Name and Title

Noel Communications – City of Olympia local fiber



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

★
MN (16.4° E)



Data Zoom 13-5

11.06.030 Determination by the city

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

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

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

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

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

RCW 35.99.030

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

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

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

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

(i) With the agreement of the applicant; or

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

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

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

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

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

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

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

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

(5) A city or town shall:

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

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

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

(6) A service provider shall:

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

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

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

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

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

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

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

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

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

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

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

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

[2000 c 83 § 3.]

RCW 35.21.860

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

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

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

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

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



City of Olympia

City Council

Approval of Ordinance Amending the Fund 108 and Fund 003 Housing Funds

Agenda Date: 8/4/2014
Agenda Item Number: 4.H
File Number:14-0736

Type: ordinance **Version:** 2 **Status:** 1st Reading-Consent

Title

Approval of Ordinance Amending the Fund 108 and Fund 003 Housing Funds

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve the ordinance amending language for use of and deposits into Fund 108 - Housing and Urban Development (HUD) Fund and Fund 003 - Low Income Housing Loan Account.

Report

Issue:

Whether to approve an ordinance amending Ordinance 3992 which established Fund 108, the City's HUD Fund, and Ordinance 5324 which established governance of the Fund 003 Low Income Housing Loan Account to expand use for other housing and economic development uses and to allow deposits from other funds as may be appropriate or designated by City Council.

Staff Contact:

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

Presenter:

None, consent calendar item.

Background and Analysis:

Fund 108 - Housing and Urban Development Fund

The Community Development Block Grant (CDBG) Annual Action Plan for CDBG Program Year 2013 (which runs September 1, 2013 to August 31, 2014) reclassified income received from housing rehabilitation loans from what HUD deems Revolving Loan income to Program Income. This change expands the use of those funds for other CDBG eligible housing and economic development activities, as committed to in the Annual Action Plans for Program Years 2013 and 2014.

The U.S. Department of Housing and Urban Development requires that entitlement agencies spend Program Income before utilizing CDBG entitlement grant funds.

Therefore, Ordinance 3992 which established Fund 108 needs to be amended to allow deposits from other funds. This amendment would allow income received from housing rehabilitation loan payments to be deposited into Fund 108 and used for CDBG eligible projects.

Fund 003 - Low Income Housing Loan Account

Currently, monies in the Low Income Housing Loan Account can be used for making loans for construction, remodeling or rehabilitation of housing that is affordable to low and moderate income persons as defined by the U.S. Department of Housing and Urban Development (HUD). This amendment would expand the use of these funds for other housing and economic development uses, which is consistent with Council direction in the adopted CDBG Annual Action Plan for program year 2014 (September 1, 2014-August 31, 2015).

Neighborhood/Community Interests:

None as this is an administrative amendment.

Options:

1. Approve the ordinance amending use of and deposits into the City's HUD Fund and the Low Income Housing Loan Account.
2. Do not approve the ordinance amending use of and deposits into the City's HUD Fund and the Low Income Housing Loan Account.

Financial Impact:

This ordinance is administrative and has no net financial impact to Housing Funds.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, AMENDING CHAPTER 3.04 OF THE OLYMPIA MUNICIPAL CODE; AMENDING CHAPTER 3.04.735 OF THE OLYMPIA MUNICIPAL CODE RELATING TO EXPANDING USE OF THE LOW INCOME HOUSING LOAN ACCOUNT FUND; ADDING A NEW SECTION 3.04.855 TO THE OLYMPIA MUNICIPAL CODE IDENTIFYING THE HOUSING AND URBAN DEVELOPMENT (HUD) FUND; AND REPEALING SECTION 1 OF ORDINANCE NO. 3992.

WHEREAS, the Housing and Urban Development (HUD) fund was created by Section 1 of Ordinance No. 3992 on December 21, 1976, but was not codified; and

WHEREAS, the purpose of this Ordinance in part is to further expand the uses of the HUD fund for other housing and economic development uses and to allow deposits from other funds as may be appropriate or designated by the City Council; and

WHEREAS, the Low Income Housing Loan Account was created within the City of Olympia's Revolving Account Control Fund by Ordinance No. 5062 on December 12, 1989, and codified under Olympia Municipal Code Section 3.04.075; and

WHEREAS, OMC 3.04.075 was amended on September 29, 1992, by Ordinance No. 5324, broadening the purposes for which monies within the Low Income Housing Loan Account may be used; and

WHEREAS, the purpose of this Ordinance is to further expand the uses of the Low Income Housing Loan Account to other housing and economic development uses in line with City Council direction for the Community Development Block Grant (CDBG) and Housing programs; and

WHEREAS, this Ordinance is supported by the staff report and attachments associated with the Ordinance along with documents on file with the City of Olympia; and

WHEREAS, this Ordinance is adopted pursuant to Article 11, Section 11, of the Washington State Constitution and any other legal applicable authority;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OLYMPIA, STATE OF WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Amendment of OMC Chapter 3.04. Section 3.04.000 of the Olympia Municipal Code is hereby amended to read as follows:

3.04.000 Chapter Contents

Sections:

- 3.04.020 Risk management trust fund--Established.
- 3.04.030 Risk management trust fund--Transfers.
- 3.04.040 Cumulative reserve fund, additional facilities--Purposes.

3.04.050 Cumulative reserve fund, additional facilities--Sources.

3.04.060 Cumulative reserve fund, additional facilities--Accumulation and allocation.

3.04.070 Cumulative reserve fund, additional facilities--Investment.

3.04.120 Cumulative reserve fund, equipment rental--Established.

3.04.130 Cumulative reserve fund, equipment rental--Purposes.

3.04.140 Cumulative reserve fund, equipment rental--Augmentation and accumulation.

3.04.150 Cumulative reserve fund, equipment rental--Disposition of moneys.

3.04.160 Cumulative reserve fund, recreational trails--Created.

3.04.180 Cumulative reserve fund, sewers--Source of moneys.

3.04.190 Cumulative reserve fund, sewers--Expenditure.

3.04.210 Cumulative reserve fund, water department--Purposes.

3.04.220 Cumulative reserve fund, water department--Sources.

3.04.230 Cumulative reserve fund, water department--Accumulation and allocation.

3.04.240 Cumulative reserve fund, water department--Investment.

3.04.250 Washington Center for the Performing Arts endowment fund--Established.

3.04.260 Washington Center for the Performing Arts endowment fund--Use.

3.04.320 Equipment rental fund--Created--Uses.

3.04.330 Equipment rental fund--Supervision.

3.04.340 Equipment rental fund--Charges.

3.04.360 Federal shared revenue fund--Created.

3.04.370 Firemen's pension fund--Created.

3.04.380 Garbage fund.

3.04.400 Local improvement guaranty fund--Established.

3.04.410 Local improvement guaranty fund--Sources.

3.04.420 Local improvement guaranty fund--Subrogation, warrants, certificates of delinquency.

3.04.430 Local improvement guaranty fund--Cost assessments for improvements.

3.04.440 Local improvement guaranty fund--Engineer's certificate of valuation.

3.04.450 Local improvement guaranty fund--Limitation of bond or warrant holder's remedy.

3.04.460 Payroll fund--Created--Uses.

3.04.480 Suspense fund--Established.

3.04.490 Suspense fund--Sources and withdrawals.

3.04.500 Transit capital improvements fund--Created--Sources.

3.04.510 Unemployment compensation fund--Created--Sources.

3.04.520 Unemployment compensation fund--Balance.

3.04.530 Unlimited general obligation bond fund--Created--Sources.

3.04.550 Advance travel expense revolving fund--Created.

3.04.560 Advance travel expense revolving fund--Procedures.

3.04.570 Advance travel expense revolving fund--Miscellaneous.

3.04.580 Self-insurance trust fund--Fund created.

3.04.590 Self-insurance trust fund--Initial transfer of moneys.

- 3.04.600 Self-insurance trust fund--Interim transfers, of moneys.
- 3.04.610 Self-insurance trust fund--Annual budgeting of moneys.
- 3.04.620 Self-insurance trust fund--Expenditures.
- 3.04.630 Self-insurance trust fund--Internal accounting.
- 3.04.640 Revolving pass-through trust fund--Created.
- 3.04.650 Revolving pass-through trust fund--Procedures.
- 3.04.680 Drug abuse resistance education fund (DARE).
- 3.04.690 Harbor patrol program fund.
- 3.04.700 All America City Task Force account.
- 3.04.710 Special account control fund.
- 3.04.720 Rides home program account.
- 3.04.730 Olympia police firing range account.
- 3.04.735 Low income housing loan account.
- 3.04.740 Water capital improvement fund--Established.
- 3.04.750 Sewer capital improvement fund--Established.
- 3.04.760 Educational assistance revolving account.
- 3.04.770 Shared leave revolving account.
- 3.04.780 Boating safety account.
- 3.04.790 Equipment and facilities replacement reserve fund.
- 3.04.800 Workers compensation fund--Established.
- 3.04.810 Workers compensation fund--Purposes.
- 3.04.820 Workers compensation fund--Accounts--Signatures.
- 3.04.830 Workers compensation fund--Sources.
- 3.04.840 City Shop construction fund--Created.
- 3.04.850 CDBG loan repayment fund --Created.
- 3.04.855 Housing and Urban Development (HUD) fund.
- 3.04.860 Fire Station 4 and Training Facility Construction and Acquisition Fund --Created.

Section 2. Amendment of OMC 3.04.735. Section 3.04.735 of the Olympia Municipal Code is hereby amended to read as follows:

3.04.735 Low income housing loan account

- A. There is created within the revolving account control fund of the City an account to be known as the low income housing loan account. There shall be deposited in said fund moneys remaining in the 1989 general fund budget for downtown housing which may be unspent as of December 31, 1989, funds which may be appropriated by the City Council from time to time, loan repayments and interest, and other moneys received from public or private sources for the purpose set forth below.
- B. Moneys within the low income housing loan account shall be used for making low or no interest loans for construction, remodeling or rehabilitation of residential units affordable to, or other

nonresidential service facilities available to, low and moderate income persons as defined by the United States Department of Housing and Urban Development, or for other housing and economic development uses.

Section 3. Amendment of Chapter 3.04. Chapter 3.04 of the Olympia Municipal Code is hereby amended by adding a new Section 3.04.855 to read as follows:

3.04.855 Housing and Urban Development (HUD) fund

There is hereby created a fund to be known as the Housing and Urban Development (HUD) fund. There shall be deposited into said fund such monies as received from the U.S. Department of Housing and Urban Development, and other funds as may be appropriate or designated by the City Council, and such funds shall be used exclusively for approved projects.

Section 4. Ordinance No. 3992. Section 1 of Ordinance No. 3992 is hereby repealed.

Section 5. Ratification. Any act consistent with the authority and prior to the effective date of this amendment is hereby ratified and affirmed.

Section 6. Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to any person, is, for any reason, declared invalid, in whole or in part by any court or agency of competent jurisdiction, said decision shall not affect the validity of the remaining portions hereof.

Section 7. Effective Date. This Ordinance shall take effect five (5) days after passage and publication, as provided by law.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Niehaber

DEPUTY CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:



City of Olympia

City Council

Approval of Appropriation Ordinance in the Amount of \$100,000 Transferring Funds from the Community Park Impact Fee Account to the Capital Improvement Fund

Agenda Date: 8/4/2014
Agenda Item Number: 4.1
File Number: 14-0758

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

Title

Approval of Appropriation Ordinance in the Amount of \$100,000 Transferring Funds from the Community Park Impact Fee Account to the Capital Improvement Fund

City Manager Recommendation:

Move to approve on first reading and forward to second reading an Ordinance Appropriating \$100,000 from the Community Park Impact Fee Account to the Capital Improvement Fund.

Report

Issue:

Determine whether to approve an Appropriation Ordinance in the amount of \$100,000.

Staff Contact:

Kip Summers, Project Engineer, Parks, Arts and Recreation, 360.570.5834

Presenter(s):

None. This is a Consent Agenda item.

Background and Analysis:

The City has twice bid the Percival Landing F-Float project and received bids higher than initially expected. Additional funding is necessary to award the bid for F-Float replacement project. The project can be fully funded by using General Capital Improvement Funds currently appropriated for the Artesian Commons Project, and replacing that \$100,000 for the Artesian Project with Community Park Impact Fees.

Community Park Impact Fees cannot be used for repairs (F-Float project), as they must be expended to increase recreational capacity (Artesian project). General Capital Improvement Funds can be used for either.

Neighborhood/Community Interests (if known):

None.

Options:

Option 1: Move to approve on first reading and forward to second reading an Ordinance Appropriating \$100,000 from the Community Park Impact Fee Account to the Capital Improvement Fund.

- Will add \$100,000 to the F-Float project and maintain existing funding level for the Artesian Commons project.

Option 2: Do not approve the Appropriation Ordinance in the amount of \$100,000 to allow General Capital Improvement Funds in the Artesian Commons project to be used for Percival Landing F-Float.

- Will not have enough money to award a bid for the F-Float project.

Financial Impact:

This recommendation is basically a transfer of funding sources between two projects. The Artesian Commons project will remain fully funded as originally budgeted and \$100,000 will be added to the F-Float project.

Ordinance No.

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, RELATING TO THE 2014 BUDGET, AND APPROPRIATING \$100,000 OF COMMUNITY PARK IMPACT FEES FOR THE ARTESIAN COMMONS PROJECT TO ALLOW GENERAL CAPITAL IMPROVEMENT FUNDS TO BE USED TO FUND PERCIVAL LANDING F-FLOAT PROJECTS.

WHEREAS, there is a need for additional funding for the Percival Landing F-Float project; and

WHEREAS, \$100,000 of general capital improvement funds previously planned to fund the Artesian Commons project can be made available for the Percival Landing F-float project if Community Park Impact Fees are allocated to the Artesian Commons project; and

WHEREAS, Community Park Impact Fees may be used for the Artesian Commons project; and

WHEREAS, there are sufficient unappropriated Community Park Impact Fees available to provide funding for the Artesian Commons project.

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

Section 1. That the following appropriations are hereby made:

CAPITAL IMPROVEMENT FUND		
Resources:	Transfer in of Community Park Impact Fees	\$100,000
	TOTAL RESOURCES	\$100,000
Appropriations:	Artesian Commons project	\$100,000
	TOTAL APPROPRIATIONS	\$100,000
COMMUNITY PARK IMPACT FEE ACCOUNT		
Resources:	Fund balance	\$100,000
	TOTAL RESOURCES	\$100,000
Appropriations:	Transfer to Capital Improvement Fund	\$100,000
	TOTAL APPROPRIATIONS	\$100,000

Section 2. \$100,000 of general capital improvement funds previously budgeted for the Artesian Commons project are hereby authorized to be re-allocated to the Percival Landing F-Float project.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Moeneke DCA

CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:



City of Olympia

City Council

Approval of an Ordinance Amending Park Impact Fees to Remove Exemption for Senior Housing Developments

Agenda Date: 8/4/2014
Agenda Item Number: 6.A
File Number: 14-0557

Type: ordinance **Version:** 1 **Status:** Other Business

Title

Approval of an Ordinance Amending Park Impact Fees to Remove Exemption for Senior Housing Developments

Recommended Action

Parks and Recreation Advisory Committee (PRAC) Recommendation:

Remove the park impact fee exemption for senior housing developments from the park impact fee ordinance. Retain the exemption for developments limited to residents who routinely receive assistance with activities of daily living.

City Manager Recommendation:

Move to amend on first reading and forward to second reading the park impact fee ordinance to remove the exemption for senior housing developments.

Note: A full exemption will remain for developments limited to residents who routinely receive assistance with activities of daily living.

Report

Issue:

The current park impact fee ordinance exempts all developments for residents 62 and older from paying park impact fees. At issue is whether this full exemption should remain as is, be reduced, or be eliminated altogether.

Staff Contact:

Jonathon Turlove, Associate Planner, Parks, Arts and Recreation, 360.753.8068

Presenter(s):

Jonathon Turlove, Associate Planner, Parks, Arts and Recreation

Background and Analysis:

Since 1994, Olympia's Impact Fee Ordinance has exempted all residential developments for residents 62 and older from paying park and school impact fees (transportation impact fees are not included in this exemption). With today's seniors living longer and staying active later in life, it is

likely that seniors are utilizing Olympia's park system more than they were when this exemption was put in place 20 years ago. With this in mind, the City recently hired a consultant, FCS Group, to analyze the usage of parks by seniors to determine if this exemption was still appropriate.

Consultant Recommendation

The lead consultant for FCS Group stated that Olympia is the only jurisdiction out of the dozens that he has worked for that has a park impact fee exemption for seniors. While the data on park usage by seniors is somewhat limited, what he found indicated that seniors do indeed utilize park facilities. The consultant recommendation is that Olympia should charge impact fees for senior housing developments. The consultant also recommends that a full exemption would still be appropriate for 55+ developments whose residents routinely receive assistance with activities of daily living.

Parks and Recreation Advisory Committee Recommendation

Staff presented the consultant's draft study to PRAC on April 17, 2014. They noted that as the general population is staying active later in life, one would expect park usage by seniors to be increasing. PRAC voted unanimously to recommend removal of the exemption for senior housing developments entirely, except in the case of developments limited to residents who routinely receive assistance with activities of daily living as these residents presumably do not impact the park system.

Neighborhood/Community Interests (if known):

On April 7, 2014 staff presented the draft study to the Carnegie Group. The group had the following feedback:

- Need to make ordinance explicitly state that if an exempt development transitions into a development that allows all ages, the full fee would need to be paid at that time.
- With the increase of community gardens in parks, seniors likely are using parks more than in the past.
- Concern that consultant's data was too limited. Perhaps need to do a future study specific to Olympia.
- Would like to see impact fees be a "buy in" fee in which new residents pay a proportionate share of Olympia's existing park system.

On April 9, 2014 staff presented the draft study to the Olympia Master Builders who provided the following feedback:

- Would prefer that impact fees be paid via certificate of occupancy rather than by the developer.
- Suggests that the City should reach out to developers who build senior housing to get their feedback.
- Overall doesn't think this will be a very big issue for his membership.

Options:

Option 1 (PRAC Recommendation): Move to amend the park impact fee ordinance by removing the exemption for senior housing developments. A full exemption would remain for developments limited to residents who routinely receive assistance with activities of daily living. All other senior housing developments would pay the full fee.

Option 3 (No Change): Do not move to amend the park impact fee ordinance. A full exemption would remain in place for all developments for residents 62 and over.

Financial Impact:

The current full park impact fee rate for a multifamily unit is \$3,050. A 62+ multifamily development pays no park impact fees under the current ordinance. Under Option 1 (complete removal of the exemption), the project would be subject to the full \$3,050 per unit.

Recently, two multifamily developments for seniors ages 55 and over have utilized the City's exemption for 62 and over developments to prepare independent fee calculations for their projects. This resulted in the impact fees for these developments being nearly 90% less than had they been assessed the full park impact fee. The Affinity project, (170 units) paid \$52,700 in park impact fees, but would have been charged \$518,500 had they paid the full rate, a difference of \$465,800. The first phase of the Silver Leaf project (53 units) was assessed \$16,430 in park impact fees, but would have been charged \$161,650 had they paid the full rate, a difference of \$145,220.

Community Planning and Development is aware of approximately four development proposals for senior housing that are currently in various stages of development.

Ordinance No. _____

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, relating to park impact fees, and amending Olympia Municipal Code Sections 15.04.020, 15.16.010 and 15.16.060.

WHEREAS, RCW 82.02.050 - .090 authorizes the City of Olympia to adopt an ordinance imposing impact fees; and

WHEREAS, by virtue of Ordinance Nos. 5490 and 6164, the City of Olympia did adopt such impact fees, to include "Park Impact Fees"; and

WHEREAS, since 1994, Olympia's impact fee ordinance has exempted all residential developments for residents 62 and older from paying park impact fees; and

WHEREAS, it is unclear what the basis was for the over 62 and older exemption; and

WHEREAS, it is within the City's discretion to provide exemptions to impact fees; and

WHEREAS, senior residents use Olympia's parks; and

WHEREAS, today's seniors are living longer and staying active later in life making it likely that seniors are utilizing Olympia's park system more than they were when this exemption was put in place twenty years ago; and

WHEREAS, a study conducted on behalf of the City on this issue recommends that the City begin charging impact fees for senior residential developments; and

WHEREAS, the Olympia Parks and Recreation Advisory Committee has recommended removal of the park impact fee exemption for senior housing developments from the park impact fee ordinance; and

WHEREAS, this Ordinance is adopted pursuant to Article 11, Section 11, of the Washington Constitution; and

WHEREAS, this Ordinance is supported by the staff report, attachments, and documents on file with the Olympia Parks, Arts and Recreation Department;

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

Section 1. Amendment of OMC 15.04.020. Olympia Municipal Code Section 15.04.020 is hereby amended to read as follows:

15.04.020 Definitions

The following words and terms shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. Terms otherwise not defined herein shall be defined pursuant to RCW 82.02.090, or given their usual and customary meaning.

A. "Act" means the Growth Management Act, as codified in RCW 36.70A, as now in existence or as hereafter amended.

B. "Accessory Dwelling Unit" means a dwelling unit that has been added onto, created within, or separated from a single-family detached dwelling for use as a complete independent living unit with provisions for cooking, eating, sanitation, and sleeping.

C. "Building Permit" means an official document or certification which is issued by the Building Official and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure.

D. "Capital Facilities" means the facilities or improvements included in a capital budget.

E. "Capital Facilities Plan" means the capital facilities plan element of a comprehensive plan adopted by the City of Olympia pursuant to Chapter 36.70A RCW, and such plan as amended.

F. "City" means the City of Olympia.

G. "Council" means the City Council of the City of Olympia.

H. "Concurrent" or "Concurrency" means that the improvements are in place at the time the impacts of development occur, or that the necessary financial commitments are in place, which shall include the impact fees anticipated to be generated by the development, to complete the improvements necessary to meet the specified standards of service defined in the Parks Study, the Transportation Study, and the Schools Study within six (6) years of the time the impacts of development occur.

I. "County" means Thurston County.

J. "Department" means the Department of Community Planning and Development.

K. "Development Activity" means any construction, expansion, or change in the use of a building or structure that creates additional demand and need for public facilities.

L. "Development Approval" means any written authorization from the City of Olympia which authorizes the commencement of a development activity.

M. "Director" means the Director of the Department of Community Planning and Development or the Director's designee.

N. "District No. 111" means the Olympia School District No. 111, Thurston County, Washington.

O. "Downtown Impact Fee Payment Area" means all properties located within the downtown area, which is currently bounded by: Budd Inlet on the north; Budd Inlet and Capitol Lake on the west; along 14th Avenue extending between Capitol Lake and Capitol Way, then east on 14th Avenue extending to Interstate 5 on the

south; Eastside Street on the east; and along Olympia Avenue in a westerly direction reconnecting with the Budd Inlet on the north, including properties owned by the Port of Olympia, as shown in Figure 15-04-1.

P. "Dwelling Unit" means a single unit providing complete and independent living facilities for one or more persons, including permanent facilities for living, sleeping, eating, cooking, and sanitation needs.

Q. "Elderly" means a person aged 62 or older.

R. "Encumbered" means to reserve, set aside, or otherwise earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for public facilities.

S. "Feepayer" is a person, corporation, partnership, an incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation commencing a land development activity which creates the demand for additional capital facilities, and which requires the issuance of a building permit. "Feepayer" includes an applicant for an impact fee credit.

T. "Gross Floor Area" means the total square footage of any building, structure, or use, including accessory uses.

U. "Hearing Examiner" means the Examiner who acts on behalf of the Council in considering and applying land use regulatory codes as provided under Chapter 18.82 of the Olympia Municipal Code. Where appropriate, "Hearing Examiner" also refers to the office of the hearing examiner.

V. "Impact fee" means a payment of money imposed by the City of Olympia on development activity pursuant to this title as a condition of granting development approval in order to pay for the public facilities needed to serve new growth and development. "Impact fee" does not include a reasonable permit fee, an application fee, the administrative fee for collecting and handling school impact fees, or the cost of reviewing independent fee calculations.

W. "Impact Fee Account" or "Account" means the account(s) established for each type of public facility for which impact fees are collected. The Accounts shall be established pursuant to Sections 15.04.100 and 15.04.110 of this title, and comply with the requirements of RCW 82.02.070.

X. "Independent Fee Calculation" means the park impact calculation, the school impact calculation, the transportation calculation, and/or economic documentation prepared by a feepayer, to support the assessment of an impact fee other than by the use of Schedules A, C and D of Chapter 15.16, or the calculations prepared by the Director or District No. 111 where none of the fee categories or fee amounts in the schedules in Chapter 15.16 accurately describe or capture the impacts of the new development on public facilities.

Y. "Interest" means the average interest rate earned by the City of Olympia or District No. 111 with respect to school fees in the last fiscal year, if not otherwise defined.

Z. "Interlocal Agreement" or "Agreement" means the school interlocal agreement by and between the City of Olympia and District No. 111 as authorized in Section 15.04.110 herein.

AA. "Occupancy Permit" means the permit issued by the City of Olympia where a development activity results in a change in use of a pre-existing structure.

BB. "Open Space" means for the purposes of this title undeveloped public land that is permanently protected from development (except for the development of trails or other passive public access or use).

CC. "Owner" means the owner of record of real property, or a person with an unrestricted written option to purchase property; provided that, if the real property is being purchased under a recorded real estate contract, the purchaser shall be considered the owner of the real property.

DD. "Parks" means parks, open space, and recreational facilities, including but not limited to ball fields, golf courses, athletic fields, soccer fields, swimming pools, tennis courts, volleyball courts, neighborhood parks, community parks, special use parks, trails, and open space.

EE. "Parks Study" means the City of Olympia Park Impact Fee Study dated October 2012, and as may be amended in the future.

FF. "Planned Residential Development" or "PRD" shall have the same meaning as set forth in Chapter 18.56 of the Olympia Municipal Code.

GG. "Project Improvements" mean site improvements and facilities that are planned and designed to provide service for a particular development or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan adopted by the Council shall be considered a project improvement.

HH. "Public Facilities" means the following capital facilities owned or operated by the City of Olympia or other governmental entities: (1) publicly owned parks, open space, and recreational facilities; (2) public streets, and roads; and (3) public school facilities.

II. "Residential" or "Residential Development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, and other multifamily development.

JJ. "Schools Study" means the "Olympia School District - Rate Study for Impact Fees for School Facilities, 1994," and as may be amended in the future.

KK. "Senior Housing Development" means a residential development of 10 units or more that is occupied exclusively by residents 55 years of age or older. In order to qualify for the "Senior Development" impact fee rate, a restrictive covenant is required to be placed on the deed limiting the development to residents 55 years of age or older.

KKLL. "Single Room Occupancy Dwelling" means a housing type consisting of one room, often with cooking facilities and with private or shared bathroom facilities.

LLMM. "Square Footage" means the square footage of the gross floor area of the development.

MMNN. "State" means the State of Washington.

OQNN. "System Improvements" means public facilities that are included in the City of Olympia's capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements.

PPΘΘ. "Transportation Study" means the City of Olympia Transportation Impact Fee Program Update dated December 2008, and as may be amended in the future.

Section 2. Amendment of OMC 15.16.010. Olympia Municipal Code Section 15.16.010 is hereby amended to read as follows:

15.16.010 Schedule A, park impact fee

For complete building permit applications, the following schedule shall apply to residential development:

Housing Type:

SCHEDULE A

PARK IMPACT FEE RATES

TYPE OF DWELLING UNIT	Neighborhood Park	Community Park	Open Space	TOTALS
Single Family including Manufactured Homes on individual lots	\$812	\$3,085	\$1,193	\$5,090
Duplex (per unit)	\$552	\$2,099	\$811	\$3,462
Multi Family (including Townhouses)	\$552	\$2,099	\$811	\$3,462
<u>Units in Senior Housing Developments (including single family units)</u>	<u>\$552</u>	<u>\$2,099</u>	<u>\$811</u>	<u>\$3,462</u>
Mobile Home in Mobile Home Parks	\$552	\$2,099	\$811	\$3,462
Accessory Dwelling Units (separate structure)	\$325	\$1,234	\$477	\$2,036
Single Room Occupancy Units	\$325	\$1,234	\$477	\$2,036
Downtown Multi Family (including Townhouses)	\$422	\$1,605	\$620	\$2,647

Section 3. Amendment of OMC 15.16.060. Olympia Municipal Code Section 15.16.060 is hereby amended to read as follows:

15.04.060 Exemptions

A. The following shall be exempted from the payment of impact fees as follows:

1. Alteration of an existing nonresidential structure that does not expand the usable space or add any residential units shall be exempt from paying all impact fees;
2. Miscellaneous improvements, including, but not limited to, fences, walls, swimming pools, and signs shall be exempt from paying all impact fees;
3. Demolition or moving of a structure shall be exempt from paying all impact fees;
4. Expansion of an existing structure that results in the addition of one hundred twenty (120) square feet or less of gross floor area shall be exempt from paying all impact fees;
5. Replacement of a structure with a new structure of the same size and use at the same site or lot when such replacement occurs within seventy-two (72) months of the demolition or destruction of the prior structure shall be exempt from paying all impact fees. Replacement of a structure with a new structure of the same size shall be interpreted to include any structure for which the gross square footage of the building will not be increased by more than one hundred twenty (120) square feet. Such replacements shall be exempt from the payment of park, transportation impact fees, and school impact fees; provided that, park, transportation, and school impact fees will be charged for any additional residential units that are created in the replacement and, transportation impact fees shall be charged for any additional gross floor area greater than one hundred twenty (120) square feet added in the replacement;
6. Any form of housing intended for and solely occupied by persons 62 years or older, including nursing homes and retirement centers, shall be exempt from the payment of park and school impact fees so long as those uses are maintained, and the necessary covenants or declaration of restrictions, in a form approved by the City Attorney and the School District attorney, required to ensure the maintenance of such uses, are recorded on the property;
7. The creation of an accessory dwelling unit shall be exempt from the payment of school impact fees and the creation of an accessory dwelling unit within an existing single family structure shall be exempt from the payment of park impact fees;

8. A single room occupancy dwelling shall be exempt from the payment of school impact fees;
9. A change in use where the increase in trip generation is less than the threshold stated in Section 15.04.040(C), Assessment of Impact Fees shall be exempt from paying transportation impact fees; or
10. Any form of low-income housing occupied by households whose income when adjusted for size, is at or below 80 percent of the area median income, as annually adjusted by the U.S. Department of Housing and Urban Development shall be exempt from paying school impact fees provided that a covenant approved by the school district to assure continued use for low income housing is executed, and that the covenant is an obligation that runs with the land upon which the housing is located and is recorded against the title of the property.
11. Developments limited to residents who routinely receive assistance with activities of daily living such as, but not limited to, bathing, dressing, eating, personal hygiene, transferring, toileting, and mobility.

B. With respect to impact fees for parks and transportation, the Director shall be authorized to determine whether a particular development activity falls within an exemption identified in this Section, in any other Section, or under other applicable law. Determinations of the Director shall be in writing and shall be subject to the appeals procedures set forth in OMC Chapter 18.75.

C. With respect to school impact fees, requests for an exemption shall be directed to District No. 111. District No. 111 shall determine whether a particular development activity falls within an exemption identified in this Section, in any other Section, or under other applicable law. District No. 111 shall forward its determination to the Director in writing, and the Director may adopt the determination of District No. 111 and may exempt or decline to exempt a particular development activity, or the Director may make an alternative determination and set forth the rationale for the alternative determination. Determinations of the Director shall be in writing and shall be subject to the appeals procedures set forth in OMC Chapter 18.75.

Section 4. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or application of the provisions to other persons or circumstances shall remain unaffected.

Section 5. Ratification. Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

Section 6. Effective Date. This Ordinance shall take effect five (5) days after publication, as provided by law.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Krenaber

DEPUTY CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:



City of Olympia

City Council

Proposal to Conduct a Professionally Developed and Administered Opinion Survey

Agenda Date: 8/4/2014
Agenda Item Number: 6.B
File Number:14-0732

Type: decision **Version:** 1 **Status:** Other Business

Title

Proposal to Conduct a Professionally Developed and Administered Opinion Survey

Recommended Action

Committee Recommendation:

As part of the City's 2015 budget engagement, the Finance Committee recommends seeking citizen input through a survey.

City Manager Recommendation:

Concur with staff's recommendation to conduct a professionally developed and administered survey to benchmark satisfaction with City services; prioritize City services; and explore how best to communicate and engage the public

Report

Issue:

Whether to conduct a professional survey to measure residents' opinion.

Staff Contact:

Cathie Butler, Communications Manager, 360.753.8361
Debbie Sullivan, Deputy Public Works Director, 360.753.8494
Jane Kirkemo, Administrative Services Director, 360.753.8499
Paul Simmons, Parks, Arts and Recreation Director, 360.753.8462
Jay Burney, Assistant City Manager, 360.8740
Stacey Ray, Associate Planner, 360.753.8046

Presenter(s):

Cathie Butler, Communications Manager

Background and Analysis:

Finance Committee Discussions:

Recently the Finance Committee discussed a public engagement process for the 2015 budget. Staff proposed using some of the survey tools available on Legistar. Through the Washington State Auditor's office who is working with Stuart Elway of Elway Research, they developed a survey tool to

measure general satisfaction with city services. Staff discussed the survey with the committee, and the committee was in general agreement with it. Attached is a draft of the survey considered by the Finance Committee.

Staff Discussions:

At the same time, Communications Manager Cathie Butler and Public Works Deputy Director Debbie Sullivan were discussing a survey to solicit citizen opinion about Public Works services and city communication / outreach efforts. They met with Stuart Elway of Elway Research to understand current survey methodology and to discuss the possibility of replicating some of the survey Elway conducted on behalf of the City from 1996-2006 (copy attached). Public Works intends to use results to develop performance measurements and a department-wide strategic initiative of informing and engaging a broader demographic in decision-making.

In addition, Paul Simmons, Parks Director, was considering a survey as a part of the Parks Plan update.

Also, an interdepartmental staff team is working to identify key performance measurements to track implementation of the Comprehensive Plan goals and policies, including citizen satisfaction and engagement.

Relevant Council Priority/Goal:

Priority: Inspire Strong Relationships

Goal: Enrich public participation so that the community has a role in shaping public policy.

Relevant Draft Comprehensive Plan Strategy/Policy:

- PP 1.2. Annually measure and highlight progress towards achieving the Comprehensive Plan goals and policies.
- PP4.4. Evaluate public participation strategies to measure their effectiveness in meeting desired goals.

Olympia's 2006 Survey

Elway Research conducted Olympia's prior citizen surveys from 1996 - 2006 and is also working with the Washington State Auditor's Local Government Performance Center on a model survey.

Olympia's 2006 survey included 57 questions, some of which are similar to ones currently being used statewide by the Performance Center. (Attachment #1 is the questionnaire portion of the 2006 survey; Attachment #2 is the complete 2006 survey report.)

Staff Proposal

Since various departments were considering possible community opinion surveys during the same time period, we felt it would be more efficient and effective to combine efforts.

Staff proposes that the City contract with Elway Research to develop a combined survey to benchmark satisfaction with City services; prioritize City services; and explore how best to communicate and engage the public given new methods such as social media. Staff expects the survey will contain some of the questions from 2006 - as several are relevant today and serve as a benchmark of prior opinion; new ones to establish a benchmark for current and future performance measurement; and questions considered by the Finance Committee. Staff will rely on the

professional expertise of Elway Research for survey methodology, wording, presentation order, and the overall number of questions to pose.

The City's Parks, Arts & Recreation Department may follow-up in 2015 with a second survey more specifically tailored to gather community opinion as part of the Parks Plan update process.

If conducted in late September or early October, survey results may be available for Council and staff consideration before finalizing the 2015 budget; or alternatively as a baseline for performance measurement reporting in 2015.

Information about the survey methodology will be presented at Tuesday's Council meeting.

Neighborhood/Community Interests (if known):

Professionally administered opinion surveys are a common method of civic engagement and performance measurement.

The International Association of Public Participation (IAP2) includes surveys in its toolbox of outreach methods with the following comments:

- Provides input from individuals who would be unlikely to attend meetings.
- Provides input from cross-section of public, not just those on mailing lists.
- Survey questionnaire should be professionally developed and administered to avoid bias.
- Most suitable for general attitudinal surveys.

Options:

1. Contract for a single, professionally administered community survey to measure general satisfaction regarding city services, communications, and budget priorities. This may be followed up next year with more in-depth parks-related survey for the Parks Plan update process
2. Conduct 3 separate professionally administered surveys this year - one for utilities, budget and parks.
3. Use another survey method.
4. Do not conduct a citizen survey in 2014.

Financial Impact:

Staff estimates the cost of a professionally developed and administered survey at \$25,000-\$30,000 with funding from 2014 City utility and department budgets and the PEG fund (cable franchise fees earmarked for public-education-government access and outreach).

Attachments:

1. Questionnaire Portion of 2006 Survey
2. Hyperlink to Complete 2006 Survey
3. Survey considered by Finance Committee

2006 Survey

QUESTIONNAIRE

WITH DATA


ELWAY RESEARCH, INC.

This summary presents response frequency distributions for the survey of Olympia residents on behalf of the City of Olympia.

Telephone interviews were completed with 400 Olympia utility customers between Nov 9-12, 2006. The overall margin of sampling error is $\pm 4.5\%$. That means, in theory, there is a 95% probability that the results of this survey are within $\pm 4.5\%$ of the results that would have been obtained by interviewing all Olympia utility customers.

The data are presented here in the same order the questions were asked in the interview.

The figures in bold type are percentages of respondents who gave each answer.

Percentages may not add to 100% due to rounding.

Average ratings are based on the total number of respondents who answered the question.

GENDER: MALE..51 FEMALE...49

Hello. My name is _____. I'm calling from Elway Research, an independent research firm here in Washington state. We are conducting a public opinion survey for the City of Olympia to learn how people are thinking about **city programs and services**. We are not selling anything, and no one will call as a result of this interview. You are one of 400 persons – selected at random – who is being interviewed. We are trying to keep our sample in balance, so my instructions are to talk to the [MALE / FEMALE] over the age of 18 who had the most recent birthday..

S1> Would that be you? YES → START Q1

OR> Is that person available? NO → GO TO S2

S2> Then my instructions are to interview you. Are you 18 or older? YES → START Q1

NO → THANK &

TERM

1 First, how long have you lived in Olympia?

LESS THAN 1 yr..5

1 to 5 yrs...**16**

5 to 10 yrs...**15**

10 to 20 yrs..**23**

MORE THAN 20 yrs...**42**

DK/NA...-

2 How would you rate Olympia as a place to live? Would you say...

Excellent...**41**

Very Good...**43**

Satisfactory...**11**

Only Fair...**4**

Poor...**1**

[DK/NA... 1]

3 What is the main reason you rate Olympia as a/an [Q2] place to live?

**83% had a positive comment about Olympia:
Only 5% had a negative comment; 7% had a neutral comment.**

Comment Category	Percent	Comment Category	Percent
Size	14	Public Services	6
Sense of Cmty	13	Location	6
Atmosphere	13	Economy	4
Family	10	City Govt	2
Amenities	7	Non-specific	2
Physical Environment	7	Traffic not bad	1

4 The next question is about safety. Do you feel personally safe in Olympia?
Would you say you feel...

Very Safe...**63**
Somewhat Safe...**31**
Somewhat Unsafe...**4**
Unsafe...**1**
[DK/NA]...**1**

5 Now let's talk about City Government. Thinking about Olympia City government, would you say that it is effective? That is, how well does it accomplish what it is supposed to? Would you say that Olympia City government is...

Very Effective...**13**
Mostly Effective...**54**
Mostly Ineffective...**17**
Very Ineffective...**6**
[DK/NA...**11]**

6 I'm going to read you a list of services and facilities provided by the city. As I read each one, I would like you to tell me how well you think the city is doing in that area We'll use a scale from 1 to 7 where 1 means Poor and 7 means Excellent. The first one is...

ROTATE	<u>POOR</u>	<u>EXCELLENT</u>	<u>DK</u>	<u>Avg</u>
a. Police Services	1.....2.....4	13.....28.....27	19	[6] 5.4
b. Fire Services	0.....1.....1	5.....14.....30	41	[8] 6.1
c. City Streets	2.....6.....10	23.....33.....19	8	[-] 4.7
d. City Sidewalks	4.....10.....12	23.....25.....18	6	[3] 4.4
e. Bike Lanes.....	5.....7.....7	17.....22.....20	16	[7] 4.8
f. Parks & Recreational Facilities,	1.....2.....5	11.....24.....32	23	[2] 5.5
g. Recreation Programs & Classes.....	1.....2.....3	11.....23.....28	16	[16] 5.4
h. Arts & Community Events.....	1.....2.....3	10.....19.....36	25	[6] 5.6
i. City Utilities, like water, sewer, & garbage ..	2.....3.....5	12.....22.....31	23	[3] 5.4

INFORMATION / COMMUNICATIONS

- 7** In terms of keeping citizens informed about what is happening in city government -- How good a job do you think Olympia City Government does at that? Would you say...

SKIP TO Q9←Excellent...**11**

SKIP TO Q9←Good...**46**

Only Fair...**28**

Poor...**11**

SKIP TO Q9←DK/NA...**5**

- 8** IF ONLY FAIR OR POOR: In your opinion, what are some ways Olympia City Government could do a better job of keeping citizens informed? [N=155]

Category label	Percent of Cases	Category label	Percent of Cases
DK/NA	23	Town Meetings	5
Mail	20	Public Service Announcements	4
Local Paper	19	Contact With Council Members	4
Newsletter	14	Radio	2
TV	8	More Honest	2
More Transparency	8	Email	1
Website	6	By Being Up Front with Decision	1
Listen To People	5	Put Info In Utility Bills	1
		Less Arrogance	1

- 9** How would you rate the city's performance in providing residents the opportunity to be involved in decisions that affect city government? How good a job do you think Olympia City Government does at that? Would you say...

Excellent...**12**

Good...**42**

Only Fair...**30**

Poor...**9**

DK/NA...**7**

- 10** Have you ever watched an Olympia City Council meeting on TCTV – the local government channel 3 on cable?

YES...**62** NO...**37** NA...**2**

- 10.1** IF YES: In the last month, how many times have you watched an Olympia City Government meeting on TCTV Channel 3? [N=247]

0.....1.....2.....3.....4.....5.....6.....7+

36....28....16....7....6... -3.....5

11 Do you have access to the Internet, either at home or at work?

HOME ONLY...**30**
 WORK ONLY...**3**
 BOTH WORK & HOME...**53**
 SKIP TO Q14 ← NO ACCESS...**14**
 SKIP TO Q14 ← DK/NA...**1**

12 Have you ever visited the Website for Olympia City Government? [N=344]

SKIP TO Q13 ← YES...**50**
 ASK Q12.1. ← NO...**47**
 SKIP TO Q12.2 ← DK/NA...**3**

12.1 IF NO: Were you aware that Olympia City Government had a Website?
 [N=162]

YES...**40** NO...**57** DK/NA...**3**

12.2 How likely are you to visit the Olympia City Government Website? Would you say you are... [N=171]

SKIP TO Q14 ←

Very Likely...**9**
 Somewhat Likely...**35**
 Not Too Likely...**30**
 Not At All Likely...**19**
 DK/NA...**8**

13 IF YES TO Q12: What information were you looking for on the Website? [N=173]

Category label	Percent of Cases
DK/NA/RF	14
Employment	10
Everything / General Information	9
Parks And Recreation	8
Surfing	6
Utilities	6
City Ordinance	5
Planning/Development Information	5
Schedule For Garbage Pick Up	5
Building Code laws	5
City Council Meeting	4
Cultural Events	3
All others (less than 3% each)	41

13.1 Were you able to find what you were looking for? [N=173]

YES...**82** NO...**10** DK/NA...**8**

14 When it comes to getting information about the programs and services offered by the city , how would you prefer to receive that information.[N=400]

UTILITY BILL INSERTS...27	BILLBOARDS...3
NEWSPAPER ARTICLES...30	STREAM TEAM NEWSLETTER...11
TV...15	WORD OF MOUTH...6
RADIO...9	BUS SIGNS...3
MAIL...36	VIA THE INTERNET...21
NEWSPAPER ADVERTISEMENTS...16	OTHER...4
	[DK/NA...2]

PARKS

15 The [next] / [first] few questions are about Olympia city parks. In the past 12 months how many times – if at all – did you, or any member of your household visit a city park in Olympia? (Average number of visits = 7)

0....1....2....3....4....5....6....7....8....9....10....11....12+
 13....4....10....7....6....5....9....3....2....1....3.... - ...39

15.1 Which city parks have you visited in the last year or so? [N=348]

<u>Category label</u>	<u>Percent of Cases</u>
Priest Point Park	32
Watershed Park	20
Heritage park	11
LBA Park	10
Sylvester Park	10
NA/RF/DK	10
Yeagar Park	9
Percival Landing	8
Capital Lake	8
Lyons Park	7
Pioneer Park	6
Decatur Woods	4
Downtown Park	3
All Others (less than 3% each)	36

16 In thinking about the parks in Olympia you have visited, how would you rate your overall satisfaction with your park experience? Use the same scale where 7 means Extremely Satisfied and 1 means Not At All Satisfied. (Avg. Score = 5.8)

NOT> 1....2....3....4....5....6....7 < SATISFIED [DK/NA...9]
 3... -2....7....17....30....34.....[DK/NA...7]

17 What could the city do to improve your park experience?

Category label	Percent of Cases
Nothing	26
DK/NA/RF	20
More/ Better Amenities (benches, pools, tennis courts, rain shelters, water fountains, picnic areas, bike paths, night lighting, trash cans)	12
Other (less than 2% each)	9
More Parks To Be Open/ Finish Construction	6
Restrooms: need more; unlocked; stocked better	6
Cleaner / Better Quality	6
More Off Leash Dog Trails/ Dog Parks	5
Better Maintenance	4
Acquire More Park Space	4
Playground Equipment	4
Better Security	3
Better Job of Keeping Trails	3
More Parking	3
Get Rid Of The Homeless	3

18 The City would like to know how far people travel to visit a park. For example, Olympia is roughly six miles across. How likely would you be to travel up to six miles to get to [READ OPTION]? Would you Definitely travel up to six miles to get to that kind of park? Probably? Probably Not? Or Definitely Not?

ROTATE	DEFINITELY	NOT	DK
	1.....2.....3.....4.....		[9]
a. a community park with multiple amenities, including sports fields, such as Yauger Park).....	44.....29.....17.....8.....		[2]
b...An open space area with nature trails – such as Priest Point or Watershed Park.....	59.....27.....6.....6.....		[2]
c. A Special Use Parks such as Heritage Park Fountain, Percival Landing, or the Japanese gardens	52.....28.....11.....6.....		[3]

- 19** The prior question was about travel to Regional parks. This question is about Neighborhood parks. How likely would you be to travel up to three miles to get to a Neighborhood park, such as Decatur Woods park or Friendly Grove park, that is located outside your immediate neighborhood area? Would you: Definitely travel up to three miles to get to a Neighborhood park? Probably? Probably Not? Or Definitely Not ?

DEFINITELY...**36**
 PROBABLY...**25**
 PROBABLY NOT...**24**
 DEFINITELY NOT...**11**
 DK/NA...**5**

- 20** The city also operates a variety of recreational and leisure activities for people of all ages. These include fitness programs, camps, trips, classes, after-school programs and sports leagues. Have you, or anyone in your household, participated in an Olympia Parks and Recreation program in the last year?

YES, SELF...**14**
 YES, OTHER IN HOUSEHOLD...**15**
 YES, BOTH SELF AND OTHER...**6**
 NO...**62**
 [DK/NA]...**4**

- 20.1** IF NO: Are there any specific reasons why you have not participated in any of these programs? [N=247]

Category	Percent of Cases
Not Enough Time	30
No reasons	11
Children Grown	9
Too Old	9
Rather Do Other Activities	9
Not Interested	8
DK/NA/RF	7
No Activities Appropriate For Me	5
Lack Of Information (general)	5
Disabled / Health Reasons	3
Belong To Health Club	3
All other reasons (less than 3% each)	14

21 Olympia city government also sponsors a number of Arts events. As I read a list of these events, tell me whether you have ever heard of this event or not, and whether you have ever attended this event. The first one is...

ROTATE	<u>HEARD</u>	<u>ATTEND</u> (all respondents)
a. Spring Arts Walk	89	63
b. Ethnic Celebration.....	56	23
c. Annual Artist Studio Tour	52	21
d. Percival Play Day	41	16
e. Fall Arts Walk.....	88	58

22 In your opinion, are arts events like these ...

Very Valuable to the Quality of Life in the City...	60
Somewhat Valuable...	29
Not Too Valuable...	6
Not Valuable to the Quality of Life in the City...	1
[DK/NA]...	5

PUBLIC WORKS

23 Next, I am going to read a list of utility services provided by the City of Olympia. As I do, I would like you to rate your satisfaction with each service. We will use a 7-point scale – where 7 means you are extremely satisfied and 1 means you are not at all satisfied. How satisfied are you with [ROTATE LIST]? Would you rate this a “1” – meaning you are not at all satisfied? A “7” – meaning you are extremely satisfied? Or somewhere in between?

ROTATE	<u>NOT</u>	<u>SATISFIED</u>	<u>DK</u>	<u>AVG</u>
	1.....2.....3.....4.....5.....6.....7....	[9]		
a. Your garbage and recycling service	2.....3.....2.....7.....15.....25.....44...	[3]		5.9
b. Your sewer service	3.....2.....5.....7.....11.....18.....39...	[15]		5.7
c. Your water service	2..... 2.....3.....8.....14.....24.....44...	[3]		5.9
d. The City's storm & surface water service	4..... 4.....7.....14.....19....19....25...	[10]		5.2

24 If you wanted to find out whom to contact for information about your city utilities, where would you look for that information?

PHONE BOOK...	86
FRIENDS...	15

25 In the past year, have you contacted the City of Olympia with a question or complaint about your utility bill?

YES...	23
SKIP TO Q27← NO...	72
[DK/NA]...	5

26 Let's talk about your contact with utility billing. When you contacted the City about your bill, how satisfied were you with [ROTATE LIST]? Use the 7-point scale— where 7 means you were extremely satisfied and 1 means you were not at all satisfied. [N=93]

ROTATE	NOT	SATISFIED	DK	AVG.				
	1.....2.....3.....4.....5.....6.....7.....			[9]				
a. Getting through to a person who could help you with your question or complaint.....	8.....	3.....	8.....	3.....	16 ... 19....	43	[-]	5.5
b. The responsiveness and follow-through of the service representative with whom you spoke	3.....	5.....	4.....	12	12 ... 22....	42	[-]	5.6

27 For these next questions, I would like you to think about all the utility services you receive from the City of Olympia. That is, garbage and recycling, water, sewer, and storm and surface water services.

In the past year, have you contacted the City of Olympia with a question or complaint about any of these utility services? Please do not include any questions or complaints you may have had about your bill.

YES...27
 SKIP TO Q31← NO...69 [DK/NA...4]

28 About which Utility services have you called with a question or complaint in the last year? Have you called about [N=109]

ROTATE	YES	NO	NA
a. Your garbage or recycling service?	65.....	34	1
b. Your water service	35.....	62	3
c. Your sewer service	25.....	68	7
d. The City's storm & surface water management service	26.....	67	7

IF "NO" OR "NA" TO ALL, CLARIFY ANSWER TO Q26

29 IF MORE THAN ONE CALL (Q27) ASK: Thinking about the most recent time you called with a question or complaint, did you call about your...[N=28]

Garbage or Recycling service...29
 Water service...57
 Sewer Service...-
 Storm Water & Surface water...7
 [DK/NA...7]

- 30** Thinking about the most recent time you called about one of your utility services, how satisfied were you with [ROTATE LIST]? Use the 7-point scale—where 7 means you were extremely satisfied and 1 means you were not at all satisfied. [N=109]

ROTATE	NOT	SATISFIED	DK	AVG
	1.....2.....3.....4.....5.....6.....7		[9]	

- | | | | |
|--------------------------------------------------------------------------------------------|----------------------------------|-----|-----|
| a. Getting through to a person who could help you with your question or complaint | 4....3....6....8....11...19...43 | [6] | 5.7 |
| b. The responsiveness and follow-through of the service representative with whom you spoke | 7....3....3....11...11...17...40 | [7] | 5.5 |

- 31** During the past year, do you recall receiving a pamphlet with your utility bill called “In The Zone” – that features the public works employees?

YES...36 NO...51 [DK/NA...13]

- 32** IF YES: How useful are these pamphlets in helping you to learn about public utility services? Use the 7-point scale— where 7 means they were extremely useful and 1 means they were not at all useful. (Avg. Score = 5.0)

NOT> 1.....2.....3.....4.....5.....6.....7 < USEFUL [DK/NA...9]

4....5....7....17...29....16....22 [DK/NA...1]

STORM & SURFACE WATER

- 33** The city is responsible for management of storm water and surface water. Using the 7-point scale, where “7” means the city is doing an Excellent job and “1” means a Poor job, How would you rate the job city government is doing at protecting streams and wetlands inside the city limits? (Avg. Score = 5.0)

POOR> 1....2....3....4.....5.....6.....7 < EXCELLENT [DK/NA...9]

3....5....7....11....26....19....15 [DK/NA...14]

- 34** Thinking about the way in which the city manages surface and storm water, do you think the city is doing [READ & ROTATE LIST] it was doing 5 years ago (or when you first moved into the city of Olympia)?

BETTER THAN...30

ABOUT THE SAME...45

WORSE THAN...7

[DK/NA...18]

35 Continuing to think about management of storm and surface water, we would like to know how well you think the city is doing in each of the following areas. We'll use the 7-point scale, where "7" means the city is doing an Excellent job and "1" means a Poor job. The first one is...

ROTATE	<u>POOR</u>	<u>EXCELLENT</u>	<u>DK</u>	<u>AVG</u>
	1.....2.....3.....4.....5.....6.....7		[9]	
a. Correcting and preventing water pollution	2.....4.....7.....15.....24.....20.....12		[9]	4.9
b. Correcting and preventing problems arising from floods	2.....5.....8.....15.....24.....21.....11		[14]	4.9
c. Protecting and enhancing the habitat in local streams, lakes and wetlands	2.....3.....7.....13.....23.....23.....13		[17]	5.1

36 In your opinion, which one of these programs is the most important?

Correcting and preventing water pollution...	33
Correcting and preventing problems arising from floods...	18
<u>Protecting and enhancing the habitat in local streams, lakes and wetlands...</u>	21
DO NOT READ: ALL EQUAL...	21
NONE...	2
[DK/NA...]	5

TRANSPORTATION

37 These next few questions are about transportation services in Olympia. We are interested to know how easy it is to get around in Olympia. Using the 7-point scale where "1" means extremely easy and "7" means extremely difficult, how easy is it to get around Olympia...

ROTATE	<u>EASY</u>	<u>DIFFICULT</u>	<u>DK</u>	<u>AVG</u>
a. On foot	30.... 15.... 12.... 11.... 11.... 9.... 8		[4]	3.2
b. In a car	27.... 12.... 14.... 12.... 14.... 14.... 7		[1]	3.4
c. On a bicycle	13.... 13.... 10.... 15.... 14.... 8.... 7		[22]	3.7
d. Using Mass transit	13.... 13.... 11.... 11.... 12.... 8.... 7		[26]	3.7

38 Thinking about the condition of streets and sidewalks in Olympia, I would like you to rate the following items, using the same 7-point scale we have been using, where "7" means excellent, and "1" means Poor. First, how would you rate...

ROTATE	<u>POOR</u>	<u>EXCELLENT</u>	<u>DK</u>	<u>AVG</u>
a. The condition of the sidewalks in Olympia	5..... 6..... 11.... 18.... 29.... 18.... 11.....		[3]	4.6
b. The condition of the pavement on city streets.....	3..... 5..... 9..... 18.... 34.... 22.... 8.....		[1]	4.7

39 Do you ride a bicycle regularly? YES...**24** NO...**74** [DK/NA...2]

39.1 IF YES: How would you rate facilities for bicycles in Olympia, using the same 7-point scale. [N=97] (**Avg. Score = 4.7**)

POOR> 1...2...3...4...5...6...7 <EXCELLENT [DK/NA...9]
3...6...12...17...29...17...14 [DK/NA...2]

40 Have you ever contacted anyone at the City of Olympia with a question or complaint about a traffic signal, pothole, sidewalk or other street-related issues?

YES...**25**

SKIP TO Q42← NO...**71** [DK/NA...4]

41 Thinking about the most recent time you called the city about a street or sidewalk issue, how satisfied were you with [ROTATE LIST]? Use the 7-point scale— where 7 means you were extremely satisfied and 1 means you were not at all satisfied. [N=99]

ROTATE	NOT	SATISFIED	DK	AVG
a. Getting through to a person who could help you with your question or complaint.....	10..... 5..... 7	1118 ... 16...29	[3]	4.9
b. The responsiveness and follow-through of the service representative with whom you spoke.....	14..... 6..... 8	1614 2..... 28	[11]	4.5

WATER

42 As you may know, the City of Olympia Public Works Department is also responsible for providing you drinking water. Compared to five years ago (or when you first moved into Olympia). Do you think the quality of the drinking water is...

Worse Now Than It Used To Be...**12**

About The Same...**67**

Better Now Than It Used To Be?...**8**

[DK/NA...14]

43 When it comes to the quality of the city's drinking water supply, do you think there is a risk of contamination? Would you rate the risk of contamination as "7" – meaning there is an extremely serious risk? Or "1" – meaning that the risk of contamination is not at all serious? Or would your rate the risk at some number in between? (**Avg. Score = 3.3**)

NOT > 1...2...3...4...5...6...7 < HIGH [DK/NA...9]
NOT > **23....13....13....11....16....7....7** < HIGH [DK/NA...11]

44 What do you think are the greatest risks of contamination to the drinking water?

Category label	Percent of Cases
DK/NA/RF	26
Pollution (general)	10
Flooding	8
No Risk /None	7
Ground Water	5
Terrorism	5
Run Off (non-specific)	4
Bacteria	4
Septic Systems	4
Storm Water Run Off	4
Industry Pollution	4
Chemical Run off/ Spill	3
Animal Waste / Livestock Contamination	3
Over Building	3
Sewage	3
Population Growth	3
Open Reservoirs	3
All other responses (less than 3% each)	25

45 Which of the following best describes the drinking water at your home:

- We drink the water out of the tap...**50**
- We have a treatment device installed on one or more taps...**17**
- We purchase bottled water for drinking...**14**
- We have a water filtering container...**17**
- [DK/NA...**3**]

46 If you were to guess, about how many gallons of water do you think are used inside your home each day – not counting garden use? Would you say that the amount is...

- ROTATE TOP/BOTTOM
- Less Than 25 Gallons a Day...**26**
- About 25 to 50 Gallons a Day...**31**
- 50 to 75 Gallons...**10**
- 75 to 100 Gallons...**8**
- More Than 100 Gallons a Day...**4**
- [DK/NA...**22**]

- 47** Olympia has a rate structure for water which charges customers more money when they use larger amounts of water during the summer months. How much influence – if any – has this rate structure had on the amount of water that your household uses? Would you say you use...

ROTATE TOP/BOTTOM

A Lot Less Water Now Than We Used To...**18**

Somewhat Less Water Now...**26**

About The Same As We Used To...**40**

More Water Now Than We Used To...**6**

[DK/NA...**11**]

- 48** Do you have a lawn that you maintain yourself?

YES...**77**

SKIP TO Q50← NO...**20** [DK/NA...**3**]

- 49** How important is to you to have a green lawn? Where would you be on a scale of 1 to 7, where “1” means “I don’t care at all about having a green lawn” to “7” meaning “having a green lawn is very important to me”? [N=309]
(Avg. Score = 3.7)

NOT> 1.....2.....3.....4.....5.....6.....7 <VERY [DK/NA...9]

24....12....14....13...11....8....17 <VERY [DK/NA...2]

- 49.1** IF RATING = 4-5-6-7: your water rates go up as you use more water, are you more likely to...[N=152]

Continue to water to keep it green...**32**

Cut back on watering...**49**

Consider other types of landscape that do not require as much water...**16**

[DK/NA...**3**]

- 50** We have been talking about some of the services that city government provides. As a citizen of Olympia, you support City government services and facilities with property tax, sales, and other taxes. Considering all the things we have talked about, do you think that your tax dollars are being well spent here? Or not?

WELL SPENT...**61** NOT WELL SPENT...**26**

[DK/NA]...**13**

DEMOGRAPHICS

- 51** I have just a few last questions for our statistical analysis. 18-35...17
 How old are you? 36-50...28
51-64...27
65+...25
[NO ANSWER]...3
- 52** What is the last year of schooling you HIGH SCHOOL...13
 completed? BUSINESS/VOCATIONAL SCHOOL...2
SOME COLLEGE...20
COLLEGE DEGREE...40
GRAD/PROFESSIONAL SCHOOL...25
NA...1
- 53** Which of these the following best describes you at this time? Are you . . .
Self Employed or a business owner...16
Employed In Private Business...19
 Employed In The Public Sector, Like a Governmental Agency or Educational Institution...27
Employed in the health care industry...4
Not Working Right Now...5
Retired...29
No Answer...1
- 53.1** IF WORKING: How do you typically get to work? Do you...[N=261]
Drive Alone...77
Car Pool or Van Pool...8
Take the Bus...2
Walk...4
Bicycle...3
[DK/NA...6]
- 54** Which of the following best describes Single with no children at home...28
 your household: Couple with no children at home...32
Single with children at home...7
Couple with children at home...32
DK/NA...2
- 55** Do you own or rent the place in which you live? OWN...87 RENT...10 [DK/NA...4]

56 What is your race or ethnicity? Would you say you are...

African American / Black...1
Asian / Pacific Islander...3
Caucasian / White...88
Hispanic / Latino...1
Native American...1
[OTHER...2]
[DK/NA]...4

57 Finally, just for classification purposes only, I am going to list four broad categories. Stop me when I get to the category that best describes your approximate household income - before taxes - for last year.

ROTATE TOP/BOTTOM
\$25,000 or Less...7
\$25 to 50,000...22
\$50 to 75,000...21
Over \$75,000...27
[NO ANSWER...24]

Thank you very much. You have been very helpful. RECORD GENDER ON PAGE 1



City of Olympia

**RESIDENT OPINIONS OF
CITY GOVERNMENT SERVICES**

December 2006




ELWAY RESEARCH, INC.



City of Olympia

RESIDENT OPINIONS OF CITY GOVERNMENT SERVICES

December 2006

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RESIDENT OPINIONS OF CITY GOVERNMENT SERVICES

December 2006

INTRODUCTION

This report presents the findings of a telephone survey of Olympia residents that was conducted on behalf of the City of Olympia to assess citizens' opinions and behaviors regarding City services.

Beginning in 1996, the Olympia Public Works Department has conducted periodic surveys of its customers to measure satisfaction with Public Works services and awareness of programs. Beginning in 2004, the survey was expanded to include a wide array of City government programs and services:

- Communication with Citizens;
- Garbage and Recycling;
- Sewer;
- Drinking Water;
- Storm and Surface Water;
- Parks;
- Public Safety; and
- Transportation Services.

Since 1996, the surveys have shared these baseline objectives:

1. Examine the extent to which residents are satisfied with garbage and recycling, water, sewer, and storm and surface water utilities.
2. Measure customer satisfaction with Utility Billing services;
3. Investigate the experiences of those who have contacted the City with a question or complaint;
4. Assess customer perceptions of storm and surface water management; and
5. Measure recall of the "News You Can Use" utility bill pamphlets (now called "In the Zone") and their usefulness.

In 1998, the survey added these additional objectives:

6. Determine customer preferences for receiving information about City utility programs and services;
7. Measure City performance at providing residents the opportunity to be involved in decisions affecting their utility services;
8. Determine perceptions of drinking water quality and contamination risk; and
9. Test customers' water consumption awareness and evaluate attitudes about water conservation strategies.

The 2000 survey added these objectives:

10. Measure awareness of public service announcements aimed at increasing water conservation awareness;
11. Measure recall of the information signs on City vehicles;
12. Assess attitudes toward lawn maintenance and rate structures for water conservation;
13. Determine billing preferences and likelihood to pay extra to cover costs associated with a monthly billing cycle, and use graphs to monitor water consumption levels; and
14. Determine water treatment devices and bottled water usage levels.

The 2002 survey added these objectives:

15. Customer satisfaction with various storm and surface water programs;
16. Perceived importance of habitat protection programs in the City;
17. Opinions about the ease of getting around in Olympia and the state of the City's sidewalks and streets; and
18. Investigation of the experiences of those who have contacted the City with questions or complaints about Transportation services.

The 2004 survey added these objectives:

19. Residential ratings for Olympia as a whole, and for specific City services (i.e. Police, Fire, Parks, community events, etc.).
20. Determine the amount of attention paid to City government via television and the City's website;
21. Opinions about Olympia Parks, Arts and Recreation Department;
22. Measure how safe Olympia residents feel; and
23. Opinions about whether residents' taxes were being well spent.

Telephone interviews for this survey were conducted November 9-12, 2006 with City of Olympia residential utility customers. The survey was designed and administered by Elway Research, Inc. A random sample of telephone numbers was provided by the City. The questionnaire has been designed in close collaboration with City staff.

Reading This Report

The findings are presented in several formats in this report. Key findings are presented on the following pages, followed by a narrative summary of findings. The complete findings are then presented as annotated graphs. The annotation indicates where there were significant differences between respondent categories in response to each question.

A complete set of crosstabulation tables is presented at the end of the report. These crosstabulation tables indicate the breakdown of all survey results by demographic categories of respondent.

Statistical Significance

An important objective of this survey was to determine the extent to which different types of resident have different ideas about City Government. This analysis is done by comparing the answers of one category of respondents with those of another (e.g., men and women; younger and older, etc.).

Only such differences which are statistically significant are reported here. Following convention, “statistically significant” as used here means that there is less than a 5% probability that the differences reported could have occurred by chance. Another way of saying this is that there is a 95% probability that the differences reported exist in the population.

METHODS

SAMPLE:	400 respondents were selected at random from a list of residential utility customers provided by the Olympia Public Works Department.
TECHNIQUE:	Telephone Survey
FIELD DATES:	November 9-12, 2006
MARGIN OF ERROR:	±5% at the 95% confidence interval. That is, in theory, had all Washington heads of household been interviewed, there is a 95% chance the results would be within ±5% of the results in this survey.
DATA COLLECTION:	Calls were made during weekday evenings and weekend days. Trained, professional interviewers under supervision conducted all interviews. Up to four attempts were made to contact a head of household at each number in the sample before a substitute number was called. Each questionnaire was checked and edited for completeness, and a percentage of each interviewer's calls was re-called for verification.
SCALES:	Many of the satisfaction questions used in the survey asked respondents to use a 7-point scale. A value of seven indicated respondents were "extremely satisfied" and a value of one "not at all" satisfied. Average ratings were calculated after omitting the "no opinion" responses. Thus, the average ratings reported here are based on "valid responses," that is, people who gave a rating.

It must be kept in mind that survey research cannot predict the future. Although great care and the most rigorous methods available were employed in the design, execution, and analysis of this survey, these results can be interpreted only as representing the answers given by these respondents to these questions at the time they were interviewed.

RESPONDENT PROFILE

In interpreting these findings, it is important to keep in mind the characteristics of the people actually interviewed. The table on the following page presents a demographic profile of the 400 respondents in the survey. Where possible, the sample characteristics are compared with data from the 2000 census.

The target population for this survey was slightly different from the target in previous years.

In 2002, we asked to interview the male or female head of household at each number called. In 1996 and 1998 we asked for the person in the household “18 years or older and responsible for paying or approving household garbage bills.” This survey sought to include any member of the household over the age 18, not just the “head of household” or the person responsible for paying the bills. Therefore, interviewers asked for the “person over the age of 18 who had the most recent birthday.” This industry-standard method randomizes within-household respondents, so that any member of the households contacted has an equal chance of being included in the survey.

The sample each year has been drawn from the list of City of Olympia Public Utilities customers. Because this survey was expanded in 2004 to include a broader array of City programs and services, the samples drawn since then have used slightly different criteria. For 2004 and 2006, the sample was drawn from the list of utility customers who used *any* Olympia utility. Previously, there had been quotas according to *how many* utilities a household received from Olympia.

As a result of these sampling changes, these results are not strictly comparable to the results of previous years.

Sample Profile: 1996-2006, Compared to 2000 Census

Note: Here and throughout this report, percentages may not add to 100%, due to rounding.

		1996	1998	2001	2002	2004	2006	Census
GENDER:	Male	50%	50%	50%	48%	48%	51%	48%
	Female	50%	50%	50%	52%	52%	49%	52%
AGE:	18-35	21%	17%	13%	10%			35%
	35-44	25%	20%	22%	18%			19%
	45-54	21%	25%	23%	28%			19%
	55-64	9%	16%	17%	15%			10%
	65+	23%	21%	23%	25%			17%
*(DIFFERENT CATEGORIES USED IN 2004 & 2006)	18-35	21%	17%	13%	10%	9%	17%	35%
	35-50					29%	28%	10%
	51-64					29%	27%	19%
	65+	23%	21%	23%	25%	32%	25%	17%
	No Answer	2%	1%	3%	4%	1%	1%	
EDUCATION:	High School	20%	21%	16%	12%	10%	13%	31%
	Some College	26%	25%	30%	23%	23%	22%	33%
	College Degree	29%	33%	31%	39%	39%	40%	23%
	Post-Graduate	25%	19%	21%	25%	28%	25%	13%
	No Answer	<1%	3%	2%	1%	-	1%	
RESIDENCE:	Own	80%	84%	84%	84%	92%	87%	
	Rent	20%	14%	15%	14%	7%	10%	
	No Answer	<1%	1%	1%	2%	1%	4%	
YEARS IN OLYMPIA:	< 5 years	23%	23%	23%	21%	13%	21%	
	5-10 years	30%	26%	24%	24%	19%	15%	
	11-25 years	25%	28%	28%	30%	*26%	*23%	*(11-20)
	>26 years	21%	23%	26%	26%	*43%	*42%	*(20+)

Continued →

Demographic Questions Not Asked Prior to 2004

		1996	1998	2001	2002	2004	2006	Census
HOUSEHOLD	Single, No Kids					23%	28%	40%
	Couple, No Kids					38%	32%	32%
	Single, Kids					7%	7%	9%
	Couple, Kids					30%	32%	19%
EMPLOYMENT (new category in '06)	Retired					37%	29%	32%
	Self-Employed						16%	
	Private Sector					31%	23%	41%
	Public Sector					25%	27%	23%
	Not Employed					8%	5%	3%
RACE	African American					-	1%	2%
	Asian/ Pacific Is.					3%	3%	6%
	Caucasian					90%	88%	85%
	Hispanic					2%	1%	4%
	Native American					1%	1%	1%
	Other					2%	2%	2%
TRANSPORT TO WORK	Drive Alone					75%	77%	71%
	Car/ Van Pool					8%	8%	12%
	Bus					3%	2%	5%
	Walk/ Bike					8%	7%	8%
INCOME	Under \$25,000					8%	7%	31%
	\$25 – 50,000					22%	22%	29%
	\$50 – 75,000					21%	21%	20%
	\$75,000+					25%	27%	19%
	No Answer					25%	24%	

KEY FINDINGS

OVERALL SATISFACTION WITH CITY

- ◆ **8 in 10 respondents rated Olympia as an “excellent” (41%) or “very good” (43%) place to live.**
- ◆ **7 in 10 said the City government is “very” (13%) or “mostly effective” (54%).**
- ◆ **3 in 5 said their taxes are well spent in Olympia.**
- ◆ **When asked to rate 9 City services, respondents rated each one above the scale midpoint. On a 7-point scale (with 7 being “excellent”) services received the following average ratings:**
 - Fire Department – 6.1
 - Arts and Community Events – 5.6
 - Recreational Classes – 5.4
 - Utilities – 5.4
 - Police – 5.4
 - Parks and Recreation – 5.5
 - Bike Lanes – 4.8
 - Streets – 4.7
 - Sidewalks – 4.4

COMMUNICATIONS

- ◆ **3 in 5 had watched a City Council meeting on TCTV; of those who has watched, 64% had watched at least once in the past month.**
- ◆ **Almost 9 in 10 have Internet access.**
- ◆ **Half with internet access had visited City website; 40% who had *not* visited it were aware that the website exists.**
- ◆ **82% of those who visited the City website found what they were looking for there.**

PARKS, ARTS, AND RECREATION

- ◆ **39% visited a park in Olympia 12 or more times in the past year;**
 - **7 in 10 were “very satisfied” with their park experiences.**
- ◆ **Majorities were “definitely” willing to travel up to six miles to get to an open space area (59%) and a special use park (52%); 44% were “definitely” willing to travel to a community park.**
- ◆ **3 in 5 were “definitely” (36%) or “probably” (25%) willing to travel three miles to a neighborhood park.**
- ◆ **1 in 3 respondents (or someone in their household) had participated in a recreational activity provided by the City.**
- ◆ **9 in 10 agreed that art events are valuable to the quality of life in the City.**

POLICE

- ◆ **More than 9 in 10 (94%) feel safe in Olympia.**

UTILITIES

- ◆ **Satisfaction with garbage and recycling services is down from 2004; water, sewer, and storm and surface water service ratings were steady.**
- ◆ **Almost 1 in 4 (23%) had a question or complaint about billing, a significant increase from 2004;**
 - **Overall satisfaction with getting through to a person who could help, and with the responsiveness of the service representative remained steady from 2004.**
- ◆ **Almost 1 in 3 (27%) had a non-bill related question or complaint about utilities, a slight increase from 2004.**
 - **Non-bill complaints about garbage were down sharply, but complaints about water and sewer services increased.**
 - **Overall satisfaction with getting through to a person who could**

help, and with the responsiveness of the service representative remained steady from 2004.

- ◆ **“In the Zone” pamphlet was recalled by almost 2 in 5 respondents, up slightly from 2004.**
- ◆ **40% said the City is doing a good job protecting streams and wetlands.**
- ◆ **3 in 10 said storm and surface water management have improved, down slightly from 2004.**
- ◆ **Overall ratings remained steady for the City’s water pollution and flooding efforts, as well as protecting the local habitats;**
 - **Correcting and preventing water pollution is said to be the most important program for the Storm and Surface Water service.**
- ◆ **Few respondents were concerned about drinking water contamination;**
 - **1 in 10 believed the drinking water has improved, 7 in 10 said it has remained the same;**
 - **One half say they drink tap water, a significant drop since 2004.**
- ◆ **44% said they use less water due to the rate structure.**
- ◆ **37% said it is important to them to have a green lawn;**
 - **65% will either cut back on watering (49%) or consider different types of landscapes (16%) if rates go up.**

TRANSPORTATION

- ◆ **1 in 4 respondents had called about a street-related issue, the same proportion as in previous years;**
 - **3 in 10 were “extremely satisfied” with getting through to someone who could help them and with the responsiveness of the service representative.**
- ◆ **Similar to previous years, about half found it easy to get around Olympia on foot, in a car, on a bicycle, or using mass transit.**

- ◆ **1 in 4 respondents ride a bicycle regularly;**
 - **3 in 5 bicyclists rated the bicycle facilities positively, and overall satisfaction with bike facilities has increased significantly from 2002.**

- ◆ **3 in 5 rated the condition of Olympia's pavement and sidewalks positively.**

SUMMARY



SUMMARY

SATISFACTION WITH OLYMPIA

When asked to rate Olympia as a place to live, more than 8 in 10 rated the City as “Very Good” (43%) or “Excellent” (41%). Similar to previous years, respondents’ top reasons for their favorable opinion included Olympia’s size, the sense of community, and the overall atmosphere.

Almost 7 in 10 believed that Olympia’s City government has been “Mostly Effective” (54%) or “Very Effective” (13%) at “accomplishing what it is supposed to do.”

Respondents were also asked to rate how well the City was doing in 9 government service categories. For 5 of the 9 services, majorities rated the service with a 6 or 7 on a 7-point scale. These were:

- Fire Department (78%);
- Art / Community Events (64%);
- Parks & Recreational Facilities (56%);
- Utilities (56%);
- Recreation Programs & Classes (52%).

Nearly half of respondents (49%) rated Police Services as a 6 or 7.

Respondents were least satisfied with street infrastructure, with minorities giving a 6 or 7 rating to:

- Bike Lanes (38%),
- City Streets (27%),
- City Sidewalks (25%).

The chart below shows the proportion of respondents who rated each service as a 6 or 7 in 2004 and 2006, as well as the average satisfaction ratings in those years. Satisfaction with four of the nine city services dropped significantly in 2006 compared to 2004. Average ratings were significantly lower in 2006 for Police, Fire, bike lanes, and recreational programs and classes.

Service	2004		2006	
	6-7	Avg	6-7	Avg
Fire Services*	84%	6.3*	78%	6.1*
Arts & Community Events	66%	5.8	64%	5.6
Parks and Recreational Facilities	57%	5.5	56%	5.5
City Utilities, like water, sewer, and garbage	62%	5.5	56%	5.4
Recreational Programs and Classes*	62%	5.7*	52%	5.4*
Police Services*	60%	5.6*	49%	5.4*
Bike Lanes*	45%	5.0*	38%	4.8*
City Streets	28%	4.8	27%	4.7
City Sidewalks	22%	4.4	25%	4.4

%s and averages based on respondents who provided an answer to the question.
 * Indicates a statistically significant difference between 2004 and 2006 (at p<0.05).

INFORMATION / COMMUNICATION

Three in 5 respondents said that City Government does a “Good” (46%) or “Excellent” (11%) job at keeping citizens informed about what is happening in the City government.

The 39% of respondents who said the city is doing “only fair” (28%) or “poor” (11%) at keeping citizens informed were asked for ways that the city could do a better job in this area. Almost one quarter did not have any specific suggestions; the most common suggestions included mail (20%), the local paper (19%), and newsletters (14%).

When asked about city government’s efforts to involve citizens in decisions, over half gave the city a positive rating, with 12% saying it does an “excellent” job, and 42% saying it does a “good” job. These proportions have remained essentially unchanged since 2004.

Most respondents had sought to inform themselves by watching a City Council meeting on TCTV:

- 62% had watched City government programming in the last month, watching an average of 1.5 times;

- 13% had watched 4 or more meetings during the past month.

Access to the Internet was possible for the vast majority of residents:

86% have access to the Internet, either at home (30%), at work (3%), or both (53%).

Information Sources

Mail, utility bill inserts, and newspaper articles were the most popular way to receive information about programs and services offered by the City:

36% said they preferred to get city information via the mail;
30% in newspaper articles;
27% in bill inserts; and
21% said via the Internet.

Since 2004, the biggest change in residents' information preferences is the increase in the proportion who cited the Internet:

21% this year, compared to
16% in 2004.

Since 1998, residents' preferences for receiving information have shifted considerably. Most notably:

- Utility bill inserts have declined steadily in popularity, from a high of 55% in 1998, to only 27% this year;¹
- Mail has also decreased in popularity, from a high of 49% in 2001 to 36% this year;
- Newspaper ads have increased from just 3% in 1998, to 16% in 2006;
- Newspaper articles have increased from 13% in 1998, to 30% this year;
- The Stream Team newsletter is now preferred by 11% of residents, compared to only 4% in 1998.

Pamphlet recall increased slightly since the last survey, to 36% from 31% in 2004. Compared to earlier years, however, recall has steadily declined:

48% recalled the pamphlet in 2002,
59% in 2001,
63% in 1998, and
65% in 1996.

¹ It must be noted that prior to 2004, surveys in this series dealt *only* with public utilities. Thus, there would naturally be a higher interest in receiving information via utility bill inserts. In asking about a range of City Government programs and services, this survey substantially changes the question being put to city residents.

However, the pamphlets have changed over the years, so direct comparison may not be appropriate.

Perceived usefulness of the pamphlet did not change significantly between 2006 and 2004. In both years, respondents gave the pamphlet a mean score of 5.0 on a 7-point scale, where 7="extremely useful." The average ratings for earlier years were:

5.1 in 2002;
5.3 in 2001; and
4.7 in 1996.

City Website

When asked whether they had visited the City of Olympia's website:

50% of those with Internet access said they'd been to the site;
of these

10% were looking for information about employment, and the remainder were looking for a wide variety of city services, regulations or events.

Of those who had sought information on the website, 82% found what they were looking for.

Of those who had *not* visited the website,

40% of respondents were nevertheless aware that it existed, and

44% said they were at least somewhat likely to visit it sometime in the future.

PARKS AND RECREATION

Respondents visited Olympia city parks an average of 7 times in the past year, and 39% had visited 12 or more times. When asked specifically which City parks they had visited, residents named non-city-owned parks as well as City-owned parks. The most popular City parks were:

- Priest Point Park (32% visited in the last year),
- Watershed Park (20%), and
- Heritage Park Fountain (11%).

Seven in 10 respondents (69%) rated themselves as highly satisfied with their park experience (6 or 7 on a 7-point scale). When asked how the parks could be improved, respondents focused mainly on cleanliness and maintenance and on more or improved amenities such as restrooms, benches, tennis courts, and bike paths.

Respondents were also asked how willing they would be to travel up to 6

miles (the distance across Olympia) to get to 3 different types of regional parks. Large majorities said they were “definitely” or “probably” willing to travel to each:

- Open space area with nature trails (59% “definitely”; 27% “probably”),
- Special use park such as Heritage Park Fountain (52% “definitely” 28% “probably”), and
- Community park with multiple amenities (44% “definitely” willing to travel; 29% “probably”).

Similarly, a majority of residents were definitely (36%) or probably (25%) willing to travel up to 3 miles to get to a neighborhood park.

Recreation Programs

More than one third of respondents (35%) had participated in a Parks and Recreation program or leisure activity within the past year (including fitness programs, camps, trips, classes, after-school programs, and sports leagues):

- 14% had participated themselves,
- 15% had someone else in the household who had participated, and
- 6% said both themselves and a household member had participated.

Of the 62% who had not participated in one of these programs, 30% said it was because they did not have enough time, and 22% said they weren’t interested in the programs, would rather do other activities, or that there weren’t any activities appropriate for them. Another 18% said that they were either “too old” or that their children were grown up. Only 5% said they lacked information about the programs.

Arts Events

Nine in 10 respondents said that art events were valuable to the quality of life in Olympia:

- 60% said “Very Valuable” ,
- 29% said “Somewhat Valuable”, and only
- 7% said “Not Too” or “Not Valuable”.

Most respondents were aware of four of the five arts programs sponsored by the City, and most had attended the Fall and Spring Arts Walks. The programs listed were:

1. Spring Arts Walk: 89% had heard of it, 63% had attended;
2. Fall Arts Walk: 88% were aware, 58% had attended;
3. Ethnic Celebration: 56% were aware, 23% had attended;
4. Artist Studio Tour: 52% were aware, 21% had attended;
5. Percival Play Day: 41% were aware, 16% had attended.

POLICE

One question was included to assess general public safety concerns:

94% reported that they felt “very safe” (63%) or “somewhat safe” (31%) in Olympia. Only 5% reported feeling “somewhat unsafe” (4%) or “unsafe” (1%). This question was first asked in 2004, and there have been no significant changes since then.

SATISFACTION WITH UTILITIES: TRENDS

Overall Satisfaction with Public Works Services

For the last 10 years, Public Works customers have been asked to rate their satisfaction with Public Works services: garbage and recycling services, sewer services, water service, and the City’s storm and surface water services. For each service, the long-term trend has been positive, with average ratings increasing since 1996. While average ratings for all four services were lower this year than in 2004, the 2006 scores are nevertheless close previous years’ scores.

The following table presents the average (mean) ratings on a 7-point scale, and the percentage of residents who rated each service a six or seven, meaning they were *very satisfied* with the services.

Service	May 1996		Nov 1998		Jan 2001		Nov 2002		Dec 2004		Dec 2006	
	6-7	Avg										
Water	69%	5.8	67%	5.8	68%	5.8	69%	5.9	75%	6.1	71%	5.9
Garbage & Recycling	59%	5.5	64%	5.7	66%	5.8	68%	5.8	78%	6.1	70%	5.9*
Sewer	64%	5.7	57%	5.6	60%	5.6	67%	5.8	74%	6.0	67%	5.7*
Storm & Surface Water	40%	4.8	34%	4.6	43%	5.0	49%	5.2	55%	5.4	48%	5.2

%s and averages based on respondents who provided an answer to the question.
 * Indicates a statistically significant difference between 2004 and 2006 (at p<0.05).

Garbage & Recycling Services

Seven in 10 respondents were “very satisfied” with their garbage and recycling services. While this year’s average score is down significantly from 2004, the overall trend has been a substantial increase in satisfaction since 1996. In the ten-year period, garbage and recycling services saw an 11% gain in the proportion of residents who were very satisfied with these services.

Storm & Surface Water Management

Although fewer respondents (48%) said they were “very satisfied” with storm and surface water services than with other services, this is one of two service categories that had a statistically significant increase in its average score between 1996 and 2006. Since 1996, the proportion of residents who were very satisfied with these services has increased 8%.

30% of respondents this year said the City is doing a “better” job at managing storm and surface water, compared to

35% who said “better” in 2004, and only

8% in 1996.

When asked to rate the job the City is doing at protecting streams and wetlands within the City limits, 70% were on the positive side of the scale, including:

40% who said the City was doing an “excellent” job (rated 6 or 7), and another

30% evaluated the job positively with a rating of 5.

With an average rating of 5.0 compared to 5.1 in 2004, there was no significant change in residents’ opinion of the job the city is doing at protecting streams and wetlands (2006 is only the second time this question has been asked).

Residents’ overall satisfaction with storm and surface water services was higher than the rating for any of the three specific programs within that category. About 2 in 5 respondents said the City was doing a nearly “excellent” job (rated 6 or 7) of:

- Protecting and enhancing the habitat in local streams, lakes, and wetlands (43% rated 6 or 7; average score=5.1);
- Correcting and preventing water pollution (38% rated 6 or 7; average score=4.9); and
- Correcting and preventing problems arising from floods (37% rated 6 or 7; average score=4.9).

Average scores for these three programs in 2006 were down significantly from 2004, but were essentially the same as the 2002 scores, when this question was first asked.

When asked which of the three storm and surface water programs are most important, 33% of this year’s respondents said “correcting and preventing water pollution.” This compares to 38% who rated it as the most important in 2004.

“Protecting and enhancing the habitat in local streams, lakes and

wetlands” was rated as most important by 21%, down from 38% ten years ago, when it was considered the most important program. The same proportion of residents (21%) said all three programs are equally important, and only 18% rated correcting and preventing problems from floods as most important.

Sewer and Water Services

Sewer and water services have made smaller gains since 1996. Almost 7 in 10 respondents were “very satisfied” with their sewer service, a net gain of 3% from 1996, but a drop of 7% since 2004. The average score in 2006 was 5.7, significantly lower than the 6.0 average in 2004.

This year, 71% of respondents said they were very satisfied with their water services. Similar to the other three services, water service saw a drop in satisfaction from 2004, but an overall increase since 1996. However, the small changes between 1996 and 2006, and between 2004 and 2006 are not statistically significant.

Only a small proportion of respondents, 15%, believed that the risk of drinking water contamination was “very serious” (rated 6 or 7). This proportion has decreased since the question was first asked in 1998, when 22% thought it was a very serious risk.

Relationships Among Services

Ratings of the four utility services were significantly correlated with one another, meaning that respondents who were satisfied with one service were likely to be satisfied with the other services, and vice versa.

The correlation matrix tells us about the association between all pairs of services measured. A positive correlation indicates that respondents tend to rate the two services similarly. A negative correlation indicates that, as one service rating increases, the other service rating decreases. The higher the score, the stronger the relationship. A correlation coefficient of 1.0 means that the two variables are perfectly correlated. Generally speaking, correlation coefficients over 0.40 are considered to be indicators of a strong relationship. The correlation coefficients for each pair of services is presented below:

Service Category	Correlation Coefficient
Sewer and Water	0.72
Sewer and Storm & Surface Water	0.62
Sewer and Garbage & Recycling	0.54
Garbage & Recycling and Water	0.57
Garbage & Recycling and Storm & Surface Water	0.51
Water and Storm & Surface Water	0.59

The high correlation coefficients among all categories of services indicate that many customers are either satisfied with all of their utility services, or they are not satisfied with any of these services.

The two highest coefficients occur between utilities that deal with water–sewer services and water services, and sewer services and storm and surface water services. This suggests that residents tend not to differentiate between utilities dealing with water-related services. In other words, if one “water” service is operating satisfactorily, both “water” services are operating properly, and vice-versa.

QUESTIONS AND COMPLAINTS

After hitting a low of 17% in 2004, questions and complaints about Utility billing increased to 23% in 2006—close to the high of 24% in 1996. Satisfaction with getting through to a person that could help them and with the responsiveness of that person also took a dip compared to 2004, but 2006 responses were very similar to those in all years between 1996 and 2002.

Similarly, the number of non-bill related questions and complaints was up slightly this year, to 27%, compared to a low of 24% in 2004. The number of questions/complaints in 2006 was similar to the numbers in 1996 through 2001, which ranged from 25% to 30%.

As in previous years, most non-bill related questions or complaints were about garbage and recycling services (65%). Over the years this survey has been conducted, the number of people calling about these services has alternately increased and decreased. Calls about garbage and recycling services reached a high of 77% in 2004, and hit a low of 55% in 2002.

Calls about water service were up to 35% in 2006, after falling to 25% in 2004. This year continues the trend observed between 1996 and 2002, when calls about water service increased steadily from 24% to 33%. Water service was also likely to be the subject of respondents’ most recent calls if they had called about multiple services in the past year. Of the 26% of callers who had called more than once, the majority, 57%, had called most recently about their water service.

Calls regarding sewer services almost doubled in 2006, up to 25% from 12-13% in the previous four surveys. This represents a statistically significant change from previous years.

Calls about storm and surface water management also increased slightly this year, to 26% from 23% in 2004. The last two surveys have seen an increase in calls about these services from the 14-16% who called about them between 1998 and 2002.

Compared to 2004, these respondents were less likely to be “extremely satisfied” (57% in 2004; 46% in 2006) with getting through to a utility representative who could help them. However, their average score (5.7) was not statistically lower than it was in 2004 (5.9). Moreover, this year’s level of satisfaction matched or exceeded all earlier years.

Similarly, this year’s respondents were less likely to be “extremely satisfied” with the responsiveness and follow-through of the representative with whom they spoke—down to 44% from 55% in 2004. Once again, however, the mean scores were not significantly different in the two years (5.5 in 2006, 5.9 in 2004), and the 2006 ratings were similar to those in earlier years.

TRANSPORTATION IN OLYMPIA

Respondents were asked their opinions about transportation services in Olympia for the first time in 2002. Ratings have improved slightly since then, but fewer than half of all respondents thought it was “very easy” (rated 1 or 2 on a 7-point scale) to get around Olympia:

- On foot (46% in 2006; 48% in 2004; 44% in 2002);
- In a car (40% in 2006; 44% in 2004; 36% in 2002);
- On a bicycle (33% in 2006; 30% in 2004 and 2002); or
- Using mass transit (35% in 2006; 31% in 2004; 28% in 2002).

Fewer than half gave “very good” ratings (6 or 7 on a 7-point scale) to the sidewalks in Olympia (30%) and the condition of pavement on City streets (30%) as. In 2002, the sidewalks received a better rating (28%), while pavement received a worse rating (26%).

The number of residents who ride a bike regularly has remained essentially unchanged since the question was first asked in 2002. Almost one quarter (24%) of the 2006 respondents said they ride a bike regularly. One-third of bicycle riders (32%) rated facilities for bicycles in Olympia as “excellent” (6 or 7 on a 7-point scale)—up from 18% in 2002.

Called In About Street Issue

Since 2002, the number of residents who have contacted the city about a street or sidewalk issue has remained steady at 25%. Similar to previous years, 47% in 2006 were “very satisfied” (rated 6 or 7) with getting through to a person that could help them with their question or complaint, and 34% were very satisfied with the responsiveness and follow-through of the person they talked to.

WATER USE

When asked to estimate how much water their household uses per day, most (57%) thought their household used 50 gallons of water per day or less—slightly less than the 65% who thought they used this little in 2002. Only 8% thought they use 75 to 100 gallons per day, and 4% said they use more than 100 gallons. More residents responded that they “don’t know” how much they use than in previous years—22% in 2006, compared to 12-17% in previous years.

Asked what impact an increased summer water rate structure would have on their summer water use, 44% this year said they would use “somewhat” (26%) or “a lot less” water (18%). These proportions are essentially unchanged since 2001, when the question was first asked. However, fewer residents said they would use “the same” amount of water—40% this year, compared to 48% in 2004 and 43% in earlier years.

Lawn Maintenance

Since 2001, the proportion of residents who have a lawn that they maintain themselves has shown a slight but significant decrease, from 84% in 2001 to 77% this year. When it comes to watering to keep the lawn green, 25% of this year’s respondents said it was “very important” to maintain a green lawn (rated 6 or 7 on a 7-point scale). With the exception of 2002, when that number dropped to only 18%, the proportion of residents who want a green lawn has remained steady, while more residents say that green lawn is “not at all important” (1-2 rating):

36% in 2006, compared to:

29% in 2004.

37% in 2002; and

25% in 2001;

Among those who said maintaining a green lawn was “important” (rated 4 or greater), 49% this year said they would cut back on watering as water rates increase, 32% said they would continue to water. Another 16% said they would consider other types of landscaping that require less water, compared to 22% in 2001.

Use of Bottled water and Treatment Devices

The majority of respondents, 75%, said the drinking water in the City of Olympia was the “same” (67%) or “better” (8%) than five years ago, while 12% said it was “worse.” These proportions have remained essentially unchanged since the question was first asked in 1996.

When it comes to the risk of drinking water contamination, very few respondents, only 15%, thought the risk was serious (rated 6-7, where

7="extremely serious"). In contrast, 41% thought the risk was "not at all serious" (rated 1-2).

Despite residents' apparent confidence in the quality of the drinking water in Olympia, half of respondents (50%) do not drink water from the tap:

- 17% use a filtering container;
- 17% have a treatment device on their water tap; and
- 14% drink bottled water.

Use of tap water has declined significantly since the question was first asked in 2001. In 2006, 50% said they drink tap water at home and do not use a water-filtering device or drink bottled water. This compares to:

- 57% in 2004;
- 56% in 2002; and
- 62% in 2001.

TAX DOLLARS WELL SPENT

At the end of the survey, after discussing "services the City provides," respondents were reminded that "as a citizen of Olympia, you support City government services and facilities with property tax, sales, and other taxes." They were then asked how well they thought their tax dollars were being spent in Olympia:

- 61% said their tax dollars were being well spent;
- 26% said they were not, and
- 13% had no opinion.

This represents a significantly less positive view than expressed by the 2004 survey respondents, 71% of whom said their tax dollars were well spent, and 19% of whom said they were not well spent.

FINDINGS

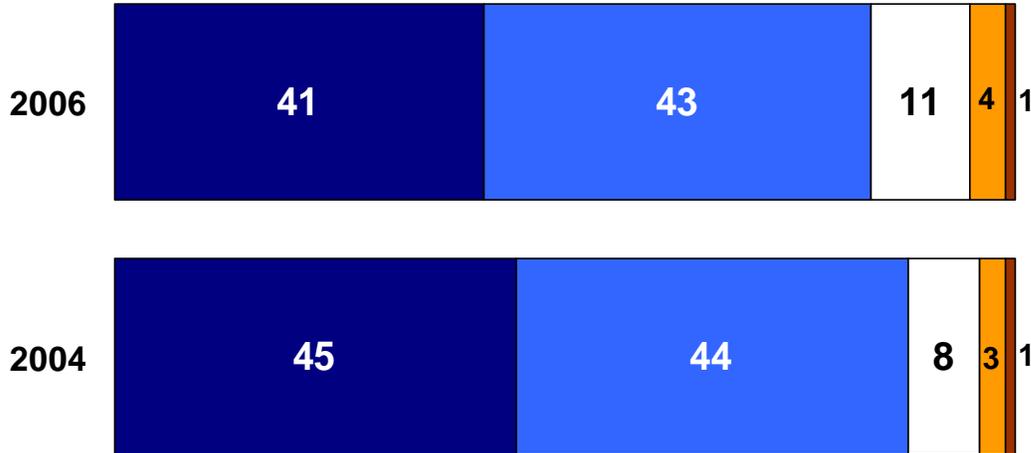


8 in 10 Rate Olympia as an “Excellent” or “Very Good” Place to Live

Q2: How would you rate Olympia as a place to live? Would you say...

(% based on all 400 respondents)

■ EXCELLENT ■ VERY GOOD □ SATISFACTORY ■ ONLY FAIR ■ POOR



Differences between 2004 and 2006 responses are not statistically significant.

Reasons for Rating of “Very Good” or “Excellent” (out of 334 respondents)

1. **Size of Community (16%)**
2. **Sense of Community (15%)**
3. **Atmosphere: Quiet /Safe (14%)**
4. **Born here/ Family & Friends Here (12%)**
5. **Physical Environment (8%)**
6. **Amenities (7%)**
7. **Public Services, including Schools (6%)**

***Most Likely to Say “Excellent” (41%):**

- Age 36-50 (46%)
- Single with children (46%)

*Throughout this section, the categories listed in the bullet points were those most likely to give a particular answer.



Respondents Cite Olympia's Size and Community as Reasons to Like the City

Q3: What is the main reason you rate Olympia as a/an ____ place to live?
(% based on all 400 respondents)

Size	14%
Sense of Cmty	13
Atmosphere	13
Family	10
Amenities	7
Physical Environment	7
Public Services	6
Location	6
Economy	4
City Govt	2
Non-specific	2
Traffic not bad	1



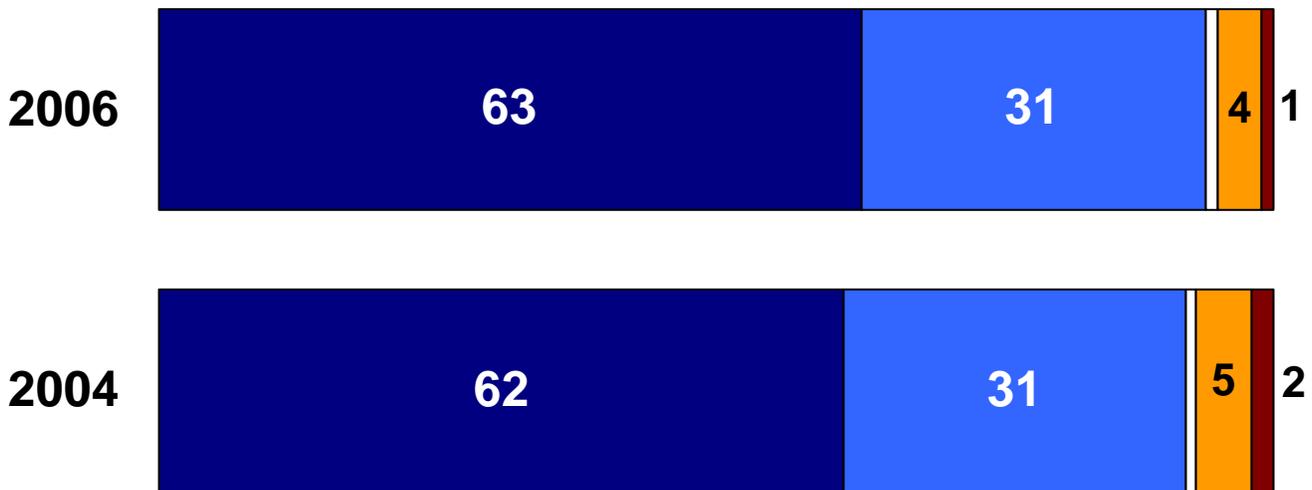
9 in 10 Feel Safe in Olympia

Q4: The next questions are about safety. Do you feel personally safe in Olympia?

Would you say you feel...

(% based on all 400 respondents)

■ VERY SAFE ■ SOMEWHAT SAFE □ DON'T KNOW ■ SOMEWHAT UNSAFE ■ UNSAFE



Differences between 2004 and 2006 responses are not statistically significant.

Most Likely to Say “Very Safe” (63%):

- Public Employees (70%) and self-employed (73%)
- Income \$75,000+ (70%)
- Single with no children (69%)



67% Rate City Government as Effective

Q5: Now let's talk about City Government. Two ways that people often measure how well an organization is running are effectiveness and efficiency. Thinking about Olympia City government, would you say that it is effective? That is, how well does it accomplish what it is supposed to? Would you say that Olympia City government is... (% based on all 400 respondents)

■ VERY EFFECTIVE ■ MOSTLY EFFECTIVE □ DON'T KNOW ■ MOSTLY INEFFECTIVE ■ VERY INEFFECTIVE



Differences between 2004 and 2006 responses are not statistically significant.

Most Likely to Say "Effective" (67%):

- Single with no kids (74%)
- Those with graduate degrees (74%)
- Public Employees (73%)
- Those earning \$25,000-\$50,000 (73%)

Most Likely to Say "Ineffective" (23%):

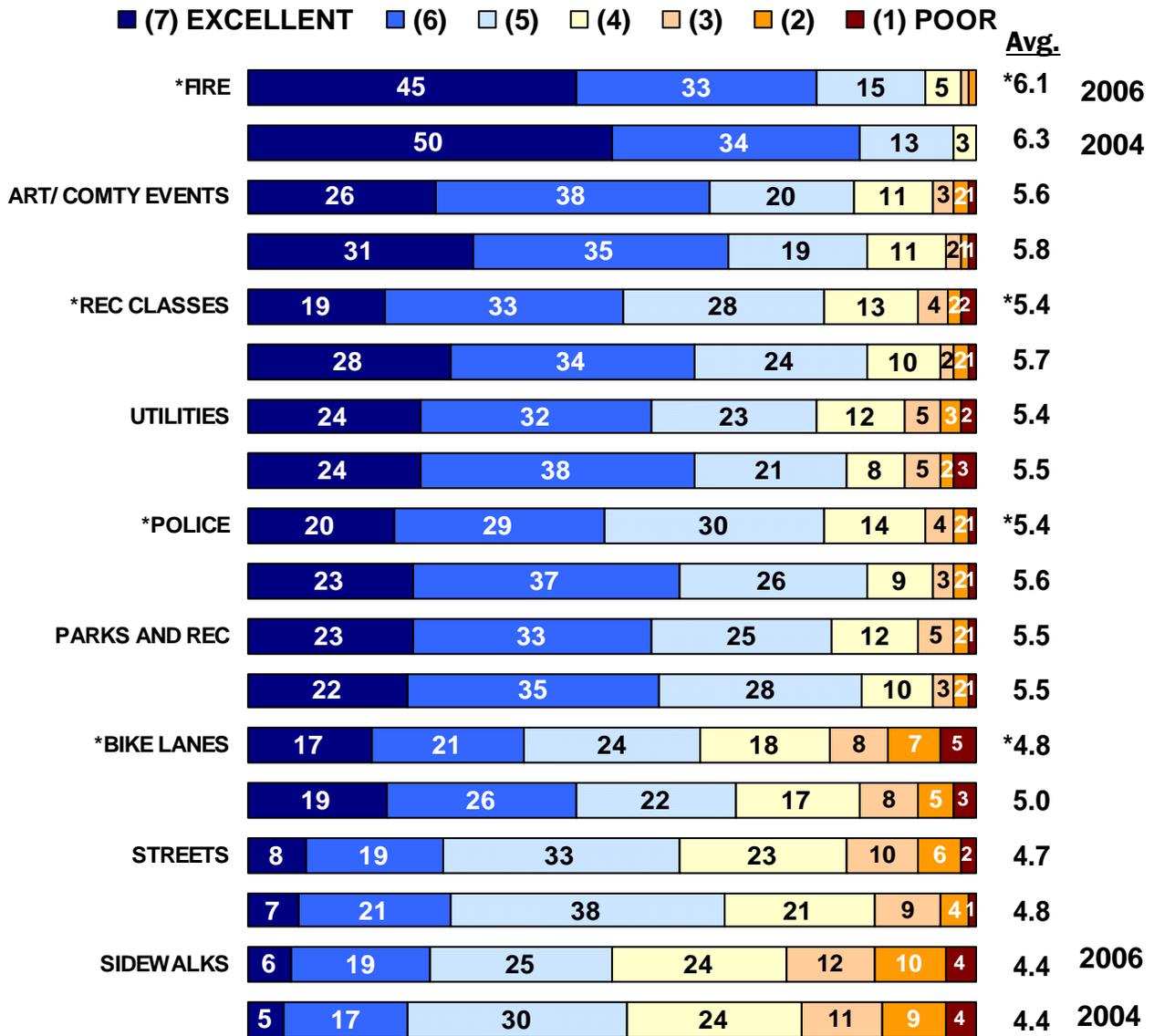
- Non-white respondents (32%)
- Those earning \$50,000 to \$75,000 (29%)
- Retired persons (29%)



6 City Services Get Higher Than Average Ratings

Q6: I'm going to read you a list of services and facilities provided by the city. As I read each one, I would like you to tell me how well you think the city is doing in that area. We'll use a scale from 1 to 7 where 1 means Poor and 7 means Excellent.

(% based on those responding)



* Indicates that mean score was significantly lower in 2006.



Profiles of Those Most Likely to Give Top Ratings to Departments

Q6: I'm going to read you a list of services and facilities provided by the city. As I read each one, I would like you to tell me how well you think the city is doing in that area. We'll use a scale from 1 to 7 where 1 means Poor and 7 means Excellent. (% based on those responding)

Most Likely to Give a 6 or 7 rating to...

Fire Department (78%):

- Men (82%)
- High School education (82%)
- Age 65+ (82%)
- Income \$50-75,000 (83%)

Arts & Community Events (64%):

- Single with no children (72%)
- Renters (75%)
- Not working (88%)
- Income \$50-75,000 (76%)

Utilities (55%):

- 65+ years old (66%);
- Single people (65%)
- Self-employed (61%)
- Earn less than \$25,000 (72%)

Bike Lanes (38%):

- Single with no children (44%)
- Self-employed (47%)
- Earn less than \$25,000 (48%)

Parks and Recreation (55%):

- Single with no children (63%)
- Self-employed (69%)
- Earn less than \$25,000 (71%)

Recreational Classes (52%):

- Women (57%)
- High School education (57%)
- Single with children (61%)
- Not working (73%)
- Income \$50-75,000 (64%)

Police (49%):

- Age 35-50 (57%)
- Couple with children (54%)
- Self-employed (55%)
- High School education (54%)

Streets (27%):

- Single with children (42%)
- Public sector employee (34%)

Sidewalks (25%):

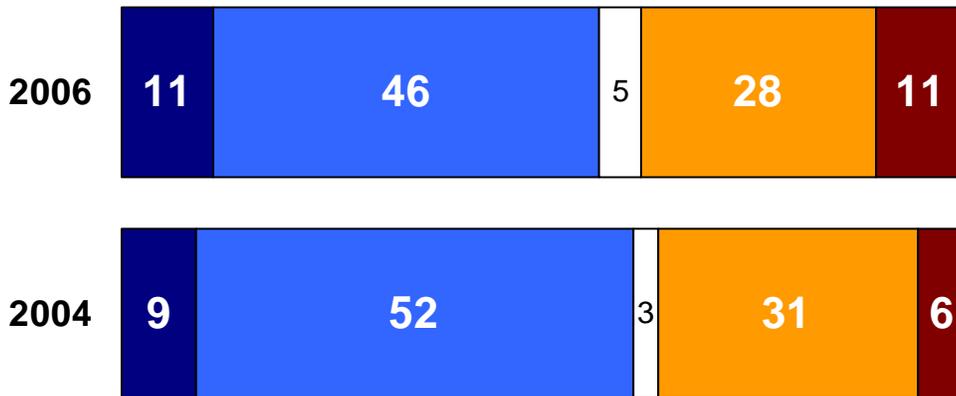
- Single with no children (37%)
- Income less than \$25,000 (41%)
- Vocational school or some college (32%)



6 in 10 Say City Doing an Excellent or Good Job of Keeping Citizens Informed

Q7: In terms of keeping citizens informed about what is happening in city government – How good a job do you think Olympia City Government does at that? Would you say... (% based on all 400 respondents)

■ EXCELLENT ■ GOOD □ DON'T KNOW ■ ONLY FAIR ■ POOR



The proportions of respondents answering “excellent” or “good” in 2004 and 2006 are not significantly different.

Most likely to say “Excellent” (11%):

- Public Employees (17%)
- Income less than \$25,000 (17%)

Most likely to say “Poor” (11%):

- Single with children (19%)
- Employed in private sector (16%)

Q8: If only “Fair” or “Poor”: In your opinion, what are some ways Olympia City Government could do a better job of keeping citizens informed? (N=155)

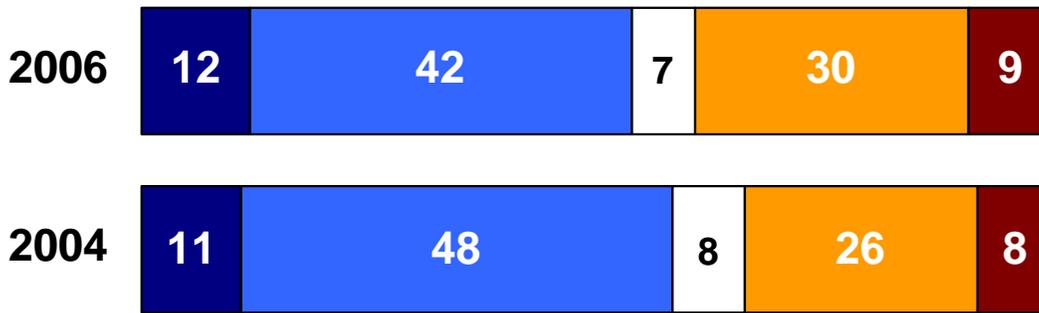
Suggestion	Percent of Cases	Suggestion	Percent of Cases
Mail	20	Public Service Announcement	4
Local Paper	19	Contact With Council Members	4
Newsletter	14	Radio	2
TV	8	More Honest	2
More Transparency	8	Email	1
Website	6	By Being Up Front with Decision	1
Listen To People	5	Put Info In Utility Bills	1
Town Meetings	5	Less Arrogance	1
		DK/NA	23



Majority Say City is Doing a Good Job of Involving Citizens

Q9: How would you rate the city’s performance in providing residents the opportunity to be involved in decisions that affect city government? How good a job do you think Olympia City Government does at that? Would you say... (% based on all 400 respondents)

■ EXCELLENT ■ GOOD □ DON'T KNOW ■ ONLY FAIR ■ POOR



There is no statistically significant difference between 2006 & 2004.

Most likely to say “Excellent” (12%):

- Vocational school or some college (17%)
- Self-employed (19%), or employed in public sector (17%)

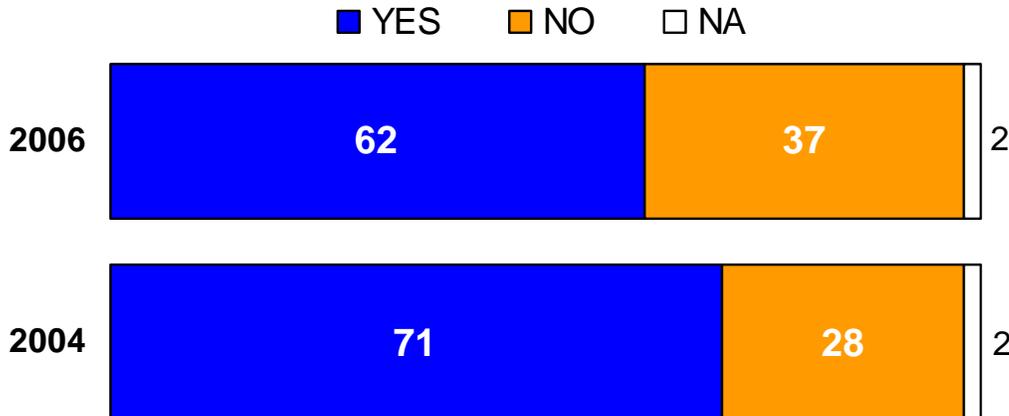
Most likely to say “Poor” (9%):

- Single with children (19%)



6 in 10 had Watched a Council Meeting on TCTV

Q10: Have you ever watched an Olympia City Council meeting on TCTV – the local government channel 3 on cable? (based on all 400 respondents)



2006 respondents were significantly less likely than 2004 respondents to have watched TCTV.

Most Likely to have watched a Council meeting on TCTV (62%):

- Those with high school education (80%)
- Single with children 981%)

Least Likely to have watched (37%)

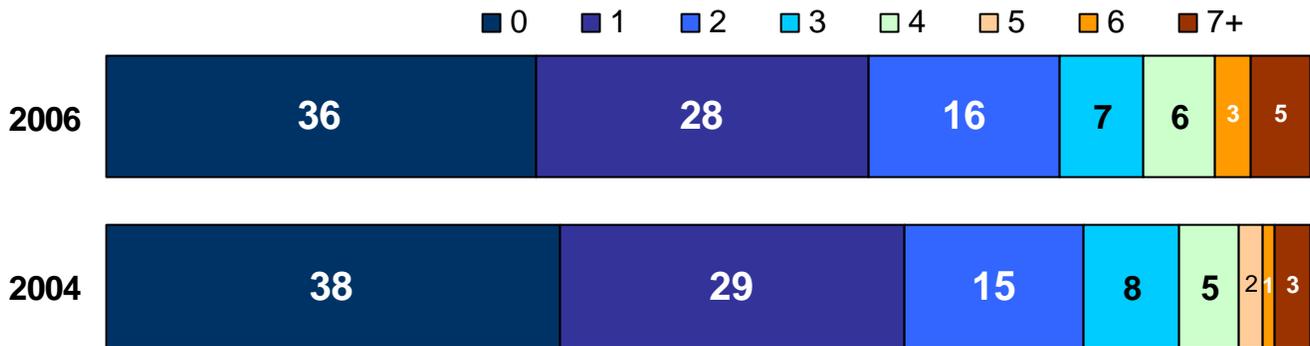
- Age 18-35 (47%)
- Those with vocational degree or some college (44%)



64% Watched TCTV in Last Month

OF THOSE WHO HAVE EVER WATCHED A COUNCIL MEETING (n=247)

Q10a: In the last month, how many times have you watched an Olympia City Government meeting on TCTV Channel 3?
Average number of times watched = 1.5)



Most Likely to say None (36%):

- Female (45%)
- Age 51-64 (44%)
- Single with children (48%)
- Income \$75,000 or higher (50%)

Most likely to say 4 or more times (13%):

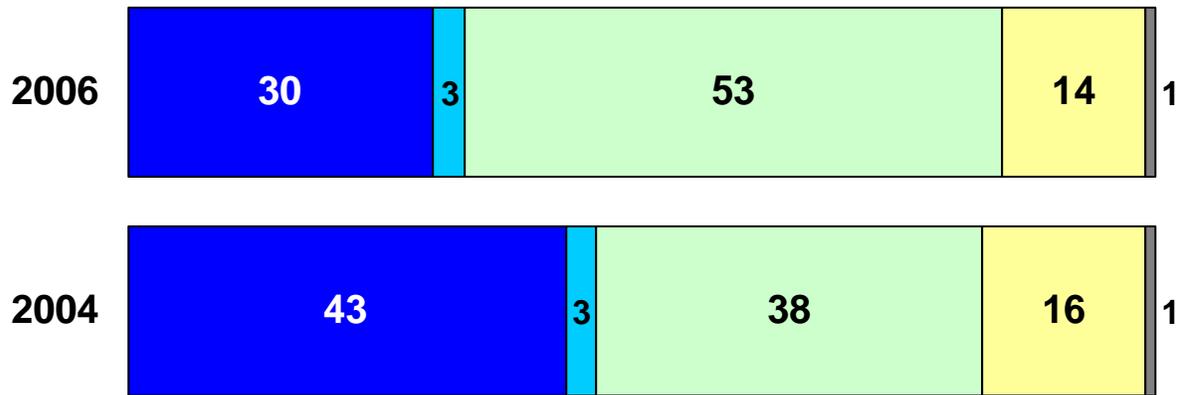
- Graduate or professional degree (20%)
- Income less than \$25,000 (28%)



83% Have Internet Access at Home

Q11: Do you have access to the Internet, either at home or at work?

■ HOME ONLY ■ WORK ONLY ■ BOTH ■ NO ACCESS ■ DON'T KNOW



2006 respondents were significantly more likely than 2004 respondents to have access to the internet both at home and at work.

Most Likely to Have Access at Both Home and Work (53%):

- Income \$75,000+ (78%)
- Public Employees (76%)
- Age 36-50 (75%)
- Couple with kids (72%)
- College (63%) or graduate degree (61%)

Most Likely to Have No Access (14%):

- Income less than \$25,000 (38%)
- Age 65+ (37%)
- Retirees (33%)
- High School degree (30%)
- Single with no kids (30%)



Half Have Visited the City Website

Q12: Have you ever visited the Website for Olympia City Government? [n=344]

(% based on those responding)

■ YES ■ NO □ NA

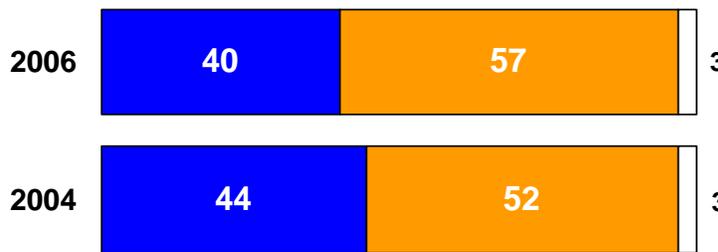


Most Likely to Have Visited Website (50%):

- Ages 18-50 (62%)
- Public Employees (69%)
- Income less than \$25,000 (61%) and more than \$75,000 (60%)

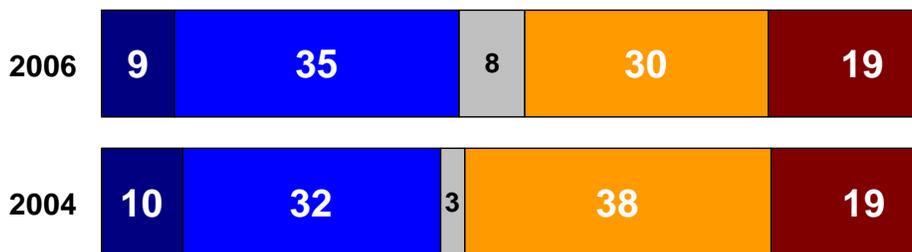
Q12a: IF NO: Were you aware that Olympia City Government had a Website? [n=162]

■ YES ■ NO □ NA



12b: IF NOT VISITED SITE: How likely are you to visit the Olympia City Government Website? Would you say you are...[n=171]

■ VERY LIKELY ■ SOMEWHAT LIKELY □ DON'T KNOW ■ NOT TOO LIKELY ■ NOT AT ALL LIKELY



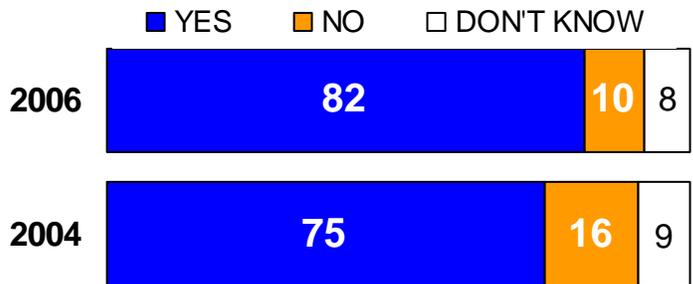


Most Visitors Able to Find What They Were Looking for on Website

Q13: IF VISITED SITE- What information were you looking for on the Website? [n=173]
(% based on those responding)

Employment	10%
Parks and Recreation	8
Planning/ Development/ Zoning Info	8
Utilities/ Public Works/ Water	7
Schedule for Trash Pick-up/ Recycling Info	7
Just Surfing	6
City Ordinances/ Bylaws	6
Building Codes	5
City Council Meetings	4
Cultural Events/ Arts Council	4
Elections/ Voter Information	2
Permit Information	2
Phonebook	2
Police Information	2
Parking Enforcement	2
Other	16
Everything/ General Information	9
Don't Know / No Answer	14%

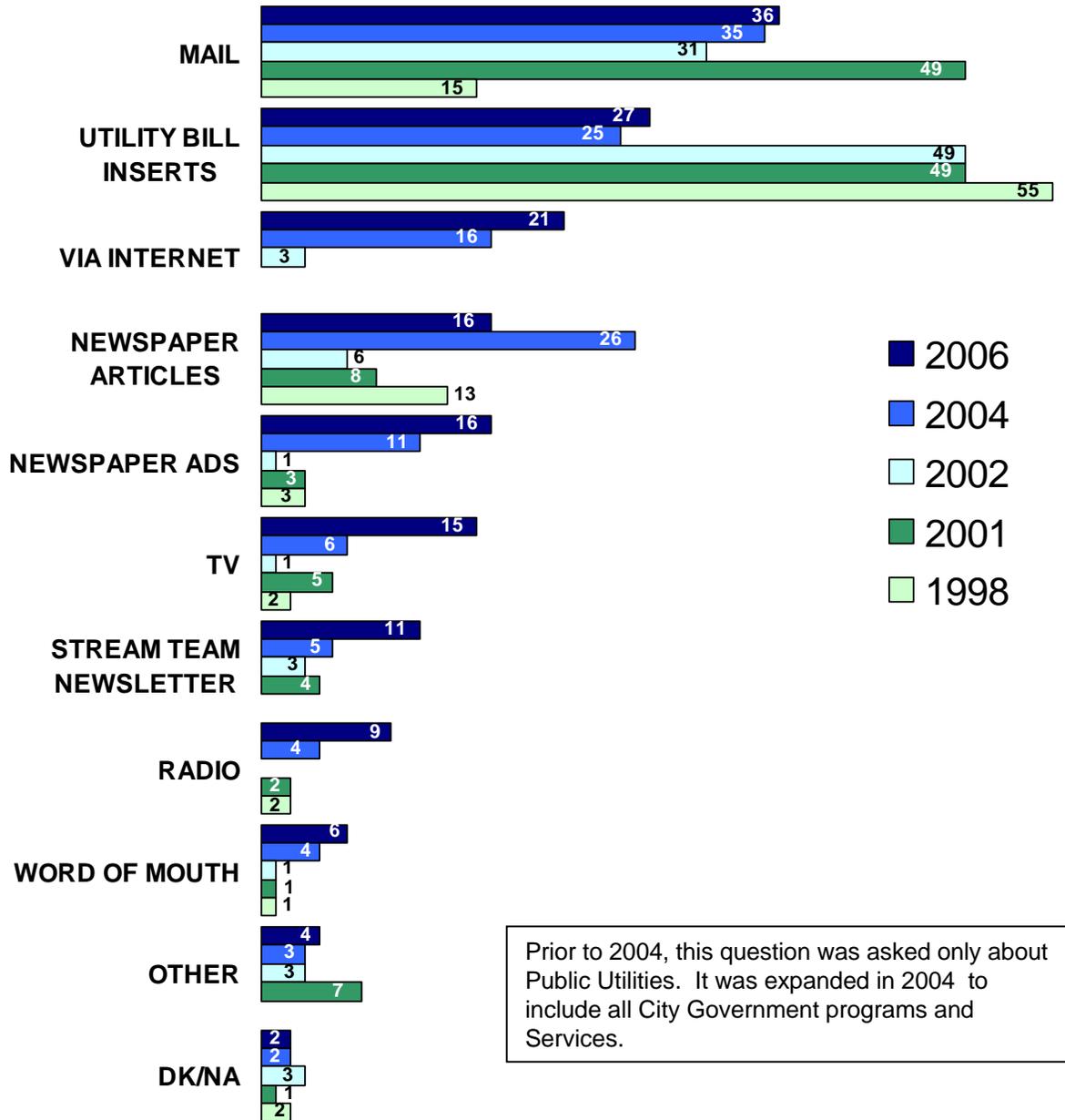
Q13a: IF VISITED SITE - Were you able to find what you were looking for [on the website]? [n=173]





Customer Information Preferences Continue to Expand

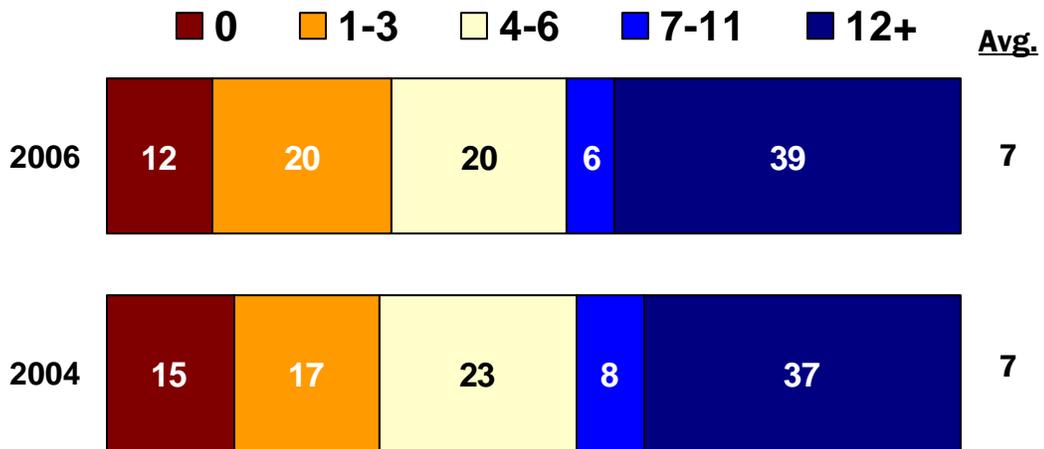
Q14: When it comes to getting information about the programs and services offered by the city, how would you prefer to receive that information.
(% based on all 400 respondents)





On Average, Respondents Visited Parks 7 Times in Last Year

Q15: The next questions are about Olympia city parks. In the past 12 months how many times – if at all – did you, or any member of your household visit a city park in Olympia? (% based on all 400 respondents)



Most Likely to Say “12+ Times” (39%):

- Age 36-50 (53%) and 18-35 (50%)
- College degree (47%)
- Couple with kids (56%)

Most Likely to Say “Zero Times” (12%):

- Age 65+ (30%)
- High School degree (28%)
- Singles (23%) or couples with no kids (19%)
- Retired (30%)
- Income less than \$25,000 (21%)

# of Visits	1	2	3	4	5	6	7	8	9	10	11	12+
%	13	4	10	7	6	5	9	3	2	1	3	39



Of the City-Owned Parks, Priest Park Got the Most Visitors

Q15.1: Which city parks have you visited in the last year or so? [n=348]
(% based on those responding)

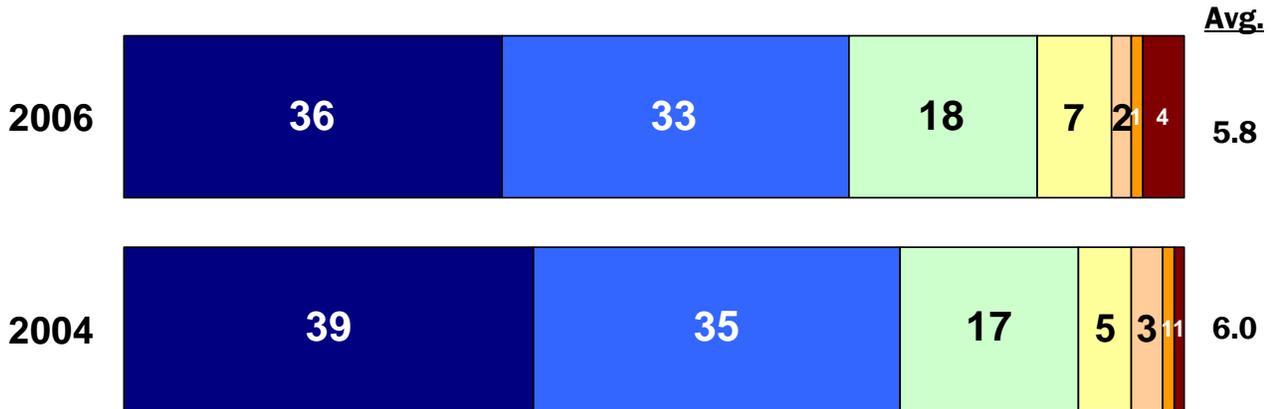
Priest Point Park	32%
Watershed Park	20
Heritage Fountain	11
LBA Park	10
Yauger Park	9
Percival Landing	8
Decatur Woods	4
Friendly Grove	2
Bigelow Park	2
Garfield Nature Trail	2
Stevens Park	1
Sunrise Park	1
Japanese Garden	1
Harry Fiain Park	1
Woodruff	1
Grass Lake	1
7 Oars	1
All/ A Lot Of Them	2
Non-City Parks	51
Don't Know/ No Answer	10%



7 in 10 “Very Satisfied” With Park Experience

Q16: In thinking about the parks in Olympia you have visited, how would you rate your overall satisfaction with your park experience? Use the same scale where 7 means Extremely Satisfied and 1 means Not At All Satisfied.
(% based on those responding; % gave no answer)

■ (7) EXTREMELY SATISFIED ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL SATISFIED



The mean score in 2006 is significantly lower than the 2004 mean score.

Most Likely to Rate 7, “Extremely Satisfied” (36%):

- Income less than \$25,000 (57%)
- Couples with no kids (43%)
- Women (43%)



Residents Want Cleaner Parks With More Facilities

Q17: What could the city do to improve your park experience?

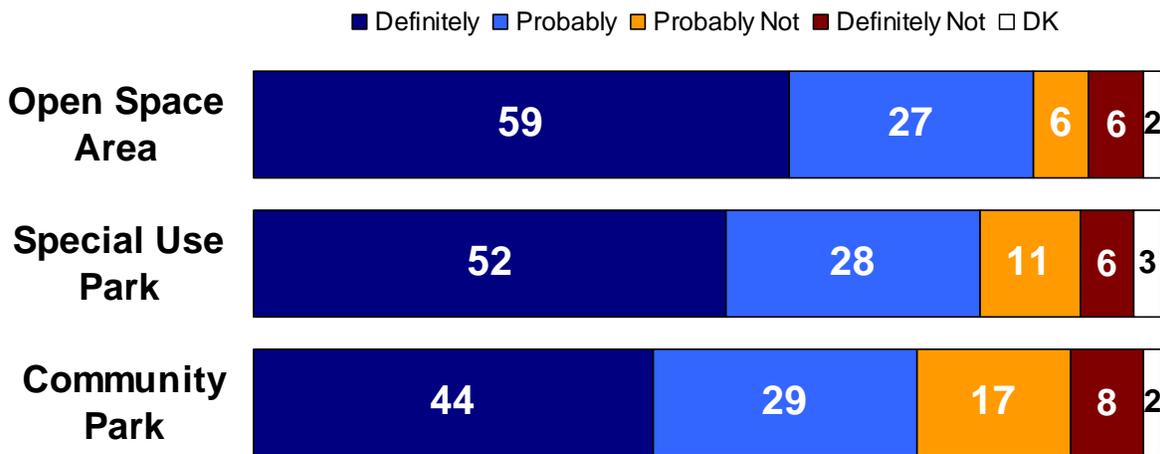
(% based on all 400 respondents)

Cleaner / Better Quality	6%
More Parks Open	6
More/ Better Stocked Restrooms	6
More Off-Leash Dog Trails	5
Playground Equipment	4
Better Maintenance	4
Acquire More Park Space	4
Keep Up the Trails	3
Get Rid of Homeless	3
More Parking	3
Better Security	3
More Benches	2
More Water Fountains	2
More Picnic Areas	2
Flood Control/ Better Drainage	2
More Activities & Events/ Senior Activities	2
Other Amenities (rain shelters, trash cans, pools, etc.)	5
Other, Miscellaneous	9
Nothing	26
Don't Know / No Answer	20%



Majorities Willing to Travel 6 Miles to Regional Parks

Q18: The City would like to know how far people travel to visit a park. For example, Olympia is roughly six miles across. How likely would you be to travel up to six miles to get to [READ OPTION]? Would you definitely travel up to six miles to get to that kind of park? Probably? Probably Not? Or Definitely Not? (% based on all 400 respondents)



Most likely to say “Definitely” willing to travel to...

Open Space Area (59%):

- Age 18-35 (70%)
- Single with kids (65%) or Couple with kids (67%)

Special Use Park (52%):

- Age 18-35 (70%)
- Graduate/ Professional School (66%)
- Income \$50-75,000 (70%)

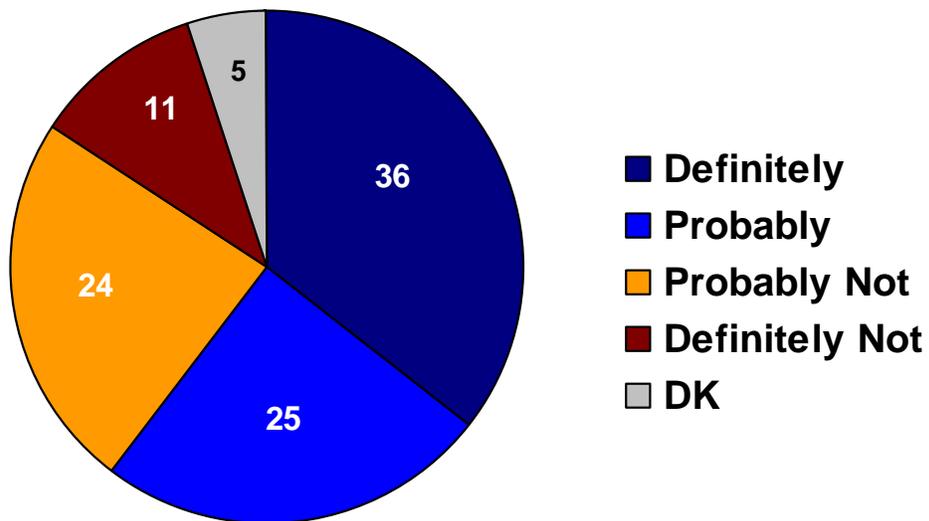
Community Parks (44%):

- Single with kids (58%)
- Income \$50,000 or higher (49%)



3 in 5 Willing to Travel to 3 Miles to Neighborhood Parks

Q19: The prior question was about travel to Regional parks. This question is about Neighborhood parks. How likely would you be to travel up to three miles to get to a neighborhood park, such as Decatur Woods or Friendly Grove? Would you: Definitely travel up to three miles to get to a neighborhood park? Probably? Probably Not? Or Definitely Not? (% based on all 400 respondents)



Most Likely to Say “Definitely” (36%):

- Public Employees (43%)
- Ages 18-50 (41%)

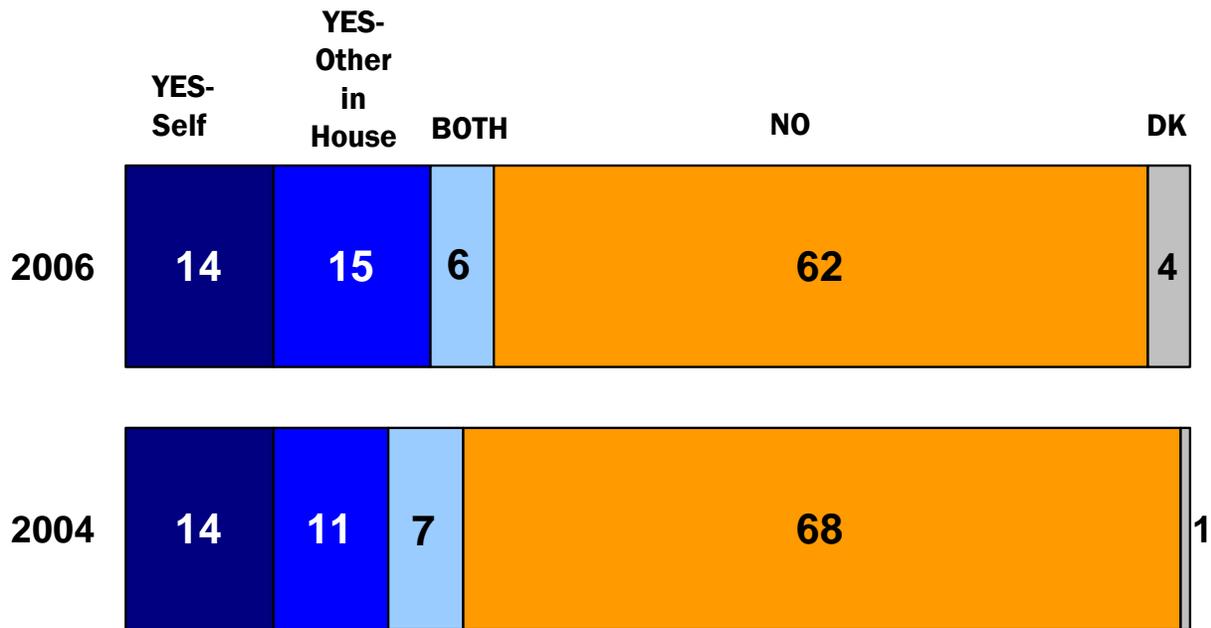
Most likely to say “Definitely Not” (11%):

- Age 65+ (18%)
- Retirees (16%)



35% Had Participated in a Recreational Program Recently

Q20: The city also operates a variety of recreational and leisure activities for people of all ages. These include fitness programs, camps, trips, classes, after-school programs and sports leagues. Have you, or anyone in your household, participated in a Olympia Parks and Recreation program in the last year?
(% based on all 400 respondents)



Most Likely to Say “Yes” -Self, Other, Both (35%):

- Public Employees (44%)
- Women (40%) compared to men (29%)
- Age 36-50 (50%)
- Graduate/ Professional School (42%)

Most Likely to Say “No” (62%):

- Retirees (71%)
- Ages 50 and older (70%)
- Couple with no kids (74%)



Half of Non-Participants Had No Time For or Interest in Rec Programs

Q20.1: IF NO: Are there any specific reasons why you have not participated in any of these programs? [n=247]

(% based on those responding)

No Time	30%
Rather Do Else / No Interest	17
Too Old	9
Children Grown	9
No activities appropriate for me	5
Lack of information	5
Disabled/ Health Reasons	3
Belong to Health Club	3
All Other Reasons (<3% each)	14
No Reason	11
Don't Know / No Answer	7%



Most Have Attended the Spring and Fall Arts Walks

Q21: Olympia city government also sponsors a number of Arts Programs. As I read a list of these programs, tell me whether you have ever heard of this event or not, and whether you have ever attended this event.

(% based on all 400 respondents)

	HEARD	ATTENDED
Spring Arts Walk	89	63
Fall Arts Walk	88	58
Ethnic Celebration	56	23
Artist Studio Tour	52	21
Percival Play Day	41	16

Most Likely to Have Attended...

Spring Arts Walk (63%):

- Age 51-64 (73%)
- Graduate/ Professional School (72%)
- Single with kids (77%)
- Income \$75,000+ (76%)

Fall Arts Walk (58%):

- Graduate/ Professional School (68%)
- Single with kids (73%)

Ethnic Celebration (23%):

- Couple with kids (30%)

Artist Studio Tour (21%):

- Single with kids (35%)

Percival Play Day (16%):

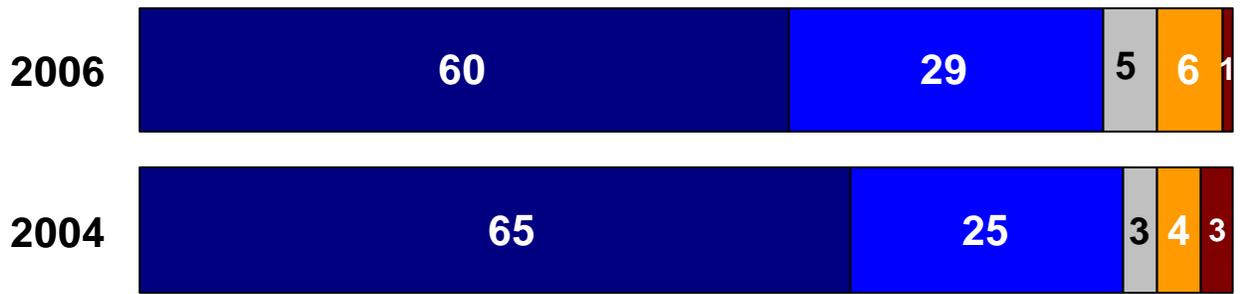
- Single with kids (23%)
- Income \$50-75,000 (21%)



9 in 10 Believe Arts Events Are Valuable

Q22: In your opinion, are arts events like these ...
(% based on all 400 respondents)

■ Very Valuable ■ Somewhat ■ Don't Know ■ Not Too ■ Not Valuable



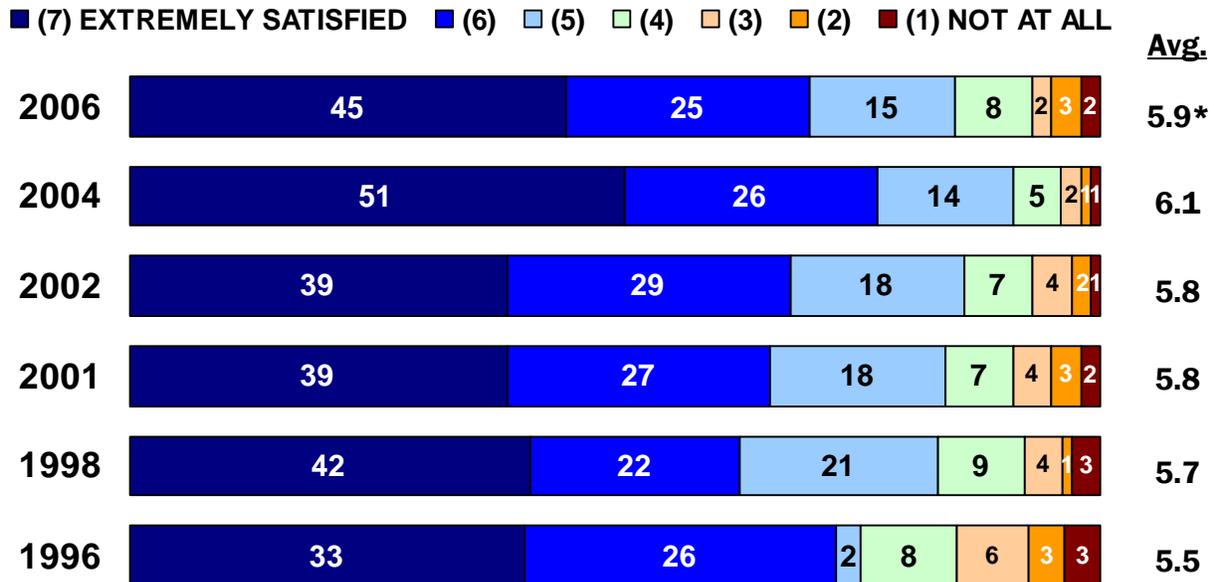
Most Likely to Say "Very Valuable" (60%):

- Ages 18-35 (71%)
- Couple with kids (68%)
- Public Sector employees (68%)
- Income \$75,000 or higher (68%)



Garbage and Recycling Rating Down from 2004; 7 in 10 Still Very Satisfied

Q23a: I am going to read a list of utility services provided by the City of Olympia. As I do, I would like you to rate your satisfaction with each service.
(% based on those responding; 3% gave no answer)



* Indicates that mean score was significantly lower in 2006 compared to 2004.

Most Likely to Give a 6 or 7 Rating (70%):

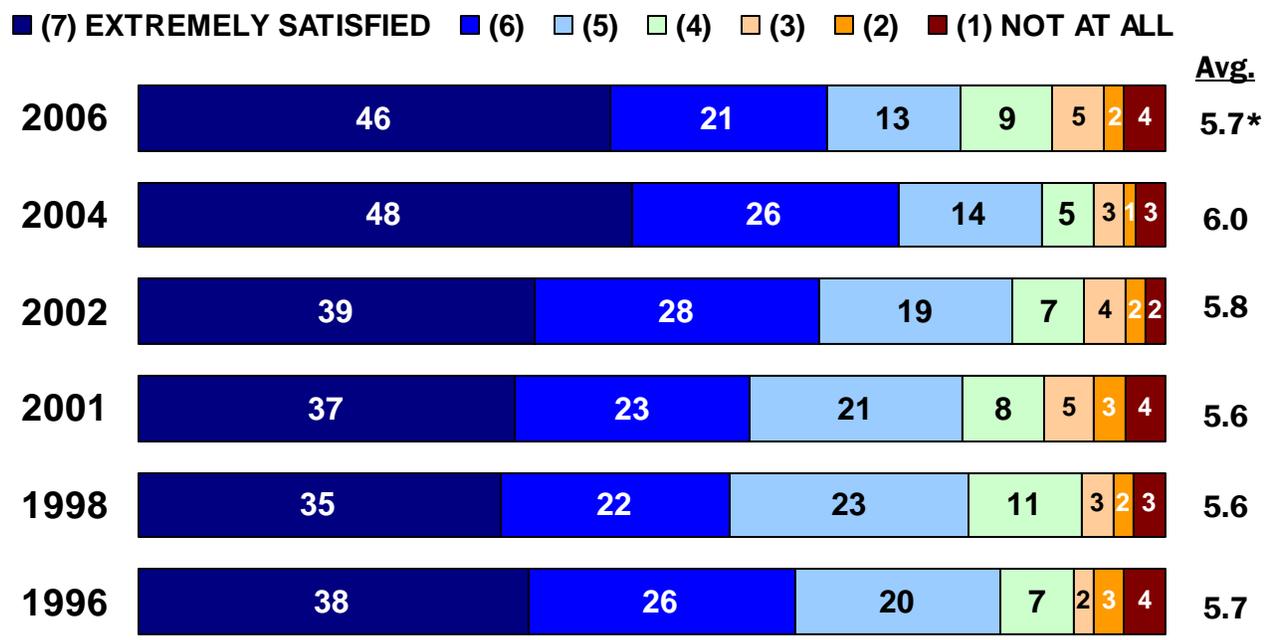
- Retirees (83%)
- Age 65+(82%)
- Single with no kids(81%)
- High school education (80%)



Sewer Service “Extremely Satisfied” Rating Remains Steady

Q23b: I am going to read a list of utility services provided by the City of Olympia. As I do, I would like you to rate your satisfaction with each service.

(% based on those responding; 15% gave no answer)



* Indicates that mean score was significantly lower in 2006 compared to 2004.

Most Likely to Give a 6 or 7 Rating (67%):

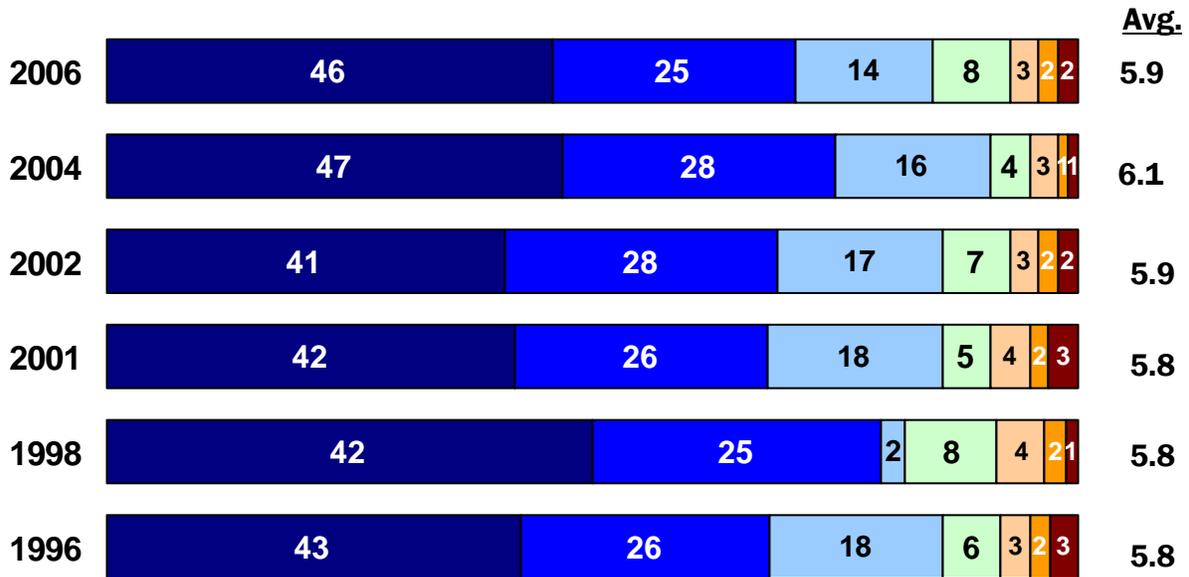
- Single with no kids (77%)
- Income \$25,000-\$50,000 (77%)
- Retirees (75%)



Water Service Satisfaction Unchanged from 2004

Q23c: I am going to read a list of utility services provided by the City of Olympia. As I do, I would like you to rate your satisfaction with each service.
(% based on those responding; 3% gave no answer)

■ (7) EXTREMELY SATISFIED ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL



There was no statistically significant change in the mean score between 2004 and 2006.

Most Likely to Give a 6 or 7 Rating (71%):

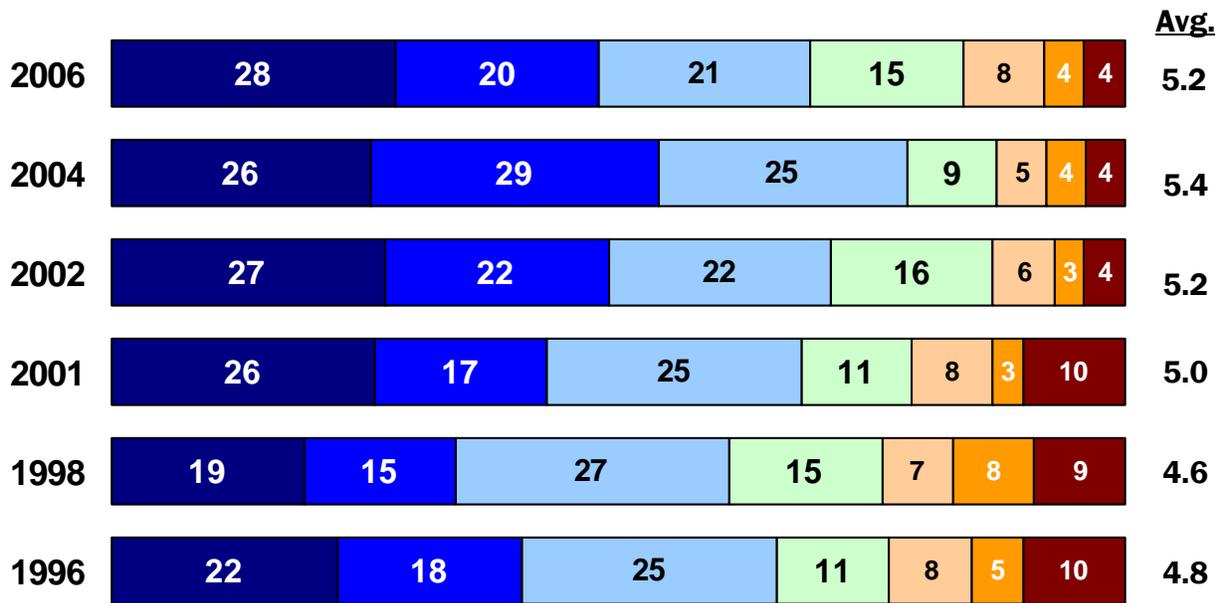
- Age 65+(85%)
- Retirees (80%)
- Single with no kids (78%)
- Income \$25,000-\$50,000 (78%)
- Graduate/ Professional School (81%)



Storm & Surface Water: "6-7" Rating off 7% from 2004; Overall Satisfaction Remains High

Q23d: I am going to read a list of utility services provided by the City of Olympia. As I do, I would like you to rate your satisfaction with each service.
(% based on those responding; 10% gave no answer)

■ (7) EXTREMELY SATISFIED ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL



There was no statistically significant change in the mean score between 2004 and 2006.

Most Likely to Give a 6 or 7 Rating (48%):

- Age 65+ (61%)
- Single with no kids (59%)
- Retirees (57%)
- Income \$25,000-\$50,000 (54%)



Phone Book Still Most Popular Reference for Contact Information

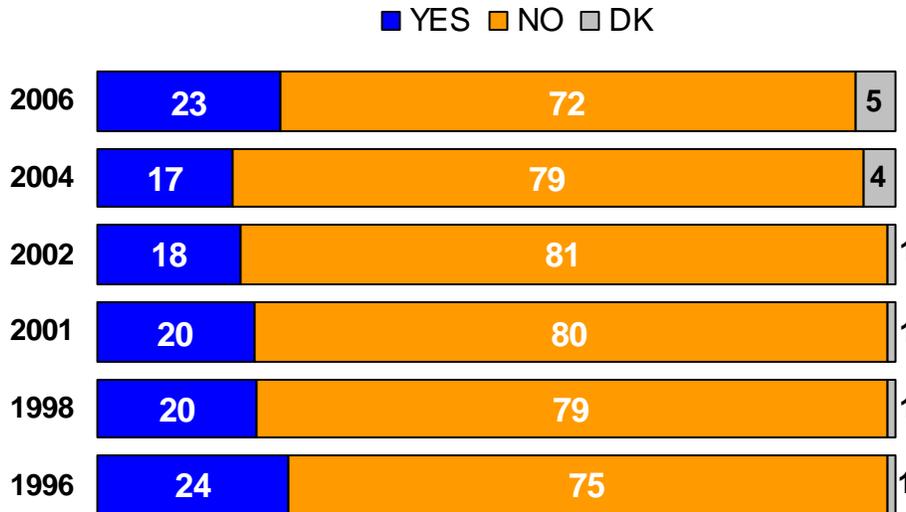
Q24: If you wanted to find out whom to contact for information about your utilities, where would you look for that information? [N=133]
(% based on those responding)

Phone Book	86%
Friends	15%



Billing Questions and Complaints Up Significantly From 2004

Q25: In the past year, have you contacted the City of Olympia with a question or complaint about your utility bill? (% based on all 400 respondents)



2006 respondents were significantly more likely than 2004 respondents to have contacted the city with a billing complaint or question.

Most Likely to Say “Yes” (23%):

- Self-Employed (32%)
- Respondents ages 18-50 (31%)
- Income less than \$25,000 (31%)

Most Likely to Say “No” (72%)

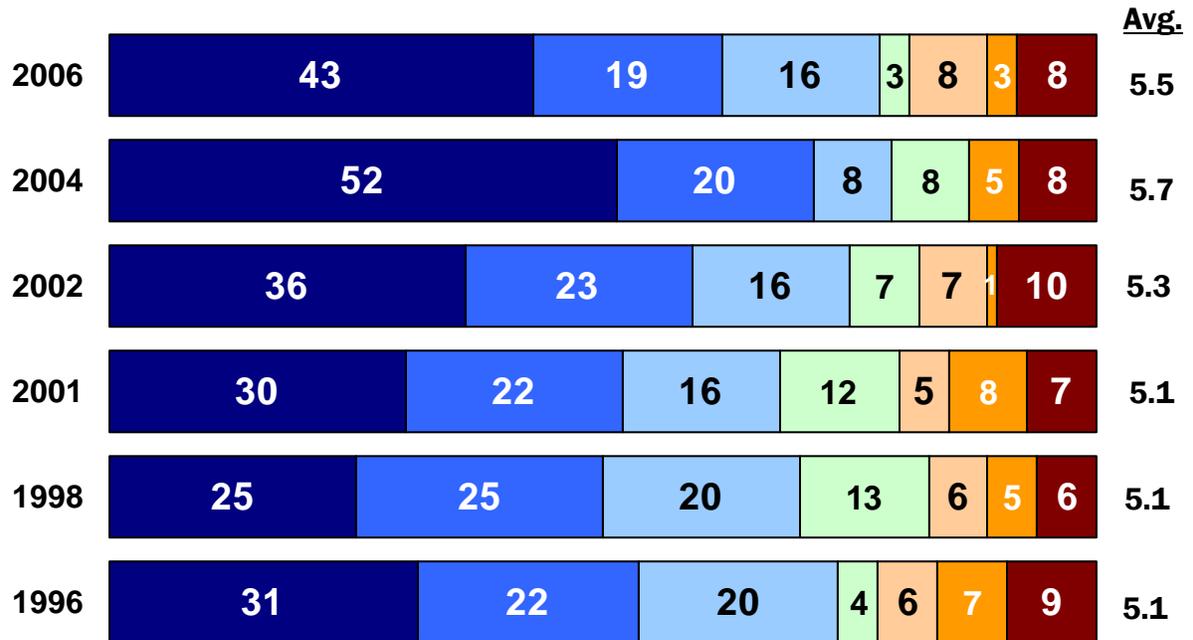
- Respondents ages 65+ (79%)



Getting Through: “Extremely Satisfied” Rating down 9% ; Overall Score Unchanged

Q26a: Let’s talk about your contact with utility billing. When you contacted the City about your bill, how satisfied were you with getting through to a person who could help you with your question or complaint ? [n=93]
(% based on those responding; 2% gave no answer)

■ (7) EXTREMELY SATISFIED ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL



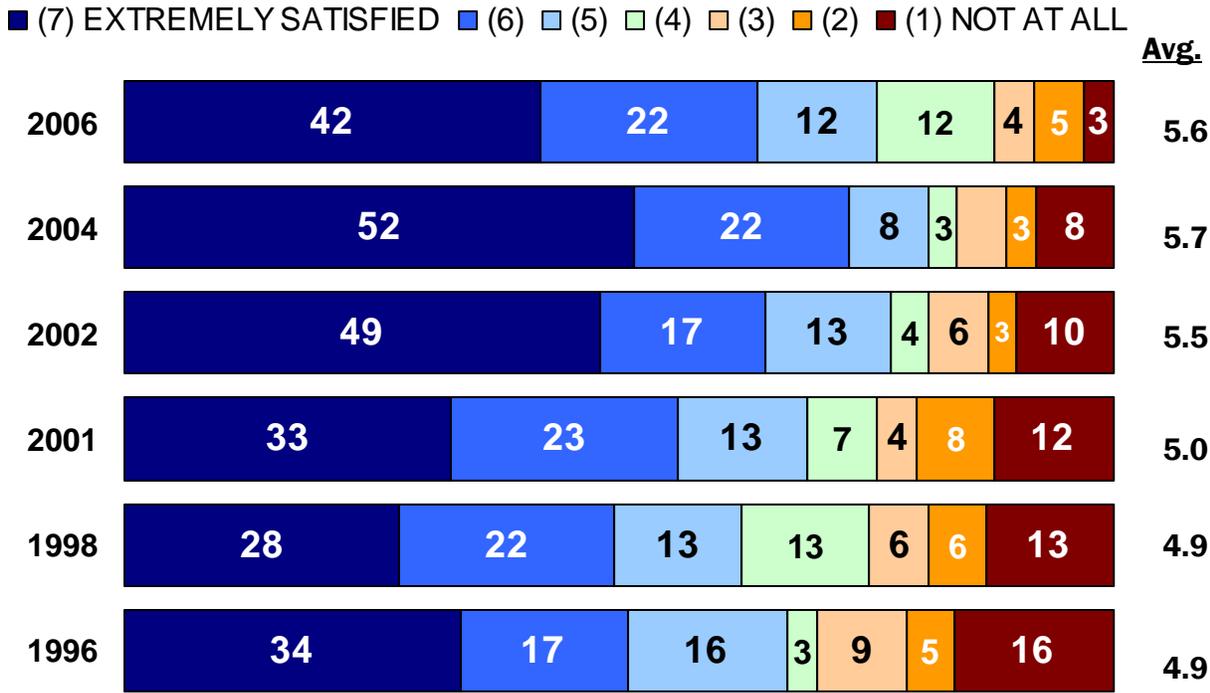
There was no statistically significant change in the mean score between 2004 and 2006.

*Number of respondents was insufficient to support statistically reliable crosstabulation.



“Extremely Satisfied” with Service Rep Down 10% from 2004; Overall Score Unchanged

Q26b: Let’s talk about your contact with utility billing. When you contacted the City about your bill, how satisfied were you with the responsiveness and follow-through of the service representative with whom you spoke?
[n=93] (% based on those responding; 3% gave no answer)



There was no statistically significant change in the mean score between 2004 and 2006.

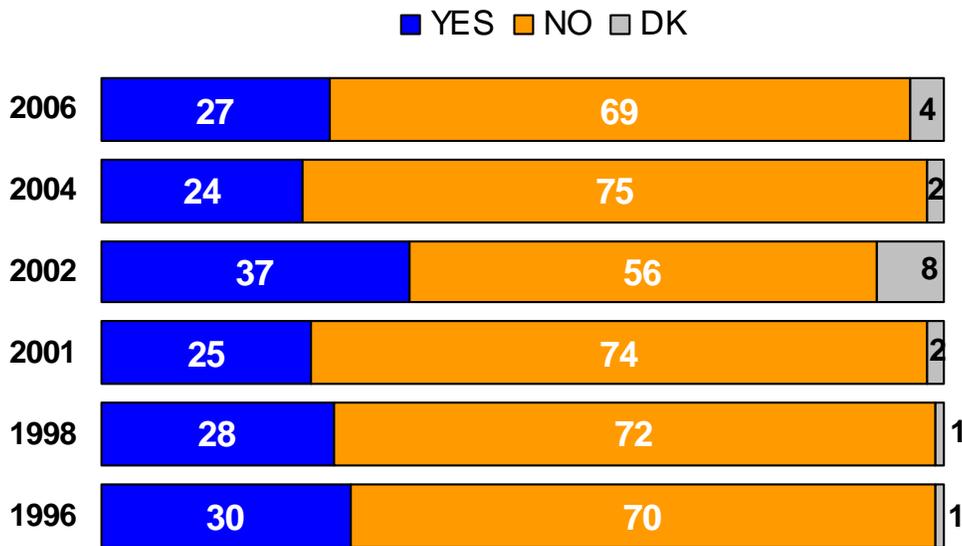
*Number of respondents was insufficient to support statistically reliable crosstabulation.



Non-Bill Related Complaints Steady Since 2004; Down from Earlier Years

Q27: In the past year, have you contacted the City of Olympia with a question or complaint about any of these utility services? Please do not include any questions or complaints you may have had about your bill.

(% based on all 400 respondents)



Most Likely to Say “Yes” (27%):

- Ages 35-50 (37%)
- High School education (34%)
- Single with kids (35%)
- Self-employed (34%)

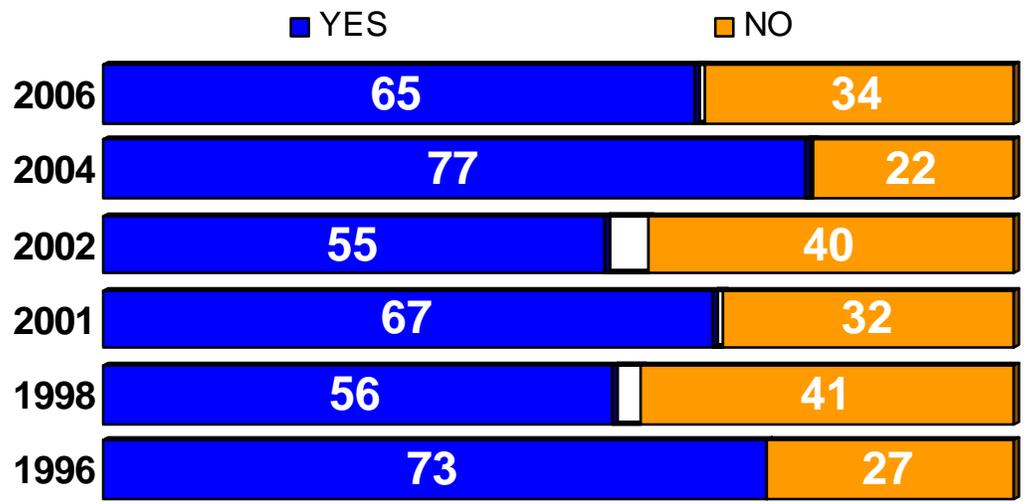
Most Likely to Say “No” (69%):

- Ages 51-64 (76%)
- Income less than \$25,000 (76%)

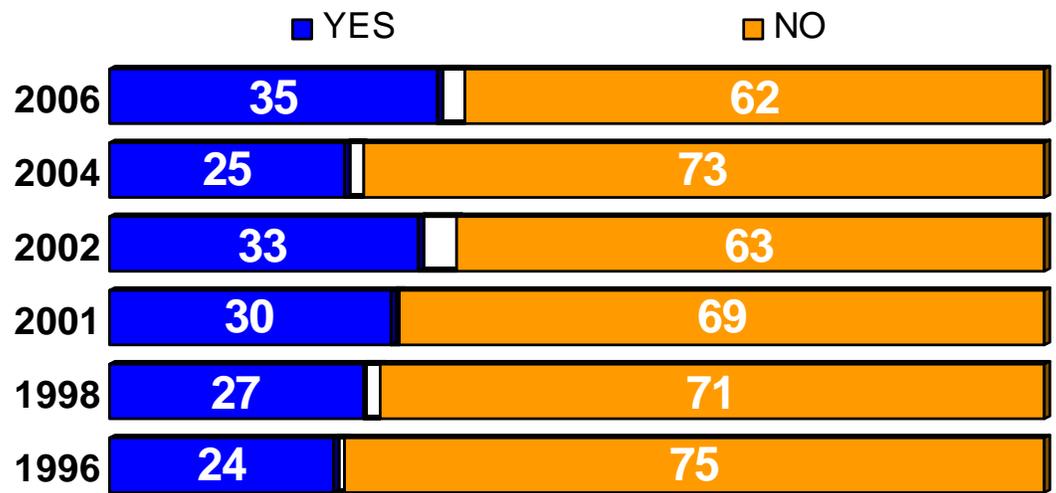


Fewer Called about Garbage or Recycling Services; Calls about Water Up from Previous Years

Q28a: About which Utility services have you called with a question or complaint in the last year? Have you called about your garbage or recycling service? [n=109] (% based on all 109 respondents)



Q28b: Have you called about your water service? [n=109]



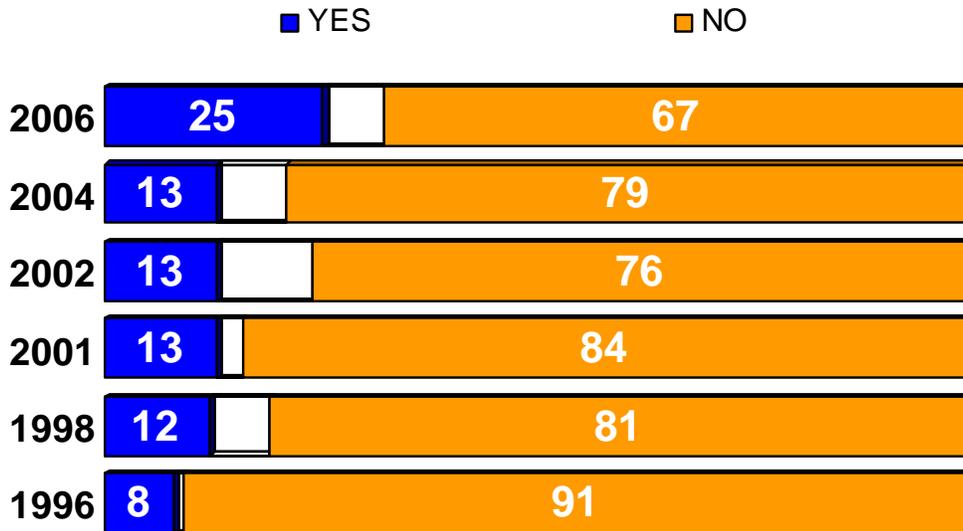
*Number of respondents was insufficient to support statistically reliable crosstabulation.



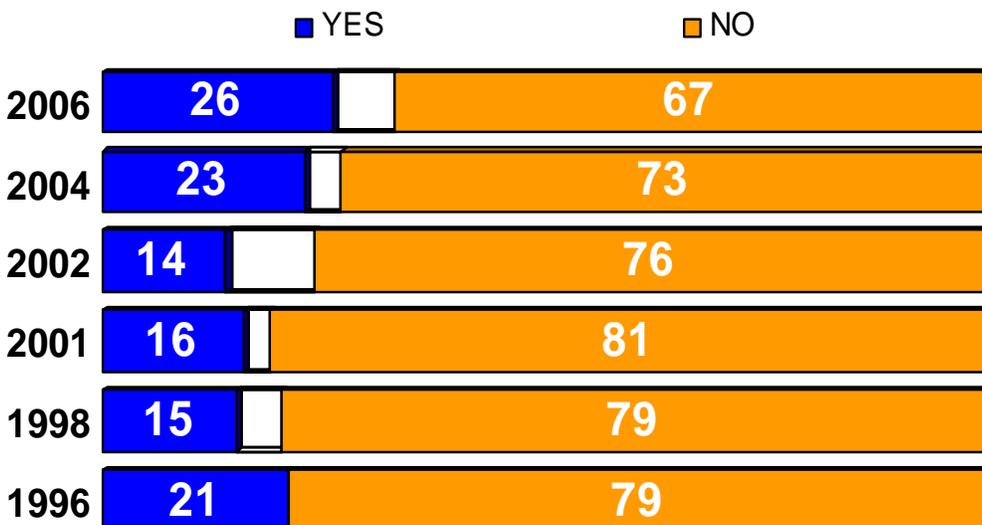
Calls about Sewer Services and Storm & Surface Water Both Increased

Q28c: Have you called about your sewer service? [n=109]

(% based on all 109 respondents)



Q28d: Have you called about the City's storm & surface water management service? [n=109] (% based on all 109 respondents)

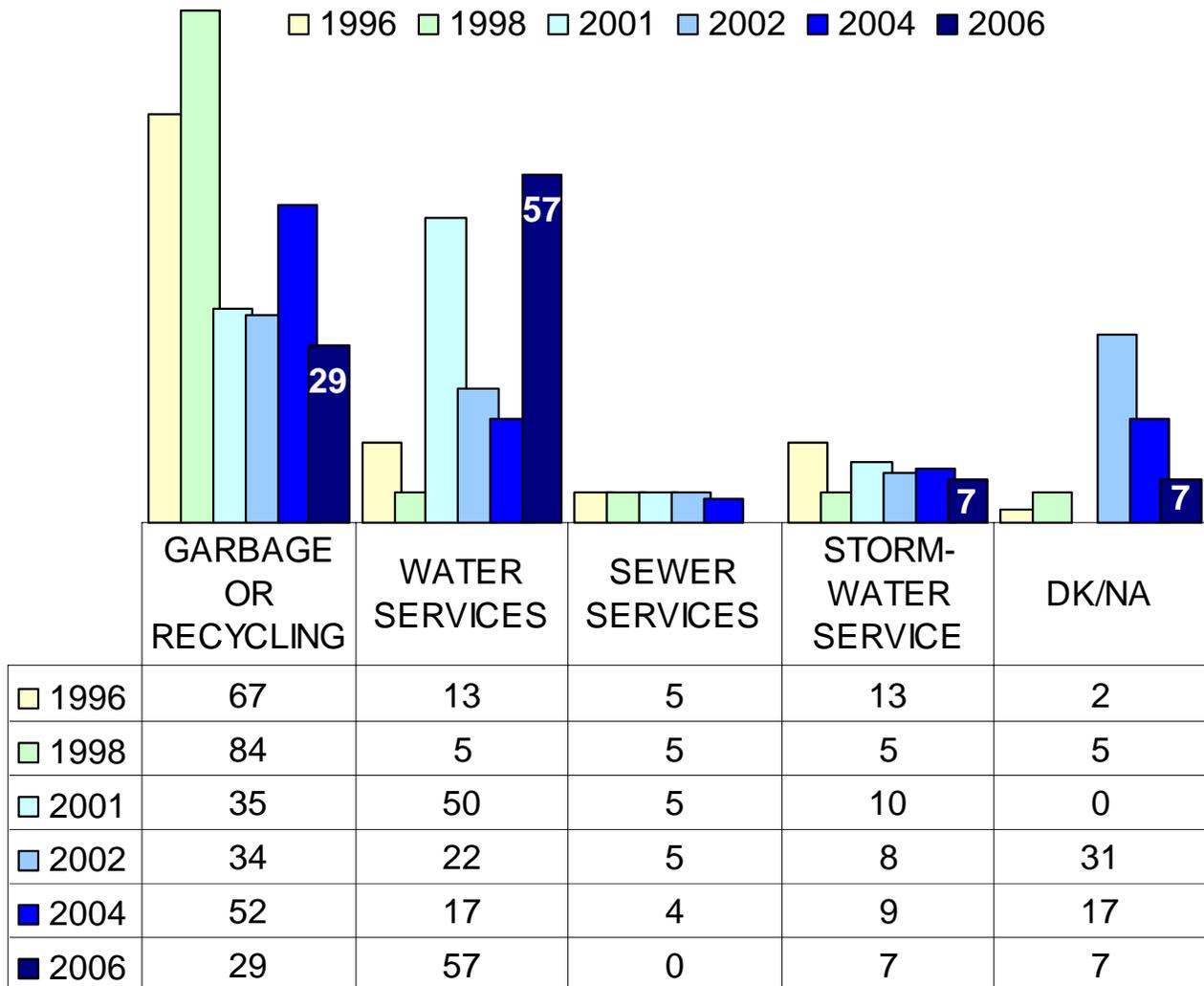


*Number of respondents was insufficient to support statistically reliable crosstabulation.



57% of Most Recent Calls were Regarding Water Service

Q29: If more than one call (Q28) ask: Thinking about the most recent time you called with a question or complaint, did you call about your...[n=28]
 (% based on those responding)



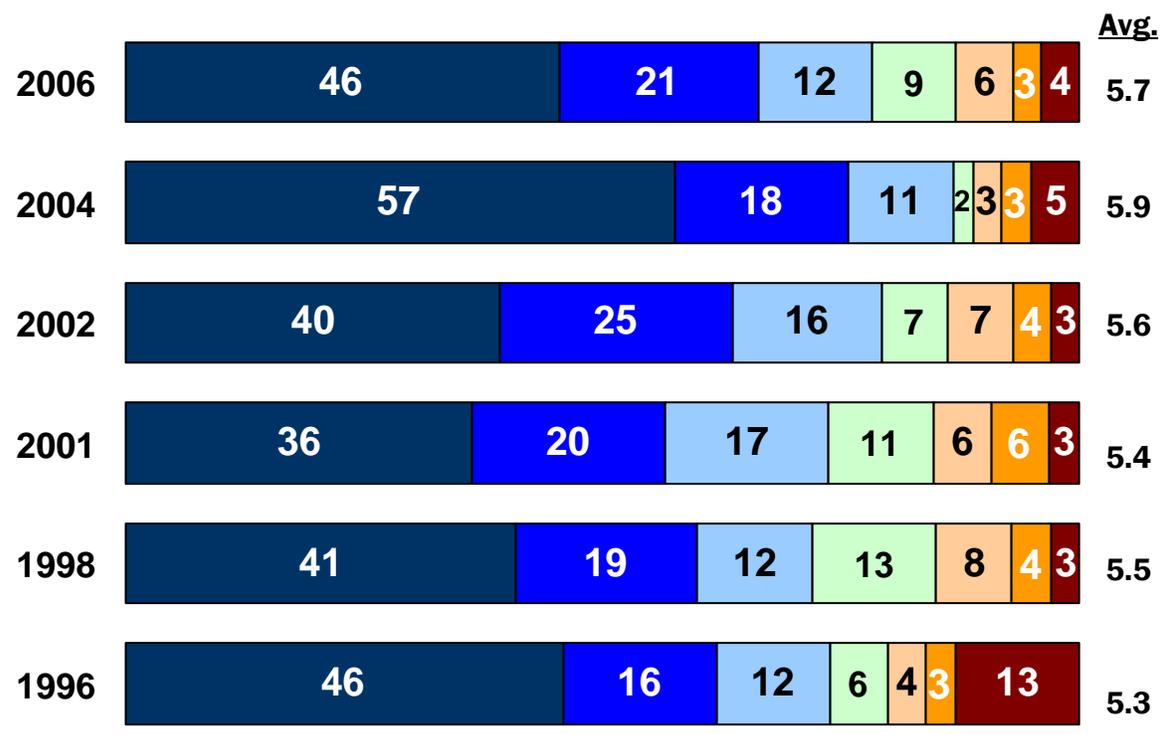
*Number of respondents was insufficient to support statistically reliable crosstabulation.



“Extremely Satisfied” with Getting Help Down 11%; Overall Satisfaction Unchanged

Q30a: Thinking about the most recent time you called about one of your utility services, how satisfied were you with getting through to a person who could help you with your question or complaint? [n=109]
(% based on those responding; 6% gave no answer)

■ (7) EXTREMELY SATISFIED ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL



There was no statistically significant change in the mean score between 2004 and 2006.

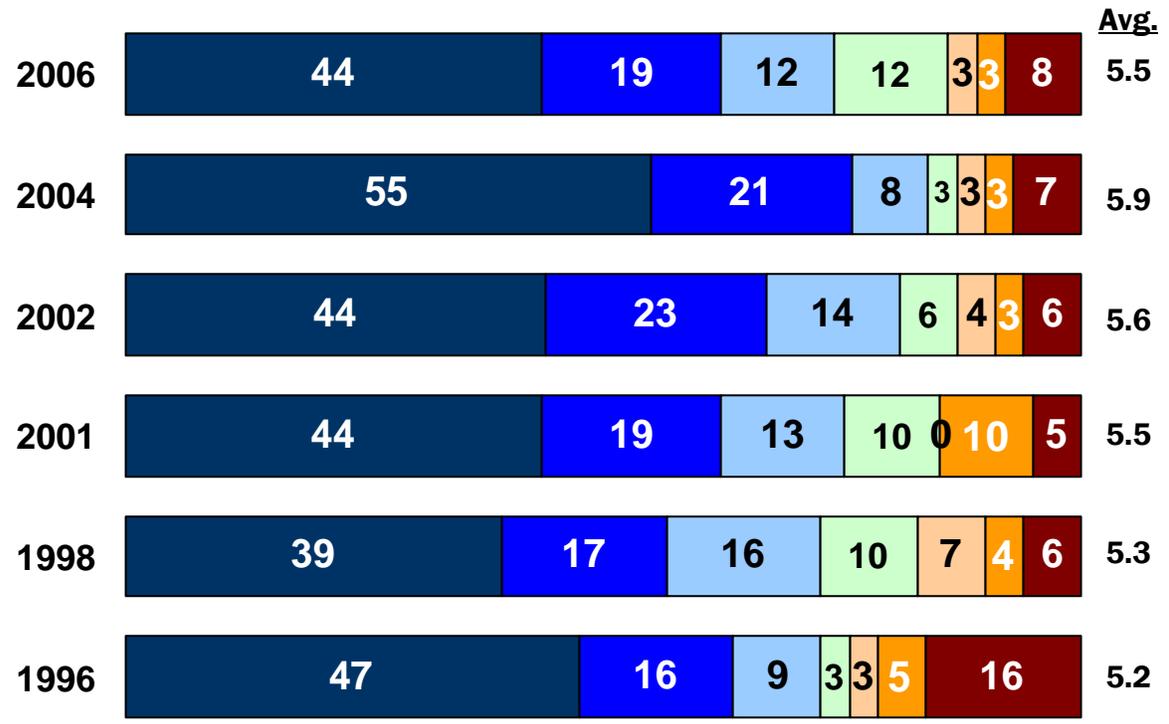
*Number of respondents was insufficient to support statistically reliable crosstabulation.



“Extremely Satisfied” with Service Rep Down 11% ; Overall Satisfaction Unchanged

Q30b: Thinking about the most recent time you called about one of your utility services, how satisfied were you with the responsiveness and follow-through of the service representative with whom you spoke? [n=109]
(% based on those responding; 7% gave no answer)

■ (7) EXTREMELY SATISFIED ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL



There was no statistically significant change in the mean score between 2004 and 2006.

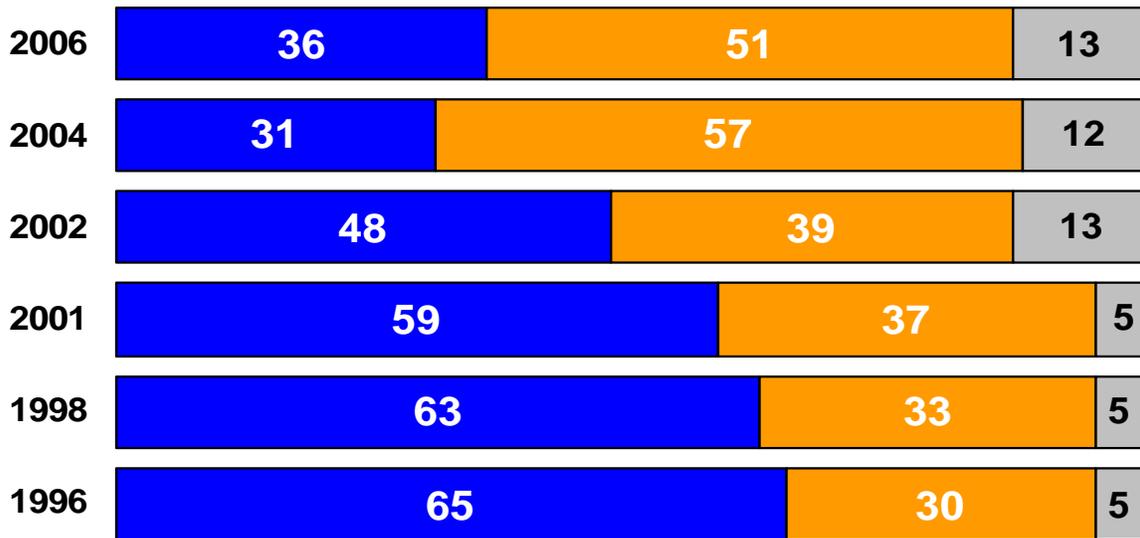
*Number of respondents was insufficient to support statistically reliable crosstabulation.



Utility Insert Recall Up from 2004, but Down from Earlier Years

Q31: During the past year, do you recall receiving a pamphlet with your utility bill called “In The Zone” – that features the public works employees?
(% based on all 400 respondents)

■ YES ■ NO ■ DK



Significantly fewer 2006 respondents said they recalled the pamphlet than in all years between 1996 and 2002.

Most Likely to Say “Yes” (36%):

- Self-Employed (53%)
- Respondents ages 36-50 (45%)
- Couples with kids (43%)

Most Likely to Say “No” (51%)

- Privately Employed (59%)
- Single with no kids (58%)
- Respondents ages 51-64 (57%)

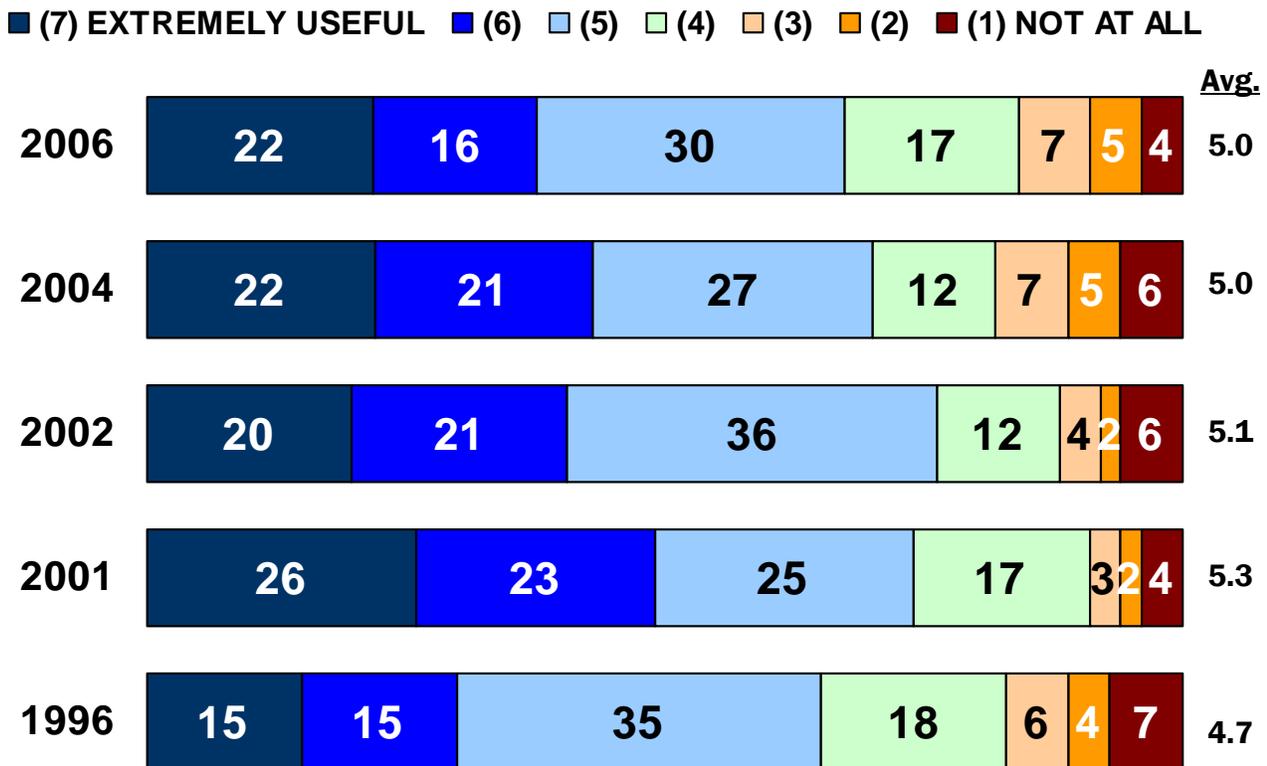
***Past years had the Public Works Squirrel mascot in “News You Can Use” pamphlet rather than “In the Zone”.**



2 in 5 Rate Pamphlet as “6” or “7” for Usefulness

Q32: IF YES: How useful are these pamphlets in helping you to learn about public utility services? Use the 7-point scale- where 7 means they were extremely useful and 1 means they were not at all useful.

(% based on those responding; 1% gave no answer)



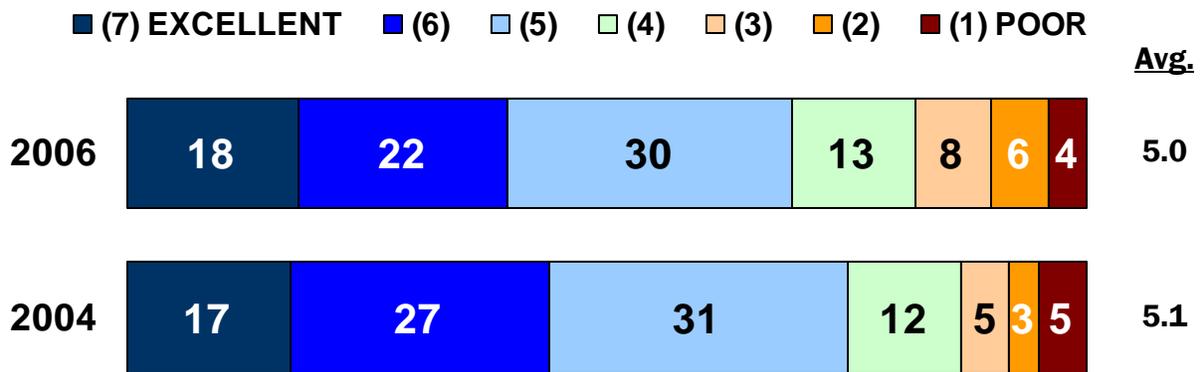
There was no statistically significant change in the mean score between 2004 and 2006.

None of the categories of respondents were more likely to give a high rating in 2006.



40% Rate City as Doing a Good Job at Protecting Streams and Wetlands

Q33: The city is responsible for management of storm water and surface water. How would you rate the job city government is doing at protecting streams and wetlands inside the city limits?
(% based on those responding; 14% gave no answer)



There was no statistically significant change in the mean score between 2004 and 2006.

Most Likely to Rate 6-7 (40%):

- Graduate/ Professional School (47%)

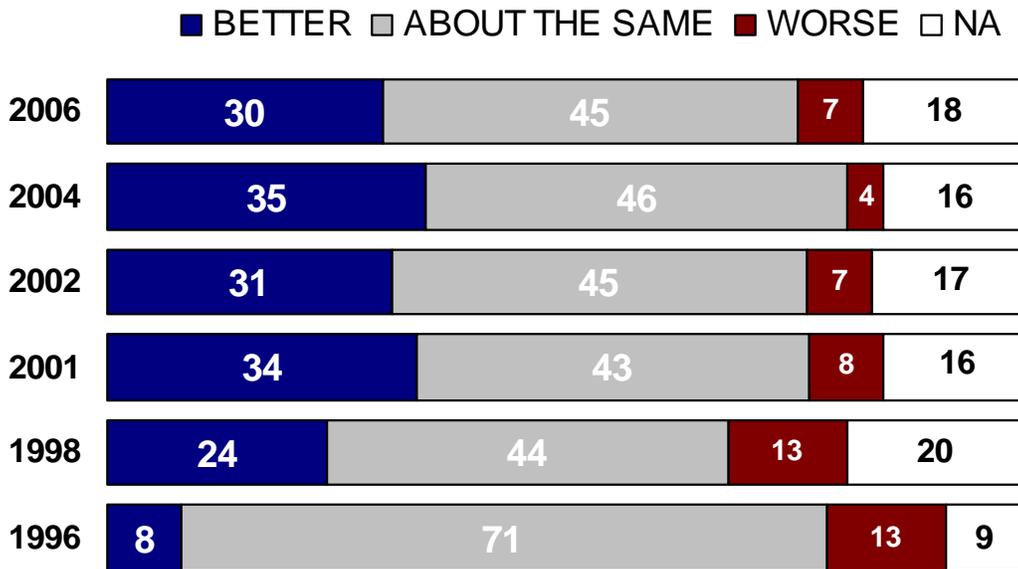
Most Likely to Rate 1-3 (18%):

- Couple with children (23%)
- Income \$75,000+ (24%)



3 in 10 Rate Storm & Surface Water Mgt as Improved

Q34: Thinking about the way in which the city manages surface and storm water, do you think the city is doing _____ as it was doing 5 years ago (or when you first moved into the city of Olympia)? (% based on all 400 respondents)



Most Likely to Say “Better” (30%):

- Income less than \$25,000 (52%)

Most Likely to Say “Worse” (7%)

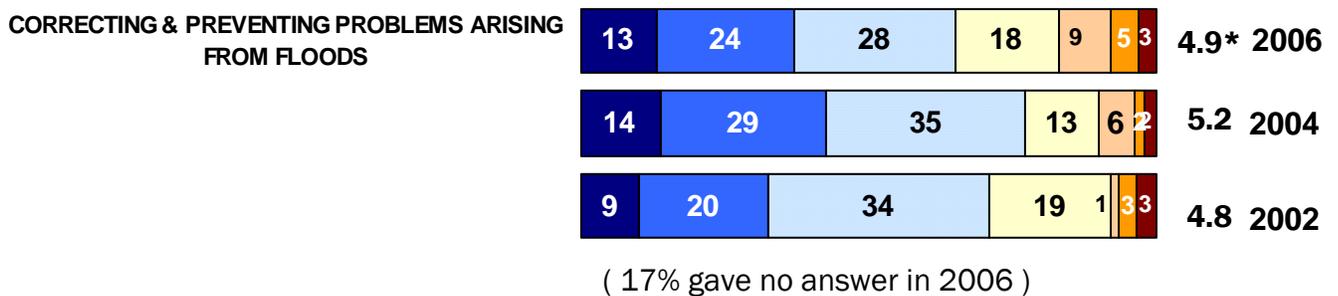
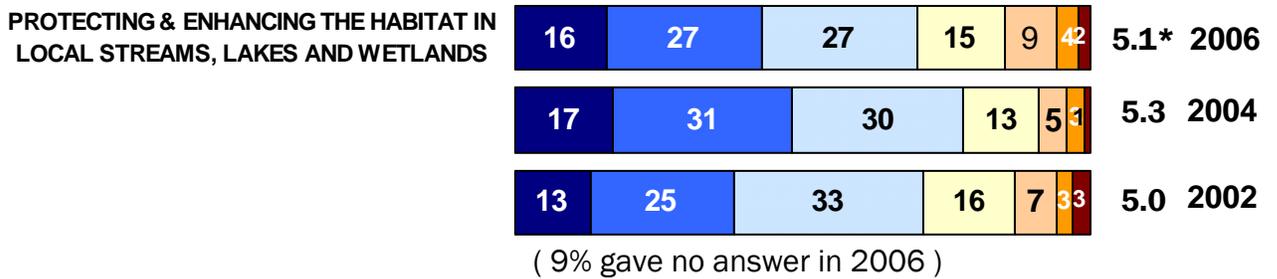
- Couples with kids (14%)



Ratings Steady for Habitat Protection and Flood and Pollution Prevention

Q35: Continuing to think about management of storm and surface water, we would like to know how well you think the city is going in each of the following areas... (% based on those responding)

■ (7) EXCELLENT ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) POOR **Avg.**



*** Indicates that mean score was significantly lower in 2006 compared to 2004.**



Most Likely to Rate Highly

Q35: Continuing to think about management of storm and surface water, we would like to know how well you think the city is going in each of the following areas...

CORRECTING & PREVENTING PROBLEMS ARISING FROM FLOODS

Most Likely to Say “Excellent” (37%):

- Age 65+ (47%)
- Retired (46%)
- Income less than \$25,000 (50%)

CORRECTING & PREVENTING WATER POLLUTION

Most Likely to Say “Excellent” (38%):

- Age 65+ (48%)

PROTECTING & ENHANCING THE HABITAT IN LOCAL STREAMS, LAKES AND WETLANDS

Most Likely to Say “Excellent” (43%):

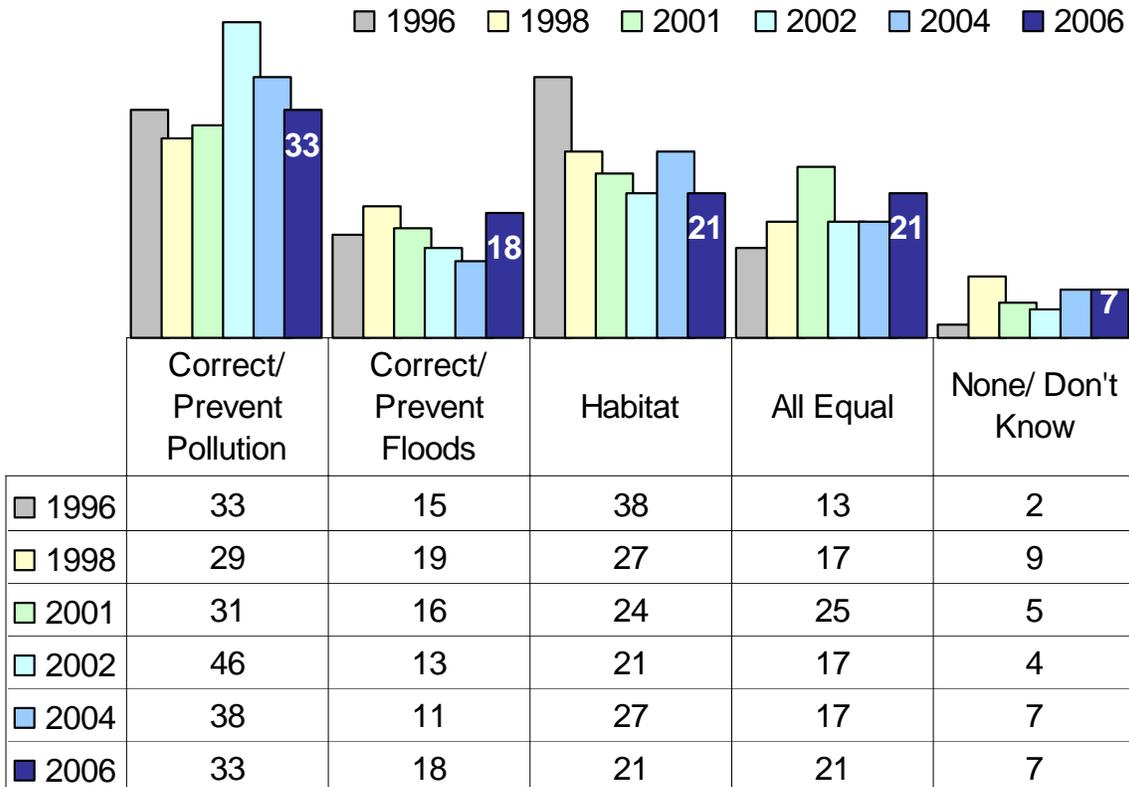
- Ages 18-35 (50%)
- Income \$50-75,000 (50%)
- Couple with kids (50%)



Stopping Pollution Continues as “Most Important” Program

Q36: In your opinion, which one of these programs is the most important?

(% based on all 400 respondents)



Most Likely to Say...

“Water Pollution” (33%):

- Age 65+ (39%)

“Habitat” (21%):

- Income \$75,000+ (31%)

Most Likely to Say “Floods” (18%)

- Public sector employees (25%)

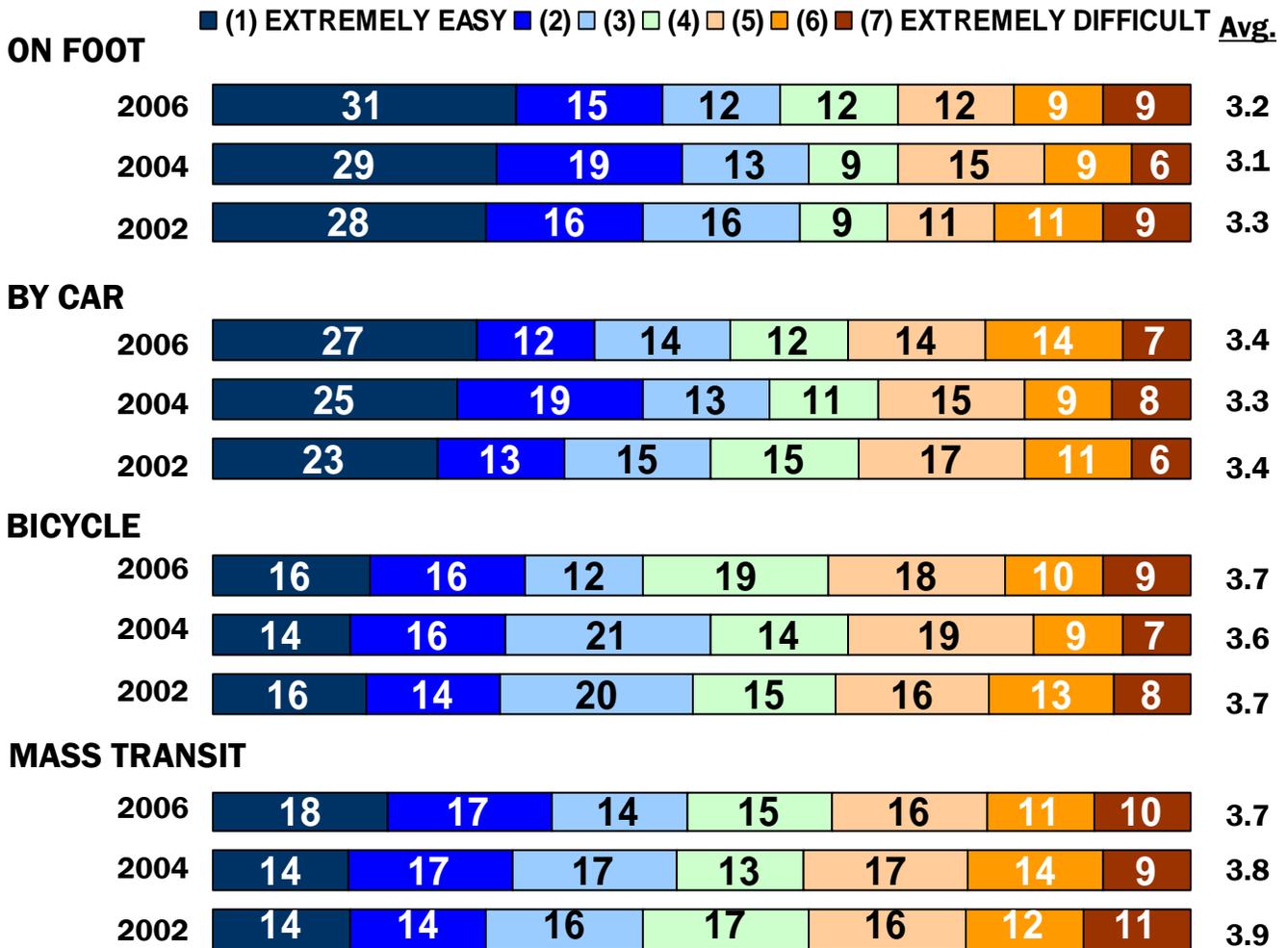
Most Likely to say “All Equal” (21%):

- Age 18-35 (29%)
- Income less than \$25,000 (28%)



Ease of Travel Remains Similar to Previous Years

Q37: These next few questions are about transportation services in Olympia. We are interested to know how easy it is to get around in Olympia? How easy is it to get around Olympia... (% based on those responding)



There were no statistically significant changes in the mean scores between 2004 and 2006.



Those Most Likely to Rate Travel Modes as Easy - Difficult

Q37: We are interested to know how easy it is to get around in Olympia?
How easy is it to get around Olympia... (% based on those responding)

Most Likely to Say...

“Extremely Easy” (1)	“Difficult” (6-7)
ON FOOT (31%):	ON FOOT (18%):
<ul style="list-style-type: none"> Private sector employee (40%) 	<ul style="list-style-type: none"> Men (21%), compared to 15% of women
IN A CAR (27%):	<ul style="list-style-type: none"> Self-employed (28%)
<ul style="list-style-type: none"> 33% of women, compared to 22% of men 	<ul style="list-style-type: none"> Income \$75,000+ (23%)
<ul style="list-style-type: none"> Single, no kids (38%) 	IN A CAR (21%):
<ul style="list-style-type: none"> Income less than \$25,000 (45%) 	<ul style="list-style-type: none"> Self-employed (28%)
ON A BICYCLE (16%):	ON A BICYCLE (18%):
<ul style="list-style-type: none"> Age 18-35 (23%) 	<ul style="list-style-type: none"> High School education (25%)
<ul style="list-style-type: none"> Vocational school/ some college (23%) 	USING MASS TRANSIT (21%):
<ul style="list-style-type: none"> Single, no kids (25%) and with kids (26%) 	<ul style="list-style-type: none"> Age 65+ (27%)
<ul style="list-style-type: none"> Income less than \$25,000 (23%) 	<ul style="list-style-type: none"> Graduate/ Prof. School (28%)
USING MASS TRANSIT (18%):	<ul style="list-style-type: none"> Retired (28%)
<ul style="list-style-type: none"> High School education (26%) 	
<ul style="list-style-type: none"> Single, no kids (28%) 	
<ul style="list-style-type: none"> Income less than \$25,000 (27%) 	

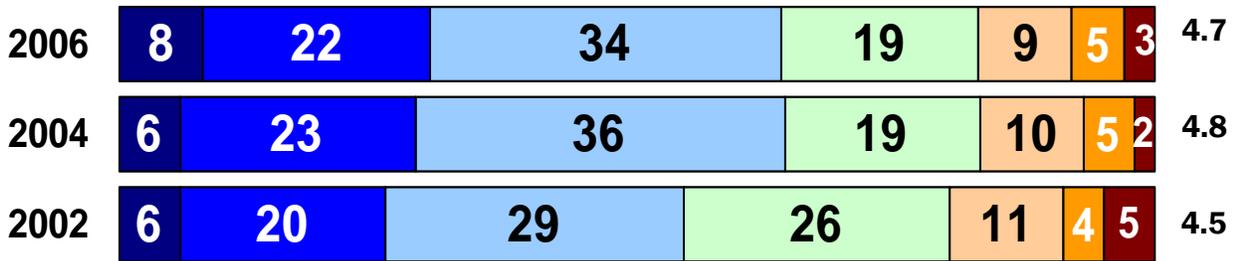


Most Rate Pavement, Sidewalks Positively

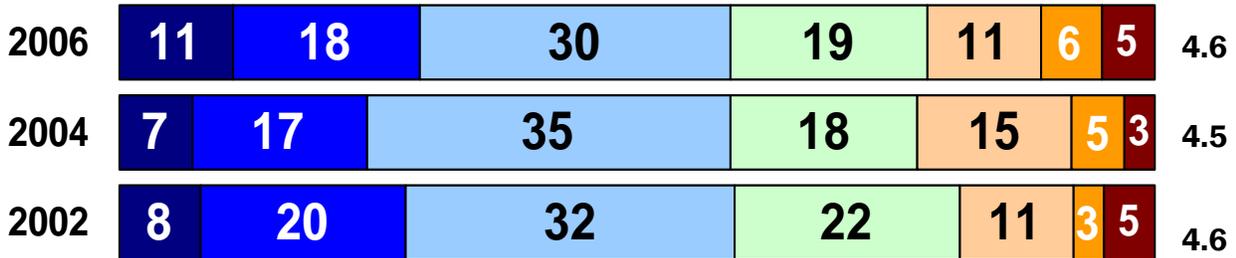
Q38a, 38b: These next few questions are about streets and sidewalks in Olympia. How would you rate... (% based on those responding)

Condition of Pavement on City Streets

■ (7) EXCELLENT ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) POOR Avg.



Condition of the Sidewalks



There were no statistically significant changes in the mean scores between 2004 and 2006.



Profile of Most / Least Satisfied

Q38a, 38b: These next few questions are about streets and sidewalks in Olympia. How would you rate... (% based on those responding)

Condition of Pavement on City Streets

Most Likely to Rate 6-7 (29%):

- Education some college or less (37%)
- Income \$25-50,000 (42%)

Most Likely to Rate 1-3 (21%):

- Single with kids (27%)

Condition of the Sidewalks

Most Likely to Rate 6-7 (29%):

- Public sector employees (33%)
- Income less than \$50,000 (40%)
- High School education (36%)

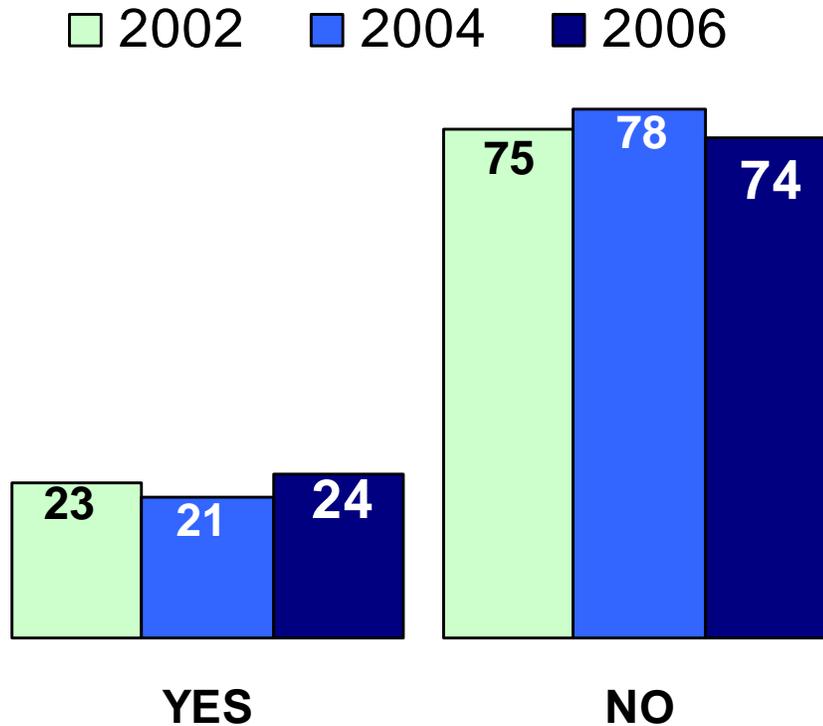
Most Likely to Rate 1-3 (17%):

- Income \$50-75,000 (22%)



One Quarter Ride a Bicycle Regularly

Q39: Do you ride a bicycle regularly? (% based on all 400 respondents)



Most Likely to Say “Yes” (24%):

- Men (29%), compared to 19% of women
- Age 18-35 (38%)
- College degree or higher (30%)
- Have children (32%)
- Public sector employee (34%)

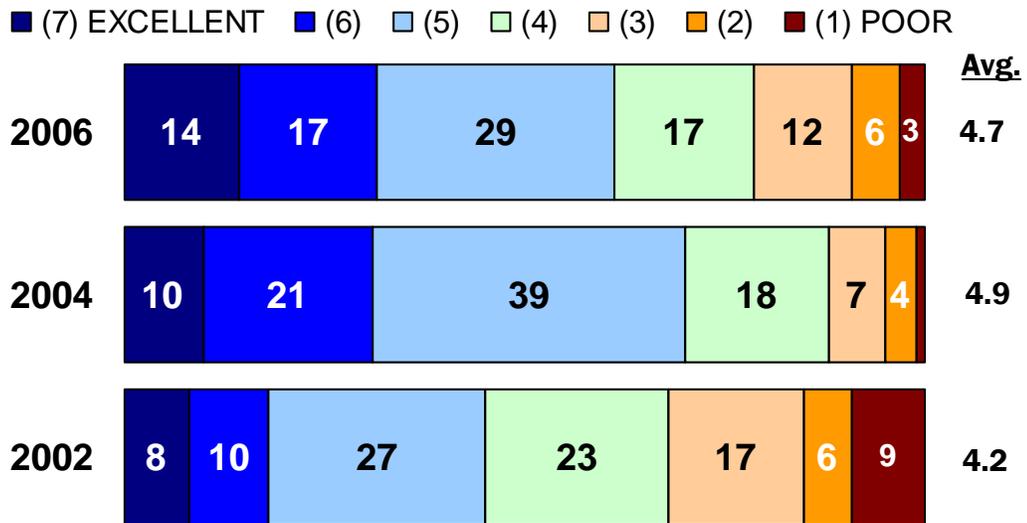
Most Likely to Say “No” (74%):

- Age 65+ (87%)
- High School education (88%)
- Single, no kids (85%)
- Retired (89%)



6 in 10 Bike Riders Rate Facilities Positively

Q39.1: IF YES: How would you rate facilities for bicycles in Olympia, using the same 7-point scale. [n=97] (% based on bicyclists who responded to the question; 1% gave no answer in 2006)



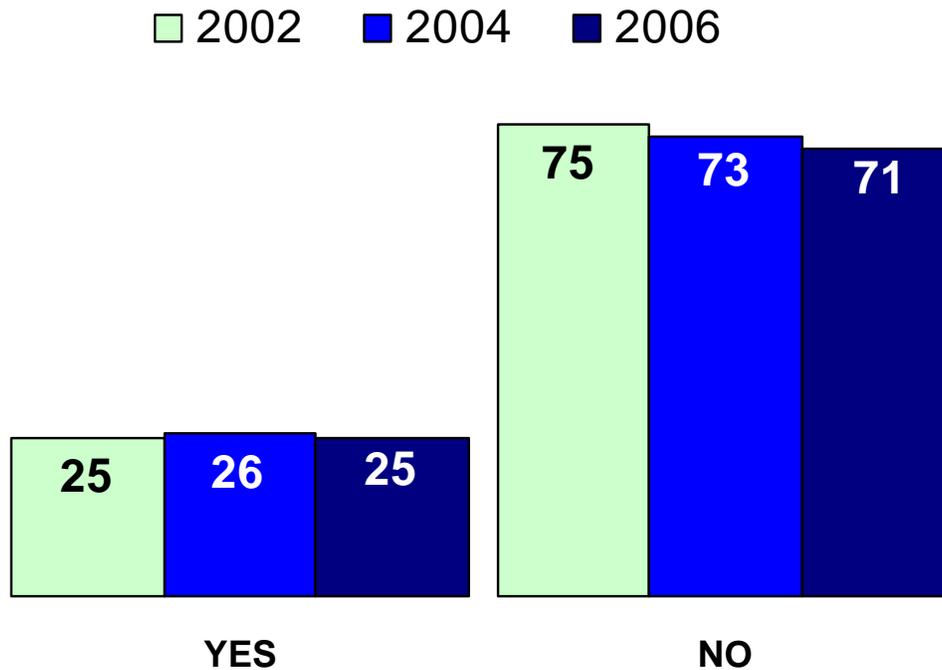
There was no statistically significant change in the mean score between 2004 and 2006. However, there has been a statistically significant increase since 2002.

*Number of respondents was insufficient to support statistically reliable crosstabulation.



1 in 4 Had Called About Street-Related Issue

Q40: Have you ever contacted anyone at the City of Olympia with a question or complaint about a traffic signal, pothole, sidewalk or other street-related issues? (% based on all 400 respondents)



Most Likely to Say “Yes” (25%):

- Age 51- 64 (33%)
- Self-employed (32%)

Most Likely to Say “No” (71%):

- Age 18-35 (83%)
- Income less than \$25,000 (79%)

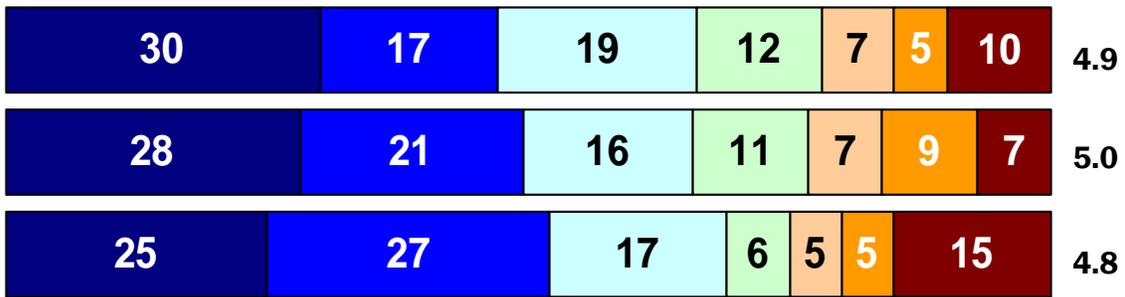


Most Callers Satisfied With Finding Help & the Service Rep

Q41: Thinking about the most recent time you called the city about a street or sidewalk issue, how satisfied were you with_____? [n=99]
(% based on those responding)

Getting Through To a Person Who Could Help You

■ (7) EXTREMELY SATISFIED ■ (6) □ (5) □ (4) □ (3) □ (2) ■ (1) NOT AT ALL SATISFIED **Avg.**



(3% gave no answer in 2006)

The Responsiveness and Follow-through of the Service Representative



(11% gave no answer in 2006)

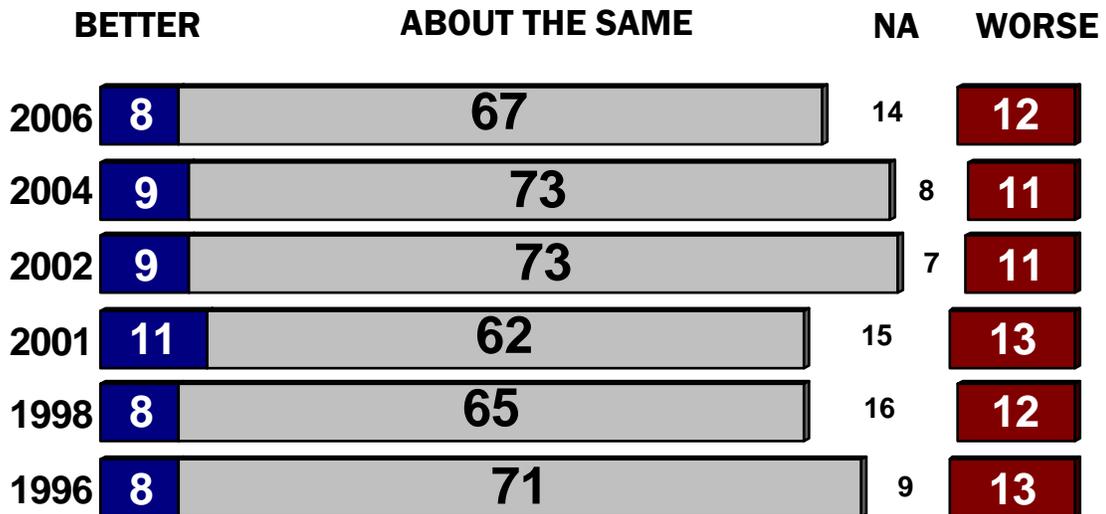
There were no statistically significant changes in the mean scores between 2004 and 2006.

*Number of respondents was insufficient to support statistically reliable crosstabulation.



1 in 10 Believe the Drinking Water Has Improved

Q42: As you may know, the City of Olympia Public Works Department is also responsible for providing you drinking water. Compared to five years ago (or when you first moved into Olympia). Do you think the quality of the drinking water is... (% based on all 400 respondents)



Most Likely to Say “Better” (8%):

- Retirees (14%)

Most Likely to Say “Worse” (12%):

- Education of some college or less (18%)

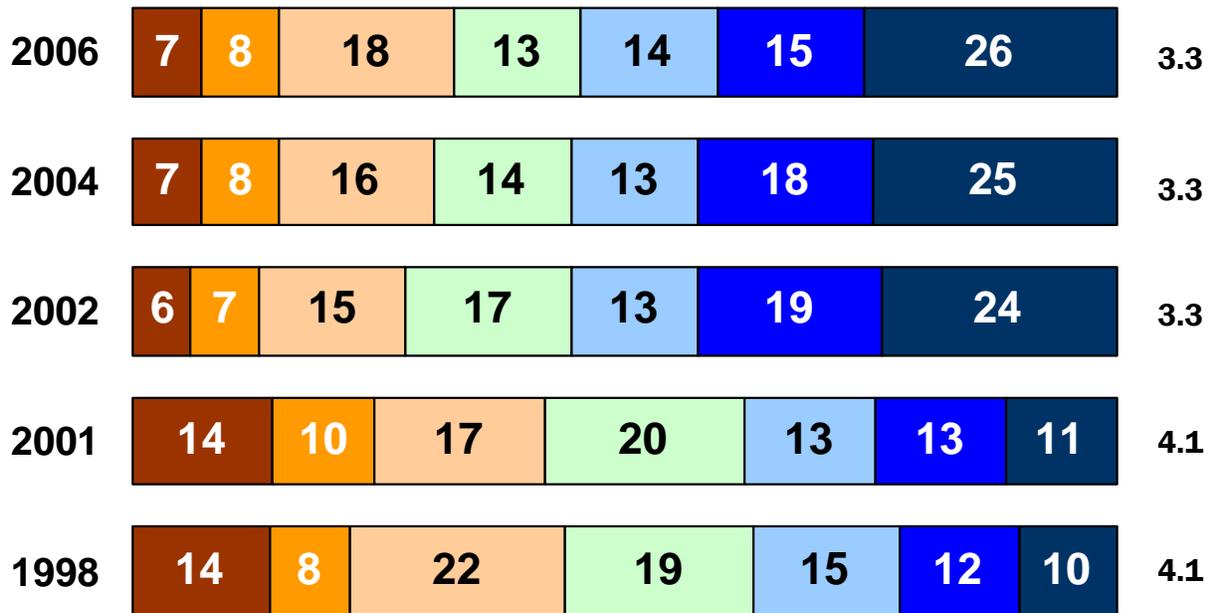


Most Not Concerned About Drinking Water Contamination

Q43: When it comes to the quality of the city’s drinking water supply, do you think there is a risk of contamination?

(% based on those responding; 14% gave no answer)

■ (7) EXTREMELY SERIOUS ■ (6) ■ (5) ■ (4) ■ (3) ■ (2) ■ (1) NOT AT ALL SERIOUS **Avg.**



Compared to 1998, the 2006 mean score is significantly lower, indicating that customers believe the risk of contamination is lower than they did in 1998.

Most Likely to Rate 1-3, Low Risk (55%):

- Single with children (74%)
- Income less than \$25,000 (73%)



Humans Seen As Greatest Threat to Water Purity

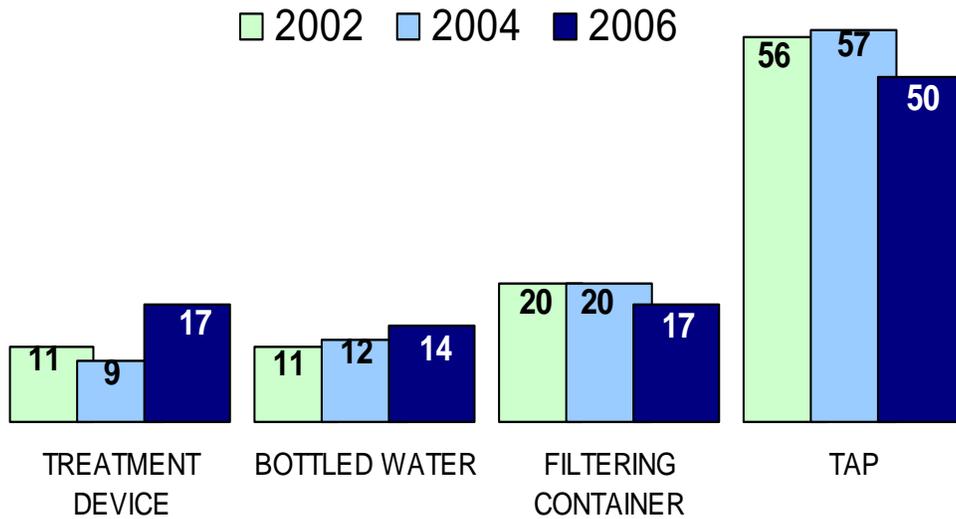
Q44: What do you think are the greatest risks of contamination to the drinking water? (% based on all 400 respondents)

Pollution (general)	10%
Flooding	8
Surface Runoff	9
Ground Water	5
Terrorism	5
Runoff (non-specific)	4
Bacteria	4
Septic Systems	4
Storm Water Runoff	4
Industry Pollution	4
Chemical Runoff/ Spill	3
Animal Waste	3
Over-Building	3
Sewage	3
Population Growth	3
Open Reservoirs	3
All Other Responses (less than 3% each)	25
No Risk/ None	7
Don't Know / No Answer	26%



Most Continue to Drink Tap Water

Q45: Which of the following best describes the drinking water at your home:
(% based on all 400 respondents)



Compared to 2004, there has been a significant change in the proportions of respondents drinking tap water and using various treatment devices.

Most Likely to Say ...

“Tap” (50%):

- Age 65+ (69%)
- Single with kids (65%)

“Bottled Water” (14%):

- High School education (22%)

“Filtering Container” (17%):

- Couple with kids (22%)

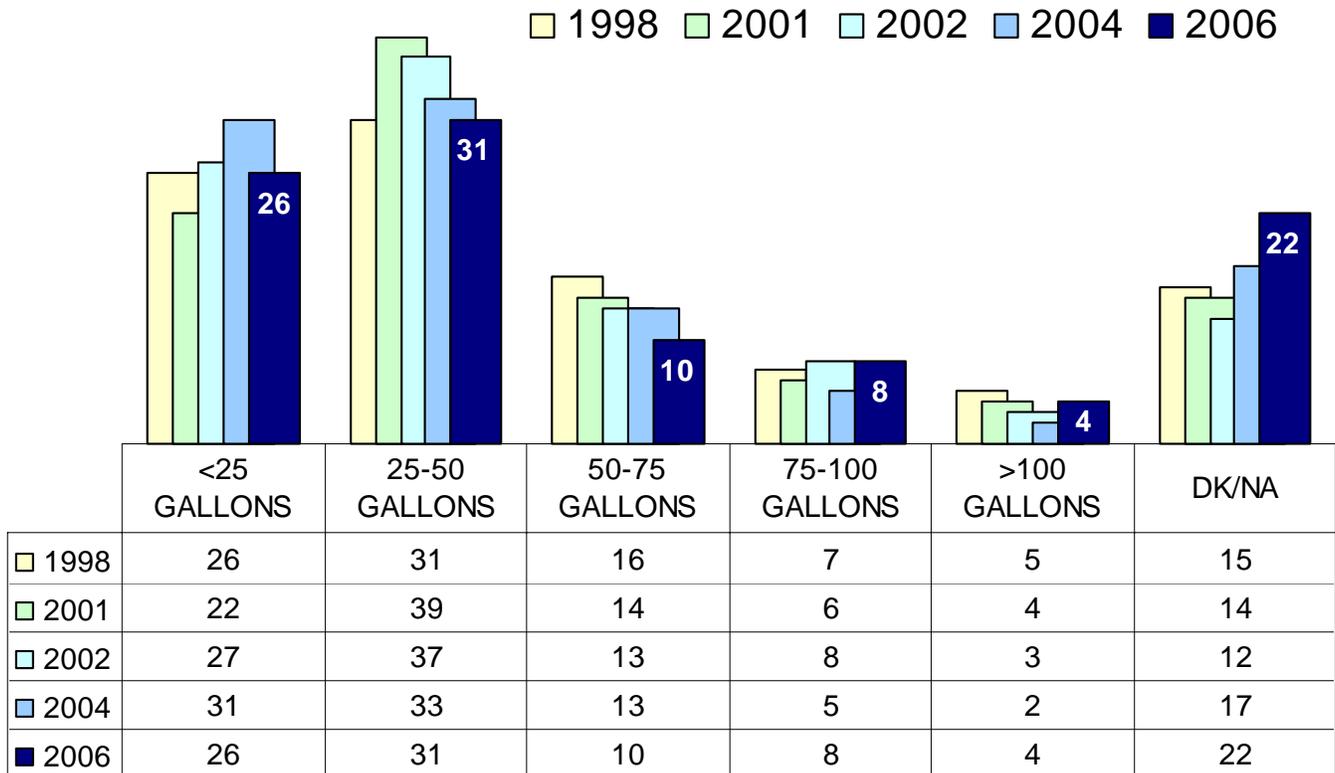
“Treatment Device” (17%):

- Age 18-35 (24%)



2 in 3 Guess They Use Less Than 50 Gallons Per Day

Q46: If you were to guess, about how many gallons of water do you think are used inside your home each day – not counting garden use? Would you say that the amount is... (% based on all 400 respondents)



Most Likely to Say “Under 25 Gallons” (26%):

- Age 65+ (31%)
- High School education (38%)
- Single, no children (41%)
- Income less than \$25,000 (66%)

Most Likely to Say “75 Gallons or More” (12%):

- Age 36-50 (21%)
- Income \$75,000 (17%)
- Couple with children (19%)



44% Use Less Water Due to Rate Structure

Q47: Olympia has a rate structure for water which charges customers more money when they use larger amounts of water during the Summer months. How much influence – if any – has this rate structure had on the amount of water that your household uses? Would you say you use... (% based on all 400 respondents)



2006 response patterns have changed significantly from 2004.

Most Likely to Say “A Lot Less Water” (18%):

- Income \$50-75,000 (24%)
- Private sector employee (24%)

Most Likely to Say “About the Same” (40%):

- Men (45%), compared to 33% of women
- Age 65+ (51%)
- Graduate/ Professional school (49%)



Almost 8 in 10 Have a Lawn to Maintain

Q48: Do you have a lawn that you maintain yourself?

(% based on all 400 respondents)



Most Likely to Say “Yes” (77%):

- Age 36-54 (81%)
- Graduate/ Professional School (83%)
- Self-employed (84%) and public sector employees (83%)
- Income \$75,000+ (89%)

Most Likely to Say “No” (20%):

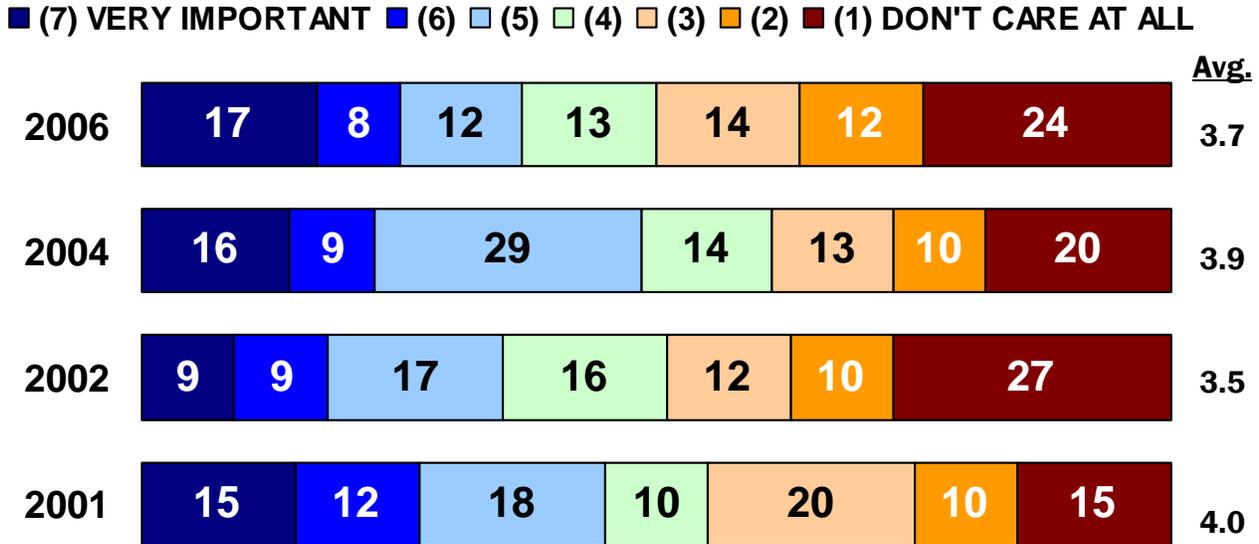
- Single without children (29%) and single with children (27%)
- Income less than \$25,000 (34%)



37% Feel It's Important to Have a Green Lawn

Q49: How important is to you to have a green lawn? [n=309]

(% based on those responding; 1% gave no answer)



There was no statistically significant change in the mean score between 2004 and 2006.

Most Likely to Say "Don't Care at All" (24%):

- Age 18-35 (42%)
- Graduate/ Professional School (30%)

Most Likely to Say "Very Important" (17%):

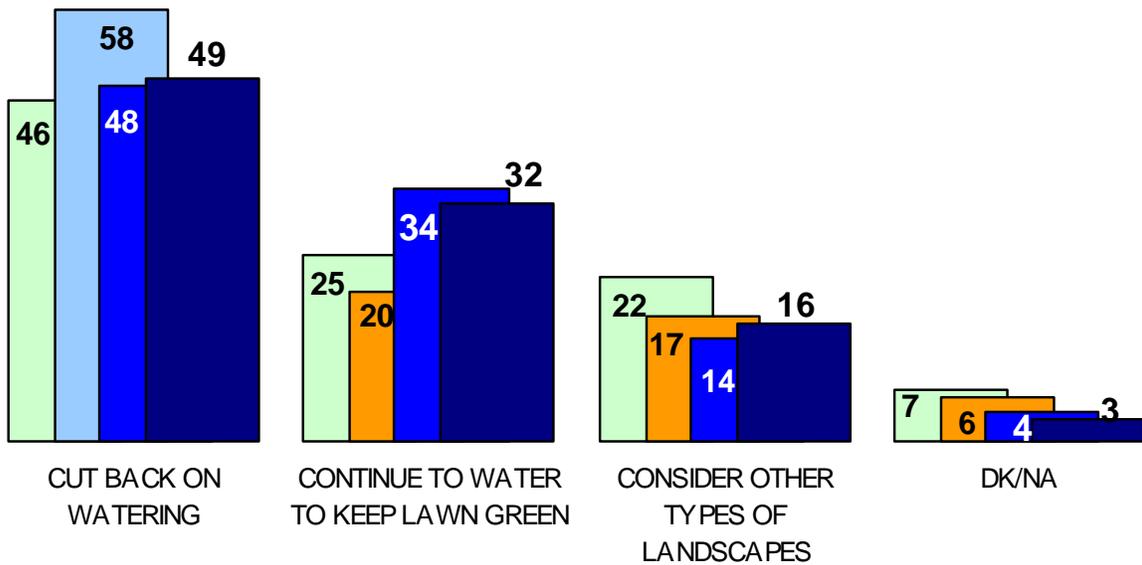
- Age 65+ (22%)
- Income \$50-755,000 (23%)



If Water Rates Go Up, Half Will Cut Back on Watering

Q49.1: If your water rates go up as you use more water, are you more likely to...
[n=152] (% based on those responding)

2001 2002 2004 2006



Most Likely to Say “Cut Back” (49%):

- Women (61%)
- Age 51-64 (59%)
- Income less than \$50,000 (60%)

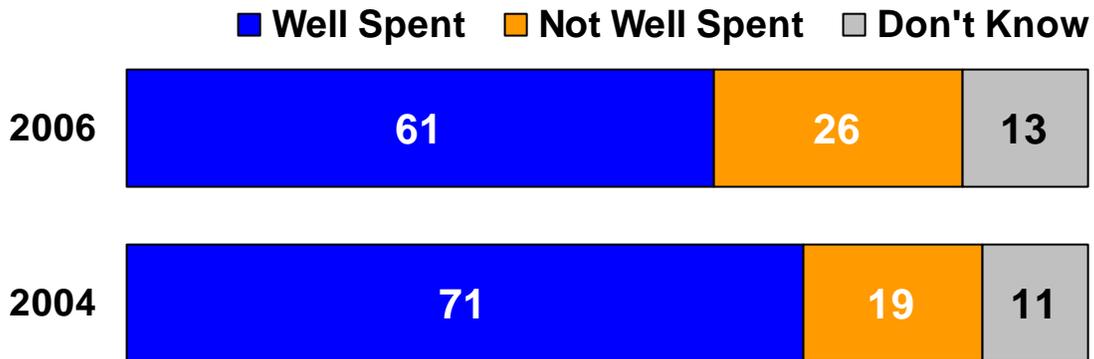
Most Likely to Say “Continue to Water” (32%):

- Men 39%), compared to 25% of women
- Couple with no children (43%)



3 in 5 Believe Taxes are Well Spent

Q50: We have been talking about some of the services that city government provides. As a citizen of Olympia, you support City government services and facilities with property tax, sales, and other taxes. Considering all the things we have talked about, do you think that your tax dollars are being well spent here? Or not? (% based on all 400 respondents)



2006 respondents were significantly less likely than 2004 respondents to say that their their tax dollars are well spent.

Most Likely to Say “Well Spent” (61%):

- Graduate/ Professional School (75%)
- Public sector employees (69%)
- Income \$25-50,000 (69%) and more than \$75,000 (68%)

Most Likely to Say “Not Well Spent” (26%):

- Men (31%), compared to 20% of women
- High School education (38%)

QUESTIONNAIRE

WITH DATA



This summary presents response frequency distributions for the survey of Olympia residents on behalf of the City of Olympia.

Telephone interviews were completed with 400 Olympia utility customers between Nov 9-12, 2006. The overall margin of sampling error is $\pm 4.5\%$. That means, in theory, there is a 95% probability that the results of this survey are within $\pm 4.5\%$ of the results that would have been obtained by interviewing all Olympia utility customers.

The data are presented here in the same order the questions were asked in the interview.

The figures in bold type are percentages of respondents who gave each answer.

Percentages may not add to 100% due to rounding.

Average ratings are based on the total number of respondents who answered the question.

GENDER: MALE..51 FEMALE...49

Hello. My name is _____. I'm calling from Elway Research, an independent research firm here in Washington state. We are conducting a public opinion survey for the City of Olympia to learn how people are thinking about **city programs and services**. We are not selling anything, and no one will call as a result of this interview. You are one of 400 persons – selected at random – who is being interviewed. We are trying to keep our sample in balance, so my instructions are to talk to the [MALE / FEMALE] over the age of 18 who had the most recent birthday..

S1> Would that be you? YES → START Q1

OR> Is that person available? NO → GO TO S2

S2> Then my instructions are to interview you. Are you 18 or older? YES → START Q1
NO → THANK &

TERM

1 First, how long have you lived in Olympia?

LESS THAN 1 yr..**5**
1 to 5 yrs...**16**
5 to 10 yrs...**15**
10 to 20 yrs..**23**
MORE THAN 20 yrs...**42**
DK/NA...-

2 How would you rate Olympia as a place to live? Would you say...

Excellent...**41**
Very Good...**43**
Satisfactory...**11**
Only Fair...**4**
Poor...**1**
[DK/NA...1]

3 What is the main reason you rate Olympia as a/an [Q2] place to live?

**83% had a positive comment about Olympia:
Only 5% had a negative comment; 7% had a neutral comment.**

<u>Comment Category</u>	<u>Percent</u>	<u>Comment Category</u>	<u>Percent</u>
Size	14	Public Services	6
Sense of Cmty	13	Location	6
Atmosphere	13	Economy	4
Family	10	City Govt	2
Amenities	7	Non-specific	2
Physical Environment	7	Traffic not bad	1

4 The next question is about safety. Do you feel personally safe in Olympia?
Would you say you feel...

Very Safe...**63**
Somewhat Safe...**31**
Somewhat Unsafe...**4**
Unsafe...**1**
[DK/NA]...**1**

5 Now let's talk about City Government. Thinking about Olympia City government, would you say that it is effective? That is, how well does it accomplish what it is supposed to? Would you say that Olympia City government is...

Very Effective...**13**
Mostly Effective...**54**
Mostly Ineffective...**17**
Very Ineffective...**6**
[DK/NA...**11]**

6 I'm going to read you a list of services and facilities provided by the city. As I read each one, I would like you to tell me how well you think the city is doing in that area We'll use a scale from 1 to 7 where 1 means Poor and 7 means Excellent. The first one is...

ROTATE	POOR.....	EXCELLENT	DK	Avg
a. Police Services	1.....2.....4	13..... 28..... 27....	19	[6] 5.4
b. Fire Services	0.....1.....1	5..... 14..... 30....	41	[8] 6.1
c. City Streets	2.....6.....10 ..	23..... 33..... 19....	8	[-] 4.7
d. City Sidewalks	4.....10....12 ..	23..... 25..... 18....	6	[3] 4.4
e. Bike Lanes.....	5.....7.....7 ...	17..... 22..... 20....	16	[7] 4.8
f. Parks & Recreational Facilities,	1.....2.....5	11..... 24..... 32....	23	[2] 5.5
g. Recreation Programs & Classes.....	1.....2.....3	11..... 23..... 28....	16	[16] 5.4
h. Arts & Community Events.....	1.....2.....3	10..... 19..... 36....	25	[6] 5.6
i. City Utilities, like water, sewer, & garbage ..	2.....3.....5	12..... 22..... 31....	23	[3] 5.4

INFORMATION / COMMUNICATIONS

- 7 In terms of keeping citizens informed about what is happening in city government -- How good a job do you think Olympia City Government does at that? Would you say...

SKIP TO Q9←Excellent...**11**

SKIP TO Q9←Good...**46**

Only Fair...**28**

Poor...**11**

SKIP TO Q9←DK/NA...**5**

- 8 IF ONLY FAIR OR POOR: In your opinion, what are some ways Olympia City Government could do a better job of keeping citizens informed? [N=155]

Category label	Percent of Cases	Category label	Percent of Cases
DK/NA	23	Town Meetings	5
Mail	20	Public Service Announcements	4
Local Paper	19	Contact With Council Members	4
Newsletter	14	Radio	2
TV	8	More Honest	2
More Transparency	8	Email	1
Website	6	By Being Up Front with Decision	1
Listen To People	5	Put Info In Utility Bills	1
		Less Arrogance	1

- 9 How would you rate the city's performance in providing residents the opportunity to be involved in decisions that affect city government? How good a job do you think Olympia City Government does at that? Would you say...

Excellent...**12**

Good...**42**

Only Fair...**30**

Poor...**9**

DK/NA...**7**

- 10 Have you ever watched an Olympia City Council meeting on TCTV – the local government channel 3 on cable?

YES...**62** NO...**37** NA...**2**

- 10.1 IF YES: In the last month, how many times have you watched an Olympia City Government meeting on TCTV Channel 3? [N=247]

0.....1.....2.....3.....4.....5.....6.....7+

36....28....16....7....6... -3.....5

11 Do you have access to the Internet, either at home or at work?

HOME ONLY...**30**
 WORK ONLY...**3**
 BOTH WORK & HOME...**53**
 SKIP TO Q14 ← NO ACCESS...**14**
 SKIP TO Q14 ← DK/NA...**1**

12 Have you ever visited the Website for Olympia City Government? [N=344]

SKIP TO Q13 ← YES...**50**
 ASK Q12.1. ← NO...**47**
 SKIP TO Q12.2 ← DK/NA...**3**

12.1 IF NO: Were you aware that Olympia City Government had a Website?
 [N=162]

YES...**40** NO...**57** DK/NA...**3**

12.2 How likely are you to visit the Olympia City Government Website? Would you say you are...[N=171]

SKIP TO Q14 ←

Very Likely...**9**
 Somewhat Likely...**35**
 Not Too Likely...**30**
 Not At All Likely...**19**
 DK/NA...**8**

13 IF YES TO Q12: What information were you looking for on the Website? [N=173]

Category label	Percent of Cases
DK/NA/RF	14
Employment	10
Everything / General Information	9
Parks And Recreation	8
Surfing	6
Utilities	6
City Ordinance	5
Planning/Development Information	5
Schedule For Garbage Pick Up	5
Building Code laws	5
City Council Meeting	4
Cultural Events	3
All others (less than 3% each)	41

13.1 Were you able to find what you were looking for? [N=173]

YES...**82** NO...**10** DK/NA...**8**

- 14 When it comes to getting information about the programs and services offered by the city , how would you prefer to receive that information.[N=400]

UTILITY BILL INSERTS... 27	BILLBOARDS... 3
NEWSPAPER ARTICLES... 30	STREAM TEAM NEWSLETTER... 11
TV... 15	WORD OF MOUTH... 6
RADIO... 9	BUS SIGNS... 3
MAIL... 36	VIA THE INTERNET... 21
NEWSPAPER ADVERTISEMENTS... 16	OTHER... 4
	[DK/NA...2]

PARKS

- 15 The [next] / [first] few questions are about Olympia city parks. In the past 12 months how many times – if at all – did you, or any member of your household visit a city park in Olympia? (Average number of visits = 7)

0...1...2...3...4...5...6...7...8...9...10...11...12+
13...4...10...7...6...5...9...3...2...1...3... - ...39

- 15.1 Which city parks have you visited in the last year or so? [N=348]

<u>Category label</u>	<u>Percent of Cases</u>
Priest Point Park	32
Watershed Park	20
Heritage park	11
LBA Park	10
Sylvester Park	10
NA/RF/DK	10
Yeagar Park	9
Percival Landing	8
Capital Lake	8
Lyons Park	7
Pioneer Park	6
Decatur Woods	4
Downtown Park	3
All Others (less than 3% each)	36

- 16 In thinking about the parks in Olympia you have visited, how would you rate your overall satisfaction with your park experience? Use the same scale where 7 means Extremely Satisfied and 1 means Not At All Satisfied. (Avg. Score = 5.8)

NOT> 1...2...3...4...5...6...7 < SATISFIED [DK/NA...9]
3... -2...7...17...30...34.....[DK/NA...7]

17 What could the city do to improve your park experience?

Category label	Percent of Cases
Nothing	26
DK/NA/RF	20
More/ Better Amenities (benches, pools, tennis courts, rain shelters, water fountains, picnic areas, bike paths, night lighting, trash cans)	12
Other (less than 2% each)	9
More Parks To Be Open/ Finish Construction	6
Restrooms: need more; unlocked; stocked better	6
Cleaner / Better Quality	6
More Off Leash Dog Trails/ Dog Parks	5
Better Maintenance	4
Acquire More Park Space	4
Playground Equipment	4
Better Security	3
Better Job of Keeping Trails	3
More Parking	3
Get Rid Of The Homeless	3

18 The City would like to know how far people travel to visit a park. For example, Olympia is roughly six miles across. How likely would you be to travel up to six miles to get to [READ OPTION]? Would you Definitely travel up to six miles to get to that kind of park? Probably? Probably Not? Or Definitely Not?

ROTATE	DEFINITELY	NOT	DK	
	1.....	2.....	3.....	4.....
				[9]
a. a community park with multiple amenities, including sports fields, such as Yauger Park).....	44.....	29.....	17.....	8.....
				[2]
b... An open space area with nature trails – such as Priest Point or Watershed Park.....	59.....	27.....	6.....	6.....
				[2]
c. A Special Use Parks such as Heritage Park Fountain, Percival Landing, or the Japanese gardens	52.....	28.....	11.....	6.....
				[3]

- 19 The prior question was about travel to Regional parks. This question is about Neighborhood parks. How likely would you be to travel up to three miles to get to a Neighborhood park, such as Decatur Woods park or Friendly Grove park, that is located outside your immediate neighborhood area? Would you: Definitely travel up to three miles to get to a Neighborhood park? Probably? Probably Not? Or Definitely Not ?

DEFINITELY...**36**
 PROBABLY...**25**
 PROBABLY NOT...**24**
 DEFINITELY NOT...**11**
 DK/NA...**5**

- 20 The city also operates a variety of recreational and leisure activities for people of all ages. These include fitness programs, camps, trips, classes, after-school programs and sports leagues. Have you, or anyone in your household, participated in an Olympia Parks and Recreation program in the last year?

YES, SELF...**14**
 YES, OTHER IN HOUSEHOLD...**15**
 YES, BOTH SELF AND OTHER...**6**
 NO...**62**
 [DK/NA]...**4**

- 20.1 IF NO: Are there any specific reasons why you have not participated in any of these programs? [N=247]

Category	Percent of Cases
Not Enough Time	30
No reasons	11
Children Grown	9
Too Old	9
Rather Do Other Activities	9
Not Interested	8
DK/NA/RF	7
No Activities Appropriate For Me	5
Lack Of Information (general)	5
Disabled / Health Reasons	3
Belong To Health Club	3
All other reasons (less than 3% each)	14

21 Olympia city government also sponsors a number of Arts events. As I read a list of these events, tell me whether you have ever heard of this event or not, and whether you have ever attended this event. The first one is...

ROTATE	<u>HEARD</u>	<u>ATTEND</u>	(all respondents)
a. Spring Arts Walk.....	89	63	
b. Ethnic Celebration.....	56	23	
c. Annual Artist Studio Tour	52	21	
d. Percival Play Day	41	16	
e. Fall Arts Walk.....	88	58	

22 In your opinion, are arts events like these ...

Very Valuable to the Quality of Life in the City...	60
Somewhat Valuable...	29
Not Too Valuable...	6
Not Valuable to the Quality of Life in the City...	1
[DK/NA]...	5

PUBLIC WORKS

23 Next, I am going to read a list of utility services provided by the City of Olympia. As I do, I would like you to rate your satisfaction with each service. We will use a 7-point scale – where 7 means you are extremely satisfied and 1 means you are not at all satisfied. How satisfied are you with [ROTATE LIST]? Would you rate this a “1” – meaning you are not at all satisfied? A “7” – meaning you are extremely satisfied? Or somewhere in between?

ROTATE	<u>NOT</u>	<u>SATISFIED</u>	<u>DK</u>	<u>AVG</u>
	1.....2.....3.....4.....5.....6.....7...			[9]
a. Your garbage and recycling service	2.....3.....2.....7.....15.....25.....44...		[3]	5.9
b. Your sewer service	3.....2.....5.....7.....11.....18.....39...		[15]	5.7
c. Your water service	2.....2.....3.....8.....14.....24.....44...		[3]	5.9
d. The City’s storm & surface water service	4.....4.....7.....14.....19.....19.....25...		[10]	5.2

24 If you wanted to find out whom to contact for information about your city utilities, where would you look for that information?

PHONE BOOK...	86
FRIENDS...	15

25 In the past year, have you contacted the City of Olympia with a question or complaint about your utility bill?

YES...	23
SKIP TO Q27← NO...	72 [DK/NA... 5]

- 26 Let's talk about your contact with utility billing. When you contacted the City about your bill, how satisfied were you with [ROTATE LIST]? Use the 7-point scale— where 7 means you were extremely satisfied and 1 means you were not at all satisfied. [N=93]

ROTATE	NOT	SATISFIED	DK	AVG.			
	1.....2.....3.....4.....5.....6.....7.....			[9]			
a. Getting through to a person who could help you with your question or complaint.....	8.....	3.....	8.....	3.....	16 ... 19.... 43	[-]	5.5
b. The responsiveness and follow-through of the service representative with whom you spoke	3.....	5.....	4.....	12.....	12 ... 22.... 42	[-]	5.6

- 27 For these next questions, I would like you to think about all the utility services you receive from the City of Olympia. That is, garbage and recycling, water, sewer, and storm and surface water services.

In the past year, have you contacted the City of Olympia with a question or complaint about any of these utility services? Please do not include any questions or complaints you may have had about your bill.

YES...27
SKIP TO Q31← NO...69 [DK/NA...4]

- 28 About which Utility services have you called with a question or complaint in the last year? Have you called about [N=109]

ROTATE	YES	NO	NA
a. Your garbage or recycling service?	65.....	34.....	1
b. Your water service.....	35.....	62.....	3
c. Your sewer service.....	25.....	68.....	7
d. The City's storm & surface water management service.....	26.....	67.....	7

IF "NO" OR "NA" TO ALL, CLARIFY ANSWER TO Q26

- 29 IF MORE THAN ONE CALL (Q27) ASK: Thinking about the most recent time you called with a question or complaint, did you call about your...[N=28]

Garbage or Recycling service...29
Water service...57
Sewer Service...-
Storm Water & Surface water...7
[DK/NA...7]

30 Thinking about the most recent time you called about one of your utility services, how satisfied were you with [ROTATE LIST]? Use the 7-point scale—where 7 means you were extremely satisfied and 1 means you were not at all satisfied. [N=109]

ROTATE	NOT.....SATISFIED	DK	AVG
	1.....2.....3.....4.....5.....6.....7	[9]	

- | | | | |
|--------------------------------------------------------------------------------------------|----------------------------------|-----|-----|
| a. Getting through to a person who could help you with your question or complaint | 4....3....6....8....11...19...43 | [6] | 5.7 |
| b. The responsiveness and follow-through of the service representative with whom you spoke | 7....3....3....11...11...17...40 | [7] | 5.5 |

31 During the past year, do you recall receiving a pamphlet with your utility bill called “In The Zone” – that features the public works employees?

YES...36 NO...51 [DK/NA...13]

32 IF YES: How useful are these pamphlets in helping you to learn about public utility services? Use the 7-point scale— where 7 means they were extremely useful and 1 means they were not at all useful. (Avg. Score = 5.0)

NOT> 1.....2.....3.....4.....5.....6.....7 < USEFUL [DK/NA...9]
4....5....7....17...29....16....22 [DK/NA...1]

STORM & SURFACE WATER

33 The city is responsible for management of storm water and surface water. Using the 7-point scale, where “7” means the city is doing an Excellent job and “1” means a Poor job, How would you rate the job city government is doing at protecting streams and wetlands inside the city limits? (Avg. Score = 5.0)

POOR> 1....2....3....4....5....6....7 < EXCELLENT [DK/NA...9]
3....5....7....11....26....19....15 [DK/NA...14]

34 Thinking about the way in which the city manages surface and storm water, do you think the city is doing [READ & ROTATE LIST] it was doing 5 years ago (or when you first moved into the city of Olympia)?

BETTER THAN...30
ABOUT THE SAME...45
WORSE THAN...7
[DK/NA...18]

- 35 Continuing to think about management of storm and surface water, we would like to know how well you think the city is doing in each of the following areas. We'll use the 7-point scale, where "7" means the city is doing an Excellent job and "1" means a Poor job. The first one is...

ROTATE	<u>POOR</u>	<u>EXCELLENT</u>	<u>DK</u>	<u>AVG</u>
	1.....2.....3.....4.....5.....6.....7		[9]	
a. Correcting and preventing water pollution	2.....4.....7.....15.....24.....20.....12		[9]	4.9
b. Correcting and preventing problems arising from floods	2.....5.....8.....15.....24.....21.....11		[14]	4.9
c. Protecting and enhancing the habitat in local streams, lakes and wetlands	2.....3.....7.....13.....23.....23.....13		[17]	5.1

- 36 In your opinion, which one of these programs is the most important?

Correcting and preventing water pollution...	33
Correcting and preventing problems arising from floods...	18
<u>Protecting and enhancing the habitat in local streams, lakes and wetlands...</u>	21
DO NOT READ: ALL EQUAL...	21
NONE...	2
[DK/NA...]	5

TRANSPORTATION

- 37 These next few questions are about transportation services in Olympia. We are interested to know how easy it is to get around in Olympia. Using the 7-point scale where "1" means extremely easy and "7" means extremely difficult, how easy is it to get around Olympia...

ROTATE	<u>EASY</u>	<u>DIFFICULT</u>	<u>DK</u>	<u>AVG</u>
a. On foot	30.... 15.... 12.... 1111	9	8	[4] 3.2
b. In a car	27.... 12.... 14 1214	14	7	[1] 3.4
c. On a bicycle	13.... 13.... 10.... 1514	8	7	[22] 3.7
d. Using Mass transit	13.... 13.... 11 1112	8	7	[26] 3.7

- 38 Thinking about the condition of streets and sidewalks in Olympia, I would like you to rate the following items, using the same 7-point scale we have been using, where "7" means excellent, and "1" means Poor. First, how would you rate...

ROTATE	<u>POOR</u>	<u>EXCELLENT</u>	<u>DK</u>	<u>AVG</u>
a. The condition of the sidewalks in Olympia	5..... 6..... 11 182918 ...	11.....	[3]	4.6
b. The condition of the pavement on city streets	3..... 5..... 9..... 1834	22	8.....	[1] 4.7

39 Do you ride a bicycle regularly? YES...**24** NO...**74** [DK/NA...2]

39.1 IF YES: How would you rate facilities for bicycles in Olympia, using the same 7-point scale. [N=97] **(Avg. Score = 4.7)**

POOR> 1...2...3...4...5...6...7 <EXCELLENT [DK/NA...9]
3...6...12...17...29...17...14 [DK/NA...2]

40 Have you ever contacted anyone at the City of Olympia with a question or complaint about a traffic signal, pothole, sidewalk or other street-related issues?

YES...**25**

SKIP TO Q42← NO...**71** [DK/NA...4]

41 Thinking about the most recent time you called the city about a street or sidewalk issue, how satisfied were you with [ROTATE LIST]? Use the 7-point scale— where 7 means you were extremely satisfied and 1 means you were not at all satisfied. [N=99]

ROTATE

NOTSATISFIED DK AVG

a. Getting through to a person who could help you with your question or complaint..... **10..... 5.....71118 ... 16...29** [3] **4.9**

b. The responsiveness and follow-through of the service representative with whom you spoke..... **14..... 6.....81614 2..... 28** [11] **4.5**

WATER

42 As you may know, the City of Olympia Public Works Department is also responsible for providing you drinking water. Compared to five years ago (or when you first moved into Olympia). Do you think the quality of the drinking water is...

Worse Now Than It Used To Be...**12**

About The Same...**67**

Better Now Than It Used To Be?...**8**

[DK/NA...14]

43 When it comes to the quality of the city's drinking water supply, do you think there is a risk of contamination? Would you rate the risk of contamination as "7" – meaning there is an extremely serious risk? Or "1" – meaning that the risk of contamination is not at all serious? Or would you rate the risk at some number in between? **(Avg. Score = 3.3)**

NOT > 1...2...3...4...5...6...7 < HIGH [DK/NA...9]
NOT > **23....13....13....11....16....7....7** < HIGH [DK/NA...11]

44 What do you think are the greatest risks of contamination to the drinking water?

Category label	Percent of Cases
DK/NA/RF	26
Pollution (general)	10
Flooding	8
No Risk /None	7
Ground Water	5
Terrorism	5
Run Off (non-specific)	4
Bacteria	4
Septic Systems	4
Storm Water Run Off	4
Industry Pollution	4
Chemical Run off/ Spill	3
Animal Waste / Livestock Contamination	3
Over Building	3
Sewage	3
Population Growth	3
Open Reservoirs	3
All other responses (less than 3% each)	25

45 Which of the following best describes the drinking water at your home:

- We drink the water out of the tap...**50**
- We have a treatment device installed on one or more taps...**17**
- We purchase bottled water for drinking...**14**
- We have a water filtering container...**17**
- [DK/NA...**3**]

46 If you were to guess, about how many gallons of water do you think are used inside your home each day – not counting garden use? Would you say that the amount is...

- ROTATE TOP/BOTTOM
- Less Than 25 Gallons a Day...**26**
- About 25 to 50 Gallons a Day...**31**
- 50 to 75 Gallons...**10**
- 75 to 100 Gallons...**8**
- More Than 100 Gallons a Day...**4**
- [DK/NA...**22**]

- 47 Olympia has a rate structure for water which charges customers more money when they use larger amounts of water during the summer months. How much influence – if any – has this rate structure had on the amount of water that your household uses? Would you say you use...

ROTATE TOP/BOTTOM

A Lot Less Water Now Than We Used To... **18**

Somewhat Less Water Now... **26**

About The Same As We Used To... **40**

More Water Now Than We Used To... **6**

[DK/NA... **11**]

- 48 Do you have a lawn that you maintain yourself?

YES... **77**

SKIP TO Q50 ← NO... **20** [DK/NA... **3**]

- 49 How important is to you to have a green lawn? Where would you be on a scale of 1 to 7, where “1” means “I don’t care at all about having a green lawn” to “7” meaning “having a green lawn is very important to me”? [N=309]
(Avg. Score = 3.7)

NOT > 1.....2.....3.....4.....5.....6.....7 < VERY [DK/NA... **9**]

24....12....14....13...11....8....17 < VERY [DK/NA... **2**]

- 49.1 IF RATING = 4-5-6-7: your water rates go up as you use more water, are you more likely to... [N=152]

Continue to water to keep it green... **32**

Cut back on watering... **49**

Consider other types of landscape that do not require as much water... **16**

[DK/NA... **3**]

- 50 We have been talking about some of the services that city government provides. As a citizen of Olympia, you support City government services and facilities with property tax, sales, and other taxes. Considering all the things we have talked about, do you think that your tax dollars are being well spent here? Or not?

WELL SPENT... **61** NOT WELL SPENT... **26**

[DK/NA]... **13**

DEMOGRAPHICS

51	I have just a few last questions for our statistical analysis. How old are you?	18-35... 17 36-50... 28 51-64... 27 65+... 25 [NO ANSWER]....3
52	What is the last year of schooling you completed?	HIGH SCHOOL... 13 BUSINESS/VOCATIONAL SCHOOL... 2 SOME COLLEGE... 20 COLLEGE DEGREE... 40 GRAD/PROFESSIONAL SCHOOL... 25 NA...1
53	Which of these the following best describes you at this time? Are you . . .	Self Employed or a business owner... 16 Employed In Private Business... 19 Employed In The Public Sector, Like a Governmental Agency or Educational Institution... 27 Employed in the health care industry... 4 Not Working Right Now... 5 Retired... 29 No Answer.... 1
53.1	IF WORKING: How do you typically get to work? Do you...[N=261]	Drive Alone... 77 Car Pool or Van Pool... 8 Take the Bus... 2 Walk... 4 Bicycle... 3 [DK/NA... 6]
54	Which of the following best describes your household:	Single with no children at home... 28 Couple with no children at home... 32 Single with children at home... 7 Couple with children at home... 32 DK/NA... 2
55	Do you own or rent the place in which you live?	OWN... 87 RENT... 10 [DK/NA...4]

56 What is your race or ethnicity? Would you say you are...

African American / Black...1

Asian / Pacific Islander...3

Caucasian / White...88

Hispanic / Latino...1

Native American...1

[OTHER...2]

[DK/NA]...4

57 Finally, just for classification purposes only, I am going to list four broad categories. Stop me when I get to the category that best describes your approximate household income - before taxes - for last year.

ROTATE TOP/BOTTOM

\$25,000 or Less...7

\$25 to 50,000...22

\$50 to 75,000...21

Over \$75,000...27

[NO ANSWER...24]

Thank you very much. You have been very helpful. RECORD GENDER ON PAGE 1

DATA TABLES

READING THE CROSTABULATION TABLES

The crosstabulations found in this report are presented in a "banner table" format. Categories of respondents (e.g. "35-54 years old," or "Female") are listed across the top of each page (the "banner"). The questions asked in the survey are listed down the left margin. The figures in each cell are percentages based on the number of respondents in the category at the head of each column.



City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/ SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[1] YRS IN OLY											
<1 yr	20 5%	9 4%	11 6%	12 18%	4 4%	3 3%	1 1%	2 4%	5 6%	10 6%	3 3%
1-5 yrs	64 16%	31 15%	33 17%	16 24%	22 19%	13 12%	8 8%	3 6%	14 16%	25 16%	21 21%
5-10 yrs	58 14%	32 16%	26 13%	14 21%	18 16%	14 13%	9 9%	2 4%	9 10%	29 18%	17 17%
10-20 yrs	90 23%	57 28%	33 17%	11 17%	38 34%	28 26%	12 12%	10 20%	15 17%	37 23%	27 27%
20+ yrs	167 42%	75 37%	92 47%	13 20%	31 27%	50 46%	70 70%	32 64%	44 51%	58 36%	33 33%
DK/NA	1 0%	1 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 2%	0 0%	0 0%	0 0%
[2] RATE OLY											
Excellent	163 41%	78 38%	85 44%	28 42%	52 46%	42 39%	35 35%	17 34%	38 44%	64 40%	43 43%
Very Good	171 43%	90 44%	81 42%	28 42%	49 43%	45 42%	46 46%	22 44%	31 36%	71 45%	47 47%
Satisfactory	43 11%	23 11%	20 10%	5 8%	8 7%	18 17%	12 12%	6 12%	8 9%	21 13%	8 8%
Fair	15 4%	7 3%	8 4%	3 5%	2 2%	2 2%	6 6%	3 6%	7 8%	3 2%	1 1%
Poor	5 1%	4 2%	1 1%	1 2%	1 1%	1 1%	0 0%	1 2%	3 3%	0 0%	1 1%
DK/NA	3 1%	3 1%	0 0%	1 2%	1 1%	0 0%	1 1%	1 2%	0 0%	0 0%	1 1%
[4] SAFETY											
Very Safe	251 63%	123 60%	128 66%	45 68%	76 67%	65 60%	61 61%	26 52%	56 64%	107 67%	60 59%
Somewhat Safe	124 31%	65 32%	59 30%	14 21%	32 28%	38 35%	33 33%	18 36%	24 28%	44 28%	38 38%
Somewhat Unsafe	17 4%	11 5%	6 3%	6 9%	3 3%	2 2%	5 5%	3 6%	5 6%	5 3%	3 3%
Unsafe	5 1%	3 1%	2 1%	0 0%	1 1%	2 2%	1 1%	3 6%	2 2%	0 0%	0 0%
DK/NA	3 1%	3 1%	0 0%	1 2%	1 1%	1 1%	0 0%	0 0%	0 0%	3 2%	0 0%
[5] CITY GOVT											
Very Effective	51 13%	25 12%	26 13%	8 12%	14 12%	15 14%	14 14%	7 14%	12 14%	20 13%	12 12%
Mostly Effective	216 54%	106 52%	110 56%	31 47%	68 60%	57 53%	53 53%	25 50%	51 59%	77 48%	63 62%
Mostly Ineffective	67 17%	41 20%	26 13%	7 11%	18 16%	22 20%	18 18%	10 20%	10 11%	40 25%	4 4%
Very Ineffective	22 6%	14 7%	8 4%	2 3%	3 3%	7 6%	7 7%	3 6%	6 7%	4 3%	9 9%
DK/NA	44 11%	19 9%	25 13%	18 27%	10 9%	7 6%	8 8%	5 10%	8 9%	18 11%	13 13%

City of Olympia - November 2006

	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[1] YRS IN OLY									
<1 yr	20 5%	1 3%	19 5%	5 5%	5 4%	0 0%	10 8%	13 4%	7 18%
1-5 yrs	64 16%	5 16%	56 16%	12 11%	21 16%	6 23%	24 19%	49 14%	12 31%
5-10 yrs	58 14%	6 19%	48 14%	11 10%	21 16%	3 12%	23 18%	52 15%	4 10%
10-20 yrs	90 23%	12 38%	77 22%	20 18%	29 22%	6 23%	32 25%	75 22%	10 26%
20+ yrs	167 42%	8 25%	152 43%	62 56%	52 40%	11 42%	40 31%	157 45%	6 15%
DK/NA	1 0%	0 0%	1 0%	0 0%	1 1%	0 0%	0 0%	1 0%	0 0%
[2] RATE OLY									
Excellent	163 41%	12 38%	146 41%	41 37%	52 40%	12 46%	57 44%	145 42%	14 36%
Very Good	171 43%	11 34%	151 43%	48 44%	57 44%	11 42%	54 42%	150 43%	15 38%
Satisfactory	43 11%	3 9%	40 11%	13 12%	13 10%	1 4%	15 12%	37 11%	6 15%
Fair	15 4%	3 9%	11 3%	5 5%	4 3%	2 8%	3 2%	10 3%	3 8%
Poor	5 1%	2 6%	3 1%	3 3%	2 2%	0 0%	0 0%	4 1%	0 0%
DK/NA	3 1%	1 3%	2 1%	0 0%	1 1%	0 0%	0 0%	1 0%	1 3%
[4] SAFETY									
Very Safe	251 63%	18 56%	225 64%	76 69%	76 59%	17 65%	79 61%	219 63%	24 62%
Somewhat Safe	124 31%	9 28%	108 31%	30 27%	45 35%	7 27%	41 32%	110 32%	11 28%
Somewhat Unsafe	17 4%	2 6%	15 4%	1 1%	6 5%	2 8%	6 5%	11 3%	3 8%
Unsafe	5 1%	2 6%	3 1%	3 3%	1 1%	0 0%	1 1%	5 1%	0 0%
DK/NA	3 1%	1 3%	2 1%	0 0%	1 1%	0 0%	2 2%	2 1%	1 3%
[5] CITY GOVT									
Very Effective	51 13%	5 16%	45 13%	14 13%	17 13%	2 8%	17 13%	45 13%	4 10%
Mostly Effective	216 54%	11 34%	195 55%	67 61%	59 46%	17 65%	71 55%	188 54%	20 51%
Mostly Ineffective	67 17%	6 19%	60 17%	16 15%	26 20%	3 12%	19 15%	59 17%	5 13%
Very Ineffective	22 6%	4 13%	18 5%	6 5%	8 6%	3 12%	5 4%	19 5%	3 8%
DK/NA	44 11%	6 19%	35 10%	7 6%	19 15%	1 4%	17 13%	36 10%	7 18%

ELWAY RESEARCH, INC. NOVEMBER, 2006

City of Olympia - November 2006

	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[1] YRS IN OLY										
<1 yr	20 5%	3 5%	6 6%	5 5%	3 17%	2 2%	1 3%	6 7%	3 4%	5 5%
1-5 yrs	64 16%	8 13%	15 16%	25 24%	7 39%	8 7%	6 21%	10 11%	10 12%	25 23%
5-10 yrs	58 14%	9 15%	22 24%	15 14%	0 0%	12 10%	5 17%	14 16%	13 16%	13 12%
10-20 yrs	90 23%	20 32%	22 24%	29 27%	3 17%	15 13%	4 14%	15 17%	20 24%	24 22%
20+ yrs	167 42%	22 35%	28 30%	32 30%	5 28%	79 68%	13 45%	42 48%	36 44%	41 38%
DK/NA	1 0%	0 0%	0 0%	0 0%	0 0%	1 1%	0 0%	0 0%	0 0%	0 0%
[2] RATE OLY										
Excellent	163 41%	28 45%	38 41%	43 41%	10 56%	43 37%	11 38%	37 43%	30 37%	44 41%
Very Good	171 43%	30 48%	37 40%	49 46%	5 28%	50 43%	11 38%	44 51%	37 45%	47 44%
Satisfactory	43 11%	3 5%	9 10%	12 11%	3 17%	16 14%	5 17%	3 3%	12 15%	12 11%
Fair	15 4%	0 0%	7 8%	2 2%	0 0%	5 4%	2 7%	3 3%	1 1%	5 5%
Poor	5 1%	1 2%	1 1%	0 0%	0 0%	2 2%	0 0%	0 0%	1 1%	0 0%
DK/NA	3 1%	0 0%	1 1%	0 0%	0 0%	1 1%	0 0%	0 0%	1 1%	0 0%
[4] SAFETY										
Very Safe	251 63%	45 73%	54 58%	74 70%	13 72%	64 55%	17 59%	57 66%	46 56%	76 70%
Somewhat Safe	124 31%	16 26%	29 31%	25 24%	5 28%	48 41%	11 38%	26 30%	31 38%	27 25%
Somewhat Unsafe	17 4%	1 2%	7 8%	4 4%	0 0%	3 3%	1 3%	3 3%	5 6%	4 4%
Unsafe	5 1%	0 0%	1 1%	2 2%	0 0%	2 2%	0 0%	0 0%	0 0%	1 1%
DK/NA	3 1%	0 0%	2 2%	1 1%	0 0%	0 0%	0 0%	1 1%	0 0%	0 0%
[5] CITY GOVT										
Very Effective	51 13%	6 10%	9 10%	18 17%	1 6%	16 14%	4 14%	10 11%	10 12%	15 14%
Mostly Effective	216 54%	38 61%	50 54%	59 56%	11 61%	58 50%	16 55%	54 62%	43 52%	55 51%
Mostly Ineffective	67 17%	9 15%	16 17%	14 13%	2 11%	23 20%	4 14%	12 14%	20 24%	19 18%
Very Ineffective	22 6%	1 2%	6 6%	3 3%	1 6%	11 9%	2 7%	3 3%	4 5%	6 6%
DK/NA	44 11%	8 13%	12 13%	12 11%	3 17%	9 8%	3 10%	8 9%	5 6%	13 12%

ELWAY RESEARCH, INC. NOVEMBER, 2006

City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/ SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
Police											
Poor [1-2]	14 4%	8 4%	6 3%	4 7%	6 6%	2 2%	2 2%	2 4%	4 5%	4 3%	3 3%
Moderate [3-5]	179 47%	88 45%	91 50%	29 48%	40 38%	56 52%	46 49%	20 42%	44 53%	69 46%	44 47%
Excellent [6-7]	185 49%	99 51%	86 47%	28 46%	60 57%	49 46%	45 48%	26 54%	35 42%	77 51%	47 50%
Fire											
Poor [1-2]	3 1%	1 1%	2 1%	0 0%	2 2%	1 1%	0 0%	0 0%	1 1%	1 1%	1 1%
Moderate [3-5]	78 21%	34 18%	44 25%	12 21%	20 20%	23 23%	17 18%	8 17%	16 20%	32 22%	19 20%
Excellent [6-7]	286 78%	155 82%	131 74%	46 79%	80 78%	77 76%	77 82%	38 83%	64 79%	111 77%	73 78%
Streets											
Poor [1-2]	30 8%	17 8%	13 7%	3 5%	7 6%	12 11%	4 4%	4 8%	10 11%	8 5%	6 6%
Moderate [3-5]	263 66%	128 62%	135 69%	43 65%	70 62%	67 62%	75 75%	36 72%	54 62%	109 69%	63 62%
Excellent [6-7]	107 27%	60 29%	47 24%	20 30%	36 32%	29 27%	21 21%	10 20%	23 26%	42 26%	32 32%
Sidewalks											
Poor [1-2]	54 14%	31 15%	23 12%	5 8%	17 15%	15 14%	12 13%	4 9%	11 13%	18 12%	19 19%
Moderate [3-5]	236 61%	115 57%	121 65%	42 64%	64 57%	65 61%	58 63%	31 67%	45 55%	101 65%	58 57%
Excellent [6-7]	98 25%	55 27%	43 23%	19 29%	31 28%	26 25%	22 24%	11 24%	26 32%	37 24%	24 24%
Bike Lanes											
Poor [1-2]	45 12%	24 13%	21 12%	5 8%	16 15%	15 15%	8 9%	3 6%	11 14%	16 11%	14 15%
Moderate [3-5]	185 50%	92 48%	93 51%	35 54%	46 43%	56 55%	41 47%	22 46%	32 42%	78 52%	53 56%
Excellent [6-7]	143 38%	75 39%	68 37%	25 38%	45 42%	31 30%	39 44%	23 48%	34 44%	57 38%	28 29%
Parks & Rec											
Poor [1-2]	13 3%	7 3%	6 3%	1 2%	3 3%	7 7%	2 2%	1 2%	2 2%	5 3%	4 4%
Moderate [3-5]	162 41%	87 43%	75 40%	29 45%	43 38%	46 43%	38 39%	20 42%	33 39%	69 43%	39 39%
Excellent [6-7]	218 55%	110 54%	108 57%	35 54%	66 59%	53 50%	58 59%	27 56%	49 58%	85 53%	56 57%
Progs & Classes											
Poor [1-2]	12 4%	9 5%	3 2%	3 6%	2 2%	2 2%	4 5%	1 2%	3 4%	4 3%	3 3%
Moderate [3-5]	148 44%	81 47%	67 42%	22 42%	41 42%	42 45%	37 45%	17 40%	30 44%	61 45%	39 45%
Excellent [6-7]	175 52%	84 48%	91 57%	28 53%	54 56%	49 53%	41 50%	24 57%	35 51%	72 53%	44 51%
Arts Events											
Poor [1-2]	11 3%	6 3%	5 3%	2 3%	3 3%	0 0%	5 5%	1 2%	5 6%	3 2%	1 1%
Moderate [3-5]	126 33%	66 34%	60 33%	22 35%	38 36%	36 36%	26 27%	14 30%	25 30%	45 30%	42 43%
Excellent [6-7]	240 64%	121 63%	119 65%	39 62%	65 61%	65 64%	65 68%	32 68%	52 63%	101 68%	54 56%
Utilities											
Poor [1-2]	19 5%	15 8%	4 2%	1 2%	9 8%	4 4%	3 3%	1 2%	6 7%	5 3%	6 6%
Moderate [3-5]	155 40%	76 38%	79 41%	26 41%	49 45%	45 42%	30 31%	17 36%	31 36%	74 47%	32 32%
Excellent [6-7]	216 55%	108 54%	108 57%	37 58%	52 47%	58 54%	65 66%	29 62%	49 57%	77 49%	61 62%

City of Olympia - November 2006

	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
Police									
Poor [1-2]	14 4%	4 13%	10 3%	5 5%	3 2%	0 0%	5 4%	7 2%	1 3%
Moderate [3-5]	179 47%	13 41%	155 47%	51 50%	62 50%	12 48%	51 42%	158 48%	16 47%
Excellent [6-7]	185 49%	15 47%	166 50%	46 45%	60 48%	13 52%	65 54%	166 50%	17 50%
Fire									
Poor [1-2]	3 1%	1 3%	2 1%	2 2%	1 1%	0 0%	0 0%	2 1%	0 0%
Moderate [3-5]	78 21%	8 28%	65 20%	21 21%	25 21%	5 21%	22 19%	60 19%	11 33%
Excellent [6-7]	286 78%	20 69%	257 79%	78 77%	93 78%	19 79%	95 81%	260 81%	22 67%
Streets									
Poor [1-2]	30 8%	3 9%	25 7%	7 6%	11 9%	0 0%	9 7%	24 7%	2 5%
Moderate [3-5]	263 66%	21 66%	232 66%	71 65%	89 69%	15 58%	85 66%	231 67%	22 56%
Excellent [6-7]	107 27%	8 25%	96 27%	32 29%	29 22%	11 42%	35 27%	92 27%	15 38%
Sidewalks									
Poor [1-2]	54 14%	6 19%	45 13%	13 13%	14 11%	5 19%	20 16%	48 14%	1 3%
Moderate [3-5]	236 61%	18 56%	211 62%	52 50%	81 64%	16 62%	83 65%	206 61%	26 70%
Excellent [6-7]	98 25%	8 25%	86 25%	38 37%	31 25%	5 19%	24 19%	84 25%	10 27%
Bike Lanes									
Poor [1-2]	45 12%	6 19%	38 12%	11 11%	12 10%	3 13%	18 15%	38 12%	4 11%
Moderate [3-5]	185 50%	16 52%	164 50%	46 45%	59 50%	16 67%	61 49%	159 49%	18 50%
Excellent [6-7]	143 38%	9 29%	126 38%	45 44%	47 40%	5 21%	45 36%	127 39%	14 39%
Parks & Rec									
Poor [1-2]	13 3%	2 6%	11 3%	3 3%	3 2%	2 8%	3 2%	11 3%	1 3%
Moderate [3-5]	162 41%	11 35%	144 41%	37 34%	54 43%	11 42%	58 46%	138 40%	16 41%
Excellent [6-7]	218 55%	18 58%	192 55%	68 63%	69 55%	13 50%	66 52%	193 56%	22 56%
Progs & Classes									
Poor [1-2]	12 4%	1 4%	11 4%	3 3%	4 4%	1 4%	2 2%	9 3%	1 3%
Moderate [3-5]	148 44%	15 56%	131 44%	35 38%	54 50%	8 35%	50 46%	128 43%	16 53%
Excellent [6-7]	175 52%	11 41%	154 52%	54 59%	49 46%	14 61%	56 52%	159 54%	13 43%
Arts Events									
Poor [1-2]	11 3%	1 3%	10 3%	4 4%	3 3%	1 4%	1 1%	7 2%	2 6%
Moderate [3-5]	126 33%	13 45%	110 33%	26 24%	44 37%	7 28%	48 40%	115 35%	7 19%
Excellent [6-7]	240 64%	15 52%	214 64%	77 72%	73 61%	17 68%	71 59%	207 63%	27 75%
Utilities									
Poor [1-2]	19 5%	4 13%	15 4%	5 5%	5 4%	1 4%	7 6%	16 5%	1 3%
Moderate [3-5]	155 40%	15 48%	133 39%	33 31%	53 42%	8 31%	58 46%	133 39%	16 41%
Excellent [6-7]	216 55%	12 39%	197 57%	70 65%	68 54%	17 65%	60 48%	190 56%	22 56%

City of Olympia - November 2006

	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
Police										
Poor [1-2]	14 4%	3 5%	4 4%	1 1%	1 6%	3 3%	1 4%	0 0%	3 4%	3 3%
Moderate [3-5]	179 47%	23 40%	47 52%	49 49%	7 41%	52 48%	16 57%	41 50%	33 43%	49 46%
Excellent [6-7]	185 49%	32 55%	40 44%	49 49%	9 53%	54 50%	11 39%	41 50%	41 53%	54 51%
Fire										
Poor [1-2]	3 1%	1 2%	1 1%	1 1%	0 0%	0 0%	0 0%	0 0%	1 1%	0 0%
Moderate [3-5]	78 21%	9 16%	17 20%	23 23%	5 33%	21 19%	7 26%	19 23%	12 15%	18 18%
Excellent [6-7]	286 78%	46 82%	65 78%	74 76%	10 67%	90 81%	20 74%	62 77%	65 83%	81 82%
Streets										
Poor [1-2]	30 8%	8 13%	6 6%	6 6%	0 0%	7 6%	0 0%	5 6%	6 7%	9 8%
Moderate [3-5]	263 66%	35 56%	63 68%	64 60%	13 72%	87 74%	20 69%	59 68%	58 71%	68 63%
Excellent [6-7]	107 27%	19 31%	24 26%	36 34%	5 28%	23 20%	9 31%	23 26%	18 22%	31 29%
Sidewalks										
Poor [1-2]	54 14%	6 10%	11 12%	15 14%	2 12%	16 15%	5 19%	7 8%	12 15%	15 14%
Moderate [3-5]	236 61%	42 68%	56 60%	62 60%	11 65%	65 60%	11 41%	55 65%	51 63%	70 65%
Excellent [6-7]	98 25%	14 23%	26 28%	27 26%	4 24%	27 25%	11 41%	23 27%	18 22%	22 21%
Bike Lanes										
Poor [1-2]	45 12%	4 7%	12 14%	13 13%	2 11%	12 11%	5 20%	7 9%	12 15%	12 12%
Moderate [3-5]	185 50%	26 46%	43 49%	57 55%	10 56%	48 46%	8 32%	42 52%	37 47%	54 52%
Excellent [6-7]	143 38%	27 47%	32 37%	33 32%	6 33%	45 43%	12 48%	32 40%	29 37%	37 36%
Parks & Rec										
Poor [1-2]	13 3%	2 3%	3 3%	4 4%	0 0%	3 3%	0 0%	1 1%	6 8%	3 3%
Moderate [3-5]	162 41%	17 28%	38 41%	49 47%	7 41%	48 42%	8 29%	34 39%	35 44%	44 42%
Excellent [6-7]	218 55%	42 69%	51 55%	51 49%	10 59%	64 56%	20 71%	52 60%	39 49%	59 56%
Progs & Classes										
Poor [1-2]	12 4%	2 4%	1 1%	2 2%	0 0%	5 5%	0 0%	1 1%	5 7%	2 2%
Moderate [3-5]	148 44%	23 40%	35 49%	43 47%	4 27%	43 45%	8 36%	32 45%	29 43%	44 48%
Excellent [6-7]	175 52%	32 56%	36 50%	47 51%	11 73%	48 50%	14 64%	38 54%	33 49%	45 49%
Arts Events										
Poor [1-2]	11 3%	2 3%	2 2%	0 0%	0 0%	5 5%	0 0%	3 4%	4 5%	0 0%
Moderate [3-5]	126 33%	20 33%	32 38%	38 37%	2 13%	33 30%	6 24%	23 29%	25 32%	41 39%
Excellent [6-7]	240 64%	38 63%	51 60%	65 63%	14 88%	72 65%	19 76%	54 68%	49 63%	64 61%
Utilities										
Poor [1-2]	19 5%	4 7%	4 4%	5 5%	0 0%	5 4%	1 3%	2 2%	3 4%	7 7%
Moderate [3-5]	155 40%	19 32%	44 49%	47 45%	8 44%	35 30%	7 24%	31 36%	42 53%	40 38%
Excellent [6-7]	216 55%	36 61%	42 47%	53 50%	10 56%	75 65%	21 72%	52 61%	35 44%	59 56%

City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[7] INFORMING CITIZENS											
Excellent	43 11%	23 11%	20 10%	6 9%	13 12%	13 12%	11 11%	6 12%	12 14%	12 8%	13 13%
Good	184 46%	90 44%	94 48%	24 36%	58 51%	49 45%	48 48%	25 50%	37 43%	73 46%	48 48%
Fair	110 28%	62 30%	48 25%	20 30%	25 22%	34 31%	25 25%	13 26%	24 28%	48 30%	24 24%
Poor	45 11%	26 13%	19 10%	10 15%	12 11%	8 7%	13 13%	6 12%	10 11%	17 11%	11 11%
DK/NA	18 5%	4 2%	14 7%	6 9%	5 4%	4 4%	3 3%	0 0%	4 5%	9 6%	5 5%
[9] CITIZEN INVOLVEMENT											
Excellent	47 12%	22 11%	25 13%	7 11%	16 14%	14 13%	10 10%	4 8%	15 17%	12 8%	16 16%
Good	169 42%	94 46%	75 38%	27 41%	42 37%	49 45%	47 47%	23 46%	34 39%	66 42%	45 45%
Fair	118 30%	58 28%	60 31%	20 30%	31 27%	32 30%	29 29%	17 34%	22 25%	56 35%	22 22%
Poor	37 9%	21 10%	16 8%	4 6%	11 10%	7 6%	12 12%	5 10%	10 11%	12 8%	9 9%
DK/NA	29 7%	10 5%	19 10%	8 12%	13 12%	6 6%	2 2%	1 2%	6 7%	13 8%	9 9%
[10] WATCH CITY GOV ON TCTV											
Yes	247 62%	133 65%	114 58%	32 48%	76 67%	64 59%	67 67%	40 80%	48 55%	93 58%	66 65%
No	147 37%	71 35%	76 39%	31 47%	36 32%	42 39%	33 33%	10 20%	38 44%	62 39%	34 34%
DK/NA	6 2%	1 0%	5 3%	3 5%	1 1%	2 2%	0 0%	0 0%	1 1%	4 3%	1 1%
Times watched TCTV											
0	88 36%	37 28%	51 45%	12 38%	23 30%	28 44%	22 33%	14 35%	18 38%	32 34%	24 36%
1-3 times	126 51%	75 56%	51 45%	17 53%	41 54%	30 47%	34 51%	23 57%	23 48%	51 55%	29 44%
4+ times	33 13%	21 16%	12 11%	3 9%	12 16%	6 9%	11 16%	3 8%	7 15%	10 11%	13 20%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[7] INFORMING CITIZENS									
Excellent	43 11%	2 6%	40 11%	11 10%	16 12%	2 8%	13 10%	40 12%	2 5%
Good	184 46%	15 47%	164 46%	54 49%	56 43%	14 54%	58 45%	160 46%	20 51%
Fair	110 28%	6 19%	97 27%	28 25%	37 29%	5 19%	39 30%	97 28%	8 21%
Poor	45 11%	6 19%	37 10%	11 10%	15 12%	5 19%	12 9%	35 10%	6 15%
DK/NA	18 5%	3 9%	15 4%	6 5%	5 4%	0 0%	7 5%	15 4%	3 8%
[9] CITIZEN INVOLVEMENT									
Excellent	47 12%	4 13%	43 12%	9 8%	17 13%	6 23%	14 11%	43 12%	2 5%
Good	169 42%	11 34%	151 43%	51 46%	56 43%	8 31%	52 40%	147 42%	19 49%
Fair	118 30%	9 28%	103 29%	33 30%	35 27%	7 27%	41 32%	101 29%	12 31%
Poor	37 9%	5 16%	31 9%	10 9%	14 11%	5 19%	7 5%	32 9%	1 3%
DK/NA	29 7%	3 9%	25 7%	7 6%	7 5%	0 0%	15 12%	24 7%	5 13%
[10] WATCH CITY GOV ON TCTV									
Yes	247 62%	22 69%	218 62%	61 55%	85 66%	21 81%	77 60%	222 64%	18 46%
No	147 37%	9 28%	130 37%	46 42%	42 33%	5 19%	51 40%	121 35%	19 49%
DK/NA	6 2%	1 3%	5 1%	3 3%	2 2%	0 0%	1 1%	4 1%	2 5%
Times watched TCTV									
0	88 36%	6 27%	80 37%	23 38%	29 34%	10 48%	26 34%	79 36%	6 33%
1-3 times	126 51%	10 45%	112 51%	31 51%	43 51%	10 48%	40 52%	113 51%	11 61%
4+ times	33 13%	6 27%	26 12%	7 11%	13 15%	1 5%	11 14%	30 14%	1 6%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[7] INFORMING CITIZENS										
Excellent	43 11%	5 8%	7 8%	18 17%	1 6%	12 10%	5 17%	3 3%	9 11%	15 14%
Good	184 46%	40 65%	37 40%	45 42%	9 50%	53 45%	9 31%	50 57%	39 48%	47 44%
Fair	110 28%	10 16%	29 31%	31 29%	4 22%	35 30%	9 31%	24 28%	21 26%	32 30%
Poor	45 11%	2 3%	15 16%	9 8%	3 17%	14 12%	4 14%	6 7%	11 13%	10 9%
DK/NA	18 5%	5 8%	5 5%	3 3%	1 6%	3 3%	2 7%	4 5%	2 2%	4 4%
[9] CITIZEN INVOLVEMENT										
Excellent	47 12%	12 19%	5 5%	16 15%	3 17%	11 9%	2 7%	8 9%	10 12%	15 14%
Good	169 42%	33 53%	40 43%	38 36%	6 33%	52 44%	14 48%	39 45%	32 39%	50 46%
Fair	118 30%	8 13%	33 35%	38 36%	3 17%	35 30%	9 31%	23 26%	28 34%	29 27%
Poor	37 9%	4 6%	7 8%	8 8%	2 11%	14 12%	2 7%	9 10%	8 10%	8 7%
DK/NA	29 7%	5 8%	8 9%	6 6%	4 22%	5 4%	2 7%	8 9%	4 5%	6 6%
[10] WATCH CITY GOV ON TCTV										
Yes	247 62%	42 68%	55 59%	64 60%	8 44%	78 67%	18 62%	55 63%	48 59%	72 67%
No	147 37%	19 31%	37 40%	40 38%	8 44%	39 33%	10 34%	31 36%	33 40%	35 32%
DK/NA	6 2%	1 2%	1 1%	2 2%	2 11%	0 0%	1 3%	1 1%	1 1%	1 1%
Times watched TCTV										
0	88 36%	13 31%	23 42%	23 36%	3 38%	26 33%	6 33%	20 36%	10 21%	36 50%
1-3 times	126 51%	22 52%	27 49%	34 53%	4 50%	39 50%	7 39%	31 56%	29 60%	29 40%
4+ times	33 13%	7 17%	5 9%	7 11%	1 13%	13 17%	5 28%	4 7%	9 19%	7 10%

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	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/ SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[11] INTERNET ACCESS											
Home only	120 30%	59 29%	61 31%	18 27%	21 19%	35 32%	44 44%	19 38%	33 38%	37 23%	31 31%
Work only	13 3%	5 2%	8 4%	5 8%	3 3%	2 2%	3 3%	2 4%	6 7%	4 3%	1 1%
Both	211 53%	115 56%	96 49%	37 56%	85 75%	63 58%	16 16%	14 28%	33 38%	100 63%	62 61%
None	54 14%	24 12%	30 15%	5 8%	3 3%	8 7%	37 37%	15 30%	14 16%	18 11%	7 7%
DK/NA	2 1%	2 1%	0 0%	1 2%	1 1%	0 0%	0 0%	0 0%	1 1%	0 0%	0 0%
[12] VISITED WEBSITE											
Yes	173 50%	93 52%	80 48%	39 65%	66 61%	46 46%	17 27%	13 37%	28 39%	81 57%	50 53%
No	162 47%	83 46%	79 48%	21 35%	40 37%	51 51%	43 68%	22 63%	42 58%	56 40%	41 44%
DK/NA	9 3%	3 2%	6 4%	0 0%	3 3%	3 3%	3 5%	0 0%	2 3%	4 3%	3 3%
[12A] AWARE OF WEBSITE											
Yes	65 40%	40 48%	25 32%	7 33%	21 53%	19 37%	16 37%	9 41%	20 48%	23 41%	13 32%
No	92 57%	39 47%	53 67%	12 57%	18 45%	31 61%	26 60%	13 59%	20 48%	31 55%	27 66%
DK/NA	5 3%	4 5%	1 1%	2 10%	1 3%	1 2%	1 2%	0 0%	2 5%	2 4%	1 2%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[11] INTERNET ACCESS									
Home only	120 30%	7 22%	107 30%	40 36%	47 36%	4 15%	28 22%	112 32%	6 15%
Work only	13 3%	3 9%	9 3%	3 3%	3 2%	2 8%	5 4%	8 2%	4 10%
Both	211 53%	18 56%	186 53%	33 30%	66 51%	17 65%	93 72%	183 53%	20 51%
None	54 14%	3 9%	50 14%	33 30%	13 10%	3 12%	3 2%	44 13%	9 23%
DK/NA	2 1%	1 3%	1 0%	1 1%	0 0%	0 0%	0 0%	0 0%	0 0%
[12] VISITED WEBSITE									
Yes	173 50%	19 68%	149 49%	32 42%	59 51%	13 57%	68 54%	148 49%	18 60%
No	162 47%	8 29%	145 48%	42 55%	54 47%	9 39%	55 44%	147 49%	11 37%
DK/NA	9 3%	1 4%	8 3%	2 3%	3 3%	1 4%	3 2%	8 3%	1 3%
[12A] AWARE OF WEBSITE									
Yes	65 40%	4 50%	58 40%	18 43%	20 37%	3 33%	23 42%	61 41%	4 36%
No	92 57%	4 50%	82 57%	23 55%	31 57%	6 67%	31 56%	82 56%	6 55%
DK/NA	5 3%	0 0%	5 3%	1 2%	3 6%	0 0%	1 2%	4 3%	1 9%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[11] INTERNET ACCESS										
Home only	120 30%	15 24%	18 19%	16 15%	9 50%	62 53%	8 28%	41 47%	22 27%	21 19%
Work only	13 3%	2 3%	6 6%	4 4%	0 0%	1 1%	2 7%	3 3%	2 2%	2 2%
Both	211 53%	44 71%	64 69%	81 76%	6 33%	15 13%	8 28%	27 31%	47 57%	84 78%
None	54 14%	1 2%	5 5%	5 5%	3 17%	39 33%	11 38%	16 18%	10 12%	1 1%
DK/NA	2 1%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 1%	0 0%
[12] VISITED WEBSITE										
Yes	173 50%	28 46%	40 45%	70 69%	10 67%	24 31%	11 61%	25 35%	39 55%	64 60%
No	162 47%	33 54%	45 51%	28 28%	5 33%	51 65%	6 33%	45 63%	31 44%	40 37%
DK/NA	9 3%	0 0%	3 3%	3 3%	0 0%	3 4%	1 6%	1 1%	1 1%	3 3%
[12A] AWARE OF WEBSITE										
Yes	65 40%	16 48%	24 53%	10 36%	1 20%	14 27%	1 17%	14 31%	15 48%	20 50%
No	92 57%	15 45%	20 44%	17 61%	4 80%	36 71%	5 83%	30 67%	16 52%	19 48%
DK/NA	5 3%	2 6%	1 2%	1 4%	0 0%	1 2%	0 0%	1 2%	0 0%	1 3%

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	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/ SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[15] Times Visit City Park											
None	52 13%	29 14%	23 12%	4 6%	5 4%	11 10%	30 30%	14 28%	14 16%	16 10%	8 8%
1-3 Times	81 20%	43 21%	38 19%	12 18%	18 16%	21 19%	25 25%	10 20%	20 23%	27 17%	23 23%
4-6 Times	78 20%	36 18%	42 22%	12 18%	17 15%	22 20%	23 23%	9 18%	16 18%	35 22%	17 17%
7-11 times	35 9%	15 7%	20 10%	5 8%	13 12%	9 8%	8 8%	7 14%	10 11%	7 4%	11 11%
12+ Times	154 39%	82 40%	72 37%	33 50%	60 53%	45 42%	14 14%	10 20%	27 31%	74 47%	42 42%
[16] Park Satisfaction											
Not Satisfied [1-3]	24 6%	13 7%	11 6%	3 5%	6 5%	4 4%	9 10%	5 11%	8 10%	8 5%	3 3%
Somewhat Satisfied [4-5]	93 25%	48 26%	45 24%	14 22%	24 22%	24 24%	27 30%	13 30%	20 26%	38 25%	22 23%
Very Satisfied [6-7]	255 69%	126 67%	129 70%	46 73%	80 73%	70 71%	53 60%	26 59%	50 64%	106 70%	71 74%
[18A] WOULD TRAVEL TO CMTY PARK											
Definitely	177 44%	87 42%	90 46%	34 52%	55 49%	50 46%	34 34%	23 46%	35 40%	70 44%	47 47%
Probably	116 29%	61 30%	55 28%	23 35%	39 35%	36 33%	13 13%	13 26%	27 31%	53 33%	23 23%
Probably Not	68 17%	38 19%	30 15%	5 8%	12 11%	17 16%	33 33%	6 12%	11 13%	26 16%	24 24%
Definitely Not	32 8%	15 7%	17 9%	1 2%	7 6%	5 5%	16 16%	6 12%	12 14%	8 5%	6 6%
DK/NA	7 2%	4 2%	3 2%	3 5%	0 0%	0 0%	4 4%	2 4%	2 2%	2 1%	1 1%
[18B] OPEN SPACE W/TRAILS											
Definitely	237 59%	117 57%	120 62%	46 70%	73 65%	70 65%	41 41%	26 52%	44 51%	99 62%	67 66%
Probably	109 27%	58 28%	51 26%	13 20%	31 27%	31 29%	30 30%	13 26%	31 36%	43 27%	20 20%
Probably Not	23 6%	15 7%	8 4%	2 3%	5 4%	3 3%	12 12%	5 10%	4 5%	7 4%	7 7%
Definitely Not	24 6%	11 5%	13 7%	2 3%	4 4%	4 4%	13 13%	4 8%	6 7%	8 5%	6 6%
DK/NA	7 2%	4 2%	3 2%	3 5%	0 0%	0 0%	4 4%	2 4%	2 2%	2 1%	1 1%
[18C] SPECIAL USE PARK											
Definitely	209 52%	104 51%	105 54%	43 65%	60 53%	59 55%	43 43%	20 40%	42 48%	89 56%	56 55%
Probably	110 28%	59 29%	51 26%	12 18%	41 36%	24 22%	26 26%	14 28%	27 31%	42 26%	26 26%
Probably Not	44 11%	27 13%	17 9%	5 8%	5 4%	18 17%	15 15%	8 16%	7 8%	17 11%	12 12%
Definitely Not	25 6%	9 4%	16 8%	2 3%	4 4%	7 6%	12 12%	4 8%	8 9%	9 6%	4 4%
DK/NA	12 3%	6 3%	6 3%	4 6%	3 3%	0 0%	4 4%	4 8%	3 3%	2 1%	3 3%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[15] Times Visit City Park									
None	52 13%	4 13%	47 13%	25 23%	24 19%	1 4%	2 2%	48 14%	3 8%
1-3 Times	81 20%	6 19%	71 20%	31 28%	25 19%	2 8%	21 16%	63 18%	12 31%
4-6 Times	78 20%	6 19%	70 20%	19 17%	28 22%	7 27%	22 17%	71 20%	6 15%
7-11 times	35 9%	2 6%	32 9%	7 6%	11 9%	5 19%	12 9%	28 8%	5 13%
12+ Times	154 39%	14 44%	133 38%	28 25%	41 32%	11 42%	72 56%	137 39%	13 33%
[16] Park Satisfaction									
Not Satisfied [1-3]	24 6%	1 4%	22 7%	7 7%	7 6%	2 8%	7 5%	20 6%	1 3%
Somewhat Satisfied [4-5]	93 25%	7 26%	84 25%	28 29%	24 21%	6 23%	33 26%	80 25%	9 24%
Very Satisfied [6-7]	255 69%	19 70%	225 68%	62 64%	85 73%	18 69%	88 69%	222 69%	27 73%
[18A] WOULD TRAVEL TO CMTY PARK									
Definitely	177 44%	13 41%	157 44%	44 40%	55 43%	15 58%	61 47%	158 46%	15 38%
Probably	116 29%	11 34%	100 28%	31 28%	27 21%	7 27%	50 39%	97 28%	15 38%
Probably Not	68 17%	5 16%	62 18%	18 16%	30 23%	2 8%	15 12%	60 17%	4 10%
Definitely Not	32 8%	3 9%	27 8%	12 11%	15 12%	2 8%	3 2%	28 8%	3 8%
DK/NA	7 2%	0 0%	7 2%	5 5%	2 2%	0 0%	0 0%	4 1%	2 5%
[18B] OPEN SPACE W/TRAILS									
Definitely	237 59%	16 50%	213 60%	58 53%	74 57%	17 65%	86 67%	211 61%	22 56%
Probably	109 27%	11 34%	94 27%	29 26%	35 27%	7 27%	37 29%	92 27%	11 28%
Probably Not	23 6%	2 6%	20 6%	9 8%	8 6%	0 0%	3 2%	20 6%	2 5%
Definitely Not	24 6%	3 9%	19 5%	9 8%	10 8%	2 8%	3 2%	20 6%	2 5%
DK/NA	7 2%	0 0%	7 2%	5 5%	2 2%	0 0%	0 0%	4 1%	2 5%
[18C] SPECIAL USE PARK									
Definitely	209 52%	14 44%	189 54%	55 50%	68 53%	13 50%	71 55%	187 54%	17 44%
Probably	110 28%	11 34%	93 26%	28 25%	30 23%	6 23%	44 34%	93 27%	13 33%
Probably Not	44 11%	3 9%	39 11%	11 10%	19 15%	3 12%	9 7%	39 11%	3 8%
Definitely Not	25 6%	4 13%	20 6%	10 9%	8 6%	3 12%	4 3%	21 6%	2 5%
DK/NA	12 3%	0 0%	12 3%	6 5%	4 3%	1 4%	1 1%	7 2%	4 10%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[15] Times Visit City Park										
None	52 13%	8 13%	3 3%	5 5%	1 6%	35 30%	6 21%	9 10%	7 9%	8 7%
1-3 Times	81 20%	8 13%	20 22%	22 21%	2 11%	27 23%	8 28%	24 28%	7 9%	22 20%
4-6 Times	78 20%	10 16%	20 22%	19 18%	1 6%	27 23%	4 14%	20 23%	22 27%	15 14%
7-11 times	35 9%	9 15%	12 13%	7 7%	0 0%	7 6%	3 10%	6 7%	9 11%	11 10%
12+ Times	154 39%	27 44%	38 41%	53 50%	14 78%	21 18%	8 28%	28 32%	37 45%	52 48%
[16] Park Satisfaction										
Not Satisfied [1-3]	24 6%	6 10%	3 3%	4 4%	0 0%	10 10%	1 4%	5 6%	3 4%	6 6%
Somewhat Satisfied [4-5]	93 25%	16 27%	22 24%	24 24%	3 18%	28 28%	5 18%	20 24%	23 30%	31 30%
Very Satisfied [6-7]	255 69%	37 63%	65 72%	74 73%	14 82%	63 62%	22 79%	59 70%	51 66%	68 65%
[18A] WOULD TRAVEL TO CMTY PARK										
Definitely	177 44%	29 47%	48 52%	48 45%	10 56%	40 34%	10 34%	38 44%	41 50%	52 48%
Probably	116 29%	22 35%	28 30%	39 37%	5 28%	21 18%	11 38%	24 28%	24 29%	30 28%
Probably Not	68 17%	7 11%	11 12%	15 14%	2 11%	32 27%	2 7%	16 18%	11 13%	23 21%
Definitely Not	32 8%	2 3%	5 5%	4 4%	1 6%	20 17%	5 17%	9 10%	5 6%	3 3%
DK/NA	7 2%	2 3%	1 1%	0 0%	0 0%	4 3%	1 3%	0 0%	1 1%	0 0%
[18B] OPEN SPACE W/TRAILS										
Definitely	237 59%	35 56%	62 67%	74 70%	13 72%	51 44%	12 41%	57 66%	52 63%	70 65%
Probably	109 27%	19 31%	23 25%	26 25%	3 17%	36 31%	12 41%	20 23%	23 28%	28 26%
Probably Not	23 6%	4 6%	3 3%	3 3%	1 6%	12 10%	1 3%	2 2%	4 5%	8 7%
Definitely Not	24 6%	2 3%	4 4%	3 3%	1 6%	14 12%	3 10%	8 9%	2 2%	2 2%
DK/NA	7 2%	2 3%	1 1%	0 0%	0 0%	4 3%	1 3%	0 0%	1 1%	0 0%
[18C] SPECIAL USE PARK										
Definitely	209 52%	30 48%	53 57%	58 55%	12 67%	53 45%	11 38%	44 51%	57 70%	58 54%
Probably	110 28%	23 37%	22 24%	32 30%	4 22%	28 24%	10 34%	29 33%	11 13%	32 30%
Probably Not	44 11%	3 5%	13 14%	10 9%	0 0%	18 15%	3 10%	4 5%	9 11%	15 14%
Definitely Not	25 6%	3 5%	4 4%	5 5%	0 0%	13 11%	3 10%	9 10%	3 4%	3 3%
DK/NA	12 3%	3 5%	1 1%	1 1%	2 11%	5 4%	2 7%	1 1%	2 2%	0 0%

City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[19] WD TRAVEL TO NHOOD PARK											
Definitely Not	43 11%	20 10%	23 12%	6 9%	9 8%	9 8%	18 18%	5 10%	9 10%	19 12%	10 10%
Probably Not	95 24%	57 28%	38 19%	7 11%	26 23%	30 28%	28 28%	8 16%	21 24%	39 25%	27 27%
Probably	99 25%	42 20%	57 29%	24 36%	26 23%	27 25%	17 17%	16 32%	20 23%	40 25%	23 23%
Definitely	143 36%	76 37%	67 34%	27 41%	46 41%	39 36%	29 29%	17 34%	32 37%	57 36%	36 36%
DK/NA	20 5%	10 5%	10 5%	2 3%	6 5%	3 3%	8 8%	4 8%	5 6%	4 3%	5 5%
[20] Participated in Parks & Rec Prog											
No	247 62%	137 67%	110 56%	40 61%	51 45%	76 70%	69 69%	32 64%	57 66%	100 63%	56 55%
Yes-Self, Household Member, or Both	138 35%	60 29%	78 40%	23 35%	56 50%	31 29%	26 26%	17 34%	28 32%	51 32%	42 42%
DK/NA	15 4%	8 4%	7 4%	3 5%	6 5%	1 1%	5 5%	1 2%	2 2%	8 5%	3 3%
[21A2] SPRING ARTS WALK											
Attend	253 71%	125 71%	128 71%	41 73%	74 70%	79 78%	54 64%	26 65%	50 65%	104 72%	73 78%
Not Attend	103 29%	50 28%	53 29%	15 27%	31 30%	22 22%	30 35%	14 35%	27 35%	40 28%	20 21%
DK/NA	1 0%	1 1%	0 0%	0 0%	0 0%	0 0%	1 1%	0 0%	0 0%	0 0%	1 1%
[21B2] ETHNIC CELEBRATION											
Attend	90 40%	42 42%	48 38%	10 36%	29 45%	29 43%	20 33%	8 33%	19 41%	35 39%	28 44%
Not Attend	132 59%	55 56%	77 61%	17 61%	36 55%	38 57%	39 64%	16 67%	27 59%	53 59%	35 55%
DK/NA	3 1%	2 2%	1 1%	1 4%	0 0%	0 0%	2 3%	0 0%	0 0%	2 2%	1 2%
[21C2] ARTIST STUDIO TOUR											
Attend	84 40%	38 41%	46 39%	7 23%	24 39%	24 41%	28 51%	8 36%	22 48%	34 39%	19 37%
Not Attend	123 59%	53 58%	70 60%	22 73%	38 61%	33 57%	27 49%	14 64%	24 52%	52 59%	32 63%
DK/NA	2 1%	1 1%	1 1%	1 3%	0 0%	1 2%	0 0%	0 0%	0 0%	2 2%	0 0%
[21D2] PERCIVAL PLAY DAY											
Attend	64 40%	33 48%	31 33%	9 41%	23 40%	13 33%	16 41%	9 45%	18 50%	21 36%	16 36%
Not Attend	94 58%	34 49%	60 65%	11 50%	33 58%	25 64%	23 59%	11 55%	18 50%	34 58%	28 64%
DK/NA	4 2%	2 3%	2 2%	2 9%	1 2%	1 3%	0 0%	0 0%	0 0%	4 7%	0 0%

City of Olympia - November 2006

	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[19] WD TRAVEL TO NHOOD PARK									
Definitely Not	43 11%	1 3%	40 11%	15 14%	14 11%	3 12%	11 9%	37 11%	4 10%
Probably Not	95 24%	5 16%	87 25%	29 26%	27 21%	3 12%	34 26%	90 26%	3 8%
Probably	99 25%	8 25%	87 25%	25 23%	30 23%	8 31%	36 28%	79 23%	15 38%
Definitely	143 36%	16 50%	123 35%	33 30%	52 40%	11 42%	46 36%	127 37%	14 36%
DK/NA	20 5%	2 6%	16 5%	8 7%	6 5%	1 4%	2 2%	14 4%	3 8%
[20] Participated in Parks & Rec Prog									
No	247 62%	14 44%	224 63%	67 61%	95 74%	13 50%	69 53%	219 63%	23 59%
Yes-Self, Household Member, or Both	138 35%	14 44%	119 34%	37 34%	30 23%	13 50%	56 43%	120 35%	13 33%
DK/NA	15 4%	4 13%	10 3%	6 5%	4 3%	0 0%	4 3%	8 2%	3 8%
[21A2] SPRING ARTS WALK									
Attend	253 71%	20 71%	226 71%	69 72%	82 71%	20 87%	80 68%	221 71%	24 73%
Not Attend	103 29%	8 29%	90 28%	27 28%	32 28%	3 13%	37 32%	90 29%	9 27%
DK/NA	1 0%	0 0%	1 0%	0 0%	1 1%	0 0%	0 0%	1 0%	0 0%
[21B2] ETHNIC CELEBRATION									
Attend	90 40%	8 42%	77 39%	22 38%	24 33%	4 29%	39 51%	79 39%	7 41%
Not Attend	132 59%	11 58%	116 59%	35 60%	48 66%	10 71%	36 47%	119 59%	10 59%
DK/NA	3 1%	0 0%	3 2%	1 2%	1 1%	0 0%	1 1%	3 1%	0 0%
[21C2] ARTIST STUDIO TOUR									
Attend	84 40%	7 44%	75 41%	26 40%	29 41%	9 60%	18 33%	69 39%	10 43%
Not Attend	123 59%	9 56%	108 58%	38 58%	41 59%	6 40%	36 65%	104 59%	13 57%
DK/NA	2 1%	0 0%	2 1%	1 2%	0 0%	0 0%	1 2%	2 1%	0 0%
[21D2] PERCIVAL PLAY DAY									
Attend	64 40%	4 40%	55 38%	15 34%	23 44%	6 50%	20 38%	52 37%	9 69%
Not Attend	94 58%	6 60%	85 59%	27 61%	29 56%	6 50%	30 58%	86 61%	4 31%
DK/NA	4 2%	0 0%	4 3%	2 5%	0 0%	0 0%	2 4%	4 3%	0 0%

City of Olympia - November 2006

	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[19] WD TRAVEL TO NHOOD PARK										
Definitely Not	43 11%	6 10%	8 9%	10 9%	0 0%	19 16%	3 10%	7 8%	4 5%	13 12%
Probably Not	95 24%	17 27%	18 19%	26 25%	2 11%	31 26%	6 21%	24 28%	19 23%	31 29%
Probably	99 25%	14 23%	34 37%	22 21%	5 28%	24 21%	8 28%	25 29%	24 29%	21 19%
Definitely	143 36%	24 39%	29 31%	46 43%	9 50%	34 29%	12 41%	28 32%	31 38%	41 38%
DK/NA	20 5%	1 2%	4 4%	2 2%	2 11%	9 8%	0 0%	3 3%	4 5%	2 2%
[20] Participated in Parks & Rec Prog										
No	247 62%	37 60%	62 67%	58 55%	6 33%	83 71%	19 66%	59 68%	46 56%	64 59%
Yes-Self, Household Member, or Both	138 35%	23 37%	25 27%	47 44%	12 67%	29 25%	9 31%	25 29%	34 41%	41 38%
DK/NA	15 4%	2 3%	6 6%	1 1%	0 0%	5 4%	1 3%	3 3%	2 2%	3 3%
[21A2] SPRING ARTS WALK										
Attend	253 71%	43 74%	65 76%	75 77%	9 60%	61 62%	18 69%	59 78%	51 72%	82 80%
Not Attend	103 29%	15 26%	20 24%	23 23%	6 40%	36 37%	8 31%	17 22%	19 27%	20 20%
DK/NA	1 0%	0 0%	0 0%	0 0%	0 0%	1 1%	0 0%	0 0%	1 1%	0 0%
[21B2] ETHNIC CELEBRATION										
Attend	90 40%	11 32%	17 36%	32 47%	4 57%	25 37%	2 13%	20 49%	19 41%	26 38%
Not Attend	132 59%	23 68%	30 64%	35 51%	3 43%	40 60%	13 87%	21 51%	25 54%	42 62%
DK/NA	3 1%	0 0%	0 0%	1 1%	0 0%	2 3%	0 0%	0 0%	2 4%	0 0%
[21C2] ARTIST STUDIO TOUR										
Attend	84 40%	10 30%	23 49%	16 32%	3 27%	31 48%	4 29%	19 42%	17 40%	25 43%
Not Attend	123 59%	22 67%	23 49%	34 68%	8 73%	34 52%	10 71%	26 58%	24 57%	33 57%
DK/NA	2 1%	1 3%	1 2%	0 0%	0 0%	0 0%	0 0%	0 0%	1 2%	0 0%
[21D2] PERCIVAL PLAY DAY										
Attend	64 40%	11 46%	17 46%	13 30%	4 44%	18 40%	3 27%	11 31%	17 49%	13 37%
Not Attend	94 58%	12 50%	18 49%	30 68%	5 56%	27 60%	8 73%	25 69%	15 43%	22 63%
DK/NA	4 2%	1 4%	2 5%	1 2%	0 0%	0 0%	0 0%	0 0%	3 9%	0 0%

City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/ SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[22] VALUE ARTS EVENTS											
Very Valuable	240 60%	113 55%	127 65%	47 71%	74 65%	61 56%	51 51%	26 52%	53 61%	92 58%	68 67%
Somewhat Valuable	114 28%	65 32%	49 25%	12 18%	25 22%	33 31%	38 38%	18 36%	19 22%	52 33%	24 24%
Not Too Valuable	23 6%	14 7%	9 5%	2 3%	7 6%	9 8%	5 5%	3 6%	8 9%	10 6%	2 2%
Not Valuable	5 1%	2 1%	3 2%	0 0%	1 1%	3 3%	1 1%	1 2%	1 1%	0 0%	3 3%
DK/NA	18 5%	11 5%	7 4%	5 8%	6 5%	2 2%	5 5%	2 4%	6 7%	5 3%	4 4%
[23A] GARBAGE SVC											
Not Satisfied [1-3]	26 7%	13 7%	13 7%	7 11%	11 10%	4 4%	3 3%	1 2%	5 6%	12 8%	7 7%
Somewhat Satisfied [4-5]	89 23%	41 21%	48 25%	18 27%	27 25%	27 26%	14 14%	9 18%	21 25%	41 26%	18 19%
Very Satisfied [6-7]	274 70%	144 73%	130 68%	41 62%	71 65%	73 70%	80 82%	39 80%	59 69%	103 66%	71 74%
[23B] SEWER SVC											
Not Satisfied [1-3]	38 11%	20 11%	18 11%	6 11%	15 16%	10 11%	5 6%	7 18%	7 9%	12 9%	11 13%
Somewhat Satisfied [4-5]	74 22%	42 24%	32 20%	13 23%	25 26%	19 20%	17 20%	6 15%	19 25%	36 27%	13 15%
Very Satisfied [6-7]	228 67%	115 65%	113 69%	37 66%	56 58%	65 69%	63 74%	27 68%	49 65%	87 64%	63 72%
[23C] WATER SVC											
Not Satisfied [1-3]	27 7%	16 8%	11 6%	4 6%	11 10%	7 7%	4 4%	4 9%	8 9%	9 6%	5 5%
Somewhat Satisfied [4-5]	86 22%	37 19%	49 26%	16 24%	24 22%	30 29%	11 11%	12 26%	24 28%	36 23%	13 14%
Very Satisfied [6-7]	275 71%	146 73%	129 68%	46 70%	73 68%	67 64%	83 85%	31 66%	53 62%	113 72%	77 81%
[23D] STORM & SURFACE WATER											
Not Satisfied [1-3]	58 16%	36 19%	22 13%	10 17%	23 23%	14 14%	7 8%	9 21%	14 18%	20 14%	13 14%
Somewhat Satisfied [4-5]	130 36%	75 39%	55 32%	16 27%	34 33%	49 48%	27 31%	16 38%	25 31%	57 40%	32 34%
Very Satisfied [6-7]	174 48%	80 42%	94 55%	33 56%	45 44%	39 38%	54 61%	17 40%	41 51%	65 46%	50 53%
[25] COMPLAINED ABOUT UTIL BILL											
Yes	93 23%	47 23%	46 24%	20 30%	36 32%	21 19%	14 14%	10 20%	19 22%	38 24%	25 25%
No	288 72%	145 71%	143 73%	44 67%	73 65%	82 76%	79 79%	36 72%	64 74%	115 72%	71 70%
DK/NA	19 5%	13 6%	6 3%	2 3%	4 4%	5 5%	7 7%	4 8%	4 5%	6 4%	5 5%

City of Olympia - November 2006

	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[22] VALUE ARTS EVENTS									
Very Valuable	240 60%	16 50%	215 61%	65 59%	68 53%	16 62%	88 68%	210 61%	24 62%
Somewhat Valuable	114 28%	6 19%	103 29%	34 31%	39 30%	8 31%	32 25%	102 29%	10 26%
Not Too Valuable	23 6%	3 9%	19 5%	3 3%	14 11%	1 4%	4 3%	19 5%	3 8%
Not Valuable	5 1%	1 3%	4 1%	0 0%	3 2%	0 0%	2 2%	5 1%	0 0%
DK/NA	18 5%	6 19%	12 3%	8 7%	5 4%	1 4%	3 2%	11 3%	2 5%
[23A] GARBAGE SVC									
Not Satisfied [1-3]	26 7%	5 16%	20 6%	4 4%	10 8%	1 4%	9 7%	18 5%	3 8%
Somewhat Satisfied [4-5]	89 23%	10 31%	74 22%	17 16%	27 22%	7 28%	38 30%	78 23%	9 23%
Very Satisfied [6-7]	274 70%	17 53%	248 73%	88 81%	85 70%	17 68%	80 63%	240 71%	27 69%
[23B] SEWER SVC									
Not Satisfied [1-3]	38 11%	3 12%	34 11%	10 11%	14 13%	1 4%	11 10%	29 10%	5 14%
Somewhat Satisfied [4-5]	74 22%	9 35%	60 20%	12 13%	26 23%	4 17%	32 30%	66 23%	5 14%
Very Satisfied [6-7]	228 67%	14 54%	205 69%	72 77%	72 64%	19 79%	63 59%	197 67%	26 72%
[23C] WATER SVC									
Not Satisfied [1-3]	27 7%	4 13%	23 7%	5 5%	11 9%	2 8%	8 6%	20 6%	3 8%
Somewhat Satisfied [4-5]	86 22%	10 32%	73 21%	19 17%	29 23%	5 19%	32 26%	71 21%	11 28%
Very Satisfied [6-7]	275 71%	17 55%	247 72%	85 78%	84 68%	19 73%	84 68%	244 73%	25 64%
[23D] STORM & SURFACE WATER									
Not Satisfied [1-3]	58 16%	9 32%	47 15%	12 12%	18 15%	3 12%	22 19%	48 15%	4 12%
Somewhat Satisfied [4-5]	130 36%	9 32%	116 36%	28 29%	45 38%	8 32%	48 41%	120 38%	7 21%
Very Satisfied [6-7]	174 48%	10 36%	157 49%	58 59%	54 46%	14 56%	46 40%	148 47%	22 67%
[25] COMPLAINED ABOUT UTIL BILL									
Yes	93 23%	7 22%	83 24%	25 23%	24 19%	7 27%	36 28%	76 22%	12 31%
No	288 72%	22 69%	255 72%	80 73%	96 74%	19 73%	90 70%	256 74%	24 62%
DK/NA	19 5%	3 9%	15 4%	5 5%	9 7%	0 0%	3 2%	15 4%	3 8%

City of Olympia - November 2006

	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[22] VALUE ARTS EVENTS										
Very Valuable	240 60%	38 61%	54 58%	73 69%	14 78%	60 51%	16 55%	53 61%	48 59%	73 68%
Somewhat Valuable	114 28%	16 26%	28 30%	27 25%	3 17%	40 34%	12 41%	25 29%	25 30%	26 24%
Not Too Valuable	23 6%	4 6%	7 8%	2 2%	1 6%	9 8%	0 0%	6 7%	4 5%	3 3%
Not Valuable	5 1%	1 2%	0 0%	2 2%	0 0%	2 2%	0 0%	0 0%	1 1%	3 3%
DK/NA	18 5%	3 5%	4 4%	2 2%	0 0%	6 5%	1 3%	3 3%	4 5%	3 3%
[23A] GARBAGE SVC										
Not Satisfied [1-3]	26 7%	2 3%	7 8%	9 9%	3 17%	3 3%	4 14%	1 1%	7 9%	5 5%
Somewhat Satisfied [4-5]	89 23%	14 23%	23 25%	30 29%	5 28%	16 14%	4 14%	16 19%	14 17%	30 29%
Very Satisfied [6-7]	274 70%	44 73%	61 67%	64 62%	10 56%	94 83%	21 72%	67 80%	60 74%	69 66%
[23B] SEWER SVC										
Not Satisfied [1-3]	38 11%	4 8%	8 10%	12 13%	2 13%	10 10%	5 19%	5 7%	10 14%	10 11%
Somewhat Satisfied [4-5]	74 22%	14 28%	21 26%	19 21%	5 33%	15 15%	5 19%	11 16%	15 21%	26 28%
Very Satisfied [6-7]	228 67%	32 64%	52 64%	58 65%	8 53%	76 75%	16 62%	53 77%	48 66%	57 61%
[23C] WATER SVC										
Not Satisfied [1-3]	27 7%	3 5%	7 8%	5 5%	3 20%	7 6%	2 7%	3 3%	9 11%	7 7%
Somewhat Satisfied [4-5]	86 22%	16 27%	25 27%	26 25%	2 13%	16 14%	7 25%	16 19%	18 22%	23 22%
Very Satisfied [6-7]	275 71%	40 68%	60 65%	73 70%	10 67%	91 80%	19 68%	67 78%	55 67%	73 71%
[23D] STORM & SURFACE WATER										
Not Satisfied [1-3]	58 16%	7 12%	18 20%	17 18%	5 31%	8 8%	6 21%	6 8%	15 20%	13 13%
Somewhat Satisfied [4-5]	130 36%	21 36%	34 39%	36 38%	3 19%	36 35%	9 32%	29 38%	26 35%	42 41%
Very Satisfied [6-7]	174 48%	30 52%	36 41%	41 44%	8 50%	58 57%	13 46%	41 54%	33 45%	47 46%
[25] COMPLAINED ABOUT UTIL BILL										
Yes	93 23%	20 32%	18 19%	28 26%	8 44%	18 15%	9 31%	24 28%	19 23%	21 19%
No	288 72%	40 65%	72 77%	75 71%	10 56%	88 75%	19 66%	60 69%	56 68%	84 78%
DK/NA	19 5%	2 3%	3 3%	3 3%	0 0%	11 9%	1 3%	3 3%	7 9%	3 3%

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	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[26A] BILLING-COULD HELP ME											
Not Satisfied [1-3]	17 18%	9 19%	8 17%	3 15%	8 22%	2 10%	3 21%	1 10%	2 11%	5 13%	8 32%
Somewhat Satisfied [4-5]	18 19%	6 13%	12 26%	5 25%	6 17%	4 19%	3 21%	1 10%	6 32%	9 24%	2 8%
Very Satisfied [6-7]	58 62%	32 68%	26 57%	12 60%	22 61%	15 71%	8 57%	8 80%	11 58%	24 63%	15 60%
[26B] BILLING-REP WAS REPOSNSIVE											
Not Satisfied [1-3]	12 13%	8 17%	4 9%	0 0%	5 14%	3 14%	4 29%	0 0%	2 11%	4 11%	5 20%
Somewhat Satisfied [4-5]	22 24%	10 21%	12 26%	5 25%	8 22%	5 24%	3 21%	2 20%	7 37%	10 26%	3 12%
Very Satisfied [6-7]	59 63%	29 62%	30 65%	15 75%	23 64%	13 62%	7 50%	8 80%	10 53%	24 63%	17 68%
[27] CONTACTED UTILITIES-NOT RE BILL											
Yes	109 27%	58 28%	51 26%	20 30%	42 37%	23 21%	23 23%	17 34%	28 32%	40 25%	24 24%
No	274 69%	137 67%	137 70%	44 67%	65 58%	82 76%	72 72%	29 58%	57 66%	114 72%	72 71%
DK/NA	17 4%	10 5%	7 4%	2 3%	6 5%	3 3%	5 5%	4 8%	2 2%	5 3%	5 5%
[28A] CONTACTED RE GARBAGE											
Yes	71 65%	34 59%	37 73%	14 70%	26 62%	15 65%	15 65%	10 59%	22 79%	23 57%	16 67%
No	37 34%	23 40%	14 27%	6 30%	16 38%	8 35%	7 30%	7 41%	5 18%	17 43%	8 33%
DK/NA	1 1%	1 2%	0 0%	0 0%	0 0%	0 0%	1 4%	0 0%	1 4%	0 0%	0 0%
[28B] RE WATER											
Yes	38 35%	20 34%	18 35%	11 55%	14 33%	9 39%	4 17%	6 35%	11 39%	14 35%	7 29%
No	68 62%	36 62%	32 63%	8 40%	28 67%	14 61%	17 74%	10 59%	16 57%	25 63%	17 71%
DK/NA	3 3%	2 3%	1 2%	1 5%	0 0%	0 0%	2 9%	1 6%	1 4%	1 3%	0 0%
[28C] RE SEWER											
Yes	27 25%	14 24%	13 25%	8 40%	10 24%	6 26%	3 13%	3 18%	8 29%	11 28%	5 21%
No	74 68%	40 69%	34 67%	12 60%	30 71%	15 65%	16 70%	12 71%	18 64%	26 65%	18 75%
DK/NA	8 7%	4 7%	4 8%	0 0%	2 5%	2 9%	4 17%	2 12%	2 7%	3 8%	1 4%
[28D] RE STORM WATER											
Yes	28 26%	12 21%	16 31%	8 40%	10 24%	8 35%	2 9%	6 35%	7 25%	10 25%	5 21%
No	73 67%	42 72%	31 61%	12 60%	30 71%	14 61%	16 70%	9 53%	18 64%	29 73%	17 71%
DK/NA	8 7%	4 7%	4 8%	0 0%	2 5%	1 4%	5 22%	2 12%	3 11%	1 3%	2 8%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[26A] BILLING-COULD HELP ME									
Not Satisfied [1-3]	17 18%	4 57%	13 16%	3 12%	3 13%	3 43%	7 19%	12 16%	3 25%
Somewhat Satisfied [4-5]	18 19%	1 14%	17 20%	5 20%	6 25%	1 14%	6 17%	13 17%	4 33%
Very Satisfied [6-7]	58 62%	2 29%	53 64%	17 68%	15 63%	3 43%	23 64%	51 67%	5 42%
[26B] BILLING-REP WAS REPONSIVE									
Not Satisfied [1-3]	12 13%	2 29%	10 12%	2 8%	2 8%	2 29%	5 14%	9 12%	1 8%
Somewhat Satisfied [4-5]	22 24%	2 29%	20 24%	5 20%	9 38%	2 29%	6 17%	17 22%	4 33%
Very Satisfied [6-7]	59 63%	3 43%	53 64%	18 72%	13 54%	3 43%	25 69%	50 66%	7 58%
[27] CONTACTED UTILITIES-NOT RE BILL									
Yes	109 27%	8 25%	96 27%	35 32%	33 26%	9 35%	31 24%	94 27%	11 28%
No	274 69%	21 66%	245 69%	72 65%	88 68%	17 65%	94 73%	242 70%	25 64%
DK/NA	17 4%	3 9%	12 3%	3 3%	8 6%	0 0%	4 3%	11 3%	3 8%
[28A] CONTACTED RE GARBAGE									
Yes	71 65%	6 75%	60 63%	23 66%	24 73%	5 56%	18 58%	58 62%	9 82%
No	37 34%	2 25%	35 36%	12 34%	8 24%	4 44%	13 42%	35 37%	2 18%
DK/NA	1 1%	0 0%	1 1%	0 0%	1 3%	0 0%	0 0%	1 1%	0 0%
[28B] RE WATER									
Yes	38 35%	5 63%	33 34%	12 34%	11 33%	4 44%	10 32%	31 33%	6 55%
No	68 62%	3 38%	60 63%	21 60%	21 64%	5 56%	21 68%	61 65%	5 45%
DK/NA	3 3%	0 0%	3 3%	2 6%	1 3%	0 0%	0 0%	2 2%	0 0%
[28C] RE SEWER									
Yes	27 25%	4 50%	23 24%	6 17%	12 36%	1 11%	7 23%	20 21%	4 36%
No	74 68%	2 25%	67 70%	24 69%	19 58%	8 89%	23 74%	66 70%	7 64%
DK/NA	8 7%	2 25%	6 6%	5 14%	2 6%	0 0%	1 3%	8 9%	0 0%
[28D] RE STORM WATER									
Yes	28 26%	4 50%	24 25%	10 29%	7 21%	3 33%	7 23%	22 23%	4 36%
No	73 67%	3 38%	66 69%	20 57%	23 70%	6 67%	24 77%	65 69%	6 55%
DK/NA	8 7%	1 13%	6 6%	5 14%	3 9%	0 0%	0 0%	7 7%	1 9%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[26A] BILLING-COULD HELP ME										
Not Satisfied [1-3]	17 18%	3 15%	3 17%	6 21%	0 0%	4 22%	3 33%	4 17%	3 16%	3 14%
Somewhat Satisfied [4-5]	18 19%	3 15%	3 17%	7 25%	2 25%	3 17%	3 33%	6 25%	4 21%	2 10%
Very Satisfied [6-7]	58 62%	14 70%	12 67%	15 54%	6 75%	11 61%	3 33%	14 58%	12 63%	16 76%
[26B] BILLING-REP WAS REPONSIVE										
Not Satisfied [1-3]	12 13%	2 10%	1 6%	3 11%	1 13%	4 22%	2 22%	4 17%	2 11%	2 10%
Somewhat Satisfied [4-5]	22 24%	5 25%	4 22%	6 21%	2 25%	5 28%	4 44%	5 21%	3 16%	3 14%
Very Satisfied [6-7]	59 63%	13 65%	13 72%	19 68%	5 63%	9 50%	3 33%	15 63%	14 74%	16 76%
[27] CONTACTED UTILITIES-NOT RE BILL										
Yes	109 27%	21 34%	27 29%	31 29%	6 33%	23 20%	6 21%	25 29%	25 30%	28 26%
No	274 69%	39 63%	64 69%	72 68%	11 61%	86 74%	22 76%	60 69%	52 63%	76 70%
DK/NA	17 4%	2 3%	2 2%	3 3%	1 6%	8 7%	1 3%	2 2%	5 6%	4 4%
[28A] CONTACTED RE GARBAGE										
Yes	71 65%	14 67%	19 70%	19 61%	4 67%	14 61%	4 67%	16 64%	14 56%	16 57%
No	37 34%	7 33%	7 26%	12 39%	2 33%	9 39%	2 33%	9 36%	11 44%	11 39%
DK/NA	1 1%	0 0%	1 4%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 4%
[28B] RE WATER										
Yes	38 35%	11 52%	9 33%	12 39%	2 33%	4 17%	5 83%	11 44%	9 36%	8 29%
No	68 62%	10 48%	18 67%	19 61%	4 67%	17 74%	1 17%	13 52%	15 60%	20 71%
DK/NA	3 3%	0 0%	0 0%	0 0%	0 0%	2 9%	0 0%	1 4%	1 4%	0 0%
[28C] RE SEWER										
Yes	27 25%	6 29%	5 19%	8 26%	3 50%	4 17%	3 50%	6 24%	8 32%	3 11%
No	74 68%	14 67%	20 74%	21 68%	3 50%	16 70%	3 50%	16 64%	14 56%	24 86%
DK/NA	8 7%	1 5%	2 7%	2 6%	0 0%	3 13%	0 0%	3 12%	3 12%	1 4%
[28D] RE STORM WATER										
Yes	28 26%	6 29%	6 22%	11 35%	2 33%	2 9%	4 67%	4 16%	10 40%	2 7%
No	73 67%	15 71%	18 67%	20 65%	3 50%	17 74%	2 33%	18 72%	15 60%	24 86%
DK/NA	8 7%	0 0%	3 11%	0 0%	1 17%	4 17%	0 0%	3 12%	0 0%	2 7%

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	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[30A] BILLING-COULD HELP ME											
Not Satisfied [1-3]	13 13%	11 19%	2 5%	4 20%	3 8%	1 5%	5 22%	3 21%	5 19%	2 5%	3 13%
Somewhat Satisfied [4-5]	21 21%	11 19%	10 23%	3 15%	11 28%	5 25%	2 9%	5 36%	7 27%	9 24%	0 0%
Very Satisfied [6-7]	68 67%	36 62%	32 73%	13 65%	25 64%	14 70%	16 70%	6 43%	14 54%	27 71%	21 88%
[30B] BILLING-REP WAS REPOSNSIVE											
Not Satisfied [1-3]	14 14%	11 19%	3 7%	0 0%	6 15%	2 10%	6 27%	1 8%	5 19%	6 16%	2 8%
Somewhat Satisfied [4-5]	24 24%	13 23%	11 25%	7 35%	9 23%	3 15%	5 23%	5 38%	9 35%	6 16%	4 17%
Very Satisfied [6-7]	63 62%	33 58%	30 68%	13 65%	24 62%	15 75%	11 50%	7 54%	12 46%	26 68%	18 75%
[31] RECALL PAMPHLET											
Yes	143 36%	72 35%	71 36%	25 38%	51 45%	33 31%	29 29%	18 36%	31 36%	61 38%	32 32%
No	205 51%	109 53%	96 49%	35 53%	50 44%	62 57%	53 53%	24 48%	45 52%	78 49%	57 56%
DK/NA	52 13%	24 12%	28 14%	6 9%	12 11%	13 12%	18 18%	8 16%	11 13%	20 13%	12 12%
[32] Pamphlets Useful											
Not Useful [1-3]	22 15%	11 15%	11 16%	5 20%	7 14%	6 19%	4 14%	5 28%	3 10%	9 15%	4 13%
[4-5]	66 46%	32 44%	34 49%	9 36%	27 53%	13 41%	15 52%	10 56%	18 60%	23 38%	15 47%
Useful [6-7]	54 38%	29 40%	25 36%	11 44%	17 33%	13 41%	10 34%	3 17%	9 30%	29 48%	13 41%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[30A] BILLING-COULD HELP ME									
Not Satisfied [1-3]	13 13%	1 13%	12 13%	5 14%	3 10%	2 25%	2 7%	10 11%	2 22%
Somewhat Satisfied [4-5]	21 21%	4 50%	16 18%	7 20%	6 19%	0 0%	8 30%	16 18%	3 33%
Very Satisfied [6-7]	68 67%	3 38%	61 69%	23 66%	22 71%	6 75%	17 63%	63 71%	4 44%
[30B] BILLING-REP WAS REPOSIVE									
Not Satisfied [1-3]	14 14%	1 13%	13 15%	6 18%	5 16%	1 13%	2 7%	13 15%	0 0%
Somewhat Satisfied [4-5]	24 24%	3 38%	20 23%	7 21%	7 23%	3 38%	6 22%	18 20%	4 44%
Very Satisfied [6-7]	63 62%	4 50%	55 63%	21 62%	19 61%	4 50%	19 70%	57 65%	5 56%
[31] RECALL PAMPHLET									
Yes	143 36%	16 50%	123 35%	35 32%	41 32%	7 27%	56 43%	121 35%	13 33%
No	205 51%	13 41%	184 52%	64 58%	65 50%	13 50%	63 49%	178 51%	24 62%
DK/NA	52 13%	3 9%	46 13%	11 10%	23 18%	6 23%	10 8%	48 14%	2 5%
[32] Pamphlets Useful									
Not Useful [1-3]	22 15%	4 25%	18 15%	9 26%	4 10%	0 0%	8 14%	19 16%	2 15%
[4-5]	66 46%	8 50%	56 46%	17 49%	21 51%	3 50%	24 43%	55 46%	8 62%
Useful [6-7]	54 38%	4 25%	48 39%	9 26%	16 39%	3 50%	24 43%	46 38%	3 23%

ELWAY RESEARCH, INC. NOVEMBER, 2006

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[30A] BILLING-COULD HELP ME										
Not Satisfied [1-3]	13 13%	1 5%	3 12%	2 7%	0 0%	6 26%	1 17%	2 10%	5 20%	1 4%
Somewhat Satisfied [4-5]	21 21%	5 25%	6 24%	7 24%	0 0%	3 13%	2 33%	4 19%	5 20%	4 15%
Very Satisfied [6-7]	68 67%	14 70%	16 64%	20 69%	4 100	14 61%	3 50%	15 71%	15 60%	22 81%
[30B] BILLING-REP WAS REPONSIVE										
Not Satisfied [1-3]	14 14%	0 0%	3 12%	3 10%	0 0%	8 36%	0 0%	3 14%	3 12%	2 7%
Somewhat Satisfied [4-5]	24 24%	7 35%	6 24%	7 24%	0 0%	3 14%	5 83%	3 14%	8 32%	5 19%
Very Satisfied [6-7]	63 62%	13 65%	16 64%	19 66%	4 100	11 50%	1 17%	15 71%	14 56%	20 74%
[31] RECALL PAMPHLET										
Yes	143 36%	33 53%	30 32%	37 35%	4 22%	37 32%	13 45%	23 26%	33 40%	36 33%
No	205 51%	22 35%	55 59%	57 54%	10 56%	60 51%	14 48%	50 57%	42 51%	57 53%
DK/NA	52 13%	7 11%	8 9%	12 11%	4 22%	20 17%	2 7%	14 16%	7 9%	15 14%
[32] Pamphlets Useful										
Not Useful [1-3]	22 15%	6 19%	5 17%	6 16%	0 0%	4 11%	1 8%	6 26%	4 12%	5 14%
[4-5]	66 46%	14 44%	14 47%	18 49%	1 25%	18 49%	7 54%	9 39%	17 52%	17 49%
Useful [6-7]	54 38%	12 38%	11 37%	13 35%	3 75%	15 41%	5 38%	8 35%	12 36%	13 37%

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	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[33] Surface Water Mngmt											
Poor [1-3]	58 17%	31 17%	27 16%	11 19%	20 20%	15 16%	9 11%	8 19%	11 15%	23 16%	15 17%
[4-5]	147 43%	77 43%	70 43%	22 37%	35 35%	50 54%	38 45%	17 40%	37 51%	62 44%	31 36%
Excellent [6-7]	139 40%	72 40%	67 41%	26 44%	45 45%	27 29%	38 45%	18 42%	24 33%	55 39%	41 47%
[34] SURFACE/STORM WATER MNGMT											
Better Than	121 30%	62 30%	59 30%	17 26%	34 30%	34 31%	32 32%	18 36%	26 30%	46 29%	30 30%
About the Same	178 45%	91 44%	87 45%	26 39%	45 40%	51 47%	51 51%	20 40%	42 48%	70 44%	46 46%
Worse Than	29 7%	19 9%	10 5%	6 9%	8 7%	8 7%	5 5%	5 10%	7 8%	14 9%	3 3%
DK/NA	72 18%	33 16%	39 20%	17 26%	26 23%	15 14%	12 12%	7 14%	12 14%	29 18%	22 22%
[35a] Correcting Pollution											
Poor [1-3]	52 16%	30 17%	22 14%	12 20%	21 22%	15 17%	3 4%	9 22%	10 14%	22 17%	10 11%
[4-5]	157 47%	76 42%	81 52%	23 39%	43 45%	47 52%	39 48%	17 41%	30 42%	65 50%	45 50%
Excellent [6-7]	126 38%	73 41%	53 34%	24 41%	31 33%	28 31%	39 48%	15 37%	32 44%	43 33%	35 39%
[35b] Correcting/Preventing Floods											
Poor [1-3]	59 17%	31 17%	28 17%	14 24%	16 16%	21 22%	6 7%	6 14%	14 18%	20 15%	18 20%
[4-5]	157 46%	79 44%	78 48%	21 36%	51 53%	44 45%	37 46%	20 48%	33 42%	69 52%	35 40%
Excellent [6-7]	128 37%	70 39%	58 35%	23 40%	30 31%	32 33%	38 47%	16 38%	32 41%	44 33%	35 40%
[35c] Protecting Habitat											
Poor [1-3]	49 15%	29 17%	20 12%	6 10%	17 18%	16 18%	8 11%	5 13%	13 18%	16 12%	15 17%
[4-5]	140 42%	72 42%	68 42%	23 40%	37 38%	42 46%	35 46%	17 45%	27 36%	61 46%	34 40%
Excellent [6-7]	143 43%	70 41%	73 45%	29 50%	43 44%	33 36%	33 43%	16 42%	34 46%	55 42%	37 43%
[36] MOST IMPT PROG											
Water Pollution	131 33%	68 33%	63 32%	18 27%	32 28%	39 36%	39 39%	18 36%	31 36%	49 31%	33 33%
Floods	73 18%	41 20%	32 16%	12 18%	23 20%	20 19%	17 17%	11 22%	11 13%	33 21%	18 18%
Stream/Lake Habitat	85 21%	50 24%	35 18%	14 21%	31 27%	22 20%	16 16%	8 16%	19 22%	31 19%	27 27%
All Equal	84 21%	35 17%	49 25%	19 29%	16 14%	20 19%	25 25%	13 26%	19 22%	35 22%	17 17%
None	9 2%	3 1%	6 3%	1 2%	5 4%	2 2%	1 1%	0 0%	4 5%	1 1%	4 4%
DK/NA	18 5%	8 4%	10 5%	2 3%	6 5%	5 5%	2 2%	0 0%	3 3%	10 6%	2 2%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[33] Surface Water Mngmt									
Poor [1-3]	58 17%	7 25%	51 17%	14 14%	13 12%	4 18%	25 23%	52 17%	3 9%
[4-5]	147 43%	8 29%	133 44%	43 44%	51 46%	15 68%	36 33%	124 41%	19 59%
Excellent [6-7]	139 40%	13 46%	120 39%	40 41%	46 42%	3 14%	49 45%	123 41%	10 31%
[34] SURFACE/STORM WATER MNGMT									
Better Than	121 30%	7 22%	109 31%	35 32%	36 28%	8 31%	40 31%	112 32%	7 18%
About the Same	178 45%	17 53%	154 44%	57 52%	62 48%	11 42%	48 37%	153 44%	17 44%
Worse Than	29 7%	2 6%	26 7%	5 5%	5 4%	1 4%	18 14%	26 7%	2 5%
DK/NA	72 18%	6 19%	64 18%	13 12%	26 20%	6 23%	23 18%	56 16%	13 33%
[35a] Correcting Pollution									
Poor [1-3]	52 16%	8 28%	43 15%	13 15%	14 13%	3 15%	19 17%	43 15%	6 17%
[4-5]	157 47%	10 34%	142 49%	42 47%	52 46%	11 55%	52 48%	135 47%	18 51%
Excellent [6-7]	126 38%	11 38%	107 37%	34 38%	46 41%	6 30%	38 35%	112 39%	11 31%
[35b] Correcting/Preventing Floods									
Poor [1-3]	59 17%	9 30%	48 16%	15 16%	16 14%	2 9%	24 22%	52 17%	4 12%
[4-5]	157 46%	13 43%	140 47%	38 41%	55 48%	11 50%	52 47%	137 46%	15 44%
Excellent [6-7]	128 37%	8 27%	112 37%	39 42%	43 38%	9 41%	35 32%	110 37%	15 44%
[35c] Protecting Habitat									
Poor [1-3]	49 15%	6 21%	42 15%	11 12%	16 15%	3 15%	19 18%	44 15%	2 6%
[4-5]	140 42%	12 41%	124 43%	38 42%	50 46%	7 35%	43 40%	117 41%	18 53%
Excellent [6-7]	143 43%	11 38%	123 43%	42 46%	43 39%	10 50%	46 43%	126 44%	14 41%
[36] MOST IMPT PROG									
Water Pollution	131 33%	7 22%	120 34%	35 32%	46 36%	7 27%	42 33%	118 34%	10 26%
Floods	73 18%	7 22%	63 18%	22 20%	23 18%	2 8%	25 19%	65 19%	7 18%
Stream/Lake Habitat	85 21%	2 6%	81 23%	21 19%	27 21%	7 27%	30 23%	79 23%	6 15%
All Equal	84 21%	11 34%	69 20%	30 27%	25 19%	5 19%	23 18%	66 19%	13 33%
None	9 2%	2 6%	6 2%	1 1%	4 3%	1 4%	3 2%	6 2%	2 5%
DK/NA	18 5%	3 9%	14 4%	1 1%	4 3%	4 15%	6 5%	13 4%	1 3%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[33] Surface Water Mngmt										
Poor [1-3]	58 17%	4 7%	17 20%	20 22%	3 19%	11 11%	6 22%	7 10%	11 15%	22 24%
[4-5]	147 43%	31 57%	30 35%	35 39%	6 38%	45 46%	9 33%	45 62%	30 41%	35 38%
Excellent [6-7]	139 40%	19 35%	38 45%	34 38%	7 44%	41 42%	12 44%	21 29%	32 44%	36 39%
[34] SURFACE/STORM WATER MNGMT										
Better Than	121 30%	21 34%	30 32%	28 26%	4 22%	38 32%	15 52%	26 30%	20 24%	35 32%
About the Same	178 45%	28 45%	41 44%	44 42%	7 39%	57 49%	10 34%	43 49%	44 54%	35 32%
Worse Than	29 7%	4 6%	9 10%	8 8%	2 11%	6 5%	3 10%	4 5%	7 9%	11 10%
DK/NA	72 18%	9 15%	13 14%	26 25%	5 28%	16 14%	1 3%	14 16%	11 13%	27 25%
[35a] Correcting Pollution										
Poor [1-3]	52 16%	7 13%	18 22%	15 17%	3 20%	7 7%	4 17%	8 11%	13 18%	13 14%
[4-5]	157 47%	28 53%	35 42%	42 49%	7 47%	44 46%	10 42%	33 46%	32 44%	47 51%
Excellent [6-7]	126 38%	18 34%	30 36%	29 34%	5 33%	44 46%	10 42%	30 42%	28 38%	32 35%
[35b] Correcting/Preventing Floods										
Poor [1-3]	59 17%	7 14%	16 19%	24 26%	2 12%	8 8%	5 21%	9 12%	10 14%	20 21%
[4-5]	157 46%	27 54%	37 43%	39 42%	8 47%	46 48%	7 29%	35 48%	36 51%	42 44%
Excellent [6-7]	128 37%	16 32%	33 38%	29 32%	7 41%	42 44%	12 50%	29 40%	25 35%	33 35%
[35c] Protecting Habitat										
Poor [1-3]	49 15%	7 14%	13 15%	14 16%	1 6%	13 15%	2 8%	9 13%	10 14%	17 19%
[4-5]	140 42%	21 42%	30 35%	43 48%	5 31%	39 44%	11 44%	30 45%	25 36%	35 38%
Excellent [6-7]	143 43%	22 44%	42 49%	32 36%	10 63%	37 42%	12 48%	28 42%	35 50%	39 43%
[36] MOST IMPT PROG										
Water Pollution	131 33%	16 26%	34 37%	31 29%	7 39%	43 37%	10 34%	29 33%	24 29%	35 32%
Floods	73 18%	9 15%	11 12%	26 25%	3 17%	23 20%	3 10%	18 21%	17 21%	21 19%
Stream/Lake Habitat	85 21%	12 19%	21 23%	28 26%	3 17%	21 18%	6 21%	19 22%	16 20%	33 31%
All Equal	84 21%	18 29%	20 22%	15 14%	4 22%	26 22%	8 28%	14 16%	22 27%	15 14%
None	9 2%	4 6%	1 1%	2 2%	1 6%	1 1%	1 3%	1 1%	1 1%	2 2%
DK/NA	18 5%	3 5%	6 6%	4 4%	0 0%	3 3%	1 3%	6 7%	2 2%	2 2%

City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[37A] ON FOOT											
Extremely Easy [1]	119 31%	54 27%	65 35%	23 35%	32 29%	36 34%	23 25%	15 32%	29 35%	52 34%	22 22%
Somewhat Easy [2-3]	106 28%	56 28%	50 27%	20 30%	27 25%	30 28%	27 29%	11 23%	24 29%	45 29%	26 26%
Somewhat Difficult [4-5]	90 23%	46 23%	44 24%	12 18%	30 27%	21 20%	25 27%	13 28%	12 15%	34 22%	31 31%
Difficult [6-7]	69 18%	41 21%	28 15%	11 17%	21 19%	19 18%	17 18%	8 17%	17 21%	24 15%	20 20%
[37B] CAR											
Extremely Easy [1]	108 27%	44 22%	64 33%	21 32%	29 26%	26 24%	30 30%	13 26%	25 29%	47 30%	23 23%
Somewhat Easy [2-3]	103 26%	56 28%	47 24%	21 32%	30 27%	28 26%	23 23%	14 28%	27 31%	29 18%	33 33%
Somewhat Difficult [4-5]	104 26%	62 31%	42 22%	12 18%	29 26%	34 31%	26 26%	14 28%	20 23%	43 27%	26 26%
Difficult [6-7]	82 21%	41 20%	41 21%	12 18%	24 21%	20 19%	21 21%	9 18%	15 17%	39 25%	19 19%
[37C] BICYCLE											
Extremely Easy [1]	51 16%	27 16%	24 16%	14 23%	10 10%	19 21%	7 12%	6 17%	15 23%	24 18%	6 7%
Somewhat Easy [2-3]	89 28%	45 27%	44 30%	18 30%	33 34%	27 30%	10 17%	7 19%	18 28%	35 27%	28 34%
Somewhat Difficult [4-5]	117 37%	64 39%	53 36%	16 26%	39 40%	26 29%	33 56%	14 39%	20 31%	49 38%	34 41%
Difficult [6-7]	57 18%	30 18%	27 18%	13 21%	15 15%	18 20%	9 15%	9 25%	12 18%	22 17%	14 17%
[37D] MASS TRANSIT											
Extremely Easy [1]	53 18%	26 17%	27 18%	7 13%	18 20%	14 17%	13 21%	10 26%	14 23%	23 20%	6 7%
Somewhat Easy [2-3]	92 31%	43 29%	49 33%	21 38%	22 24%	26 32%	21 34%	13 34%	19 31%	32 28%	28 35%
Somewhat Difficult [4-5]	89 30%	50 34%	39 26%	15 27%	36 39%	24 29%	11 18%	10 26%	17 28%	37 32%	24 30%
Difficult [6-7]	63 21%	30 20%	33 22%	12 22%	16 17%	18 22%	17 27%	5 13%	11 18%	24 21%	23 28%
[38A] CONDITION OF SIDEWALKS											
Not Satisfied [1-3]	83 21%	43 21%	40 22%	13 20%	24 21%	25 23%	18 20%	7 15%	16 20%	33 21%	26 26%
Somewhat Satisfied [4-5]	190 49%	101 50%	89 48%	33 51%	56 50%	48 45%	48 52%	23 49%	35 43%	84 54%	48 48%
Very Satisfied [6-7]	114 29%	58 29%	56 30%	19 29%	33 29%	34 32%	26 28%	17 36%	30 37%	40 25%	26 26%
[38B] CONDITION OF STREETS											
Not Satisfied [1-3]	69 17%	38 19%	31 16%	10 15%	17 15%	21 20%	17 17%	11 22%	12 14%	31 19%	14 14%
Somewhat Satisfied [4-5]	211 53%	111 54%	100 52%	35 53%	67 59%	50 47%	54 55%	21 42%	46 54%	85 53%	59 58%
Very Satisfied [6-7]	117 29%	56 27%	61 32%	21 32%	29 26%	36 34%	28 28%	18 36%	27 32%	43 27%	28 28%
[39] RIDE BIKE REGULARLY											
Yes	97 24%	59 29%	38 19%	25 38%	32 28%	28 26%	11 11%	5 10%	12 14%	48 30%	31 31%
No	294 74%	140 68%	154 79%	38 58%	80 71%	78 72%	87 87%	44 88%	73 84%	109 69%	67 66%
DK/NA	9 2%	6 3%	3 2%	3 5%	1 1%	2 2%	2 2%	1 2%	2 2%	2 1%	3 3%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[37A] ON FOOT									
Extremely Easy [1]	119 31%	9 31%	106 31%	37 36%	38 30%	7 29%	37 29%	107 32%	11 30%
Somewhat Easy [2-3]	106 28%	6 21%	97 28%	26 25%	39 31%	7 29%	34 27%	98 29%	4 11%
Somewhat Difficult [4-5]	90 23%	6 21%	79 23%	24 23%	25 20%	9 38%	30 23%	72 21%	14 38%
Difficult [6-7]	69 18%	8 28%	59 17%	17 16%	23 18%	1 4%	27 21%	58 17%	8 22%
[37B] CAR									
Extremely Easy [1]	108 27%	11 35%	95 27%	42 38%	25 19%	11 42%	30 23%	95 27%	10 26%
Somewhat Easy [2-3]	103 26%	4 13%	96 27%	24 22%	33 26%	2 8%	43 33%	92 27%	8 21%
Somewhat Difficult [4-5]	104 26%	12 39%	87 25%	22 20%	43 33%	4 15%	34 26%	89 26%	12 31%
Difficult [6-7]	82 21%	4 13%	74 21%	22 20%	28 22%	9 35%	22 17%	70 20%	9 23%
[37C] BICYCLE									
Extremely Easy [1]	51 16%	9 36%	41 15%	20 25%	12 12%	5 26%	14 12%	45 16%	6 19%
Somewhat Easy [2-3]	89 28%	6 24%	78 28%	13 16%	29 29%	4 21%	43 38%	82 30%	5 16%
Somewhat Difficult [4-5]	117 37%	4 16%	107 39%	35 44%	37 37%	8 42%	35 31%	99 36%	12 39%
Difficult [6-7]	57 18%	6 24%	49 18%	11 14%	21 21%	2 11%	22 19%	48 18%	8 26%
[37D] MASS TRANSIT									
Extremely Easy [1]	53 18%	5 19%	46 18%	23 28%	14 15%	3 18%	13 13%	48 19%	5 15%
Somewhat Easy [2-3]	92 31%	6 22%	83 32%	29 35%	26 28%	5 29%	32 32%	81 32%	7 21%
Somewhat Difficult [4-5]	89 30%	6 22%	80 31%	16 19%	30 32%	7 41%	35 35%	74 29%	13 39%
Difficult [6-7]	63 21%	10 37%	48 19%	15 18%	24 26%	2 12%	21 21%	53 21%	8 24%
[38A] CONDITION OF SIDEWALKS									
Not Satisfied [1-3]	83 21%	6 19%	73 21%	21 20%	24 19%	7 27%	28 22%	72 21%	7 19%
Somewhat Satisfied [4-5]	190 49%	14 45%	169 49%	48 47%	64 50%	10 38%	67 53%	165 49%	19 51%
Very Satisfied [6-7]	114 29%	11 35%	100 29%	34 33%	40 31%	9 35%	31 25%	101 30%	11 30%
[38B] CONDITION OF STREETS									
Not Satisfied [1-3]	69 17%	5 16%	62 18%	22 20%	22 17%	3 12%	20 16%	61 18%	4 11%
Somewhat Satisfied [4-5]	211 53%	17 55%	187 53%	53 49%	66 51%	15 58%	74 57%	180 52%	23 61%
Very Satisfied [6-7]	117 29%	9 29%	104 29%	33 31%	41 32%	8 31%	35 27%	105 30%	11 29%
[39] RIDE BIKE REGULARLY									
Yes	97 24%	8 25%	85 24%	14 13%	31 24%	8 31%	42 33%	84 24%	10 26%
No	294 74%	22 69%	263 75%	93 85%	96 74%	18 69%	84 65%	258 74%	28 72%
DK/NA	9 2%	2 6%	5 1%	3 3%	2 2%	0 0%	3 2%	5 1%	1 3%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[37A] ON FOOT										
Extremely Easy [1]	119 31%	16 27%	36 40%	31 29%	8 50%	27 25%	9 33%	28 34%	22 27%	30 28%
Somewhat Easy [2-3]	106 28%	12 20%	26 29%	31 29%	4 25%	32 29%	9 33%	20 24%	24 30%	34 32%
Somewhat Difficult [4-5]	90 23%	15 25%	16 18%	27 25%	2 13%	30 28%	5 19%	22 27%	24 30%	18 17%
Difficult [6-7]	69 18%	17 28%	13 14%	17 16%	2 13%	20 18%	4 15%	12 15%	11 14%	25 23%
[37B] CAR										
Extremely Easy [1]	108 27%	13 21%	26 28%	28 26%	6 33%	35 30%	13 45%	23 26%	20 24%	18 17%
Somewhat Easy [2-3]	103 26%	13 21%	30 32%	32 30%	5 28%	23 20%	4 14%	20 23%	23 28%	38 35%
Somewhat Difficult [4-5]	104 26%	18 30%	21 23%	28 26%	4 22%	31 26%	8 28%	23 26%	19 23%	28 26%
Difficult [6-7]	82 21%	17 28%	16 17%	18 17%	3 17%	28 24%	4 14%	21 24%	20 24%	24 22%
[37C] BICYCLE										
Extremely Easy [1]	51 16%	9 17%	16 20%	13 14%	3 20%	10 14%	5 23%	11 16%	8 11%	11 13%
Somewhat Easy [2-3]	89 28%	11 21%	30 38%	28 30%	7 47%	13 18%	4 18%	20 30%	23 32%	26 30%
Somewhat Difficult [4-5]	117 37%	19 37%	22 28%	35 37%	4 27%	35 49%	8 36%	25 37%	28 38%	32 37%
Difficult [6-7]	57 18%	13 25%	11 14%	18 19%	1 7%	14 19%	5 23%	11 16%	14 19%	18 21%
[37D] MASS TRANSIT										
Extremely Easy [1]	53 18%	8 16%	13 19%	12 14%	2 13%	18 23%	7 27%	14 21%	13 20%	8 10%
Somewhat Easy [2-3]	92 31%	12 24%	23 33%	27 33%	6 40%	24 30%	9 35%	21 31%	22 34%	25 32%
Somewhat Difficult [4-5]	89 30%	21 43%	21 30%	26 31%	5 33%	15 19%	8 31%	22 32%	18 28%	28 36%
Difficult [6-7]	63 21%	8 16%	12 17%	18 22%	2 13%	22 28%	2 8%	11 16%	12 18%	16 21%
[38A] CONDITION OF SIDEWALKS										
Not Satisfied [1-3]	83 21%	8 13%	21 23%	25 24%	3 18%	23 21%	6 22%	8 10%	19 24%	28 26%
Somewhat Satisfied [4-5]	190 49%	36 60%	43 46%	50 48%	8 47%	53 49%	11 41%	41 49%	42 53%	52 48%
Very Satisfied [6-7]	114 29%	16 27%	29 31%	30 29%	6 35%	33 30%	10 37%	35 42%	19 24%	28 26%
[38B] CONDITION OF STREETS										
Not Satisfied [1-3]	69 17%	8 13%	18 19%	15 14%	2 12%	23 20%	3 11%	10 12%	18 22%	19 18%
Somewhat Satisfied [4-5]	211 53%	37 60%	51 55%	56 53%	7 41%	60 52%	14 50%	42 49%	46 56%	53 49%
Very Satisfied [6-7]	117 29%	17 27%	24 26%	35 33%	8 47%	33 28%	11 39%	34 40%	18 22%	36 33%
[39] RIDE BIKE REGULARLY										
Yes	97 24%	19 31%	26 28%	36 34%	2 11%	13 11%	8 28%	22 25%	19 23%	28 26%
No	294 74%	41 66%	64 69%	70 66%	16 89%	102 87%	20 69%	63 72%	59 72%	80 74%
DK/NA	9 2%	2 3%	3 3%	0 0%	0 0%	2 2%	1 3%	2 2%	4 5%	0 0%

City of Olympia - November 2006

	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[40] EVER CONTACTED CITY RE STREET ISSUE											
Yes	99 25%	54 26%	45 23%	9 14%	31 27%	36 33%	20 20%	14 28%	24 28%	38 24%	23 23%
No	285 71%	138 67%	147 75%	55 83%	77 68%	70 65%	75 75%	32 64%	59 68%	118 74%	75 74%
DK/NA	16 4%	13 6%	3 2%	2 3%	5 4%	2 2%	5 5%	4 8%	4 5%	3 2%	3 3%
[41A] PERSON COULD HELP											
Not Satisfied [1-3]	22 23%	16 30%	6 14%	2 22%	7 23%	8 24%	4 20%	3 23%	6 25%	7 19%	6 26%
Somewhat Satisfied [4-5]	29 30%	12 23%	17 40%	4 44%	8 26%	13 38%	4 20%	3 23%	6 25%	11 31%	9 39%
Very Satisfied [6-7]	45 47%	25 47%	20 47%	3 33%	16 52%	13 38%	12 60%	7 54%	12 50%	18 50%	8 35%
[41B] REP WAS RESPONSIVE											
Not Satisfied [1-3]	28 32%	15 30%	13 34%	3 38%	9 32%	8 26%	6 32%	2 22%	8 35%	9 25%	9 45%
Somewhat Satisfied [4-5]	30 34%	18 36%	12 32%	3 38%	11 39%	12 39%	4 21%	3 33%	6 26%	17 47%	4 20%
Very Satisfied [6-7]	30 34%	17 34%	13 34%	2 25%	8 29%	11 35%	9 47%	4 44%	9 39%	10 28%	7 35%
[42] QUALITY OF DRINKING WATER											
Worse Now	47 12%	27 13%	20 10%	5 8%	13 12%	15 14%	10 10%	9 18%	16 18%	13 8%	8 8%
Same	266 67%	134 65%	132 68%	44 67%	77 68%	72 67%	68 68%	29 58%	52 60%	116 73%	69 68%
Better Now	33 8%	21 10%	12 6%	5 8%	6 5%	9 8%	12 12%	6 12%	9 10%	12 8%	6 6%
DK/NA	54 14%	23 11%	31 16%	12 18%	17 15%	12 11%	10 10%	6 12%	10 11%	18 11%	18 18%
[43] RISK OF CONTAMINATION											
Low [1-3]	195 55%	98 52%	97 57%	35 57%	57 55%	49 51%	50 58%	26 58%	37 50%	76 52%	54 59%
[4-5]	108 30%	55 29%	53 31%	22 36%	27 26%	35 36%	21 24%	11 24%	24 32%	48 33%	25 27%
High [6-7]	54 15%	35 19%	19 11%	4 7%	19 18%	13 13%	15 17%	8 18%	13 18%	21 14%	12 13%
[45] DESCRIBE DRINKING WATER											
Out of Tap	199 50%	108 53%	91 47%	22 33%	48 42%	56 52%	69 69%	25 50%	35 40%	83 52%	55 54%
Treatment Device on Tap	66 17%	37 18%	29 15%	16 24%	24 21%	14 13%	9 9%	8 16%	15 17%	31 19%	12 12%
Bottled Water	55 14%	24 12%	31 16%	12 18%	16 14%	12 11%	12 12%	11 22%	16 18%	14 9%	14 14%
Filtering Container	68 17%	32 16%	36 18%	14 21%	21 19%	22 20%	10 10%	6 12%	16 18%	28 18%	18 18%
DK/NA	12 3%	4 2%	8 4%	2 3%	4 4%	4 4%	0 0%	0 0%	5 6%	3 2%	2 2%

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	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[40] EVER CONTACTED CITY RE STREET ISSUE									
Yes	99 25%	11 34%	85 24%	24 22%	32 25%	7 27%	36 28%	93 27%	4 10%
No	285 71%	18 56%	256 73%	82 75%	90 70%	19 73%	91 71%	243 70%	34 87%
DK/NA	16 4%	3 9%	12 3%	4 4%	7 5%	0 0%	2 2%	11 3%	1 3%
[41A] PERSON COULD HELP									
Not Satisfied [1-3]	22 23%	4 36%	18 22%	5 24%	9 28%	1 14%	7 19%	21 23%	0 0%
Somewhat Satisfied [4-5]	29 30%	4 36%	24 29%	5 24%	8 25%	2 29%	14 39%	26 29%	2 50%
Very Satisfied [6-7]	45 47%	3 27%	40 49%	11 52%	15 47%	4 57%	15 42%	43 48%	2 50%
[41B] REP WAS RESPONSIVE									
Not Satisfied [1-3]	28 32%	5 63%	23 30%	6 29%	7 24%	2 29%	13 42%	27 33%	0 0%
Somewhat Satisfied [4-5]	30 34%	2 25%	26 34%	8 38%	11 38%	1 14%	10 32%	26 32%	3 75%
Very Satisfied [6-7]	30 34%	1 13%	28 36%	7 33%	11 38%	4 57%	8 26%	29 35%	1 25%
[42] QUALITY OF DRINKING WATER									
Worse Now	47 12%	9 28%	36 10%	17 15%	19 15%	4 15%	7 5%	43 12%	3 8%
Same	266 67%	13 41%	249 71%	75 68%	81 63%	16 62%	92 71%	238 69%	23 59%
Better Now	33 8%	3 9%	24 7%	8 7%	13 10%	2 8%	10 8%	30 9%	3 8%
DK/NA	54 14%	7 22%	44 12%	10 9%	16 12%	4 15%	20 16%	36 10%	10 26%
[43] RISK OF CONTAMINATION									
Low [1-3]	195 55%	11 35%	177 56%	53 55%	65 57%	17 74%	57 49%	171 55%	20 59%
[4-5]	108 30%	8 26%	96 31%	31 32%	31 27%	5 22%	39 33%	94 30%	8 24%
High [6-7]	54 15%	12 39%	41 13%	13 13%	19 17%	1 4%	21 18%	46 15%	6 18%
[45] DESCRIBE DRINKING WATER									
Out of Tap	199 50%	9 28%	184 52%	61 55%	64 50%	17 65%	54 42%	182 52%	16 41%
Treatment Device on Tap	66 17%	6 19%	58 16%	14 13%	22 17%	3 12%	27 21%	56 16%	5 13%
Bottled Water	55 14%	4 13%	50 14%	17 15%	18 14%	4 15%	16 12%	43 12%	11 28%
Filtering Container	68 17%	9 28%	56 16%	16 15%	23 18%	1 4%	28 22%	60 17%	5 13%
DK/NA	12 3%	4 13%	5 1%	2 2%	2 2%	1 4%	4 3%	6 2%	2 5%

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	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[40] EVER CONTACTED CITY RE STREET ISSUE										
Yes	99 25%	20 32%	21 23%	27 25%	3 17%	28 24%	5 17%	20 23%	21 26%	27 25%
No	285 71%	40 65%	70 75%	76 72%	15 83%	83 71%	23 79%	65 75%	57 70%	79 73%
DK/NA	16 4%	2 3%	2 2%	3 3%	0 0%	6 5%	1 3%	2 2%	4 5%	2 2%
[41A] PERSON COULD HELP										
Not Satisfied [1-3]	22 23%	5 26%	6 30%	3 11%	1 33%	7 26%	1 20%	6 30%	6 30%	2 7%
Somewhat Satisfied [4-5]	29 30%	4 21%	7 35%	10 37%	2 67%	6 22%	1 20%	4 20%	6 30%	10 37%
Very Satisfied [6-7]	45 47%	10 53%	7 35%	14 52%	0 0%	14 52%	3 60%	10 50%	8 40%	15 56%
[41B] REP WAS RESPONSIVE										
Not Satisfied [1-3]	28 32%	4 25%	6 32%	8 33%	2 67%	8 31%	0 0%	7 37%	7 41%	3 13%
Somewhat Satisfied [4-5]	30 34%	5 31%	6 32%	11 46%	1 33%	7 27%	3 60%	4 21%	5 29%	11 46%
Very Satisfied [6-7]	30 34%	7 44%	7 37%	5 21%	0 0%	11 42%	2 40%	8 42%	5 29%	10 42%
[42] QUALITY OF DRINKING WATER										
Worse Now	47 12%	9 15%	13 14%	9 8%	1 6%	15 13%	4 14%	7 8%	10 12%	11 10%
Same	266 67%	40 65%	57 61%	82 77%	10 56%	77 66%	20 69%	61 70%	59 72%	76 70%
Better Now	33 8%	1 2%	9 10%	5 5%	2 11%	16 14%	2 7%	10 11%	7 9%	3 3%
DK/NA	54 14%	12 19%	14 15%	10 9%	5 28%	9 8%	3 10%	9 10%	6 7%	18 17%
[43] RISK OF CONTAMINATION										
Low [1-3]	195 55%	32 57%	47 55%	49 52%	9 60%	56 54%	19 73%	51 64%	42 55%	48 53%
[4-5]	108 30%	16 29%	25 29%	32 34%	6 40%	28 27%	6 23%	19 24%	27 35%	29 32%
High [6-7]	54 15%	8 14%	13 15%	14 15%	0 0%	19 18%	1 4%	10 13%	8 10%	14 15%
[45] DESCRIBE DRINKING WATER										
Out of Tap	199 50%	23 37%	38 41%	56 53%	3 17%	79 68%	18 62%	47 54%	40 49%	57 53%
Treatment Device on Tap	66 17%	13 21%	18 19%	21 20%	3 17%	11 9%	1 3%	12 14%	16 20%	21 19%
Bottled Water	55 14%	12 19%	17 18%	8 8%	5 28%	12 10%	5 17%	12 14%	10 12%	9 8%
Filtering Container	68 17%	12 19%	19 20%	18 17%	5 28%	14 12%	4 14%	16 18%	14 17%	19 18%
DK/NA	12 3%	2 3%	1 1%	3 3%	2 11%	1 1%	1 3%	0 0%	2 2%	2 2%

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	TOTAL	GENDER		AGE				EDUC			
	(N=)	Male	Female	18-35	36-50	51-64	65+	HIGH SCHOOL	VOC SCHOOL/SOME COLLEGE	COLLEGE DEG.	GRAD/PR OF SCHOOL
TOTAL (N=)	400 100	205 100	195 100	66 100	113 100	108 100	100 100	50 100	87 100	159 100	101 100
[46] GALLONS PER DAY											
<25 GPD	103 26%	49 24%	54 28%	17 26%	19 17%	31 29%	31 31%	19 38%	26 30%	38 24%	19 19%
25-50 GPD	123 31%	66 32%	57 29%	21 32%	37 33%	33 31%	29 29%	14 28%	26 30%	46 29%	37 37%
50-75 GPD	39 10%	23 11%	16 8%	11 17%	9 8%	12 11%	5 5%	4 8%	7 8%	21 13%	7 7%
75-100 GPD	33 8%	23 11%	10 5%	2 3%	16 14%	4 4%	11 11%	5 10%	11 13%	9 6%	8 8%
100+ GPD	14 4%	7 3%	7 4%	3 5%	8 7%	2 2%	0 0%	1 2%	2 2%	8 5%	3 3%
DK/NA	88 22%	37 18%	51 26%	12 18%	24 21%	26 24%	24 24%	7 14%	15 17%	37 23%	27 27%
[47] SUMMER RATES AFFECT USE											
A Lot Less	73 18%	40 20%	33 17%	8 12%	23 20%	24 22%	14 14%	9 18%	17 20%	31 19%	16 16%
Somewhat Less	104 26%	43 21%	61 31%	19 29%	30 27%	30 28%	23 23%	13 26%	22 25%	48 30%	20 20%
Same	158 40%	93 45%	65 33%	26 39%	42 37%	37 34%	51 51%	18 36%	36 41%	55 35%	49 49%
More	22 6%	13 6%	9 5%	5 8%	6 5%	8 7%	2 2%	5 10%	5 6%	9 6%	3 3%
DK/NA	43 11%	16 8%	27 14%	8 12%	12 11%	9 8%	10 10%	5 10%	7 8%	16 10%	13 13%
[48] HAVE A LAWN											
Yes	309 77%	163 80%	146 75%	48 73%	91 81%	89 82%	75 75%	37 74%	67 77%	121 76%	84 83%
No	80 20%	37 18%	43 22%	17 26%	18 16%	18 17%	22 22%	11 22%	18 21%	36 23%	14 14%
DK/NA	11 3%	5 2%	6 3%	1 2%	4 4%	1 1%	3 3%	2 4%	2 2%	2 1%	3 3%
[49] IMPORTANCE GREEN LAWN											
Not Important [1]	74 24%	37 23%	37 26%	20 42%	23 25%	18 21%	12 16%	7 19%	12 19%	30 25%	25 30%
[4-6]	178 59%	99 61%	79 56%	22 46%	53 58%	53 62%	45 62%	24 65%	38 59%	67 56%	49 59%
Very Important [7]	52 17%	26 16%	26 18%	6 13%	15 16%	15 17%	16 22%	6 16%	14 22%	23 19%	9 11%
[49.1] IF RATES GO UP											
Continue to Water	48 32%	29 39%	19 25%	5 26%	12 29%	15 33%	15 34%	5 25%	13 34%	18 32%	12 32%
Cut Back	75 49%	28 37%	47 61%	7 37%	19 46%	27 59%	22 50%	11 55%	19 50%	31 54%	14 38%
Consider Other Landscaping	24 16%	15 20%	9 12%	6 32%	10 24%	3 7%	4 9%	2 10%	6 16%	7 12%	9 24%
DK/NA	5 3%	3 4%	2 3%	1 5%	0 0%	1 2%	3 7%	2 10%	0 0%	1 2%	2 5%
[50] TAXES WELL SPENT											
Well Spent	245 61%	121 59%	124 64%	43 65%	71 63%	64 59%	64 64%	24 48%	48 55%	97 61%	76 75%
Not Well Spent	102 26%	63 31%	39 20%	13 20%	27 24%	30 28%	26 26%	19 38%	26 30%	40 25%	17 17%
DK/NA	53 13%	21 10%	32 16%	10 15%	15 13%	14 13%	10 10%	7 14%	13 15%	22 14%	8 8%

City of Olympia - November 2006

	TOTAL	RACE		HHOLD				OWN/RENT	
	(N=)	NON-WHITE	WHITE	Single No Kids	Couple No Kids	Single Kids	Couple Kids	OWN	RENT
TOTAL (N=)	400 100	32 100	353 100	110 100	129 100	26 100	129 100	347 100	39 100
[46] GALLONS PER DAY									
<25 GPD	103 26%	13 41%	86 24%	45 41%	35 27%	6 23%	15 12%	93 27%	10 26%
25-50 GPD	123 31%	5 16%	114 32%	29 26%	36 28%	9 35%	49 38%	105 30%	14 36%
50-75 GPD	39 10%	0 0%	37 10%	6 5%	17 13%	2 8%	13 10%	32 9%	4 10%
75-100 GPD	33 8%	3 9%	29 8%	4 4%	14 11%	2 8%	13 10%	30 9%	2 5%
100+ GPD	14 4%	1 3%	12 3%	1 1%	1 1%	1 4%	11 9%	12 3%	1 3%
DK/NA	88 22%	10 31%	75 21%	25 23%	26 20%	6 23%	28 22%	75 22%	8 21%
[47] SUMMER RATES AFFECT USE									
A Lot Less	73 18%	8 25%	64 18%	15 14%	26 20%	5 19%	27 21%	68 20%	3 8%
Somewhat Less	104 26%	10 31%	91 26%	31 28%	26 20%	7 27%	40 31%	90 26%	11 28%
Same	158 40%	7 22%	146 41%	45 41%	57 44%	10 38%	44 34%	140 40%	13 33%
More	22 6%	2 6%	18 5%	7 6%	9 7%	2 8%	4 3%	18 5%	4 10%
DK/NA	43 11%	5 16%	34 10%	12 11%	11 9%	2 8%	14 11%	31 9%	8 21%
[48] HAVE A LAWN									
Yes	309 77%	22 69%	279 79%	75 68%	103 80%	19 73%	110 85%	282 81%	18 46%
No	80 20%	9 28%	66 19%	32 29%	23 18%	7 27%	17 13%	57 16%	20 51%
DK/NA	11 3%	1 3%	8 2%	3 3%	3 2%	0 0%	2 2%	8 2%	1 3%
[49] IMPORTANCE GREEN LAWN									
Not Important [1]	74 24%	3 14%	70 26%	18 25%	21 21%	5 28%	29 26%	66 24%	6 33%
[4-6]	178 59%	12 55%	161 59%	40 55%	62 61%	10 56%	65 59%	163 59%	9 50%
Very Important [7]	52 17%	7 32%	43 16%	15 21%	18 18%	3 17%	16 15%	48 17%	3 17%
[49.1] IF RATES GO UP									
Continue to Water	48 32%	4 27%	42 32%	12 32%	23 43%	3 27%	9 18%	46 33%	0 0%
Cut Back	75 49%	6 40%	68 51%	20 53%	22 42%	6 55%	27 55%	67 48%	5 63%
Consider Other Landscaping	24 16%	4 27%	20 15%	5 13%	6 11%	1 9%	12 24%	22 16%	2 25%
DK/NA	5 3%	1 7%	3 2%	1 3%	2 4%	1 9%	1 2%	4 3%	1 13%
[50] TAXES WELL SPENT									
Well Spent	245 61%	13 41%	223 63%	65 59%	78 60%	16 62%	86 67%	220 63%	21 54%
Not Well Spent	102 26%	11 34%	88 25%	31 28%	38 29%	6 23%	25 19%	88 25%	10 26%
DK/NA	53 13%	8 25%	42 12%	14 13%	13 10%	4 15%	18 14%	39 11%	8 21%

City of Olympia - November 2006

	TOTAL	EMPLOY					INCOME			
	(N=)	Self-Em ployed	Private	Public	Not Working	Retired	< \$25	\$25-50, 000	\$50-75, 000	\$75,000 +
TOTAL (N=)	400 100	62 100	93 100	106 100	18 100	117 100	29 100	87 100	82 100	108 100
[46] GALLONS PER DAY										
<25 GPD	103 26%	15 24%	28 30%	22 21%	4 22%	34 29%	19 66%	23 26%	13 16%	18 17%
25-50 GPD	123 31%	21 34%	26 28%	39 37%	4 22%	33 28%	7 24%	24 28%	30 37%	40 37%
50-75 GPD	39 10%	4 6%	12 13%	9 8%	4 22%	9 8%	0 0%	10 11%	12 15%	10 9%
75-100 GPD	33 8%	5 8%	5 5%	11 10%	0 0%	12 10%	0 0%	5 6%	10 12%	12 11%
100+ GPD	14 4%	2 3%	3 3%	6 6%	1 6%	1 1%	0 0%	3 3%	1 1%	7 6%
DK/NA	88 22%	15 24%	19 20%	19 18%	5 28%	28 24%	3 10%	22 25%	16 20%	21 19%
[47] SUMMER RATES AFFECT USE										
A Lot Less	73 18%	6 10%	22 24%	21 20%	4 22%	20 17%	6 21%	12 14%	20 24%	18 17%
Somewhat Less	104 26%	22 35%	18 19%	30 28%	4 22%	30 26%	9 31%	33 38%	15 18%	28 26%
Same	158 40%	18 29%	41 44%	36 34%	8 44%	53 45%	12 41%	29 33%	35 43%	48 44%
More	22 6%	6 10%	4 4%	9 8%	0 0%	3 3%	1 3%	7 8%	4 5%	5 5%
DK/NA	43 11%	10 16%	8 9%	10 9%	2 11%	11 9%	1 3%	6 7%	8 10%	9 8%
[48] HAVE A LAWN										
Yes	309 77%	52 84%	72 77%	88 83%	14 78%	83 71%	19 66%	68 78%	65 79%	96 89%
No	80 20%	7 11%	21 23%	17 16%	3 17%	30 26%	10 34%	18 21%	17 21%	10 9%
DK/NA	11 3%	3 5%	0 0%	1 1%	1 6%	4 3%	0 0%	1 1%	0 0%	2 2%
[49] IMPORTANCE GREEN LAWN										
Not Important [1]	74 24%	11 22%	21 30%	23 26%	4 29%	15 19%	5 28%	19 28%	17 26%	20 21%
[4-6]	178 59%	31 61%	39 55%	55 63%	4 29%	49 61%	12 67%	41 60%	33 51%	63 66%
Very Important [7]	52 17%	9 18%	11 15%	10 11%	6 43%	16 20%	1 6%	8 12%	15 23%	12 13%
[49.1] IF RATES GO UP										
Continue to Water	48 32%	10 38%	9 27%	10 25%	4 44%	15 34%	2 20%	6 20%	10 29%	18 39%
Cut Back	75 49%	13 50%	18 55%	19 48%	3 33%	22 50%	6 60%	18 60%	18 51%	19 41%
Consider Other Landscaping	24 16%	3 12%	6 18%	9 23%	2 22%	4 9%	2 20%	5 17%	6 17%	8 17%
DK/NA	5 3%	0 0%	0 0%	2 5%	0 0%	3 7%	0 0%	1 3%	1 3%	1 2%
[50] TAXES WELL SPENT										
Well Spent	245 61%	39 63%	53 57%	73 69%	9 50%	70 60%	18 62%	60 69%	50 61%	73 68%
Not Well Spent	102 26%	14 23%	27 29%	21 20%	4 22%	35 30%	6 21%	16 18%	24 29%	24 22%
DK/NA	53 13%	9 15%	13 14%	12 11%	5 28%	12 10%	5 17%	11 13%	8 10%	11 10%

ROUGH DRAFT – Finance Committee Survey



CITY OF OLYMPIA

We are conducting a public opinion survey about citizen priorities for the City of Olympia. Your answers will be anonymous and confidential. Survey results will be used to help Olympia plan for the future.

GENERAL INFORMATION

1. How long have you lived in Olympia ? (Check one.)

- ₁ Less than 1 yr
- ₂ 1 to 5 yrs
- ₃ 5 to 10 yrs
- ₄ 10 to 20 yrs
- ₅ More than 20 yrs
- ₉ Don't know/not applicable

2. How would you rate Olympia as a place to live? (Check one.)

- ₁ Excellent
- ₂ Very Good
- ₃ Satisfactory
- ₄ Unsatisfactory
- ₅ Poor
- ₉ Don't know/not applicable

3. What do you like best about living in Olympia ?

4. When you think about the way things are going in Olympia, is there anything that concerns you?

5. In general, how much attention would you say you pay to City of Olympia government? (Check one.)

- ₁ A Lot Of Attention
- ₂ Some
- ₃ Not Very Much
- ₄ Almost No Attention
- ₉ Don't know/not applicable

ROUGH DRAFT – Finance Committee Survey

6. In your opinion, is the Olympia focused on the right things? Or does it spend too much time on things it should not be doing? (Check one.)

- ₁ Right things
₂ Too much time on wrong things
₉ Don't know/not applicable

6.1. IF WRONG THINGS, What would you say is an example of that?

7. Two ways that people often measure how well an organization is running are effectiveness and efficiency. Effectiveness means accomplishing what you are supposed to accomplish. When it comes to being effective, how would you grade Olympia? (Check one.)

- A = Excellent
 B = Good
 C = Satisfactory
 D = Unsatisfactory
 F = Poor
 Don't know/not applicable

8. Efficiency means that the Olympia delivers valuable services at reasonable cost. When it comes to being efficient, how would you grade your Olympia? (Check one.)

- A = Excellent
 B = Good
 C = Satisfactory
 D = Unsatisfactory
 F = Poor
 Don't know/not applicable

9. Another measure is accountability. That is, does Olympia government answer to the public for its actions? When it comes to being accountable, how would you grade Olympia? (Check one.)

- A = Excellent
 B = Good
 C = Satisfactory
 D = Unsatisfactory
 F = Poor
 Don't know/not applicable

ROUGH DRAFT – Finance Committee Survey

CITY SERVICES

10. The following is a list of services and programs currently provided by the City of Olympia. In your opinion, how ESSENTIAL is each service in Olympia? Is it an **Essential** (ESNTL), **High** (HI), **Medium** (MED), or **Low** (LOW) Priority, or should this **Not** (NOT) be an Olympia program? If you don't know, check DK. (Check one for each service.)

	ESNTL	HI	MED	LOW	NOT	DK
1. Fire services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
2. Emergency medical services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
3. Law enforcement services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
4. Crime prevention	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
5. Drinking water	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
6. City parks	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
7. Recreation programs and classes	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
8. Urban Forrestry programs	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
9. Art Programs	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
10. Garbage collection	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
11. Curbside recycling	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
12. Yardwaste & Organics collection	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
13. Building Maintenance	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
14. Street Maintenance	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
15. Sidewalks	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
16. Bicycle lanes	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
17. Building permit and inspections	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
18. Building code enforcement	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
19. Prosecutor/Probation Services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
20. Senior Services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9

ROUGH DRAFT – Finance Committee Survey

11. Regarding the same list of services, how well do you think the Olympia is doing in each area. For each service, please give it a letter grade: A for Excellent, B for Good, C for Satisfactory, D for Unsatisfactory, F for Poor, DK for Don't Know. (Check one for each service.)

	A	B	C	D	F	DK
1. Fire services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
2. Emergency Medical	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
3. Law enforcement	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
4. Crime prevention	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
5. Drinking water	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
6. City parks	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
7. Recreation programs and classes	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
8. Urban Forrestry	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
9. Art Programs	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
10. Garbage collection	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
11. Curbside recycling	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
12. Yard waste & Organic collection	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
13. Building maintenance	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
14. Street maintenance	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
15. Sidewalks	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
16. Bicycle lanes	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
17. Building permit and inspection	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
18. Building code enforcement	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
19. Prosecutor/Probation services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9
20. Senior Services	<input type="checkbox"/> 4.....	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1.....	<input type="checkbox"/> 0	<input type="checkbox"/> 9

ROUGH DRAFT – Finance Committee Survey

12. In your opinion, which one of these services should be the priority **NOW** (in the next two years), in the **LONG** run or a **LOW** priority overall? If you don't know, check DK/NA. (Check one.)

	NOW	LONG	LOW	DK/NA
Building Maintenance	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
Roads/Streets and sidewalks.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
Zoning, Land Use & Development.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
Parks & Recreation and Cultural Opportunities	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
Environmental programs	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
Economic development.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
City Utilities, like water, sewer & garbage.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9
Public safety, like police and fire	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 9

13. Are there parts of your community in which you do not feel safe? If so, what are those areas?

COMMUNICATION

14. During the past 12 months, have you contacted the City of Olympia to seek service or information, or to make a complaint? (Check one.)

- 1 Yes
- 2 No → Skip to Q15
- 9 Not applicable → Skip to Q15

14.1. Was your contact in person, by telephone, via internet, mail, or some other means? (Check one.)

- 1 In person
- 2 Telephone
- 3 Internet
- 4 Mail
- 5 Other – please explain _____
- 9 Don't know/not applicable

14.2. Were you generally satisfied or dissatisfied with the response you got? (Check one.)

- 1 Very satisfied
- 2 Mostly satisfied
- 3 Mostly dissatisfied
- 4 Very dissatisfied

ROUGH DRAFT – Finance Committee Survey

9 Don't know/not applicable

15. In terms of keeping citizens informed about what is happening in the City of Olympia what grade would you give us? (Check one.)

- 1 **A** = Excellent
- 2 **B** = Good
- 3 **C** = Satisfactory
- 4 **D** = Unsatisfactory
- 5 **F** = Poor
- 9 Don't know/not applicable

16. In terms of our performance in providing residents an opportunity to be involved in decisions that affect residents , what grade would you give Olympia ? (Check one.)

- 1 **A** = Excellent
- 2 **B** = Good
- 3 **C** = Satisfactory
- 4 **D** = Unsatisfactory
- 5 **F** = Poor
- 9 Don't know/not applicable

17. When it comes to getting information about Olympia programs and services, which of the following would be an effective way to get you that information? (Check all that apply.)

- 1 Utility Bill Inserts
- 2 Olympia Website
- 3 Olympia Cable TV Channels
- 4 Olympia Newsletter
- 5 Radio
- 6 Postcard or Mailing
- 7 Newspaper
- 8 Social media, e.g. Facebook, Twitter
- 9 Other (please specify)
- 10 Don't know/not applicable

18. Have you ever visited the website for Olympia ? (Check one.)

- 1 Yes
- 2 No
- 9 Don't know/not applicable

18.1. IF YES: What information were you looking for on the website?

18.2. IF YES: Were you able to find what you were looking for? (Check one.)

- 1 Yes
- 2 No

ROUGH DRAFT – Finance Committee Survey

Don't know/not applicable

19. Since the Olympia council meetings were telecast on Channel 3, how likely are you to watch? (Check one.)

- Watch regularly
- Check in fairly often to see what they were doing
- Tune in when they were discussing something important to me
- Not watch the Olympia council meetings
- Don't know/not applicable

20. Thinking now about all the things we have discussed; as a citizen of Olympia do you think that your tax dollars are being well spent? (Check one.)

- Yes
- Not
- Don't know/not applicable

21. Is there anything else you would like to say about Olympia that we have not asked about?

Thank you very much. You have been very helpful. We will post the results of the survey on our website.



City of Olympia

City Council

Briefing on Martin Way District Study - Final Report

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Title

Briefing on Martin Way District Study - Final Report

Recommended Action

Committee Recommendation:

Briefing only

Report

Issue:

In 2011, the Thurston Regional Planning Council received a grant from the Department of Housing and Urban Development (HUD) to further the recommendations of TRPC's Urban Corridors Task Force. One aspect of the program funded by that grant is a study of infrastructure and how it can support economic development in the Martin Way corridor between Sawyer Street and Lilly Road.

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Background and Analysis:

The Thurston Regional Transportation Plan of 1993 included a vision of 'High Density Corridors' connecting the cities of Olympia, Tumwater, and Lacey. This concept of dense mixed use areas with quality transit service was incorporated into the Comprehensive Plans of the three cities and Thurston County. Nonetheless, during the last twenty years such development in these areas has been minimal.

In 2009 the Thurston Regional Planning Council (TRPC) convened an Urban Corridors Task Force composed of private and public agency representatives to explore issues related to these corridors (over the years, the term 'urban corridors' has gradually replaced the term 'high density corridors,' but

the concept is little changed). The Task Force issued its final report in July of 2012. Later in 2012, the Olympia City Council resolved to support the Task Force's recommendations.

Concurrently, TRPC, supported by the three cities, sought funding from HUD to take some of the next steps recommended by the Task Force. In addition to more general analysis, this program includes studies of three challenging areas:

1. The Brewery District of Tumwater, a former industrial site that is difficult to convert to residential and commercial uses;
2. The Woodland District of Lacey composed primarily of office buildings left vacant when the recession led the State to reduce its work force; and
3. The Martin Way District, an area bordering Martin Way west of Lilly Road in Olympia where large centrally-located parcels remain undeveloped, possibly due to a lack of urban infrastructure.

These three different types of challenges were selected to provide a variety of models for other jurisdictions. While Lacey and Tumwater focused on determining the appropriate new uses for vacated buildings where extensive public infrastructure is already in place, Olympia's study focused on why development consistent with the 'urban corridors' vision has not occurred in the Martin Way study area. In particular, is the lack of public infrastructure, such as streets and utilities, a significant barrier to the type of development envisioned? And if so, what options are available and viable for funding such infrastructure?

TRPC and the City retained the services of ECONorthwest to assist with answering these and similar questions. Public outreach to various stakeholders including property owners, business owners, employees and residents of the area has occurred through surveys, interviews, and public workshop conducted by the Economic Development Council, the Housing Authority of Thurston Count, and ECONorthwest.

The study's findings and recommendations are captured in the **attached final report** and are summarized as:

This study initially looked into the infrastructure needs and market conditions within the Martin Way study area to determine if the lack of infrastructure was a barrier to development with the purpose of then developing a strategy for funding those improvements. The Situation Assessment identified a number of infrastructure needs, particularly for biking, walking and stormwater mitigation. However, the Situation Assessment also determined that the current market conditions, not the infrastructure needs, as the primary reason for the lack of development in the study area.

The public workshop highlighted the interest of local residents and businesses in seeing improvement to the corridor and the current need to enhance safety and aesthetics along Martin Way. In total, all the infrastructure needs along the Martin Way corridor would be quite costly. In addition, the City has a variety of infrastructure needs and priorities, including potential investments in the downtown.

Given the limited near term development potential in the Martin Way study area and other infrastructure priorities in the City, it is likely not the right time to make large scale costly improvements to Martin Way corridor. Instead, the proposed Road Map outlines a strategy of advancing smaller projects to address current safety issues and developing partnerships in the area to support the

transformation of the Martin Way corridor over the near term.

Consultants from ECONorthwest will be present at the upcoming meeting to present these findings and recommendations.

The Martin Way District study area coincides with one of the three areas proposed in the draft update of the Comprehensive Plan for a “high density neighborhood” designation - mixed use areas with a minimum residential density of 25 units per acre, the highest density defined in the Plan.

The Martin Way District study also interfaces with the City’s Community Renewal Area (CRA) planning efforts. Martin Way, or the “Headwaters District”, is one of several opportunity sites explored for development potential.

Neighborhood/Community Interests (if known):

Residents and business owners participated in a May 12, 2014 workshop. There was an alignment of interests for future improvements in the district, in particular for roadway improvements and increased pedestrian safety along Martin Way.

Options:

None

Financial Impact:

City’s share of the grant is \$85,000, matched by \$17,000 in City staff time.

Martin Way District Study

Final Report

July 2014

Prepared for:
City of Olympia



FEHR PEERS

MAKERS
architecture • planning • urban design

ECONorthwest
ECONOMICS • FINANCE • PLANNING

Contact Information

ECONorthwest specializes in economics, planning, and finance. Established in 1974, ECONorthwest has over three decades of experience helping clients make sound decisions based on rigorous economic, planning and financial analysis.

ECONorthwest gratefully acknowledges the substantial assistance provided by staff at Fehr & Peers, MAKERS Architecture, and SvR Design. Many other firms, agencies, and staff contributed to other research that this report relied on.

For more information about ECONorthwest, visit our website at www.econw.com.

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Executive Summary

The Thurston County region's long-range growth strategy focuses future growth and development within the region's urban corridors. As a part of this approach, the cities of Thurston County are working on using urban transit corridors to their fullest potential - seeking to leverage housing and commercial development to provide residents more opportunities to live, work, and play while expanding their mobility options. The Martin Way corridor was specifically identified as one of these corridors.

In addition, the City of Olympia desires to bolster its community and economic development goals of increasing jobs growth, growing the City's tax base, and increasing the quality of life. To support these goals and the region's growth strategy, the City is pursuing a more proactive approach to realizing more private investment and redevelopment within the city.

In 2011, the Thurston Regional Planning Council received a Challenge Grant from the Department of Housing and Urban Development to pursue planning efforts to support the region's urban corridors growth strategy. This study, funded by the grant, focuses on the Martin Way corridor on the eastside of Olympia between Wilson Street and Lilly Road to support the transformation of the corridor into a vibrant, mixed use district.

This study explores the question of to what degree is the lack of infrastructure a barrier to development along the Martin Way corridor. The report is organized into five sections:

- **Section 2: Situation Assessment.** This section summarizes the existing conditions for the current land use market, transportation, and stormwater and utility needs within the study area.
- **Section 3:** This section evaluates the infrastructure within the study area and then focuses on two different areas within the study area to gain a better understanding of the types of projects needed and the ability of private development to pay for improvements.
- **Section 4: Infrastructure Needs and Funding Challenges.** This section reviews how the City typically funds infrastructure improvements, and the implications of this approach for funding improvements in the Martin Way study area.
- **Section 5: Funding Approach.** This section summarizes the approaches and framework for evaluating infrastructure funding broadly and for the two focus areas evaluated.
- **Section 6: Road Map Forward.** This section provides a recommended strategy and approach for infrastructure development and funding within the study area

Situation Assessment

To gain a better understanding of the infrastructure needs and development potential within the study area, the study conducted an initial Situation Assessment. The assessment summarizes the current market conditions within the study area and assesses the existing conditions and needs for transportation and stormwater and utilities. The primary findings of the Assessment include:

- Infrastructure needs are not an immediate barrier to development for most parcels. The primary limitation to development and redevelopment along the corridor is relatively low rents, lack of prime development sites, and the large supply of competing locations in the area.
- There are number of transportation, stormwater, and utility infrastructure needs within the study area.
 - The sidewalk network is incomplete with significant gaps
 - Martin Way is a high-stress bicycle environment due to vehicle speeds
 - There are a lack of north-south connections for all modes of travel within the study area
 - Stormwater issues are not well understood, and mitigation cost could be significant
- Martin Way has relatively low levels daily traffic volumes and congestion west of Lilly Road.
- The extension of Ensign Way could open a sizable area for development, will better distribute traffic on the surrounding street network, and will create more route options for all modes in this area of the city.

Project Area Assessments

After reviewing the broad study area conditions, the study then focused on two smaller areas for additional work. The two focus areas are the west end of Martin Way and an extension of Ensign Road to Pacific Avenue. These areas were selected because of their different infrastructure needs and development potential.

The project area assessment for each of the focus areas took quite different approaches. The assessment of Martin Way between Sawyer Street and Pattison Street involved a community workshop to elicit feedback on needed improvements. The workshop had over 30 participants representing local residents and property and business owners. Improvements desired fell into three categories: pedestrian safety and access, public realm improvements, and increased development opportunities.

The assessment of the Ensign Road extension involved more detailed analysis of the potential road alignment, environmental constraints, and development feasibility of the area. The study looked at the development feasibility of two different uses, a large format retail store and an apartment complex. The purpose of the feasibility analysis was to determine if development

would be feasible in the near-term, and if development could pay for all or a portion of the road extension. The total estimated cost of the Ensign Road alignment would be approximately \$9.1 million, not including the extension of sanitary sewer and water mains, which would be another \$1.2 million.

A key issue impacting the development of the area is the environmental constraints associated with the wetlands. The analysis tested potential project feasibility assuming an 80-foot wetland buffer and a more restrictive 120-foot buffer, which reduced the total buildable area. The retail use was not feasible at current rents even with the cost of the road excluded. Apartments were not feasible if the full cost of extending Ensign Road was included. However, if the road extension costs were set aside (nor built as a requirement of development), apartments would likely be feasible under the 80-foot buffer scenario and marginally feasible under the 120-foot buffer scenario.

Road Map Forward

Given the overall limited near-term development potential and competing infrastructure needs throughout the City, the central issue for City is to find the appropriate scale solution that best addresses the nature and scope of the needs given the resources available and other competing City priorities. Different scale solutions could include more detailed planning, large or small infrastructure investment, partnership development, or local business assistance. Overall, result of the study's Situation Assessment and subsequent analysis and public engagement produced three primary findings:

- Improvements to the physical infrastructure system along the Martin Way corridor will benefit all users of the roadway. These improvements are costly and must be prioritized amongst other City priorities.
- The western portion of the Martin Way corridor study area has a need for street frontage safety improvements, but these improvements will occur piecemeal over a long period if they are to be built as a condition of development.
- The extension of Ensign Road would provide better long-term connectivity and congestion relief for the corridor, but private development likely will not be able to help fund the road extension in the near-term.

As a result, a large scale, financially intensive investment in infrastructure along the corridor would not likely be the best use of limited City resources. Here, the focus should be on cultivating the environment where community development can thrive. Instead of a complete reconstruction of Martin Way, a series of smaller, community-oriented projects will be able to 1) lay the foundation for the community partnerships that will be necessary for long-term success; and 2) address existing safety issues with the local pedestrian realm. At a point in the future it may make sense for the City to make more sizable investments in Martin Way or Ensign Road.

The following approach outlines a series of actions the City of Olympia can undertake in the near-term and subsequent mid- and longer-term actions.

Short-term – Take actions that can begin immediately, are relatively low cost, and do not require new funding sources.

- Continue Martin Way community planning efforts and incremental improvements

Mid-term - Advance specific projects, solidify partnerships, and develop public policies to support development feasibility.

- Advance Martin Way and Ensign Road as part of the Transportation Improvement Program
- Continue to foster partnerships
- Work on a wetland and stormwater strategy
- Consider implementing development incentives

Long-term- Begin the process of project development.

- Implement the funding strategy for improvements to Martin Way and the extension of Ensign Road

Summary

This study initially looked into the infrastructure needs and market conditions within the Martin Way study area to determine if the lack of infrastructure was a barrier to development with the purpose of then developing a strategy for funding those improvements. The Situation Assessment identified a number of infrastructure needs, particularly for biking, walking and stormwater mitigation. However, the Situation Assessment also determined that the current market conditions, not the infrastructure needs, as the primary reason for the lack of development in the study area.

The public workshop highlighted the interest of local residents and businesses in seeing improvement to the corridor and the current need to enhance safety and aesthetics along Martin Way. In total, all the infrastructure needs along the Martin Way corridor would be quite costly. In addition, the City has a variety of infrastructure needs and priorities, including potential investments in the downtown.

Given the limited near-term development potential in the Martin Way study area and other infrastructure priorities in the City, it is likely not the right time to make large-scale costly improvements to Martin Way corridor. Instead, the proposed Road Map outlines a strategy of advancing smaller projects to address current safety issues and developing partnerships in the area to support the transformation of the Martin Way corridor over the near-term.

1 Project Context

The Thurston County region's long-range growth strategy focuses future growth and development within the region's urban corridors. The cities of Thurston County have committed to more efficiently provide the public services and land use to residents. The comprehensive plans of Lacey, Olympia, Tumwater and Thurston County all envision vibrant, dense urban centers and moderately dense suburban development within longer term Urban Growth Areas, while preserving outlying rural areas for low density residential and rural activities.

As a part of this approach, these communities are working on using urban transit corridors to their fullest potential - seeking to leverage housing and commercial development along these corridors to provide residents more opportunities to live, work, and play while expanding their mobility options. The Martin Way corridor was specifically identified by the Urban Corridors Task Force (convened by TRPC to recommend strategies for corridor development) to find ways for governments to reduce the risks and cost associated with infill and redevelopment and to enhance the attractiveness of specific locations for private investment.

In addition, the City of Olympia desires to bolster its community and economic development goals of increasing jobs growth, growing the City's tax base, and increasing the quality of life. To support the City's goals and the region's growth strategy, the City is pursuing a more proactive approach to realizing more private investment and redevelopment within the city. As part of this approach, the City of Olympia is developing an investment strategy for the City that is focused on six potential opportunities areas in Olympia for increased investment and activity.

In 2011, the Thurston Regional Planning Council received a Challenge Grant from the Department of Housing and Urban Development to pursue planning efforts to support the region's urban corridors growth strategy. This study, funded by the grant, focuses on the Martin Way corridor on the eastside of Olympia between Wilson Street and Lilly Road to support the transformation of the corridor into a vibrant, mixed use district.

1.1 Project Purpose

The City of Olympia has a vision for the Martin Way District including mixed-use development of residential, retail, office, and other commercial uses, but has not seen this type of development. Because this type of development has not taken place, the City would like to better understand:

- How infrastructure can support the City's vision for community and economic development,
- How and when infrastructure could be built to support the area's goals, including the phasing of infrastructure improvements, and
- The range of funding options for needed infrastructure improvements.

The purpose of this report is to assess the infrastructure needs within the study area, the potential for those improvements to support the City's community and economic development goals, and a strategy to fund those improvements.

1.2 Study Area

The Martin Way study area starts along 4th Avenue East at Wilson Street and extends east along Martin Way to Lilly Road. The study area also includes roughly the area a quarter mile on either side of Martin Way - south to include Pacific Avenue from 4th Avenue E to I-5 and north of Martin Way up to 8th Avenue E. shows the extent of the study area.

1.3 Report Organization

This report examines the development potential and infrastructure needs within the study area, the ability of private development to pay for improvements, and lastly provides a strategy and approach for the development of infrastructure in the study area. The remainder of the report is organized into five sections:

- **Section 2: Situation Assessment.** This section summarizes the existing conditions for the current land use market, transportation, and stormwater and utility needs within the study area.
- **Section 3: Project Area Assessments.** This section evaluates the infrastructure within the study area and then focuses on two different areas within the study area to gain a better understanding of the types of projects needed and the ability of private development to pay for improvements.
- **Section 4: Infrastructure Needs and Funding Challenges.** This section reviews how the City typically funds infrastructure improvements, and the implications of this approach for funding improvements in the Martin Way study area.
- **Section 5: Funding .** This section summarizes the approaches and framework for evaluating infrastructure funding broadly and for the two focus areas evaluated.
- **Section 6: Road Map: A Framework for Martin Way.** This section provides a recommended strategy and approach for infrastructure development and funding within the study area.

Figure 1. Martin Way Study Area



Source: ESRI, City of Olympia

2 Situation Assessment

The situation assessment first provides an understanding of the land use and current market conditions within the study area, and then assesses the existing conditions and needs for transportation and stormwater and utilities. This information leads to identification of infrastructure projects and a subsequent funding strategy for those projects.

2.1 Land Use and Development

The study area is an old highway corridor with a mix of relatively low-density residential, commercial, and medical services/institutional uses, and open space. Figure 2 shows the pattern of current land uses within the study area. Almost half (47%) of land in the study is residential uses. Much of the housing stock is relatively affordable including mobile home parks and subsidized housing. Commercial uses, primarily along Martin Way and Pacific Avenue are almost one quarter (24%) of land. Vacant land and open space is also 24% of the land area.

One third of the overall parcel area within the study area is either vacant or potentially redevelopable land. Figure 3 shows vacant and potentially redevelopable parcels in the study area. Vacant parcels total just over 8% of parcel area. The largest vacant area includes a few large parcels in the central part of the study area south of Martin Way. Environmental constraints, such as wetland, have not been removed from the land area, however. Some of these vacant parcels do have common ownership. Parcels on the western part of the study area are mostly built out and smaller in size with only a few smaller vacant parcels.

Redevelopable parcels account for over one quarter of the parcel area. The eastern part of the study area has a number of larger redevelopable parcels with existing low-density residential uses. These parcels are identified based on the parcel's building improvement to land value ratio (ILR). Parcels with low value buildings relative to the value of the land are more likely to be redevelopable. Parcel with "high" redevelopment potential (ILR of less than 1.0) are 22% of the parcel area. This is just one method for identifying potentially redevelopable parcels, and it doesn't account for current market conditions, such as potential rents.

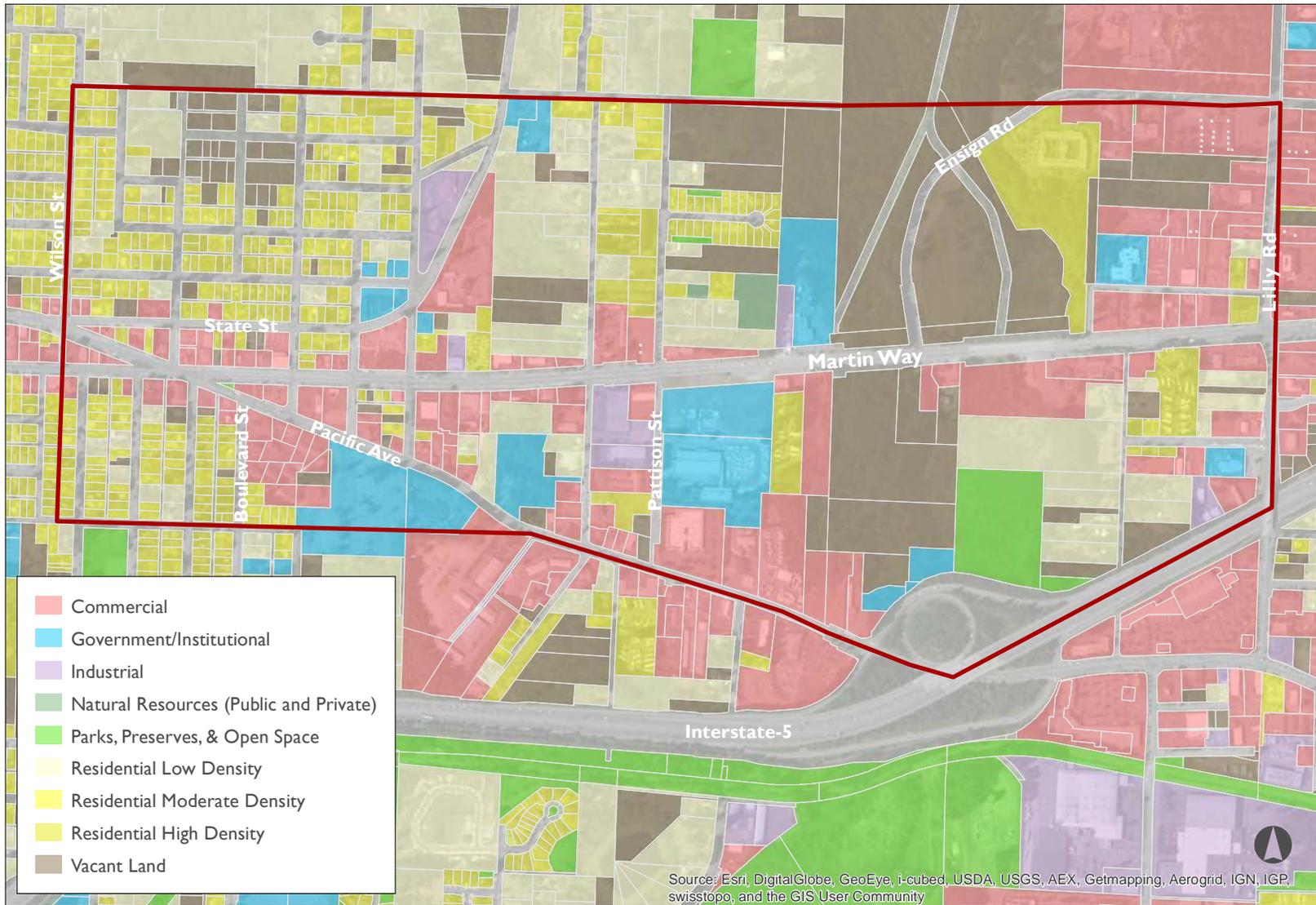
The High Density Corridor zoning along Martin Way and Pacific Avenue allows for high intensity residential or commercial development, but the study area has not realized much new development or redevelopment over the last ten years, even while other parts of the city and region grew and realized some redevelopment. The lack of development is a result of three primary development challenges in the study area:

- Rents for most uses are still relatively low, which makes it difficult for new development to substantially increase the income potential of a property through redevelopment,
- There is a competing supply of easily developable (i.e. large and vacant) property in the region with good transportation access, and
- Lack of prime development sites.

As a result, significant development and redevelopment along the corridor is a long-term proposition. Larger vacant and/or partially used parcels in the study area will be the most likely to be developed first before currently developed and more challenging parcels are redeveloped. Most parcels that fit this description are in the central part of the study area.

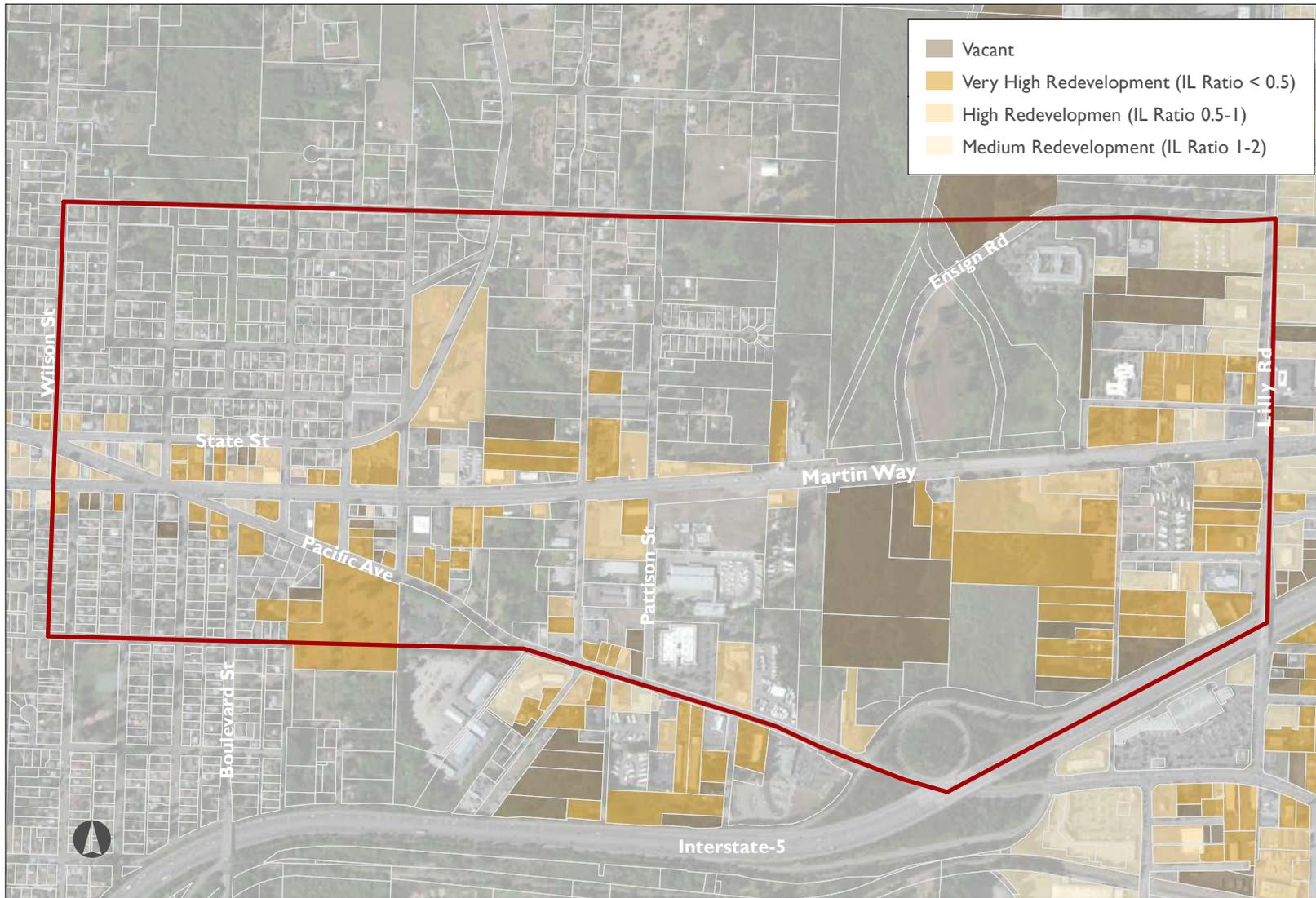
The use most likely feasible in the study area in the near-term is **multi-family housing**. Rents in Olympia have been increasing and vacancy rates are relatively low. Longer-term, parcels on the west and east ends of the study area, many of which are currently developed, will have increasing redevelopment potential for a variety of uses. One longer-term land use opportunity may be **medical offices**. The study area is in close proximity to Providence Hospital and a cluster of existing medical offices.

Figure 2. Current Land Use in Study Area, 2010



Source: Thurston Regional Planning Council

Figure 3: Community Redevelopment Potential in Study Area, 2010



Source: Thurston Regional Planning Council

2.2 Transportation

As the focus of this particular study, Martin Way operates as a key east-west link between Downtown Olympia and Lacey while providing regional connections to Interstate-5. It is characterized by four travel lanes of varying pavement condition with bicycle lanes present on both sides of the road.

Pedestrian Environment

The presence of sidewalks in the study area varies, depending primarily on the adjacent land use. A large portion of Martin Way currently lacks sidewalks, with sporadic coverage at intersections or in front of more recent development as shown in Figure 4. The width of right-of-way associated with Martin Way allows for the flexibility to potentially improve both bicycle and pedestrian conditions along the corridor.

Currently, there are few opportunities for pedestrians to comfortably cross the streets. The signalized intersections of Phoenix Street, Ensign Road and Lilly Road are far apart from one another. In addition, the wide crossing width and vehicle speeds make it challenging for a pedestrian to cross Martin Way.

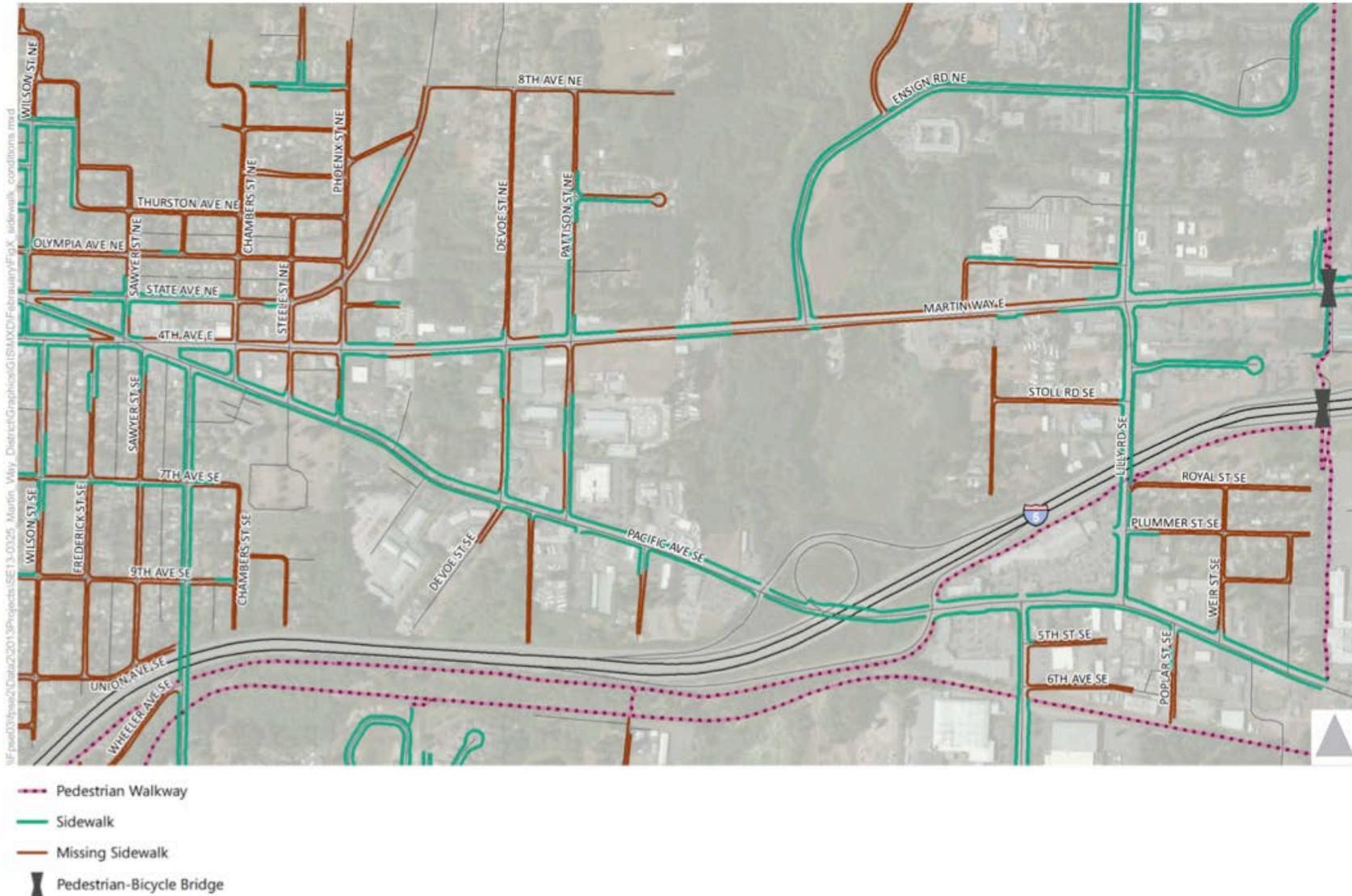
Bicycle Environment

While bike lanes exist on Martin Way, the street is characterized as high stress bicycling environment. With a speed limit of 35 mph along Martin Way, the limited buffer between the bike lane and vehicle traffic is insufficient to provide a low stress cycling environment. Additionally, the poor pavement quality in some sections of Martin Way creates a difficult travel path for cyclists. The



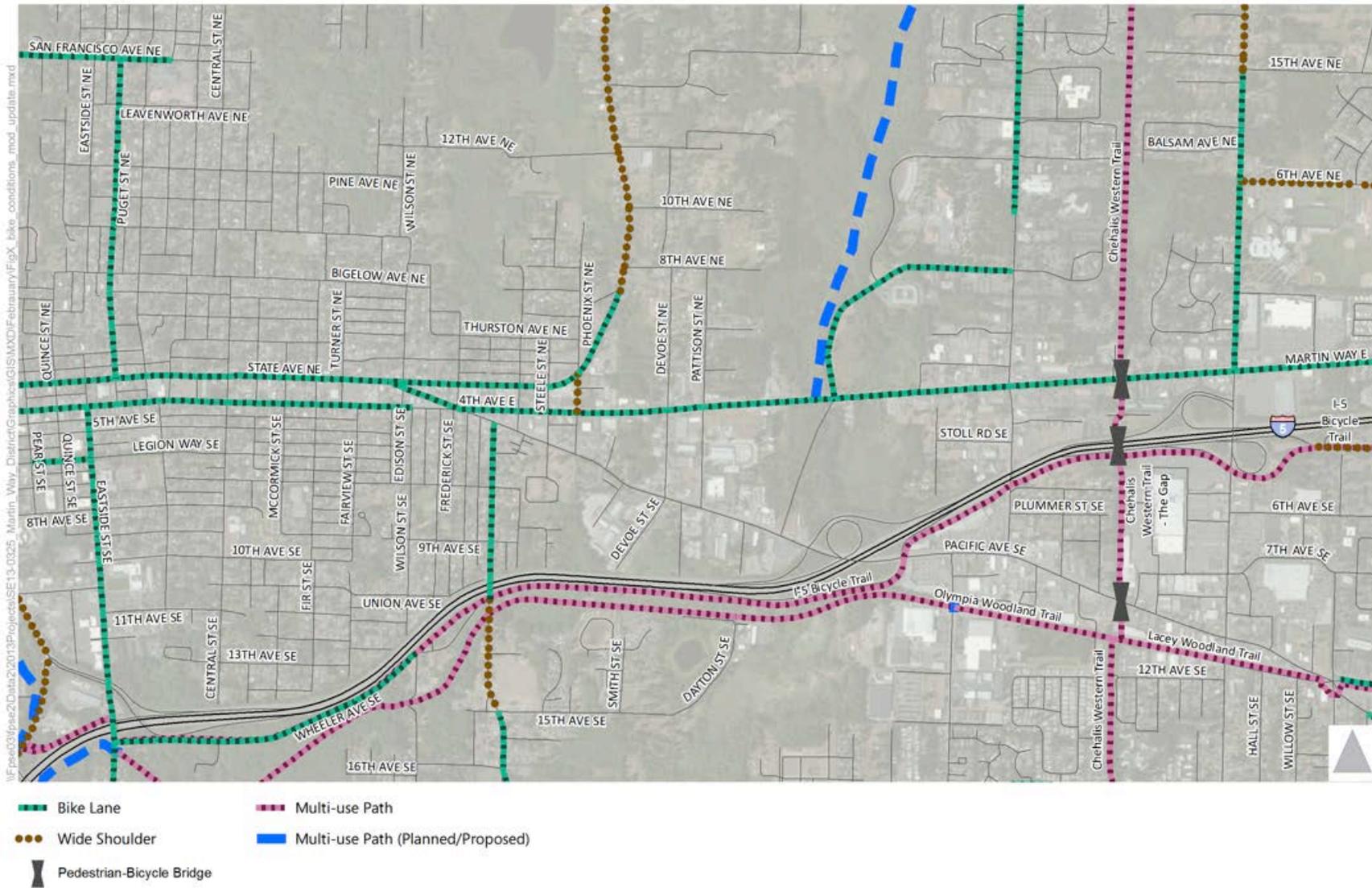
large number of driveway access points near Lilly Road and Pattison Drive also results in numerous conflict points along the route. Figure 5 highlights the current bicycle infrastructure.

Figure 4. Study Area Sidewalk Connectivity



Source: Fehr & Peers, City of Olympia

Figure 5. Study Area Bicycle Routes



Source: Fehr & Peers, City of Olympia

Transit Service

Intercity Transit is the local transit authority connecting the cities of Lacey, Olympia, Tumwater and Yelm. Intercity Transit provides service to the Martin Way study area with six bus stop locations in each direction along Martin Way. Service along the corridor is provided during weekdays approximately between 6:00am and 11:00pm. Routes 60, 62A and 62B serve the study area. Routes 62A and 62B provide similar service connecting Lacey with Downtown Olympia via Martin Way and combine to offer 30 minute headways during the morning commute and 15 minute headways during the evening commute hours. Route 60 offers direct service to the Providence Hospital from locations in Olympia and Lacey.



Martin Way has been identified as a bus corridor in the City’s Transportation Mobility Strategy. These are selected major corridors where the City and Intercity Transit are investing in transit service that is frequent and convenient. A current project is underway to provide transit signal priority at intersections so that buses can proceed through the intersection without being delayed in congestion.

Traffic Operations

The study area moves traffic east and west efficiently with the arterials of Pacific Avenue and Martin Way. However, the district lacks a gridded network of north and south street connections with primary connections limited to Martin Way and Pacific Avenue. With four travel lanes of vehicle capacity, Martin Way has relatively low levels of daily traffic volumes and congestion as shown in Figure 6. Overall, daily volumes along Martin Way do not exceed 8,200 vehicles in any direction, with total volumes below 16,000. This is in the lower range of the City’s standards for a four-lane arterial, which is 14,000 to 40,000 vehicles per day. Pacific Avenue has four travel lanes with a two-way left turn lane and exceeds 16,000 vehicles in one direction and 30,000 daily vehicles combined. All signalized intersections in the study area currently operate at LOS D or better.

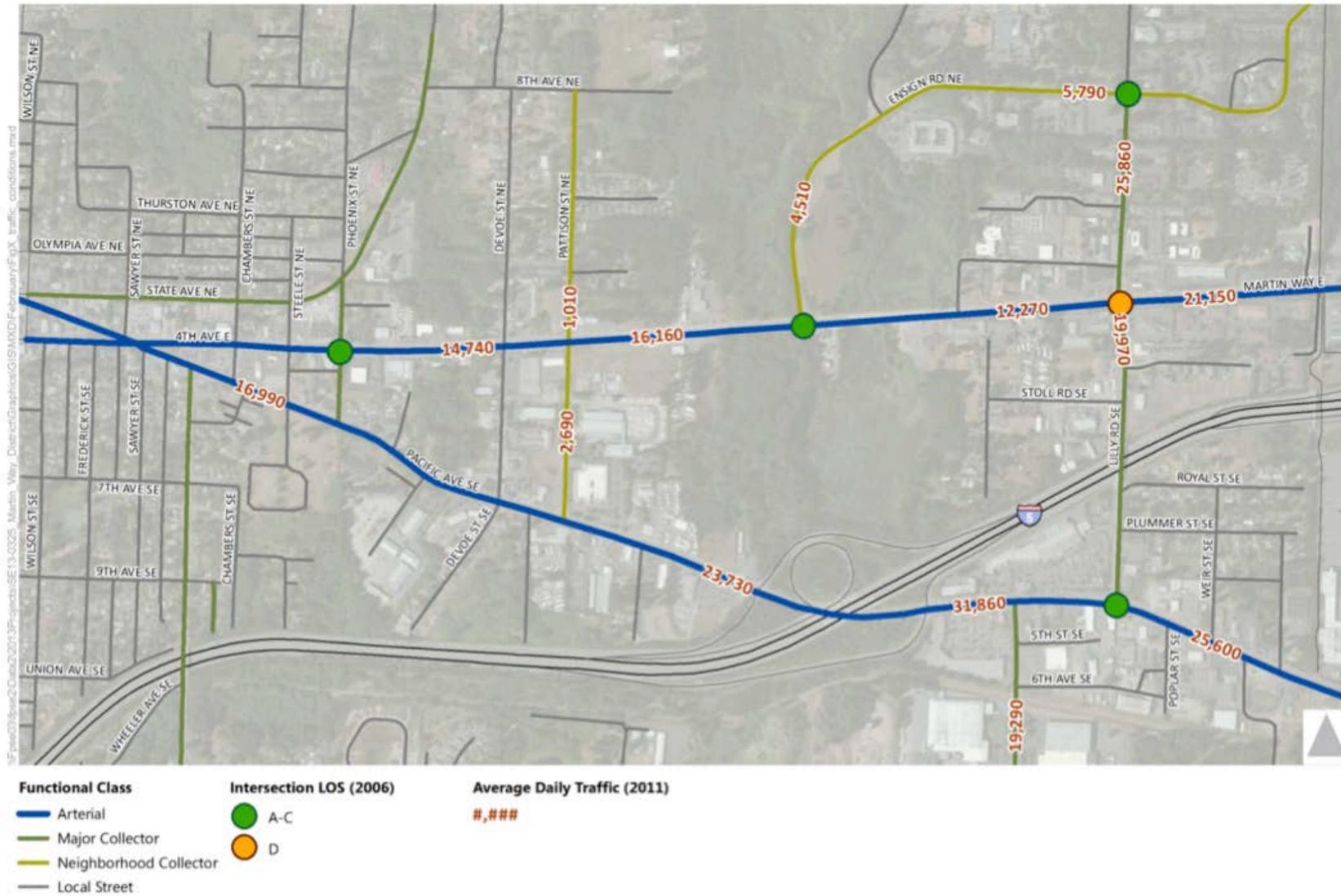


The City of Olympia's Comprehensive Plan forecasts a substantial increase in PM peak hour traffic volumes by the year 2030 compared to volumes observed in 2006. To accommodate this increase, the Comprehensive Plan lists two key intersection improvements within the study area:

- Adding turn lanes to the Lilly Road and Martin Way intersection
- Adding turn lanes to the Lilly Road and Ensign Road intersection

The Lilly Road and Martin Way intersection is forecast to be overcapacity by 2030 even with additional turn lanes. The Comprehensive Plan proposes extensions of Ensign Road from Pacific to Martin Way and Stoll Road to Martin Way as a means to accommodate growth and improve operations of the intersection.

Figure 6. Study Area Traffic Levels



Source: Fehr & Peers, City of Olympia

2.3 Stormwater and Utilities

The study area is currently served by existing water, wastewater, storm drainage and underground private utilities. However, there are a number of gaps within the study area related to stormwater facilities and parks and trails. In addition, the uncertainty around wetland delineation and classification and the associated stormwater mitigation costs will have implications for development in the study area.

Drinking Water

Based on review of the City of Olympia 2014-2019 Capital Facilities Plan and the Olympia Water System Plan for 2009-2014 there are no water projects or upgrades planned within the study area. However, the City of Olympia plans to include water lines along both Ensign Road and Stoll Road extensions when they occur.

Wastewater

Some of the properties along Martin Way are still on septic and will need/want to connect to the sewer mainline as redevelopment occurs. Due to the existing topography it may be hard to get gravity connections to the Martin Way line in some locations. Some parcels may have to pump the sewer up to the mainline.

LOTT identifies that there will be capacity issues in the main distribution pipeline along Martin Way, and the City of Olympia identifies that some pipe segments need to be upsized by 2030.

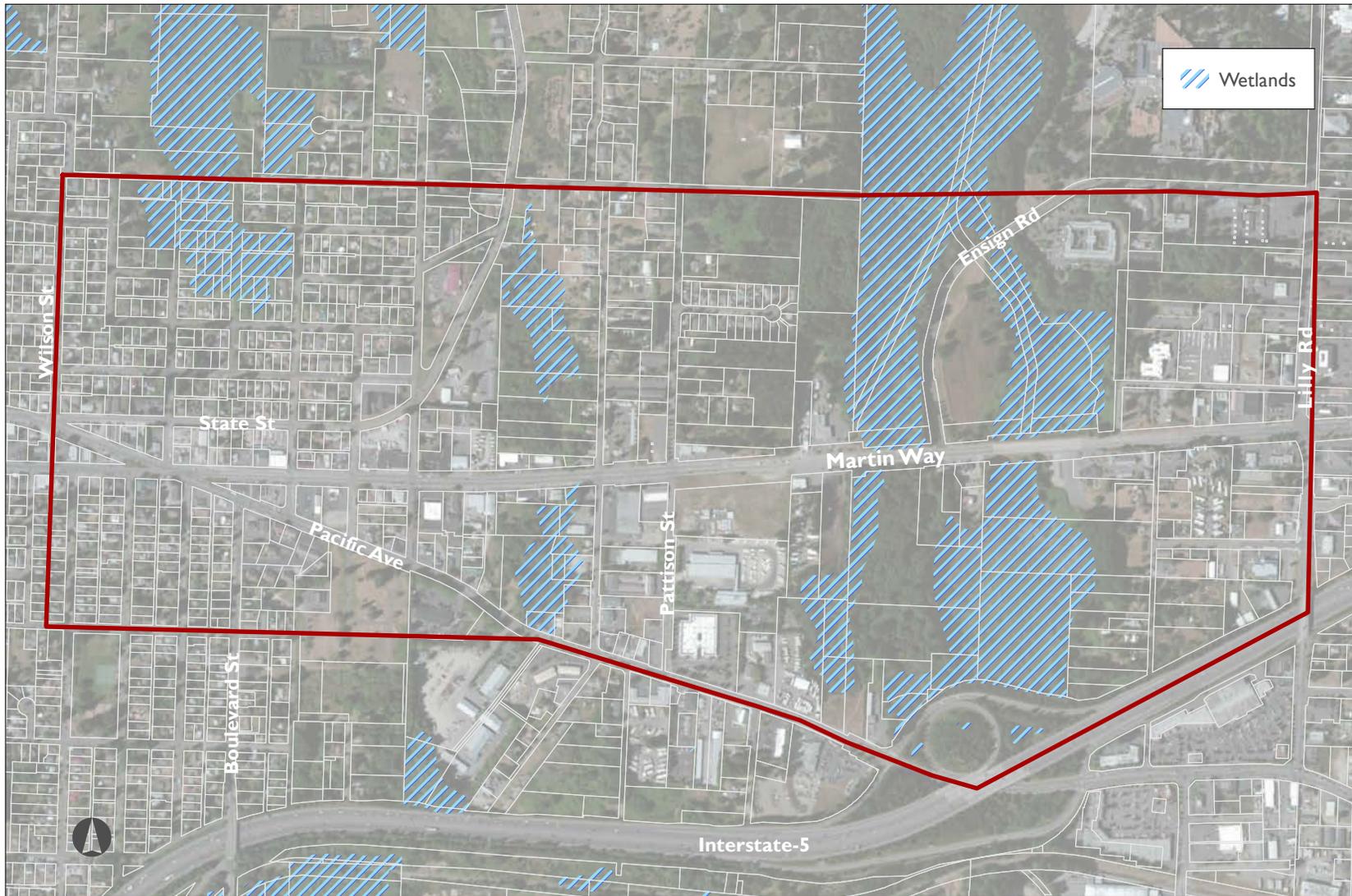
Storm and Surface Water

There are two stormwater basins within the study area, including the headwater for Woodard Creek. The western portion of the study area to about Ensign Road is located within the Indian Creek Basin. Based on the critical area information shown on the Thurston County Geodata Center mapping, a portion of the study area is within the watershed protection area, flood plain, high groundwater hazard, wetland and wetland buffer associated with the creek system, and the shellfish protection area.

The costs of redevelopment for either right-of-way or parcels could be significant to meet both permitting and design requirements in these areas. However, until the wetland delineation and classifications are confirmed, the extent of the mitigation is unknown.

Thurston County is just finishing a retrofit study of Woodard Creek, and Olympia should continue to coordinate with the County to evaluate basin level planning. The City may also want to review any projects in the Martin Way study area to confirm if there is opportunity to create a regional stormwater management facility within the basin to offset the stormwater management requirements as parcels redevelop.

Figure 7. Study Area Wetlands



Source: Thurston Regional Planning Council, City of Olympia

Electricity and Natural Gas

Redevelopment within the study area is able to obtain electrical and gas service from Puget Sound Energy. Joint utility trenches are included in estimates for Martin Way improvements, Ensign Road, and Stoll Road.

Parks and Trails

There are no parks parcels owned by the City of Olympia shown in the study area. As a result, additional park land may need to be identified to support any new residential development in the area.

The 2010 Parks, Arts & Recreation Plans shows the Woodland Creek Trail corridor, between Martin Way and 26th Avenue, as a long-term objective. The trail is shown on property owned by Providence Saint Peter Hospital. If Ensign Road is extended south of Martin Way, there is potential to extend a trail between Martin Way and Pacific Avenue to provide a north-south non-motorized connection within the district.

2.4 Summary Assessment

While there are a number of transportation, stormwater, and utility infrastructure needs within the study area, most of the needs identified are not an immediate barrier to development for most parcels. For example, roadway improvements to Martin Way would not improve access for parcels along the corridor, and thus not significantly change the market fundamentals of those parcels (the ability to achieve higher rents or increase land values). The primary limitation to development and redevelopment along the corridor is relatively low rents, lack of prime development sites, and the large supply of competing locations (either vacant buildings or buildable lots) in the area.

One exception includes a few large vacant interior parcels between Martin Way and Pacific Avenue east of Pattison Street, which do not have road access. An extension of Ensign Road through this area could open this area for development. Stormwater mitigation requirements for the development of this area are uncertain due to the lack knowledge related to wetland delineation and classification in the area. However, the potential cost for developers may be quite high.

Besides economic development benefits, improvements in the streetscape and how the right-of-way along Martin Way is programed can make the area more attractive and safe for people. Safety improvements, particularly for pedestrians and bicyclists, appear to be one of the most important types of infrastructure improvements needed today in the district.

The study area has a number of assets that make the corridor a good location for redevelopment. The zoning allows for relatively high intensity residential or commercial uses. The several unique amenities in the study area, including good views of Mount Rainier and a large amount of open space. Traffic along the corridor is relatively low and it is well served by transit.

Over the long-term, an improved and more attractive roadway could make the area a more desirable location for new businesses and development as the market for new development improves. Making upfront corridor-wide improvements would be costly to the City, however. A less costly option for the City is to wait for private development to make frontage and roadway improvements along Martin Way. This is a long-term approach that will likely result in piecemeal improvements along the corridor. Nor will this approach address some of the immediate needs of bicyclists and pedestrians.

3 Project Area Assessments

To gain a better understanding of the variety of infrastructure needs and development potential within the study area, the study summarizes the corridor-wide improvements identified in the Situation Assessment and then focused on two smaller areas for additional work. The two focus areas are the west end of Martin Way between Sawyer Street and Pattison Street, and the extension of Ensign Road from Martin Way to Pacific Avenue. These areas were selected because of their different infrastructure needs and development potential.

The assessment for each of the focus areas took quite different approaches. The assessment of Martin Way between Sawyer Street and Pattison Street involved a community workshop to elicit feedback from residents and local businesses on needed improvements. The assessment of the Ensign Road extension involved more detailed analysis of the potential road alignment, environmental constraints, and development feasibility of the area.

3.1 Martin Way Corridor Improvements

Given the overall limited near-term development potential and significant infrastructure needs along the Martin Way corridor broadly, improvements would be costly. The Martin Way corridor through the entire study area requires a number of improvements in order to bring it up to the City's Arterial standard and to create a safe pedestrian and bicycling environment. There are notable sidewalk gaps in the area, particularly in the western portion near land uses with more frequent pedestrian travel. Additionally, the only safe pedestrian crossings of Martin Way are at the signalized intersections of Ensign Road, Phoenix Street, and Lilly Road. The pavement quality on the shoulder is poor for bicyclists and the current bicycle infrastructure does not provide a suitable separation from vehicle traffic given the posted speed limit. The following items are key improvements needed for Martin Way:

- A minimum of 8-foot wide sidewalks on both sides of the street
- Planter strip, street trees or a landscaped buffer between the sidewalk and street
- Re-striped 5-foot bike lane with possible 2-foot buffer
- Additional pedestrian crossing treatments such as refuge islands, crosswalks and/or signalized crossings¹
- Re-paved bicycle surface

In total, the costs for the corridor improvements would range between \$17 and \$23 million depending on the extent of the infrastructure. The sidewalk construction alone would comprise \$2.5 to \$3.0 million of that amount.

¹ Costs assume crossing treatments at Chambers Street, Devoe Street and Stoll Road

3.2 Focus Areas

3.2.1 Martin Way: Sawyer to Pattison Frontage and Pedestrian Improvements

The segment of Martin Way between Sawyer Street and Pattison Street (just west of the Intercity Transit site) is an important part of the corridor. This area was selected for additional work because of the surrounding residential neighborhood, number of businesses, transit connections, and opportunities to upgrade local streetscapes, business entries, pedestrian circulation, and development potential. To explore those opportunities, the study incorporated an urban design element focused on the area. Public realm improvements can significantly enhance a community's multi-modal circulation, safety, neighborhood character and stability, pedestrian interest, appearance and its business and development setting.

Community Workshop

The intent of this effort was to work with community members, including residents as well as property and business owners, to identify public realm and other urban design improvement options to pursue further at a later time. In order to solicit the public's objectives and ideas, the City of Olympia conducted a design workshop on May 12, 2014. Approximately 30 participants attended. After a brief presentation to describe the project's intent and scope, a summary of physical and market conditions, and examples of other successful corridor development efforts, participants divided into groups of eight to ten people to discuss their thoughts on improving the corridor. The work session concluded with each group sharing the results of their group's responses. The following section summarizes the major infrastructure needs identified during the breakout sessions and discussed during the final full group session. These ideas and concepts are not specific recommendations but ideas that community members felt worthwhile to explore.

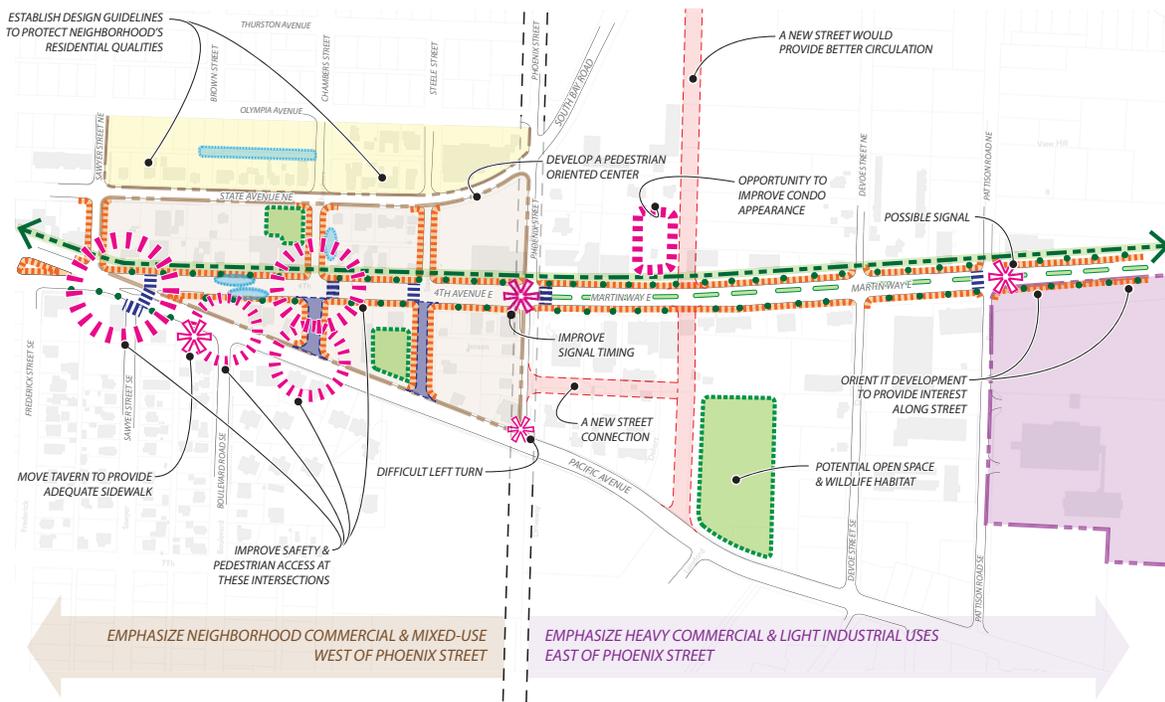


Infrastructure Improvement Needs

The groups recorded ideas for improvements on maps. These were specific proposals for improvements people felt were valuable to the district. The improvements fell into three categories: pedestrian safety and access, public realm improvements, and development opportunities. The following is a list of specific street and public realm improvements that might be pursued in the future.

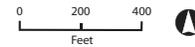
Figure 8 represents a compilation of the various ideas that can be explored further.

Figure 8. Urban Design Suggestions from May 12th Public Workshop



GENERAL NOTES:

1. MAKE ROADWAYS, CROSSWALKS & SIDEWALKS ADA COMPLIANT
2. PROVIDE INTERNET SERVICE THROUGHOUT
3. REDUCE SPEEDS IN THIS PART OF MARTIN WAY. THERE ARE A LOT OF CROSSINGS
4. IMPROVE LIGHTING ESPECIALLY FOR PEDESTRIANS



LEGEND

	Special Concern or Opportunity		Development Opportunity or Issue
	Improve Drainage		Open Space & Amenity Improvements
	Street Landscaping		Shared Use Bike/Ped Path
	Possible Landscape Median		Street Reconfiguration w/ Better Sidewalks & Additional Parking
	Important Crosswalks		New Street Right of Way
	Sidewalk Improvements		

Source: MAKERS Architecture

Pedestrian Safety and Access

- Address the need for additional crosswalks – the community feels it needs better north-south access across Martin Way.
- Improve sidewalk continuity. Continuous sidewalks should be provided along Martin Way. Currently there are a number of stretches that are inaccessible and uncomfortable.
- Address concerns that the Phoenix Street intersection should be improved for all users.
- Address concerns that there needs to be a signal at Pattison Street for safety improvements.

- Improve the triangle intersection at Pacific Avenue – consider an “oval-about,” an elongated roundabout.
- Consider a multi-purpose trail along north side of Martin Way in lieu of a sidewalk and bike lanes on that side. One alternative would be a swale and pathway instead of a concrete walk to save money.
- Provide sidewalks on side streets to improve connections to residential areas.
- Improve street lighting throughout the corridor
- Increase pedestrian visibility from the street.
- Consider pedestrian activated signals for crossing Martin Way.
- Consider better pedestrian crossings and connections in the triangle east of Pacific Avenue.
- Improve access to key bus stops in this area.
- Address concerns that traffic speeds are too high for all users.

Other Public Realm Improvements

- Define the road edge - delineate the public right-of-way and the space needed for vehicles. The street is poorly defined between buildings and the travel lanes
- Address stormwater runoff (perhaps a storm water retention pond or regional facility).
- Investigate ways to create a network of smaller streets.
- Consider a median down at least a portion of Martin Way for safety and appearance.
- Use and enhance existing green space. The area needs more parks. A pocket park behind “Tea Lady” would provide great views of Mt Rainier. Street trees would improve the “sea of asphalt” look.
- Improve the appearance of areas around trailer parks.

Development Opportunities

- The triangle east of the Pacific Avenue intersection has a number of opportunities. It also could benefit from both public and private realm improvements. There is no real definition of this potential node.
- There are some opportunities for multi-family or mixed use development near the intersection with Pacific Avenue. Two floors over commercial might be good. Take advantage of the market for residences, but it is important to make sure that they don’t adversely impact the neighborhoods.
- The real desire is for smaller scale local businesses. Maybe the lots and area are appropriate for start-ups. More development like the farm store is desirable. Cottage industries are especially desirable
- Let height develop on the corridor, with sensitivity to existing single-family areas.

Overall, the Martin Way right-of-way is sufficiently wide to accommodate a variety of alternative solutions. For example, better pedestrian circulation and safety might be addressed with better sidewalks on both sides of the street. Or, that same objective might be achieved through a multi-modal trail (for both pedestrian and bicycle circulation) on the north side of the street. The next steps for understanding how Martin Way can best meet the needs of the community will take a more detailed study and continued public input.

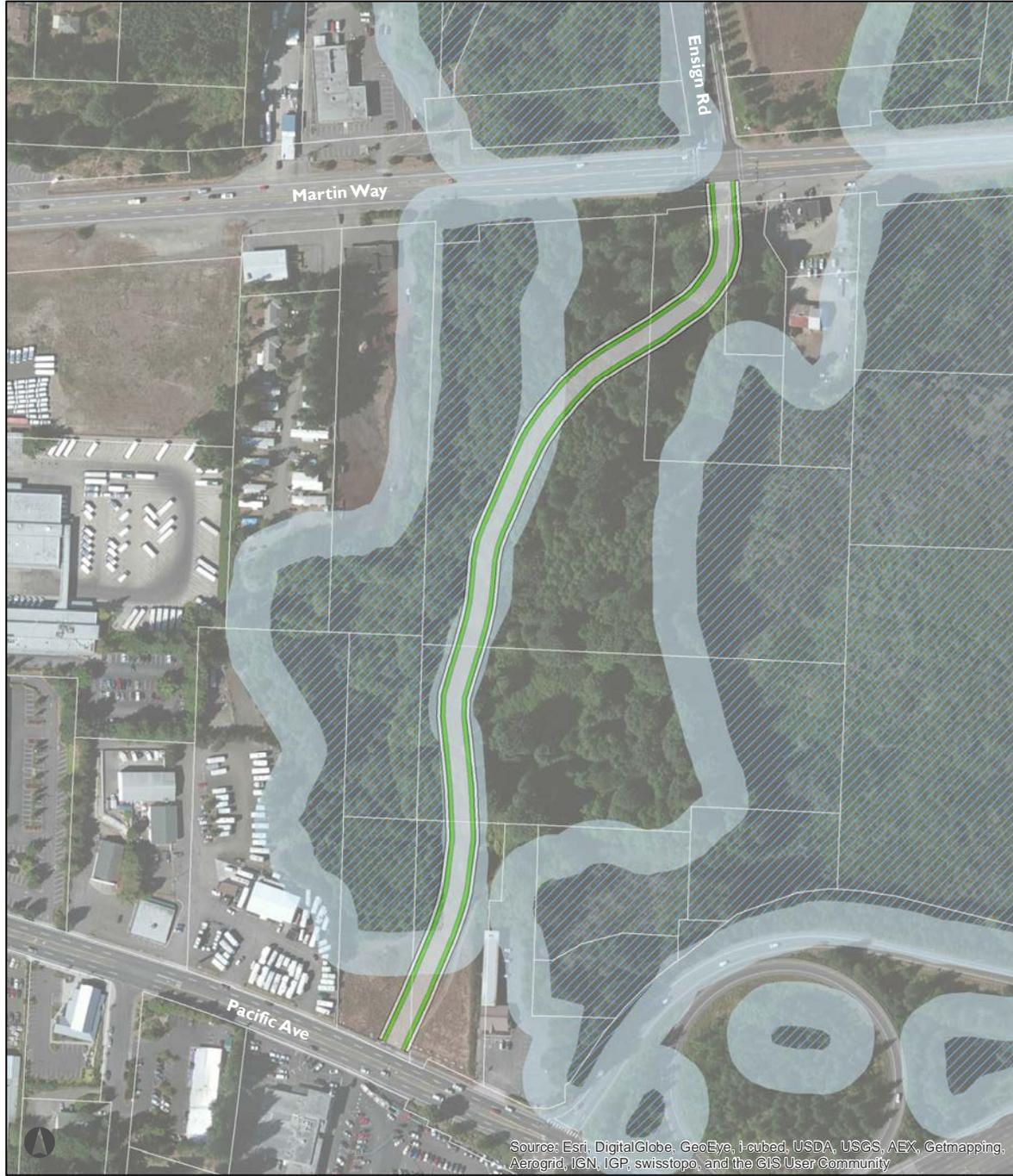
3.2.2 Ensign Road Extension

The future extension of Ensign Road is identified in Olympia’s Comprehensive Plan. The extension would provide a north-south connection between Martin Way and Pacific Avenue with access to Interstate-5. The connection would also provide access to a sizable area of undeveloped land and an alternative route to increasingly congested Lilly Road. However, this area has significant development constraints due to the adjacent wetlands.

Figure 9 shows the potential alignment of an Ensign Road extension. The City’s Major Collector standard require that the alignment include 60 feet of right-of-way and one travel lane in each direction along with bike lanes and sidewalks on both sides of the street. A left-turn lane for the southbound approach along Ensign Road would be provided at the intersection of Ensign Road and Pacific Avenue while a left-turn lane would be provided along the northbound approach at the intersection of Ensign Road and Martin Way.

The alignment is located adjacent to a large wetland system. The extension of Ensign Road would need to comply with the City’s Critical Area Regulations.

Figure 9. Ensign Road Extension Alignment



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

- Ensign Extension Components**
-  Wetlands
 -  Roadway
 -  Wetlands 80 ft Buffer
 -  Planted Strip
 -  Sidewalk/ROW Buffer

Source: Thurston Regional Council, Fehr & Peers



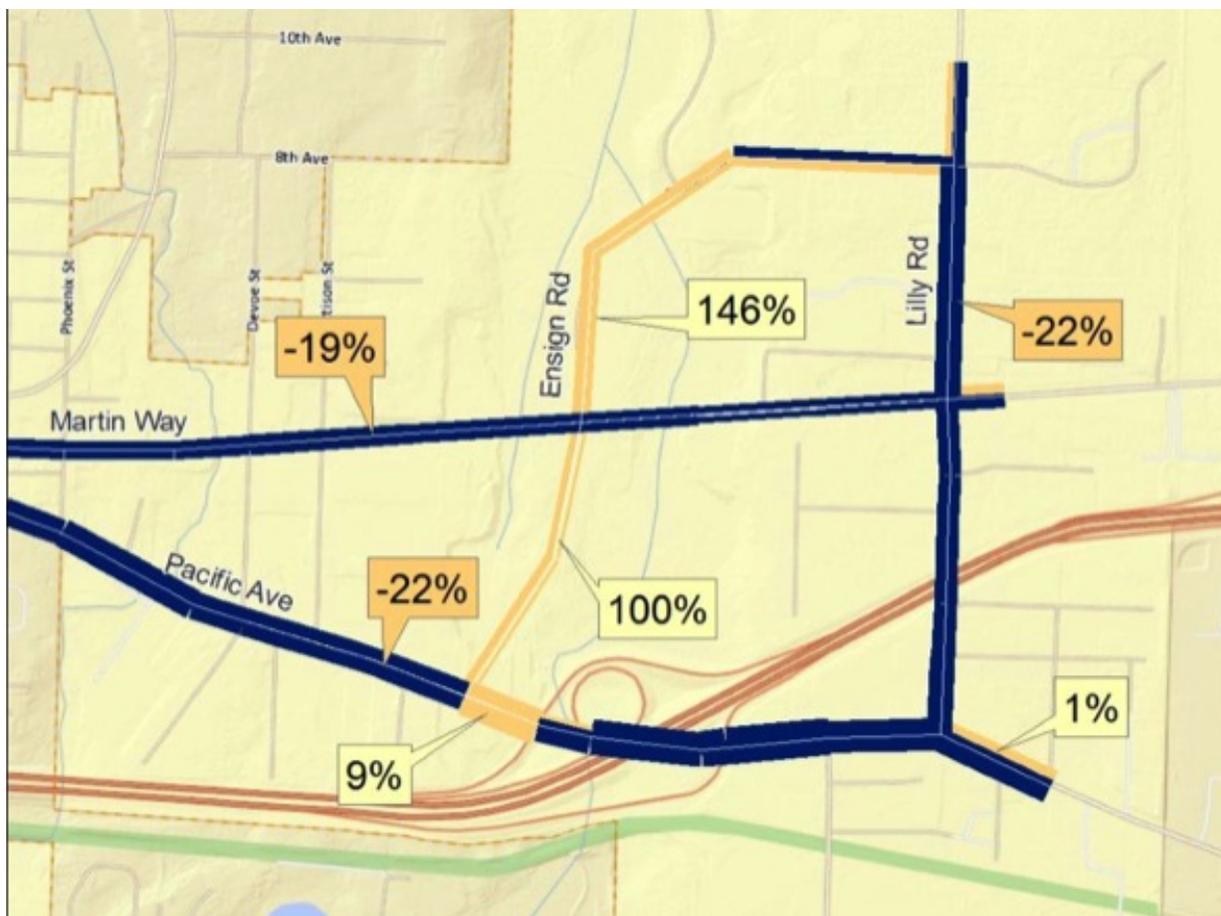
0 100 200 400
Feet

Source: ECONorthwest, Fehr & Peers, Thurston Regional Planning Council

Initial cost estimates developed by city staff were updated to reflect the revised alignment and the new signal provision. Including design and contingency estimates, the total cost of the Ensign Road extension would be approximately \$9.1 million. Note that this estimate does not include the extension of sanitary sewer and water mains, which would be an estimated additional \$1.2 million.

City staff analyzed projected traffic volume diversion based on constructing of an Ensign Road extension. In general, the Ensign Road extension would decrease the number of vehicles that would use the Martin Way and Lilly Road intersection and decrease volumes along Martin Way and portions of Pacific Avenue and Lilly Road. Figure 10 shows the potential decrease in traffic volumes on nearby streets.

Figure 10. Ensign Road Extension Impacts on Traffic Volumes



Source: City of Olympia

Besides the improved vehicle mobility, the Ensign Road extension would enhance the north-south connectivity for pedestrians and bicyclists. The extension would help to reduce the existing gap of over 3,600 feet between the nearest north-south roads of Pattison Street and Lilly Road, which don't have bicycle facilities. While Lilly Road has sidewalks, Pattison Street has incomplete sidewalks.

Development Feasibility

The study looked at the development feasibility of two different uses, a large format retail store and an apartment complex. The feasibility analysis had two purposes. The first is to determine if development would be feasible in the near-term. The second is to determine if development could pay for all or a portion of the road extension. To assess development feasibility, the analysis used a pro forma model of each use factoring in current market rents and construction costs, including the cost of constructing the road and related water and sewer improvements and estimated stormwater mitigation.

A key issue impacting the development of the area is the environmental constraints associated with the wetlands. The category of wetland and resulting environmental constraints on the site are not well known, and any future development would require additional study. As a result, the feasibility analysis assessed the development potential of the area using an 80-foot wide wetland buffer required for Category III wetlands and an more restrictive 120-foot buffer required for Category II wetlands. The total buildable area with the 80-foot buffer is 5.5 acres, and the buildable area with a 120-foot buffer is 3.6 acres.

Storm and surface water mitigation costs associated with development is another significant barrier for development feasibility. Stormwater mitigation on the site would likely require re-grading the site, on-site treatment, and the construction of a retention vault. Total cost for this would be in the range of \$1 million or more. The feasibility analysis assumes \$1 million added to the cost of development.

The City is developing new Low Impact Development Standards for stormwater. This will ultimately affect future project design and costs.

Retail

A WinCo grocery store was proposed for this site prior to the recession starting in 2008. This study conducted a pro forma analysis of a similar development to test if this type of use would be feasible today. There are a few key differences between the development concepts. The WinCo proposal assumed wetland buffers less than 80 feet allowing for a larger building and more rent income. The width of the extension of Ensign Road was also narrower making it less costly to develop. In addition, the market for development at that time was much stronger, increasing the demand for the site. As a result, the development feasibility today is likely more challenging.

The results of the pro forma analysis indicate that a large-scale retail store would not be feasible today at current rents. The cost of extending Ensign Road was not included in the initial feasibility assessment. Figure 11 provides a summary of the current assumed annual triple-net rent, the estimated rent needed for the development to be feasible and pay for the entire \$9.1 million extension of Ensign Road (\$37.00/sf/yr NNN), and the difference between the two rent levels (Gap).

Figure 11. Retail Rents and Feasibility

Retail - 80 ft Wetland Buffers	
Current Rent/SF	\$18.00
Feasible at Current Rent	No
Rent to Pay for Road	\$37.00
Gap (\$/SF)	\$19.00

Source: ECONorthwest

Apartments

The Situation Assessment identified multi-family apartments as the use most likely to be feasible in the near-term. This analysis evaluated the feasibility of three-story garden-style apartments with surface parking on the site. Figure 13 shows the conceptual site layout of the apartment buildings with 80-foot and 120-foot wetland buffers. The scenario with the smaller 80-foot buffers allows for about 60 more units to be included on the site.

Neither scenario would be feasible if the full cost of extending Ensign Road was included in the development costs. However, if the road extension costs were set aside (i.e. paid for by the City or another source), apartments would likely be feasible under the 80-foot buffer scenario and marginally feasible under the 120-foot buffer scenario. Figure 12 shows the current assumed annual rents, which are somewhat lower than other parts of Olympia, and the rent level needed for the development to bear the entire cost of constructing the Ensign Road extension.

Figure 12. Apartment Rents and Feasibility

Apartments - 80 ft Wetland Buffers		Apartments - 120 ft Wetland Buffers	
Current Rent/SF	\$12.08	Current Rent/SF	\$12.08
Feasible at Current Rent	Yes	Feasible at Current Rent	Maybe
Rent to Pay for Road	\$18.00	Rent to Pay for Road	\$21.00
Gap (\$/SF)	\$5.92	Gap (\$/SF)	\$8.92

Source: ECONorthwest

The gap under both scenarios would represent a 50% or more increase in rent. As a result, it is unlikely apartments, or any type of development, would be able to support the cost of extending Ensign Road in the near-term.

Figure 13. Conceptual Apartment Site Layout

80 foot Buffer



120 foot Buffer



Source: MAKERS Architecture, Fehr & Peers, Thurston Regional Planning Council

4 Infrastructure Needs and Funding Challenges

4.1 The City's Current Approach to Infrastructure Investment

Some infrastructure can only be effectively paid for and funded by governments, either because it is not possible to charge users, or users are not able to pay the full amount to cover the cost of the infrastructure. Infrastructure that can be paid for and funded by users should be encouraged unless the investment is not aligned with the City's broader economic, social, and environmental goals. In cases where support is needed to make projects viable, or where there are groups of society that are no longer able to afford essential infrastructure services, public funding must be part of the equation.

Olympia's approach to funding local infrastructure is like many cities across the nation, "growth pays for growth". This "growth pays for growth" approach seeks to leverage private funding sources (principally through the land development mitigation process) with forms of public funding, especially from the Federal and State level. The priority of public funding is to seek out earmarks, grants, and other competitive awards and sources first before moving to more locally based funding sources.

While federal and state funding sources are more desirable, they are difficult for local policymakers to control, or even to predict. Federal programs that exist today may not exist in a few years, and allocation formulas and competitive processes may change. The list of local infrastructure projects may not align with eligibility and project scoring criteria. While local stakeholders can always lobby federal and state governments for increased funding, they have no direct authority over allocations, which mean state and federal sources that are not specifically authorized are always somewhat speculative. Ultimately, how much funding can be obtained from these non-local public sources is part political (getting necessary support for a project) and part administrative (dedicating effort towards the preparation of grant awards).

4.2 Strategic Implications of This Approach

The approach laid out by requiring "growth pay for growth" has been very effective in funding infrastructure improvements across Washington. However, this approach requires that project value is sufficient to cover both the cost of the project and associated infrastructure improvements. The same is true of infill redevelopment, but redevelopment projects need relatively higher project values to cover the cost of new construction and required infrastructure. This is because of the pre-existing income producing structure already on the land (e.g. a developer would have pay more for the land than if it were a greenfield development).

The Martin Way study area is predominantly characterized by existing uses (some that are potential redevelopment opportunities). There are some vacant parcels, which are easier to develop. However, vacant parcels on the western part of the study area smaller and are not

contiguous, creating challenges for parcel assembly. The implication for infrastructure development is that the needed improvements will be constructed piecemeal as parcels develop one-by-one. Some sites may be large enough to complete the entire infrastructure improvement when development occurs. This is typically not the case for infill sites, and especially for smaller fragmented parcels.

The policy choice confronted by many local jurisdictions is whether some level of public funding support should be contributed to help offset the financial cost for constructing a portion of a local infrastructure project; or, in areas where development is not happening, whether public investment is needed to improve or complete needed projects before development occurs.

The success of building infrastructure will depend largely on steps the City can take to raise and administer revenue from local sources. Local funding sources will likely not be the largest component of a funding strategy for Martin Way, but the City has more discretion over these sources (how they are raised and how they are spent). As a result, they are a critical component of any funding strategy. For example, local funding used as matching funds for state or federal funding may be what moves a project up on funding priorities of an award list.

The prioritization of projects for scarce public resource must balance many different objectives typically shown as a range of benefits, including:

- Mobility
- Safety
- Environmental sustainability
- Economic and fiscal
- Equity

These benefits must be aggregated to provide project level comparison so that both the total benefits and costs can be compared to prioritize projects.

5 Funding Approach

5.1 Overview of Developing a Infrastructure Funding Approach

The ultimate goal for the Martin Way study area is to build needed infrastructure that supports community and economic development goals. Development of this infrastructure has three different components: strategy and planning, funding and financing, and project development. Figure 14 shows the sequence of steps in these phases.

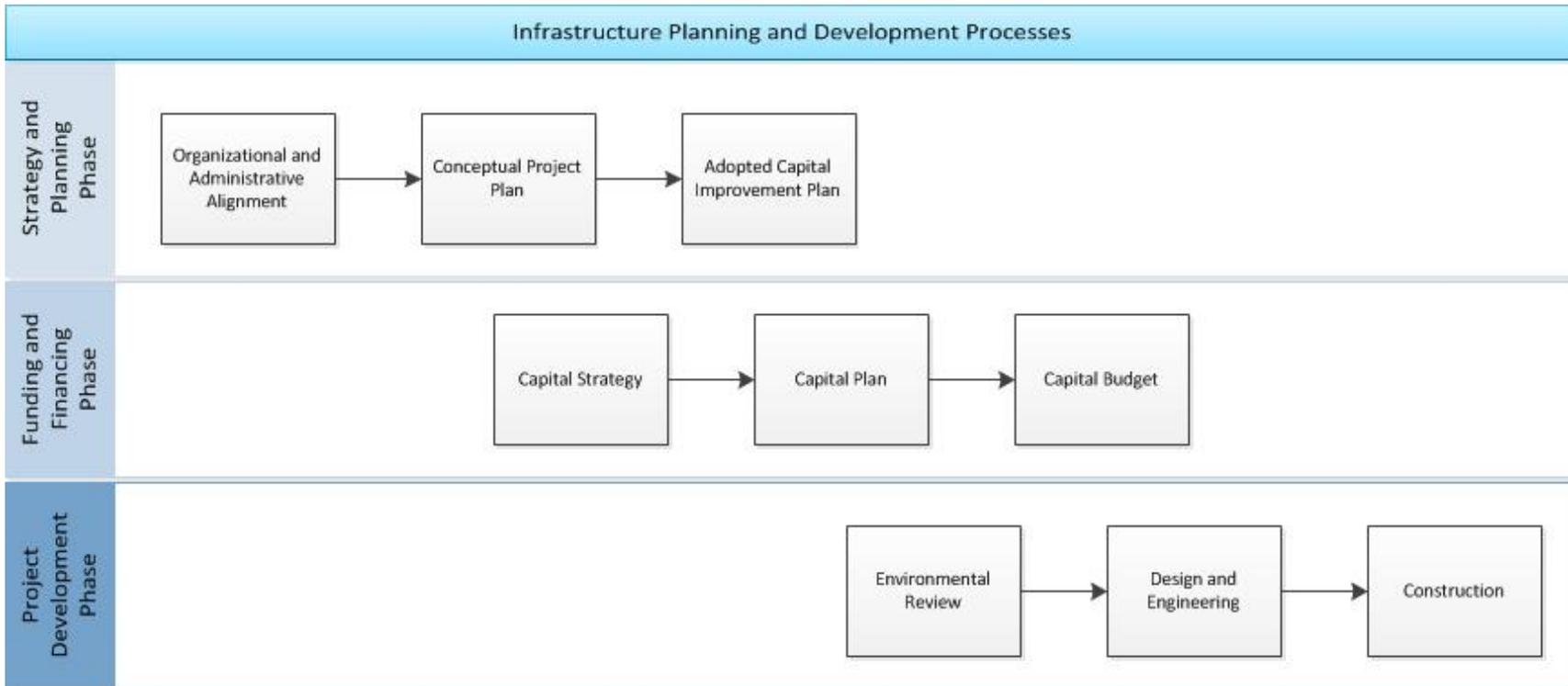
This study addresses the earlier parts of the infrastructure planning and development process, such as better understanding the need for different types of projects, advancing those project concepts for inclusion into the City’s Capital Improvement Program, and updating the City’s concurrency program. Further, it can begin to help identify and align public and private funding sources.

This study is ultimately about funding, for what otherwise could become a wonderful but unconstrained plan. As Figure 14 shows, the project funding and financing phase consists of three sequential elements.

- **Capital Strategy:** A capital strategy includes creating high-level costs estimates, outlining long-term objectives, and identifying potential funding sources for a 10-year planning horizon.
- **Capital Plan:** A capital plan is a shorter-term plan to set priorities to meet the long-term objectives of the capital strategy, and confirms cost estimates and funding sources for specific projects.
- **Capital Budget:** A capital budget is needed, as a project is ready to move forward within the next year. The capital budget allocates funds approved from specific sources to the project(s) identified.

Once a jurisdiction has some clear notion of where it plans to get funding it can develop a strategy within the constraints of the potential funding sources. After that, the City can move to the details of implementation and financing a project.

Figure 14. Infrastructure Planning and Development Process



Source: ECONorthwest

5.2 Definition of Funding

It is important to make a distinction between the terms “funding” and “financing,” which often are used interchangeably. Funding is the ultimate source of revenue for infrastructure costs. Funding comes from households and businesses that pay taxes and fees that give the various levels of government money to build capital projects. Examples of funding mechanisms are tolls, sales and property taxes, impact fees, etc.

When the funds for capital projects are borrowed and paid back over time, these costs have to be financed. Public agencies finance costs for the same reasons that households and businesses do—to reduce the current out-of-pocket costs by spreading out payments over time (e.g., financing a housing purchase with a home mortgage; the funding to pay the mortgage over time typically comes from the homebuyer from income received from a job). The ultimate source of funding for financed costs is not the financing instrument itself—e.g., bonds—but rather the revenue sources used to repay the borrowed funds.

Since financed costs must be paid back over time, financing the costs actually decreases the level of future funding available for capital projects by adding the cost of interest over a long-term planning period. However, financing the costs makes future funding available earlier, at the cost of the interest charged to borrow the money. Ultimately, public agencies must weigh the needs that exist today and the benefits of those improvements with the forgone future funding availability.

5.3 Overview of Types of Funding Sources

Funding comes from households, businesses, and development that pay taxes and fees that give the various levels of government money to build capital projects. Examples of funding mechanisms are tolls, sales taxes, and impact fees. Funding for capital projects along Martin Way can come directly from private sources, such as development, or from different levels of public sources, such as taxes and fees.

5.3.1 Private Sources

Washington State law has a few mechanisms for requiring land development to fund needed infrastructure. These mechanisms are described below.

RCW 58.17 is a long-standing planning tool for ensuring new areas have a full range of services by regulating subdivision of land to promote the public health, safety and general welfare. These laws require developers to install, at their own expense, improvements necessary for full range of services at time of subdivision or development. However, they are typically limited to on-site or adjacent improvements.

The State Environmental Policy Act (SEPA) provides an additional mechanism for the mitigation of development impacts. The primary purpose of the SEPA process is to provide a venue for state and local governments to disclose and consider environmental impacts when making decisions. Through the substantive SEPA review process, local government can

approve, condition, or deny development applications if significant impacts are disclosed and the appropriate mitigation measure are put in place.

Impact fees through the Growth Management Act, Local Transportation Act, and Transportation Benefit Districts provide another means of collecting funds from new development to pay for infrastructure. Generally, local governments cannot fully recover the cost of improvements from new development. Impact fees must be balanced by other sources of public funds. More so, impact fees can only be imposed for the proportionate share of the costs of system improvements reasonably related to and reasonably beneficial to the new development.

5.3.2 Public Sources

Public sources come from three levels of government: (1) federal, (2) state, and (3) local. The funding mechanisms for all of these levels of government come in some form of income, consumption, and business taxes or user fees. From the point of view of local policymakers, federal and state funding sources are the most desirable sources of funding, but also the most difficult to control. These sources are desirable because the taxes and fees are collected at a broader geographic level for local benefits. They bring new money into the community for local facilities that provide local benefits and lower the costs for local stakeholders. In contrast, local stakeholders often view local funding sources as a burden in the form of an increased tax or fee.

5.4 Project Specific Mechanisms vs. Non-project Approaches

It is important to distinguish between project level funding mechanisms and more general funding sources that may be applied to projects. In general, project specific funding sources are usually tied to a development project themselves via some part of the permitting and entitlement process (discussed above) or through the pursuit of project-specific competitive grant awards.

Conversely, non-project sources come mostly from public sources of dollars that are either restricted to capital purposes or are derived from general purpose funding sources. Decision-makers have discretion on where and how much to spend. For these non-project specific funding sources, the approach is to prioritize projects for funding via a capital improvement program since funding is fairly fixed. The ultimate funding package for a project may mix both public and private sources as well as project and non-project specific sources.

5.5 Project Specific Assessment

The following sections present a high-level and preliminary assessment of key project level award sources that are available to the City and may be used to secure public funding to support transportation projects. A detailed assessment of all the funding sources available is beyond the resources and scope of the study. The number of grants and awards available for the projects are limited – specifically they are mostly derived from federal and state transportation

funds that have been allocated to specific agencies and transportation planning organizations to distribute:

- State – Transportation Improvement Board: Urban Arterial Program
- State – Transportation Improvement Board: Arterial Preservation Program
- State – Transportation Improvement Board: Arterial Sidewalk Program
- TRPC – Federal Highway Administration Funds (FHWA)

Martin Way Corridor Improvements – Upgrade to Arterial Standard

- **Project cost:** \$17-\$23 million
- **Current funding approach:** Roadway improvements would be primarily funded through public and private sources. Street frontage improvements would be required through development mitigation.
- **Issues to Consider:** The roadway improvements are expensive and would likely require a large funding package leveraging multiple sources. Frontage improvements may impact development feasibility. Martin Way is a long roadway segment that runs through developed land so frontage improvements would be built later when infill is more feasible - raising "patchwork" infrastructure issues.
- **Candidate award sources:**
 - Transportation Improvement Board – Urban Arterial Program funds projects that address safety, growth and development, mobility, and physical condition. The Martin Way project could score well in most of the scoring “bands” – particularly the mobility and physical condition bands. Pending development partners, the project could score well in the growth and development band. However, this is very competitive award program with fund requests exceeding available resources by approximately five times. Grant amounts typically range from \$1 million to \$4 million. There is a 15 percent local match requirement for Olympia.
 - Transportation Improvement Board – Urban Sidewalk Program funds projects that improve pedestrian safety, access, connectivity, and address system continuity. A minimum 20 percent match is required for an Urban Sidewalk Program project. In 2013, \$5 million in funds were distributed to projects. Typical project requests ranged from \$100,000 to \$400,000.
 - TRPC – FHWA and CMAQ monies are awarded as they meet program goals for multi-modal projects that improve the safety, efficiency, and/or preservation of the existing transportation system. In 2013, approximately \$6 million was allocated to these programs.

Pedestrian Projects on West End of the Martin Way Corridor Between Sawyer and Pattison

- **Project cost:** TBD – would vary depending on project.
- **Current funding approach:** Street frontage improvements would be required through development mitigation.
- **Issues to Consider:** Frontage improvements may impact development feasibility.

- **Candidate award sources:**
 - Transportation Improvement Board – Urban Sidewalk Program (see above).
 - TRPC - Transportation Alternatives Program

Ensign Road Extension

- **Project cost:** \$9.1 million
- **Current funding approach:** Roadway construction would be required through development mitigation.
- **Issues to Consider:** The roadway improvements are expensive and may impact development feasibility.
- **Candidate award sources:**
 - Transportation Improvement Board – Urban Arterial Program. The Ensign Road project could score well in most of the scoring “bands” – particularly the mobility growth and development band.

5.6 Local Funding Options

As stated above, more local funding for projects will be necessary for three main reasons. First, the pursuit of competitive funding sources will be enhanced (if not required) with local match funding. Second, providing local funding allows the City to fund projects sooner than it might otherwise be able to through its CIP process. Third, local funding provides more control and flexibility for public-private partnership in redevelopment negotiations. These local funding options are typically non-project specific meaning that the City ultimately decides how and where the money is spent. In this regard, these options are more generalizable to the City as whole and not just Martin Way.

Broadly, there are two ways Olympia can create more local funding capacity for infrastructure construction.

- **Enhance existing capital funding tools.** The City already uses a variety of capital restricted funding mechanisms, such as real estate excise taxes. City policy-makers have some discretion on the rates and fees charged and how these funds are spent.
- **Create New Local Area Funding Options.** The City can take measures to put into place (often with voter or property owner consent) new funding mechanisms. These mechanisms are typically new forms of taxes, fees, and special assessments.

These options are described below.

5.6.1 Enhance and/or Direct Existing Capital Funding Tools

Transportation and Park Impact Fees

The City’s current impact fees for transportation and parks are assessed citywide. The City could explore raising the fee only within the area or it could do so citywide. Raising more

revenue through the fee would provide more local funding from private development. Contemplating an increase in either scenario requires the City to balance the need to close the gap on the cost of capital projects with its desire to support economic development within the City. While the City is within its legislative purview to structure a fee that covers these costs, in doing so, it adds costs to land development that could affect economic development.

Parks and Pathways Sidewalk Program

The Parks & Pathways program began in 2004 with the intent to make streets safer and accessible to more people. Projects are scored and ranked using criteria that consider destinations, trip generators, and other site characteristics. Currently, Martin Way projects do not rank high on the list of projects. However, some reconsideration of both the projects and scoring may be warranted based on the community visioning process conducted as part of this project.

5.6.2 Consider New Local Area Funding Options

Local Improvement District (LID)

Local jurisdiction may form a local improvement district (LID) and levy a special assessment on properties within the LID that would benefit from the improvement. These improvements include streets, parking facilities, park boulevards, and other public places along with local transportation systems, such as buses and railways, and the facilities necessitated by these systems. LIDs are a means of assisting benefitting properties in financing needed capital improvements through the formation of special assessment districts.

A LID may provide the local area a mechanism of private funding needed to move certain project forward. Based on the assessment above, an LID may be an appropriate mechanism for contributing funds toward pedestrian projects where development feasibility may be a ways off in the future. LIDs are administratively complex, especially as the district expands in scope and size.

The LID would need to determine the special benefit derived from the improvement(s) and could levy a property specific improvement. Since many of the benefits of the improvements accrue to users of the facilities, it's likely that property owners would contribute relatively small amounts of funding. The LID would also need broad support from property owners to be implemented and would require significant staff resources to administer.

Tax Increment Financing – Community Revitalization Financing (CRF)

Community Revitalization Financing (CRF) is a form of tax increment financing created in 2001. The program authorized cities, towns, counties and port districts to create a tax “increment area”. By using revenues from local property taxes generated within the area, these local governments can finance public improvements within the area. A partnership with the County and Port – having these jurisdictions contribute portions of their property tax revenues – could capture incremental value from development and be used to fund pedestrian projects or perhaps larger projects in the area. This type of partnership could provide additional funding

for specific projects. Both the Port and County could benefit directly by promoting community and economic development and could see a net fiscal impact if the investments triggered new development in the area. The City would also want to consider the appropriate geography for such a tool.

CRF increment areas are created and administered at the local level and they do not include a state contribution. State approval is not required to use CRF. Local governments must approve imposing at least 75 percent of the regular property taxes within the area. The incremental local property taxes under the CRF program are calculated as 75 percent of any increase in assessed value of new construction in the increment area. Any fire protection district with geographic borders in the “increment area” must agree to participate. The program is available for local governments only. Cities, counties, and ports are free to partner via an inter-local agreement on the dedication of their respective tax increment funds.

Levy Lid Lift

Taxing jurisdictions with a tax rate that is less than their statutory maximum rate may ask the voters to “lift” the levy lid by increasing the tax rate to some amount equal to or less than their statutory maximum rate. There are two types of “lifts”. A one-time bump can be made to exceed the 1% levy limit or a multi-year lift can be made for up to six years. Both lifts can be for either operational or capital purposes; however, the second type requires a defined purpose. However, since a simple majority approval rate is needed to pass levy lid lift measures, the City will need to clearly articulate the benefits and costs of any levy increase program. Cities have used to these property tax measures to propose a suite of project improvements for park, recreation, and transportation facilities that have been financed through general obligation bonds.

A levy lid lift would require a simple majority of voters to pass. On the funding side, the City has wide discretion on how much funding they would like to target. However, the lift would have to work within statutory limitations as well as balanced against resident tax burdens. For example, a one-time permanent bump of 6% (as opposed to 1%) growth in the legal levy limit could generate millions in funding over 20 years. However, such an increase would likely translate into increases in property tax burdens for city property owners.

6 Road Map: A Framework for Martin Way

For the Martin Way study area, the central issue for City is to find the appropriate scale solution that best addresses the nature and scope of the needs given the resources available and other competing City priorities. Different scale solutions could include more detailed planning, large or small infrastructure investment, partnership development, or local business assistance. The resulting approach will help make the most effective use of the City's time, effort, and financial resources while addressing the unique challenges and opportunities in the Martin Way study area.

The result of the study's Situation Assessment and subsequent analysis and public engagement produced three primary findings:

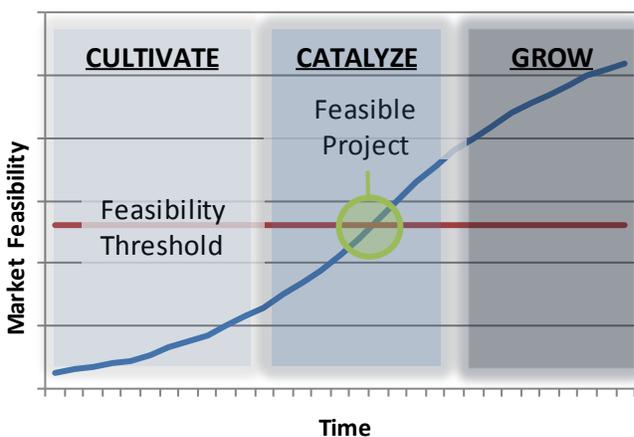
- **Improvements to the physical infrastructure system along the Martin Way corridor will benefit all users of the roadway. These improvements are costly and must be prioritized amongst other City priorities.** Investments in the Martin Way Corridor that address bicycle, pedestrian, and pavement needs would make a material difference in the function, experience, and safety of users. Cumulatively, the improvements are costly and will likely require some level of public funding through a combination of federal/state grants, development mitigation contributions, and local funding.
- **The western portion of the Martin Way corridor has a need for street frontage safety improvements, but these improvements will occur piecemeal over a long period if they are to be built as a condition of development.** The community urban design workshop identified a series of small, medium, and large projects (in terms of scale and cost) that the City could evaluate and advance for implementation. Specifically, pedestrian and frontage improvements along Martin Way on the western side of the study area could provide better safety and aesthetic improvements to the surrounding neighborhoods. Most of the properties along this section of Martin Way are relatively small and built-out with viable businesses on them. As a result, given these conditions and current market rents, redevelopment in the area is likely a long-term proposition.
- **The extension of Ensign Road would provide better long-term connectivity and congestion relief for the surrounding street network, but private development likely will not be able to help fund the road extension in the near-term.** Construction of the road through the area would need to accommodate environmental restrictions posed by the adjacent wetlands. Any development of those parcels would require the provision of the road as a condition of development approval. The analysis shows that both environmental restrictions and right-of-way needs for the road consume a large portion of developable land. At current land rents, retail and residential uses would not be able to support the provision of the road as a condition of development.

The following "road map" for making improvements to Martin Way is oriented towards the development and funding of infrastructure improvements, but it does address other non-infrastructure related actions that were brought to light during the study.

6.1 Framework for City Action

The key issue for city policymakers is to determine what choices are most appropriate to address the issues present. A framework for thinking about and evaluating these choices is described below. Figure 15 shows a conceptual “market feasibility” curve for a subarea/neighborhood. The point of the diagram is to illustrate that as the land values within an area increase over time, the supportable rents may then exceed the costs of developing new, larger buildings. At a point of “project feasibility”, private investment decisions can be triggered leading to the construction and occupation of new buildings. The end result is growth within an area.

Figure 15. Conceptual City Investment Schematic



Source: ECONorthwest

The choices and actions that cities confront at any point along this curve differ as well. Generally, the City can think about its choices as targeted at three types of actions: “cultivation”, “catalytic”, and “growth”. These types of actions are broad and not mutually exclusive, but the point is to illustrate the difference in the relationship of public actions to private investment as an area grows.

Cultivation Actions – Early Actions that Pave the Way

These actions focus on land use regulations, critical infrastructure needs, developing partnerships, and solving project feasibility challenges to help create physical environments that can support new or higher levels of activity. Typically, development is not “knocking on the door” during this phase but the area is generally considered to have some sizable market upside over the mid- to long-term.

Catalytic Actions – Strategic Investments Targeted at Achieving Public Goals

These actions typically cover targeted deployment of City resources in the form of fee waivers, tax exemptions, or the provision of specific types of public infrastructure (i.e. plazas, utilities, amenities, etc.) as incentives designed to meet broader public goals. At this phase, development in an area is generally thought to be “on the cusp” and may need some public support to be

financially viable. These types of actions support market-making projects (e.g. the demonstration of market feasible projects).

Growth Actions – To Support Desired Types of Development

These actions focus on dealing with the challenges of growth and success, such as the need to support more residents, workers, and visitors. Here, a city’s greatest challenge is removing constraints to growth, typically congestion and lack of quality public spaces or amenities by improving the physical infrastructure and expanding services. This is also typically where incentive and/or bonus programs can be used to provide other public benefits such as conservation of open space, affordable housing, etc.

6.2 Road Map Forward

The Martin Way study area falls in the “cultivation” phase. As a result, given the overall limited near-term development potential and competing infrastructure needs throughout the City, a large scale, financially intensive investment in infrastructure along the corridor would not likely be the best use of limited City resources.

Here, the focus should be on cultivating the environment where community development can thrive. Instead of a complete reconstruction of Martin Way, a series of smaller, community-oriented projects will be able to 1) lay the foundation for the community partnerships that will be necessary for long-term success; and 2) address existing safety issues with the local pedestrian realm.

At a point in the future it may make sense for the City to make more sizable investments in either Martin Way or Ensign Road as development conditions improve and/or as partnership opportunities arise.

The following approach outlines a series of actions the City of Olympia can undertake in the near-term and subsequent mid- and longer-term actions.

- Short-term actions can begin immediately, are relatively low cost, and do not require new funding sources. These actions are not tied to any specific project and lay the groundwork for future actions.
- Mid-term actions advance specific projects forward after a conceptual design has been established and include the creation of a capital strategy. Additional mid-term actions include solidifying partnerships and developing public policies to support development feasibility as market conditions improve.
- Long-term actions begin the process of project development for desired projects.

6.2.1 Opportunities in the Short-term

Continue Martin Way Community Planning Efforts and Incremental Improvements

- Continue engagement with adjacent neighborhoods, local business and property owners, and partner public agencies to provide support for the City's urban corridor strategy.
- Additional corridor planning can help advance the vision for the corridor and refine conceptual projects. These efforts can lay the foundation and provide a coherent vision for the infrastructure investments that are likely to come in the future either through redevelopment of properties and/or public investment.
- Designing and implementing a series of low-cost, high-impact pedestrian improvements (e.g., fundable through the City's Sidewalk Program) could immediately address issues raised by the community, such as north-south connections and crosswalk improvements. The public workshop revealed a community desire to address these local needs.

6.2.2 Opportunities in the Mid-term

Advance Martin Way and Ensign Road as part of the Transportation Improvement Program

- After more detailed planning regarding the programming of the Martin Way right-of-way, the City can move forward with developing a strategy for these projects and placing them on the City's TIP.

Continue to Foster Partnerships

- Continue to engage with key partners, such as Intercity Transit and other property owners, to collaborate and move projects forward when potential partners are in position to take action.

Work on a Wetland and Stormwater Strategy

- Coordinate with Thurston County to evaluate stormwater conditions, the potential for basin level planning, and ultimately determine the potential for a regional stormwater facility. A better understanding of stormwater condition can provide additional certainty for private development and potentially reduce the costs through more holistic and/or efficient solutions.

Consider Implementing Development Incentives

- Incentive programs, such as the Multi-Family Tax Exemption, can encourage more residential development by reducing the cost of development in locations that are not established markets. The City may want to extend the residential target area for the use of the exemption to include the Martin Way study area.

6.2.3 Opportunities in the Longer-term

Implement the funding strategy for improvements to Martin Way and the extension of Ensign Road

- Develop capital plans for the desired projects that look at the local funding options and potentially options for new local funding sources, such as a local improvement district.
- Position desired projects on the TIP to be competitive for federal or state funds. This includes having local match dollars identified and coordination with the Thurston Regional Planning Council to understand regional transportation priorities and competing projects.

6.3 Summary

This study initially looked into the infrastructure needs and market conditions within the Martin Way study area to determine if the lack of infrastructure was a barrier to development with the purpose of then developing a strategy for funding those improvements. The Situation Assessment identified a number of infrastructure needs, particularly for biking, walking and stormwater mitigation. However, the Situation Assessment also determined that the current market conditions, not the infrastructure needs, as the primary reason for the lack of development in the study area.

The public workshop highlighted the interest of local residents and businesses in seeing improvement to the corridor and the current need to enhance safety and aesthetics along Martin Way. In total, all the infrastructure needs along the Martin Way corridor would be quite costly. In addition, the City has a variety of infrastructure needs and priorities, including potential investments in the downtown.

Given the limited near-term development potential in the Martin Way study area and other infrastructure priorities in the City, it is likely not the right time to make large-scale costly improvements to Martin Way corridor. Instead, the proposed Road Map outlines a strategy of advancing smaller projects to address current safety issues and developing partnerships in the area to support the transformation of the Martin Way corridor over the near-term.

Appendix A: Land Use and Market Existing Conditions

DATE: March 4th, 2014
TO: Sophie Stimpson and Cari Hornbein, City of Olympia
FROM: Erik Rundell and Morgan Shook
SUBJECT: MARTIN WAY MARKET ANALYSIS EXISTING CONDITIONS

1. Background

1.1 Planning Context

The City of Olympia has a vision for the Martin Way District offering mixed-use development of residential, retail, office, and other commercial uses. As part of this study, the City would like to better understand:

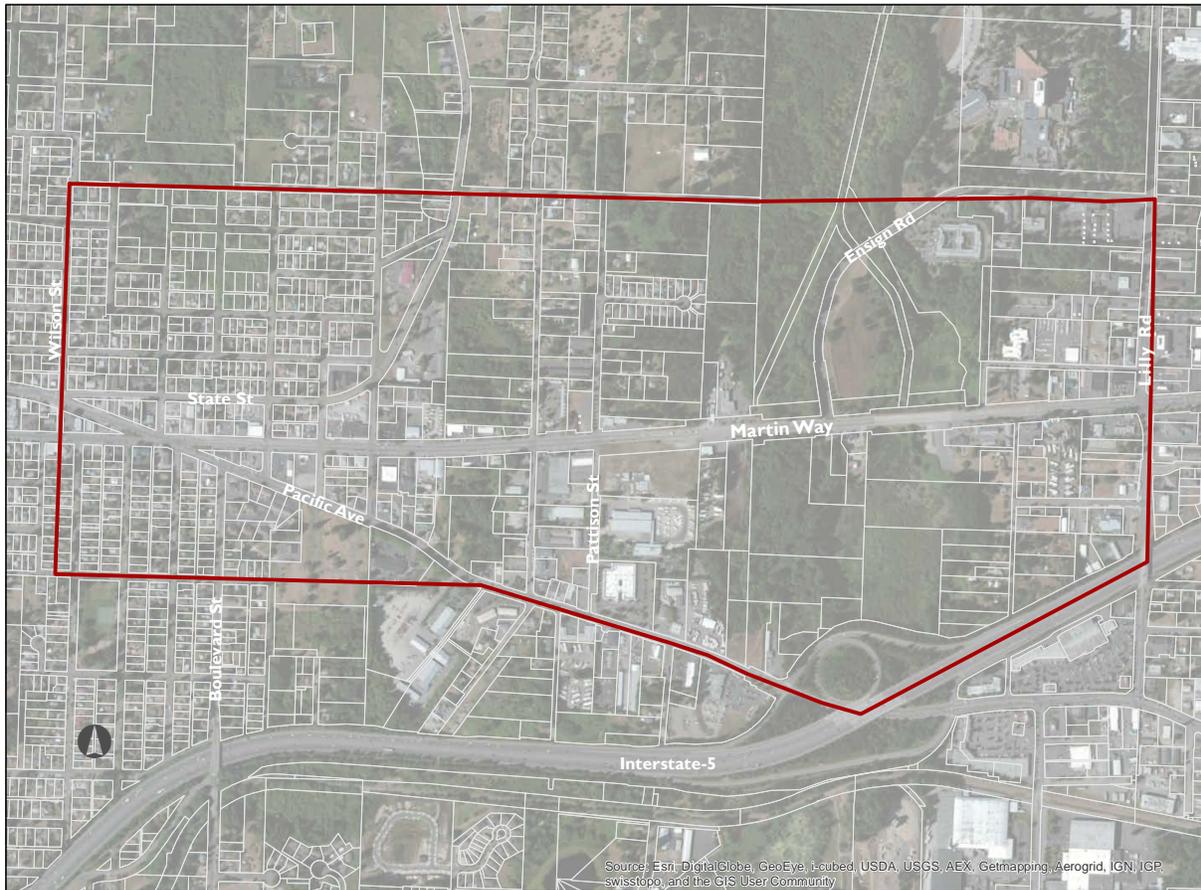
- How infrastructure can support the City’s vision for community and economic development;
- The range of funding options for needed infrastructure improvements, and
- How and when infrastructure could be built to support the area’s goals, including the phasing of infrastructure improvements.

The purpose of this memorandum is to provide the market and economic development context for the implementation and phasing of infrastructure improvements and to inform the selection of key sites for more detailed analysis as part of later tasks. The focus of the memorandum will be on assessing current market conditions and discussing issues facing (re)development.

1.2 Study Area

The Martin Way study area starts along 4th Avenue East at Wilson Street and stretches east along Martin Way to Lilly Road. The study area extends south to include Pacific Avenue from 4th Avenue E to I-5 and north of Martin Way up to 8th Avenue E. Figure 1 shows the extent of the study area.

Figure 1: Study Area



Source: ESRI, City of Olympia

1.3 Memorandum Organization

This memorandum summarizes the current regional market conditions based on previous analysis conducted as part of the concurrent Community Renewal Area project and within the Martin Way study area specifically with additional detail. The memorandum is organized into three sections:

- **Regional Market Assessment:** This section provides a brief overview of regional trends for population, employment and different land uses.
- **Martin Way Existing Conditions.** This section focuses on the current land use within the study area and the market trends related to residential, office and retail uses in the area.
- **Implications for Redevelopment.** This last section evaluates the potential for development and redevelopment along the Martin Way corridor, and what actions by the City of Olympia might improve the existing market conditions.

2. Regional Market Assessment

2.1 Population and Demographics

Since 2000, Thurston County's population grew by almost 50,000 people, an average annual rate of 1.8%. The City of Olympia also grew during this period, but at an average annual rate of 0.9%, indicating that most of the population growth in the County is happening in neighboring cities and unincorporated areas. Lacey grew the most at an annual rate of 2.8%.

Other demographic factors are also shaping development in the region and in Olympia. The County's population is getting older. Since 2000, 62% of population growth occurred among those 55 years of age or older. While the aging trend is consistent across the nation, the population 20-34 years of age has also increased, adding 11,000 people since 2000 at an average annual rate of 2.0%. This suggests demand for residential and other uses that accommodate both retirees and families.

2.2 Employment Growth

Thurston County employment is anchored by state government employment and nearby Joint Base Lewis McChord. State government employment is the largest sector in Thurston County with 20,071 employees in 2013. Total employment growth for this sector has been fairly flat since 2002 and has decreased since 2008. However, almost a third of state employees are 55 or older and nearing retirement. Many of those positions will be filled with younger employees even if overall state government does not increase. This trend could impact the demand for residential housing types in the upcoming decade.

Staffing increases at Joint Base Lewis McChord has increased demand for housing in the region, particularly Lacey. The base is an economic engine for the region, with over \$200 million in government contracting with local businesses. Current plans are to slightly reduce the number of active duty troops on base, and as a result, the base is not likely to be a source of growth for Thurston County in the near-future.

Since 2002, the highest growth sectors include services, retail, health care, and warehousing/transportation/utilities. Construction and manufacturing are the only two sectors that had slight decreases. The region also realizes a share of the broader Puget Sound region's economic growth and activity that filters down to the County, which will likely continue in the future.

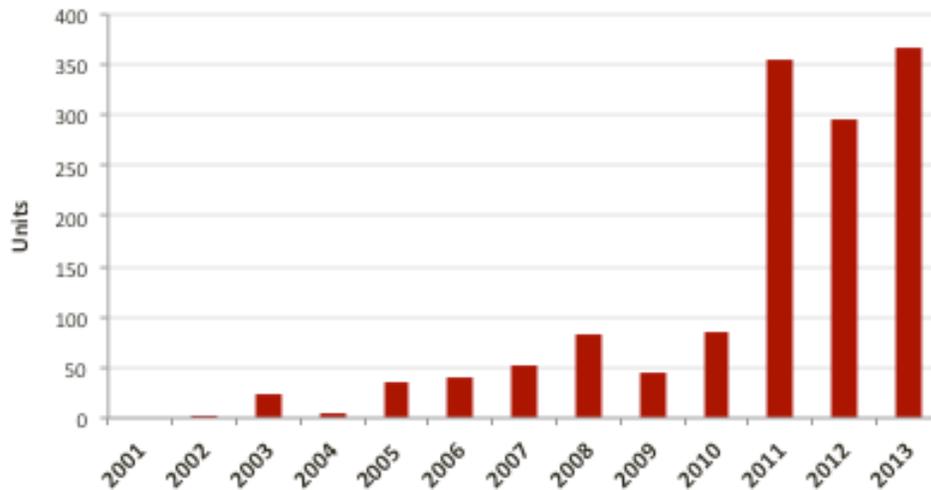
2.3 Regional Development Patterns

As the region's population grows, this growth will generate additional demand for housing and commercial services, such as retail, general commercial uses, and health care. The development pattern in the region since 2000 has been relatively low density uses on vacant and less expensive land easily accessible from Interstate-5 and other major arterials. The following section describes the recent trends for major land use types in more detail.

Residential

The large majority (almost 87%) of new housing developed in Thurston County since 2002 has been single-family housing. For multi-family housing, almost 3,000 new multi-family housing units were developed in the County. A third (1,023 units) of new multi-family units were built in Olympia during this period. The number of multi-family units constructed in Olympia has increased starting in 2011 with almost 300 or more units constructed each of those years.

Figure 2: Multi-Family (2 or more units) Housing Units Built by Year



Source: Office of Financial Management, 2013

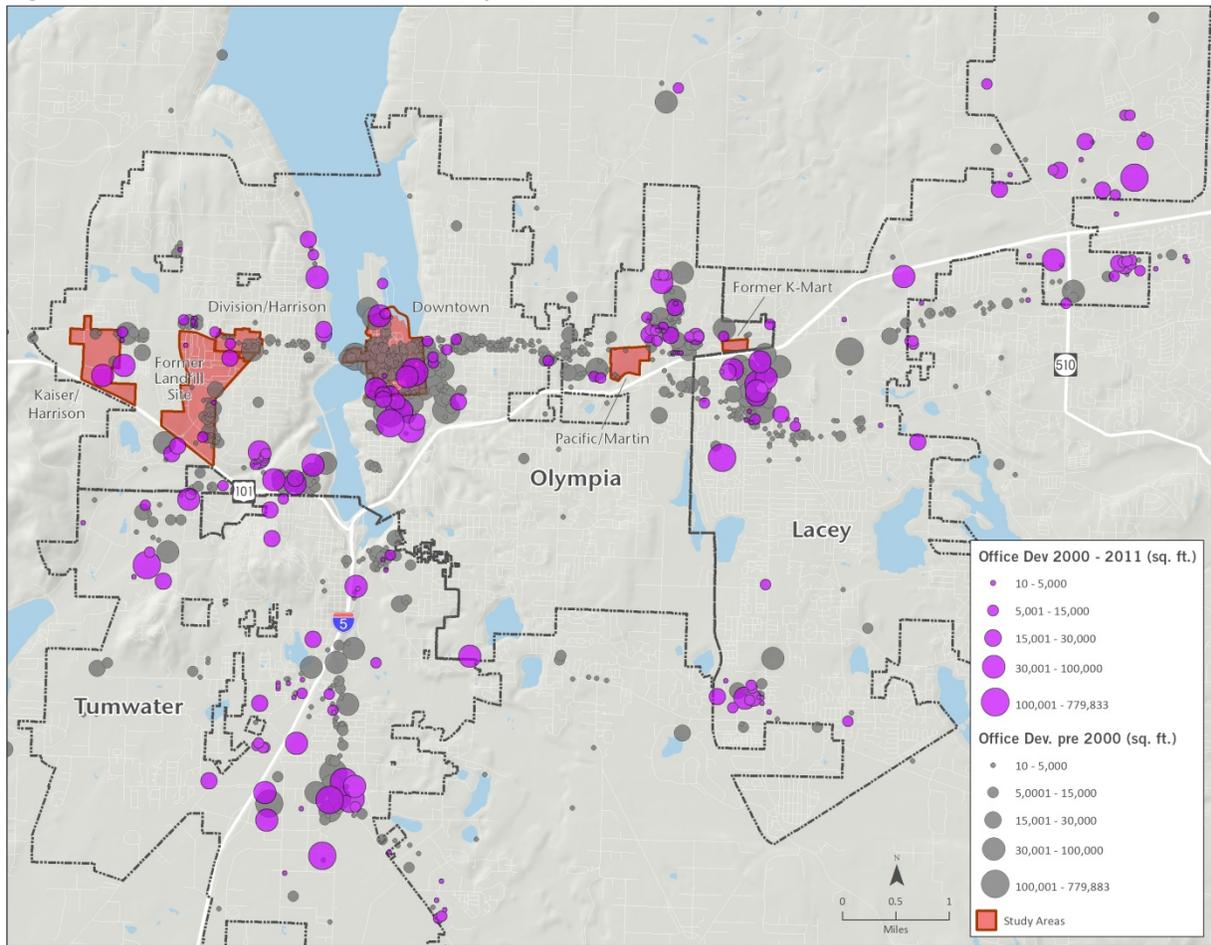
Most multi-family developments built since 2000 have been small with 10 or fewer units. There are growing signs of an urban infill market in Olympia. Most recent building permit activity in Olympia has focused on rehabilitation or remodeling of existing space with limited new development.

Office

Office development in the region is concentrated in Downtown Olympia, Lacey, and Tumwater. Figure 3 shows this pattern. At the beginning of 2013 the vacancy rate for office space of all class was fairly high at 11.2%. This is partly due to recent office vacancies by state agencies in the region. State government employment does not look to be a source of growth in the near-term, which will likely limit demand for office space in the region.

Within the study area most of the office development that has occurred in the last ten years has bound around Providence Saint Peter Hospital north of Martin Way. Since the recession in 2008, only a small amount of office space has been developed (470,000 total square feet) in Olympia.

Figure 3: Map of Office Development by Square Feet and Year Built

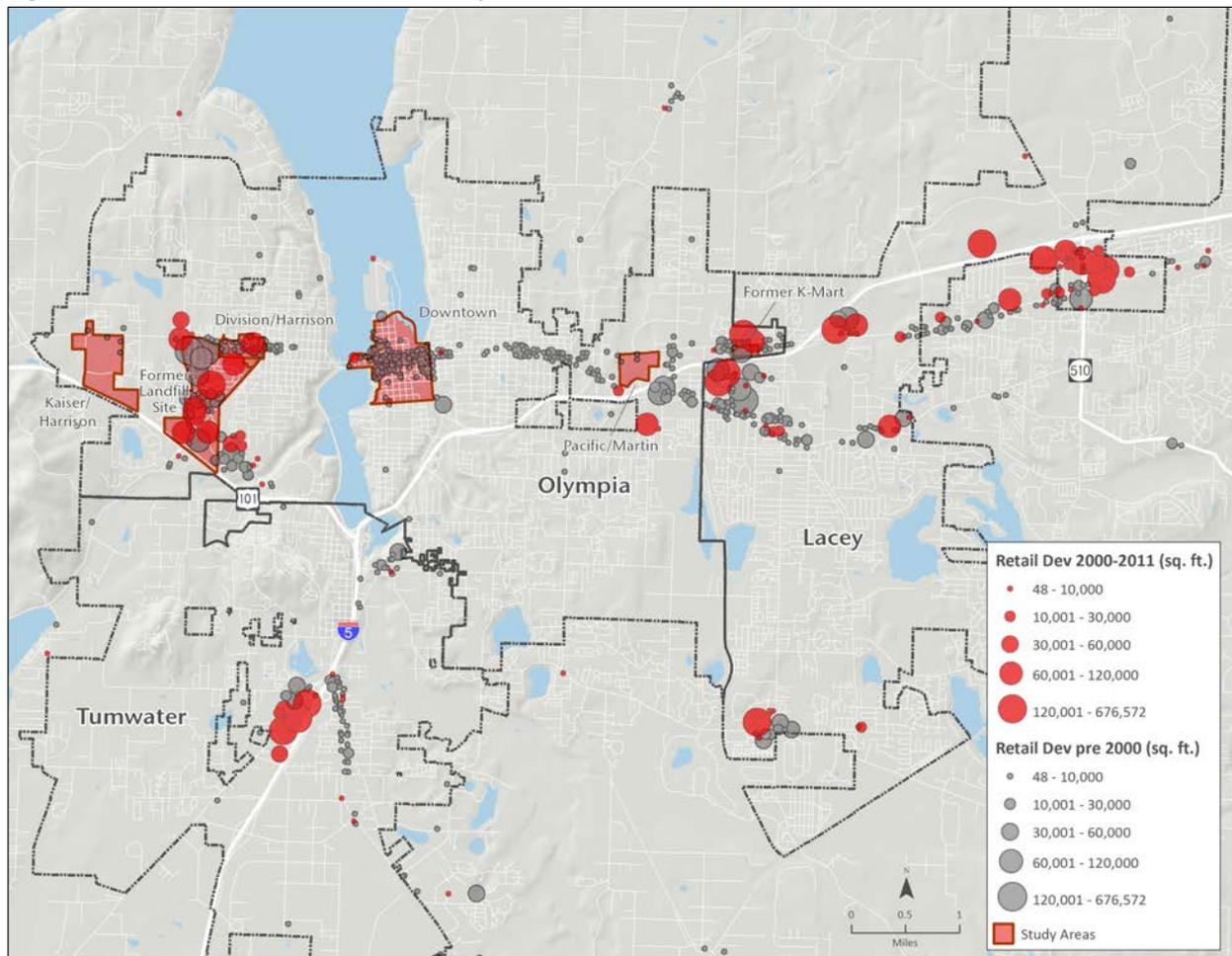


Source: Thurston Regional Planning Council, 2011; BERK, 2013

Retail

Most retail development built since 2000 has been large-scale and auto-oriented and clustered around highway interchanges. Figure 4 below shows this development pattern. Little new retail development has occurred along the Martin Way corridor within the study area. Nearby locations have seen retail development recently, including the Safeway and Lowe’s on Martin Way east of the study area and additional large-scale development nearby in Lacey.

Figure 4: Map of Retail Development by Square Feet and Year Built



Source: Thurston Regional Planning Council, 2011; BERK, 2013

Hotels and Accommodations

Most existing hotels/motels are oriented along Interstate-5, with very few located in the Central area. The Olympia area has had a limited number of new hotels/models built since 2000. Spending on hotels and motels in Thurston County showed strong growth from 2000 to 2007 with average annual growth of 5.7%. Spending then dipped in 2009. Currently, there are a couple of proposals for hotels to be constructed in downtown Olympia. These projects may absorb any near-term demand in the region.

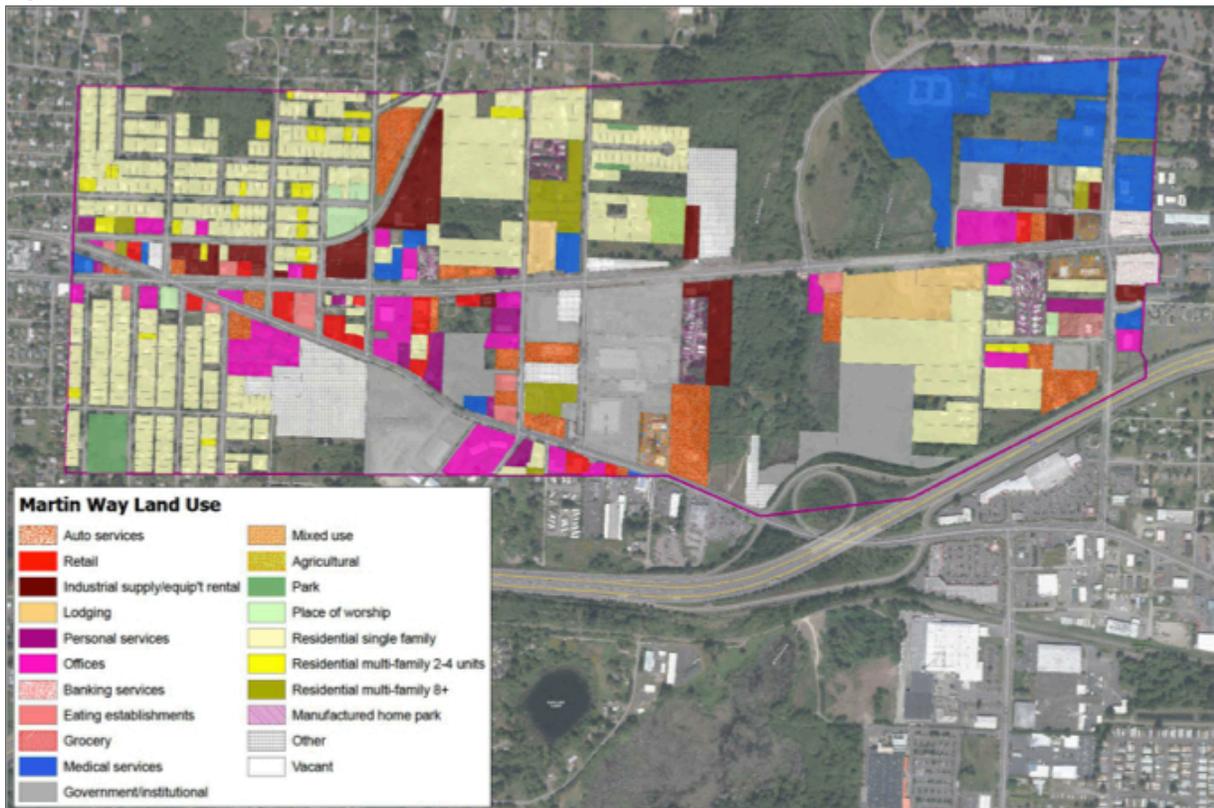
3. Martin Way Existing Conditions

The Martin Way study area covers about a 740 acres. Most of the parcels along Martin Way and Pacific Avenue are zoned High Density Corridor 2,3, or 4, which allows a mix of higher intensity commercial uses, offices, and multi-family housing.

3.1 Existing Land Use

The study area is a mix of relatively low-density residential, commercial, and medical services/institutional uses, and open space. Open Space, which accounts for the largest amount of acreage, covers most of the central portion of the study area and includes large area of wetlands and other environmentally critical areas. Most of the housing and residential uses within the study area are on the western part of the study area, primarily west of Pattison Street. Commercial uses are concentrated along Martin Way, Pacific Avenue, and Lilly Road. Medical services are along Lilly Road north of Martin Way by Providence Hospital.

Figure 5: Current Land Use



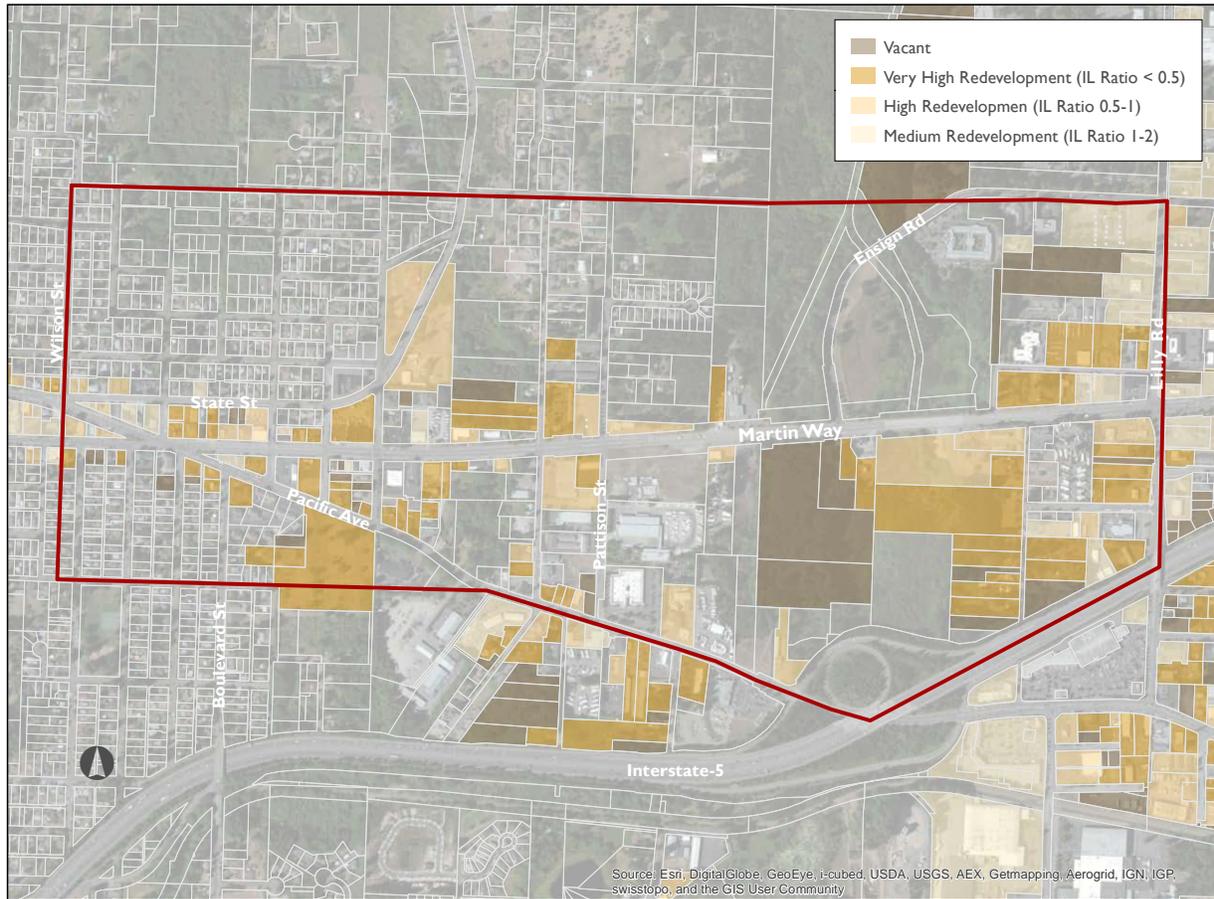
Source: City of Olympia, 2013

Vacant and Redevelopable Parcels

There is a relatively large amount of vacant and redevelopable land within the study area. The largest vacant area includes a few large parcels in the central part of the study area between Martin Way and Pacific Avenue. In addition, some of these vacant parcels have common

ownership. Parcels on the western part of the study area mostly built out and smaller in size with only a few smaller vacant parcels. The eastern part of the study area has a number of larger redevelopable parcels with existing low-density residential uses. Figure 6 shows vacant and redevelopable parcels within the study area.

Figure 6: Map Redevelopment Potential in Study Area, 2010



Source: City of Olympia, 2013; Thurston Regional Planning Council, 2007

3.2 Existing Real Estate Market Conditions

Office

The Eastside Olympia submarket performed relatively well over the last five years compared to the rest of the region. The regional market had an average rent of \$16.00 per square foot per year and a 11.3% vacancy rate in 2013. Rents in the Eastside submarket actually increased from 2009 to 2011, while the regional average declined every year since 2010. The regional office vacancy rate of 11.3% is the highest of any time in the last five years, while vacancy rates in the Eastside submarket has declined over the last two years.

Figure 7: Olympia Eastside Quoted Office Rents/SF and Vacancy Rates

	2009	2010	2011	2012	2013
Rents	\$18.20	\$18.63	\$21.20	\$19.01	\$17.64
Vacancy Rates	8.0%	8.2%	9.9%	7.5%	6.3%

Source: CoStar, 2013

Retail

The Eastside Olympia submarket for retail is not very strong and has not performed well compared to the regional average over the last five years. The regional average retail rent in 2013 was \$14.81 per square foot per year with 3.3% vacancy. Rents in the Eastside submarket were lower and vacancy rates were considerably higher. Retail rents in the submarket have also declined by one third since 2009.

Figure 8: Olympia Eastside Quoted Retail Rents/SF and Vacancy Rates

	2009	2010	2011	2012	2013
Rents	\$18.86	\$17.02	\$12.97	\$11.92	\$12.12
Vacancy Rates	5.7%	8.0%	6.8%	6.4%	9.2%

Source: CoStar, 2013

Multi-Family Housing

The multi-family housing market has been an area of strength during the economic recovery since the 2008 recession. Vacancy rates have declined over the last three years after initially increasing since 2008, and rents have been increasing. Absorption of multi-family housing units has also increased sizably over the last three years as depicted in Figure 2.

Figure 9: Olympia Rents and Vacancy Rates

	2008	2009	2010	2011	2012	2013
Average Rent	\$780	\$791	\$805	\$838	\$837	\$865
Vacancy Rate	2.5%	7.6%	3.9%	7.2%	6.1%	4.3%
Offering Incentives	9.4%	53.7%	17.5%	52.4%	60.0%	18.0%

Source: Dupre+Scott, 2013

4. Implications for Redevelopment along Martin Way

The Martin Way corridor within the study area has not realized much new development or redevelopment over the last ten years, even while the city and region grew and realized some redevelopment. The lack of development is a result of two primary development challenges in the study area:

- Rents for most uses are still relatively low, which makes it difficult for new development to substantially increase the income potential of a property through redevelopment, and

- There is a competing supply of easily developable (i.e. large and vacant) property in the region with good transportation access.

As a result, significant development and redevelopment along the corridor is a long-term proposition. However, the corridor is beginning to see some development interest. WinCo had a proposal to develop the vacant property on the southside of Martin Way and east of Pattison Street for a big-box grocery. Hotel Concepts has a proposal to develop apartments on the Bailey's Motor Inn site by the Martin Way and Ensign Road intersection. As local economy grows, additional interest in the study area is likely as demand increases, rents rise, and property values increase.

4.1 Land Use Opportunities

Larger vacant and/or partially used parcels in the study area will be the most likely to be developed first before currently developed and more challenging parcels are redeveloped. Most parcels that fit this description are in the central part of the study area where the WinCo development was proposed. There are also a few scattered vacant parcels and parcels with very low-intensity uses that may also have near-term development potential. The uses most likely feasible in the study area in the near-term include:

- **Multi-family housing.** Rents in Olympia have been increasing and vacancy rates are relatively low. The success of an apartment development in the study area could establish a market for multi-family housing in that part of Olympia and lead to possible additional apartment projects. In addition, multi-family housing oriented toward retirees may be feasible with an aging population and Martin Ways proximity to medical clinics and offices along Lilly Road.
- **Large-scale retail.** The WinCo proposal shows that there is a demand for destination retail developments along the corridor. These developments are usually larger in scale and auto-oriented as they attract people from a larger market area than just the surrounding neighborhood. However, challenges for retail development include increasing vacancy rates and low rents on the eastside of Olympia and competition from nearby retail locations in Lacey and farther east on Martin Way.

Longer-term, parcels on the west and east ends of the study area, many of which are currently developed, will have increasing redevelopment potential. One longer-term land use opportunity is **medical office**. The study area is in close proximity to Providence Hospital and a cluster of existing medical offices. The region's aging population and shift in health care policies to more preventative outpatient care will be drivers for additional future medical office space. In addition, the study area has good access to regional transportation facilities giving the area access to a broad market area.

4.2 Redevelopment and Infrastructure Investment

Infrastructure needs are not an immediate barrier to development along the Martin Way corridor. Roadway improvements would not improve access to most of the corridor (with the exception of a few large vacant interior parcels), and thus not change the market fundamentals

of the study area (the ability to achieve higher rents or increase land values). Given the limited near-term economic benefits of infrastructure improvements and the City's limited financial resources for the infrastructure improvements, the City will want to consider when improvements should be made and who should fund those improvements.

Besides economic development benefits, improvements in the streetscape and how the right-of-way along Martin Way is programed can make the area more attractive and safe for people. Safety improvements are difficult to quantify a financial return on investment, but are an important consideration. These types of improvements may represent early projects the City could consider. When the conditions for redevelopment within the corridor improve, they City could then consider projects that could support redevelopment along the corridor.

Appendix B: Transportation Existing Conditions

MEMORANDUM

Date: 6/20/2014
To: Sophie Stimson and Cari Hornbein, City of Olympia
From: Kendra Breiland and Aaron Gooze, Fehr & Peers
Subject: **City of Olympia Martin Way District: Existing Transportation Conditions and Planned Improvements**

BACKGROUND

The City of Olympia is evaluating existing conditions as part of the Martin Way District study. In order to provide relevant details and constructive analysis, the project team conducted a field visit and reviewed relevant plans for the area, including:

- City of Olympia Comprehensive Plan (2006)
- Bicycle Master Plan (2009)
- 2014-2019 Transportation Improvement Plan
- 2014-2019 Intercity Transit Draft Strategic Plan
- Thurston County Smart Corridors Report (2008)
- Parks, Art and Recreation Plan (2010)
- Transportation Mobility Strategy for the City of Olympia (2009)

TRANSPORTATION NETWORK AND TRAFFIC OPERATIONS

The major corridors in the study area include Martin Way between Pacific Avenue and Lilly Road and Pacific Avenue between Boulevard Road and Lilly Road with a number of local street connections present to the north and south. Martin Way operates as a key east-west link between Downtown Olympia and Lacey while providing regional connections to I-5. It is characterized by four travel lanes of varying pavement condition with bicycle lanes present on both sides of the road. Sidewalk facilities are intermittent with much of the coverage present near intersections or recent development. Many



Martin Way Looking East

Source: Google Images



of the side streets in the area lack sidewalks, with the exception of the recent investments along Ensign Road. The area lacks a gridded network to the north and south of Martin Way of the study area and connections are primarily limited to Martin Way and Pacific Avenue.

Traffic Operations

Existing Conditions

With four travel lanes of vehicle capacity, Martin Way has relatively low levels of congestion. **Figure 1** highlights the average daily vehicle volumes for the key street segments as well as the most recent intersection level of service (LOS) from the *2006 Comprehensive Plan*. Overall, daily volumes along Martin Way do not exceed 8,200 vehicles in any direction, with total volumes below 16,000. This is in the lower range the City's standards for a four-lane arterial, which is 14,000 to 40,000 vehicles per day. Pacific Avenue in general has four travel lanes with a two-way left turn lane and exceeds 16,000 vehicles in one direction and 30,000 daily vehicles combined. That said, all signalized intersections in the study area currently operate at LOS D or better.



The *Thurston County Smart Corridor Study* detailed average speeds along Martin Way in 2008. Throughout the study area, Martin Way operates at mostly free-flow speeds with the only delay evident at signalized intersections as shown in **Figure 2**.

FIGURE 2. AVERAGE TRAVEL SPEEDS VIA MARTIN WAY

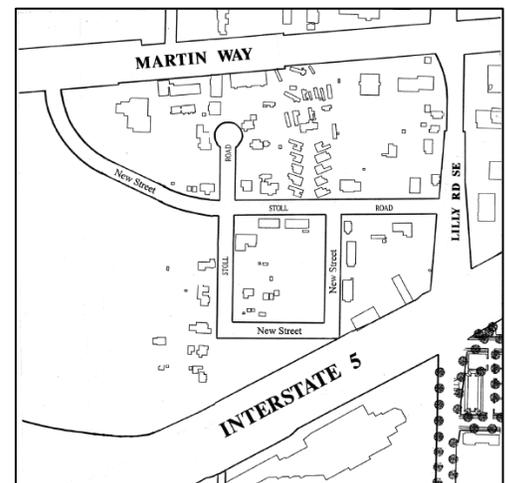


Future Plans

The City of Olympia's Comprehensive Plan forecast traffic volumes in the study area for year 2030. PM Peak hour traffic volumes along Martin Way are expected to double or triple compared to the volumes observed in 2006. To accommodate this increase, the Comprehensive Plan lists two key intersection improvements within the study area:

- Adding turn lanes to the Lilly Road and Martin Way intersection
- Adding turn lanes to the Lilly Road and Ensign Road intersection

It is worthwhile to note that the Lilly Road and Martin Way intersection is forecast to be overcapacity by 2030 even with additional turn lanes. The Comprehensive Plan proposes extensions of Ensign Road from Pacific to Martin Way and Stoll Road to Martin Way as a means to accommodate growth. No projects related to the study area are present in the *2014-2019 Transportation Improvement Plan*, thus investments in the corridor are longer term.



Stoll Road Extension to Martin Way

Source: 2006 Comprehensive Plan



Pedestrian and Bicycle Conditions

Existing Pedestrian Conditions

The presence of sidewalks in the study area varies, depending primarily on the adjacent land use. A large portion of Martin Way currently lacks sidewalks, with sporadic coverage at intersections or in front of more recent development as shown in **Figure 3**. More specifically, there are notable gaps in sidewalk coverage along Martin Way near the Pacific Avenue intersection on the western side of the study area. Additionally, there are major gaps in crossing opportunities, with the only signalized crossings provided at Phoenix Street, Ensign Road and Lilly Road. That being said, the width of right-of-way associated with Martin Way allows for the flexibility to potentially improve both bicycle and pedestrian conditions along the corridor.



Varying Sidewalk Coverage along Martin Way

Source: Google Images

The recent investments in Ensign Road provide dedicated pedestrian facilities on both sides of the street. Additionally, while Lilly Road has ample sidewalk coverage, many of the side streets north and south of Martin Way such as Pattison Drive, Stoll Road and Devoe Street lack consistent sidewalk coverage.

Local streets do not necessarily require full sidewalk facilities due to their relatively low travel volumes and speeds. Conversely, the high travel speeds and relatively higher vehicular traffic along Martin Way necessitates a dedicated pedestrian facility for the entirety of the corridor. The pedestrian-bicycle bridges just east of the study area that cross Martin Way and I-5 provide a complete connection across potential barriers. They serve as key links between the Chehalis Western Trail and the I-5 bike path along the southern edge of I-5.

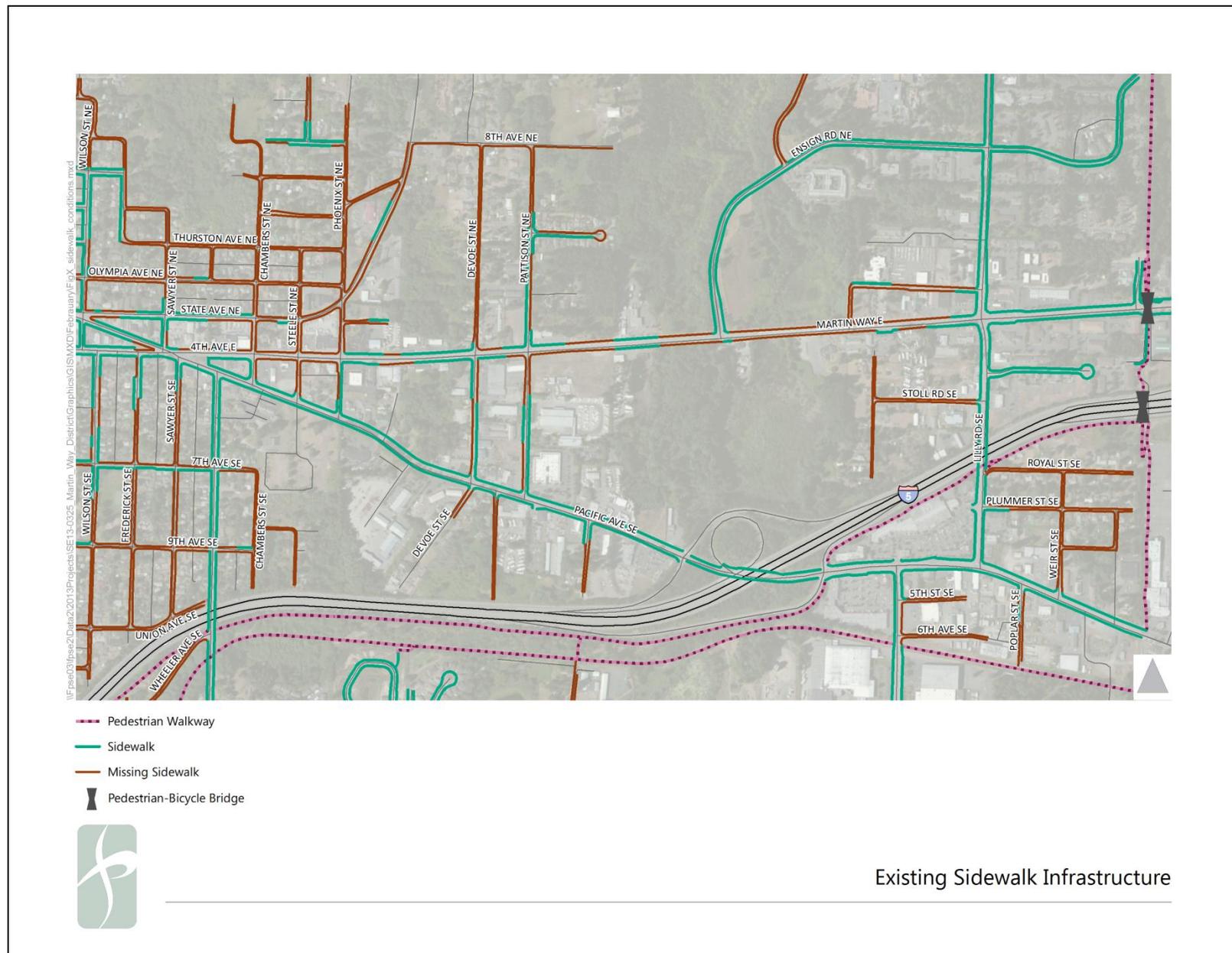


Recent Facility Improvements on Ensign Road

Source: Google Images



FIGURE 3. EXISTING SIDEWALK INFRASTRUCTURE





Existing Bicycle Conditions

While a number of bike lanes exist within the study area, key corridors are characterized as high stress bicycling environments. With a speed limit of 35 mph along Martin Way, the limited buffer between the bike lane and the vehicular traffic is insufficient to provide a low stress cycling environment. Additionally, poor the pavement quality in some sections of Martin Way creates a difficult travel path for cyclists. The large number of driveway access points near Lilly Road and Pattison Drive also results in numerous conflict points along the route. At times the width of the dedicated bicycle lane narrows to under five feet.



Difficult Bicycling Environment at Pacific Avenue and Martin Way

Source: Fehr & Peers



Ensign Road Bicycle Facility

Source: Fehr & Peers

The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* recommends a minimum bike lane width of six feet, and that streets with high traffic and/or speeds above 35 mph provide a buffered bike lane or cycle track. Given the expected growth along Martin Way and the speed limit of 35 mph, considering an enhanced bicycle facility seems in line with the NACTO guidelines. Currently, a gap exists for the eastbound bicycle movement at the intersection of Martin Way and Pacific Avenue. It is a difficult intersection for

bicyclists to traverse due to a lack of any bicycle markings or signage. **Figure 4** highlights the current bicycle infrastructure.

Conversely, the recent improvements along Ensign Road offer an environment conducive to bicycling. Ensign Road provides a low stress environment with bike lanes of suitable width and the pavement quality creates a smooth riding surface. A more dedicated connection to this facility from east and west along Martin Way would provide a quality link to the Providence St Peter Hospital.



Planned Pedestrian and Bicycle Improvements

The *2010 Parks, Arts and Receptions Plan* specifies a new off-street trail along Woodard Creek extending north from Martin Way. Additionally, a recommendation to close the bicycle lane gap at the Pacific Avenue and Martin Way intersection is included in the *2009 Bicycle Master Plan's* project priority list. This project would incorporate either sharrows or other bike lane markings and is recommended for implementation during the 2015-2020 time period.

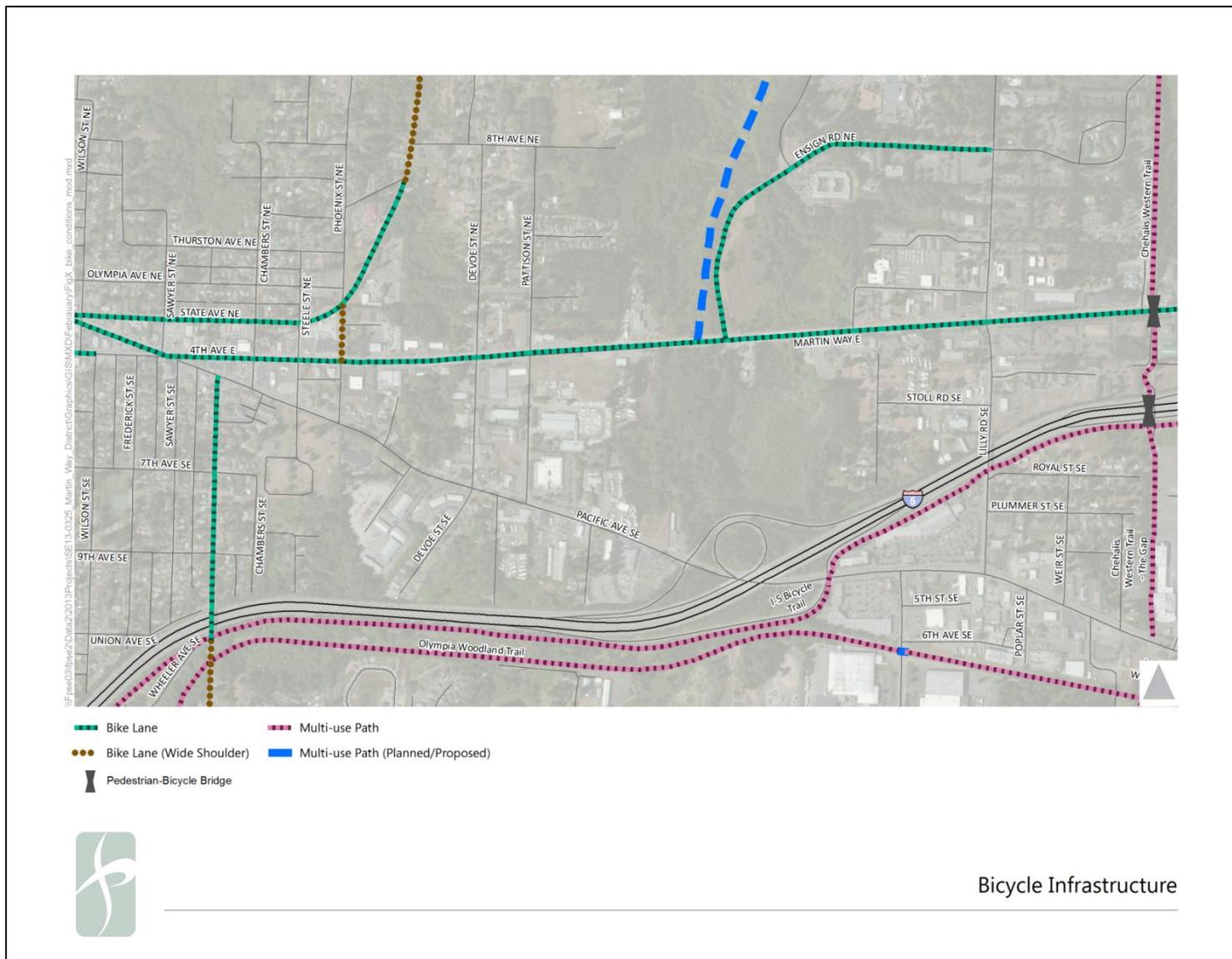


Lack of Non-motorized Infrastructure on Local Streets

Source: Fehr & Peers



FIGURE 4. EXISTING AND PLANNED BICYCLE INFRASTRUCTURE





Transit Conditions

Existing Conditions

Intercity Transit is the local transit authority connecting the cities of Lacey, Olympia, Tumwater and Yelm. Intercity Transit provides service to the Martin Way district with six bus stop locations in each direction along Martin Way in the study area. Service along the corridor is provided during weekdays approximately between 6:00am and 11:00pm. Routes 60, 62A and 62B serve the study area. Routes 62A and 62B provide similar service connecting Lacey with Downtown Olympia via Martin Way and therefore combine to offer 30 minute headways during the morning commute and 15 minute headways during the evening commute hours. Route 60 offers direct service to the Providence Hospital from locations in Olympia and Lacey. On weekends, headways increase to 60 minutes for the Route 60 while Routes 62A and 62B continue to offer 30 minute headways for much of the weekend midday period as shown in **Table 1**.



Transit Service along Martin Way

Source: Fehr & Peers

TABLE 1. TRANSIT SERVICE WITHIN THE STUDY AREA

Route	Weekday Headways (in minutes)				Weekend Headway (in minutes)	Destinations Served
	AM Peak (6-9am)	Midday	PM Peak (3-6pm)	Evening		
60	30	60	30	-	60	Providence Hospital, Lacey Transit Center, Olympia Transit Center
62A	60	30	30	60	30-60	Downtown Olympia, Meridian, Lacey
62B	60	30	30	60	30-60	Downtown Olympia, The Meadows, Lacey

Planned Improvements

As a corridor highlighted in *2009 Transportation Mobility Study*, Martin Way was identified for potential transit service improvements. The *2014-2019 Strategic Plan* developed by Intercity Transit has a number of recommended enhancements to routes in the study area. This includes ensuring that all routes run on 30 minute headways during the weekday commute hours while also improving the hours of service during weekends, evenings and holidays. Implementation of this objective would result in more frequent service by Routes 62A and 62B during the morning commute. Intercity Transit’s Long and Short Range Plans will be updated in 2014.



OPPORTUNITIES AND CHALLENGES

Based upon analysis of existing conditions and future plans, the area provides a number of opportunities and challenges related to the transportation environment and its potential to catalyze future development. **Table 2** highlights a number of those elements.

TABLE 2. TRANSPORTATION-RELATED OPPORTUNITIES AND CHALLENGES

Opportunities	Challenges
Current vehicle congestion levels along Martin Way are low	High forecasted congestion at Lilly and Martin Way intersection for 2030 conditions
Bike lanes along Martin Way provide direct connection to the downtown Olympia bicycle network	Bike lane width is insufficient along portions of Martin Way to provide a low-stress network given vehicle speeds and forecast volumes
Good connection to the I-5 regional trail with the Pedestrian/Bicycle bridges at Lindsley Lane	Sidewalk network is deficient along Martin Way, specifically near Pacific Avenue intersection
Recent investments in Ensign Road offer quality bicycling and pedestrian connection to Hospital	Pavement quality along portions of Martin Way and side streets are substandard and hinder links to newer facilities
Local streets provide opportunity for north-south bicycle greenways	Large gap (over 3600 feet) between north-south connections to areas south of I-5 due to wetland area and I-5 barrier

In general, future plans for the area should strike a balance between vehicular operation and the bicycle and pedestrian environment. Due to its operation as a vital link between Lacey and Olympia, Martin Way will still require the necessary capacity to accommodate future demand between these two cities, with upwards of two or three times the existing peak traffic volume forecasted for Martin Way in 2030. However, the corridor must also be designed to provide a safe, multimodal environment by improving the bicycle and pedestrian facilities. The regional I-5 trail and the pedestrian bridge over Martin Way are two examples of existing infrastructure that should be leveraged to improve overall non-motorized connectivity in the area.



ESTIMATED PROJECT COSTS

Planning-level cost estimates are based on information provided by the City of Olympia along with supplemental information contained within the *2006 Comprehensive Plan* and the *2009 Bicycle Master Plan*. The projects highlighted in the previous sections are detailed in **Table 3**.

TABLE 3. PROJECT COST ESTIMATION

Project	Estimated Cost	Notes on Cost Estimate
Martin Way Surface Improvement	\$15-20 million	Initial estimate provided by City of Olympia
Martin Way Sidewalk Construction	\$2.5-3.0 million	Initial estimate provided by City of Olympia
Stoll Road Extension	\$3.0-\$3.5 million	Initial estimate provided by City of Olympia
Ensign Road Extension to Pacific Avenue	\$8.0 - \$9.0 million	Initial estimate provided by City of Olympia
Bike Lane extension at Pacific Avenue and Martin Way with painted lane	\$0.05 - \$0.10 million	Estimated typical unit costs for enhanced bike lane treatments and is based on length of bike lane intersection treatment
Off-street trail along Woodard Creek	\$1.6 million	Costs confirmed via SVR and Parks planners. Land acquisition cost is included

Source: Fehr & Peers 2014



FUNDING ASSESSMENT

Potential funding options for the above projects are based on opportunities identified in the *2006 Comprehensive Plan*, the *2009 Bicycle Plan* and the *2010 Parks, Art and Recreation Plan*. The options most relevant to the study area include:

Local Improvement District (LID)

Existing and future property owners would fund much of the improvements through an LID focused on the Martin Way study district. The property owners are assessed a tax proportionally to their property value as a means of providing a local connection between funding generation and infrastructure improvements.

Transportation Benefit District (TBD)

Through a vehicle license tab or a locally-based sales tax, a TBD can provide a direct funding mechanism for any transportation project contained in a state, regional or local transportation plan. Funds generated from the TBD are available to be used for any transportation improvement project. In 2008, the City established a TBD that encompasses the city limits.

Capital Improvement Program

A more traditional funding method, the CIP leverages city funds to implement a variety of area-wide transportation and facility projects. Funding levels are adopted on a six-year basis and the most recent CIP was established for the 2011-2016 time period.

Grants

Federal and state grants are well-suited obtain funding for non-motorized projects. Grants are typically obtained through the Thurston Regional Planning Council (TRPC); however other sources include public health agencies and other federal programs.

Impact Fees

Funding is sourced from new development in order to mitigate impacts to transportation. Fees are assessed based on new trips generated by development and the funds are directed specifically to the transportation facilities that are impacted. Transportation impact fees can only fund projects located within the roadway right-of-way.

Appendix C: Stormwater and Utilities Existing Conditions



MEMORANDUM #01 - FINAL

DATE: June 20, 2014

TO: Morgan Shook, AICP - ECONorthwest
Erik Rundell, AICP - ECONorthwest

FROM: Amalia Leighton, PE, AICP

RE: **Utilities and Stormwater Existing Conditions**
City of Olympia – Martin Way Study
SvR Project No. 13038

The purpose of this memorandum is to provide information on the existing conditions in the Martin Way District study area in the City of Olympia.

Martin Way Study Area

The vision for the Martin Way District is to achieve a mixed-use district containing residential, commercial, retail, and office uses. The lack of transportation and public utility infrastructure is assumed to be a barrier to redevelopment in the district.

The Martin Way study area centers along Martin Way from Sawyer Street at the west end to Lily Road at the east end, a distance of approximately 1.3 miles. The boundary extends approximately one-quarter of a mile to the north and south along this corridor, extending further to the south to capture the Pacific Avenue ramps at Interstate 5. Portions of the study area in the north and south are located in unincorporated Thurston County.

Infrastructure Providers

Existing water, wastewater, storm drainage and underground private utilities serve the study area. Infrastructure within the study area is managed by the following service providers:

- City of Olympia
 - Sewer
 - Drinking Water
 - Storm Drainage Utility
 - Parks/Trails
- LOTT Clean Water Alliance (Lacey, Olympia, Tumwater and Thurston County)
 - Reclaimed Water Distribution
- Puget Sound Energy
 - Natural Gas
 - Electric

Comprehensive Plan (Current Draft Recommended 2013 by Olympia Planning Commission going before Olympia City Council on July 22, 2014).

In the current draft of the Olympia Comprehensive Plan, the City of Olympia identifies the following missions and goals for each infrastructure facility type. The Comprehensive Plan links directly to the system plans identified for the infrastructure identified below:

- Drinking Water. This Utility's mission is to provide and protect drinking water for a



healthy community. This involves protecting groundwater and promoting water conservation as well as ensuring that our drinking water meets federal Safe Drinking Water Act.

- Wastewater. This Utility's mission is to collect and convey wastewater to treatment facilities in order to protect public and environmental health. In addition, the utility works to reduce the number of onsite sewage systems in the City.
- Storm and Surface Water. The mission of this utility is to provide services that minimize flooding, improve water quality, and protect or enhance aquatic habitat.
- Electricity and Natural Gas. Puget Sound Energy (PSE) is the only provider of electricity to Olympia and its Urban Growth Area. PSE is an investor-owned utility providing electricity to nine western and central Washington counties. PSE is also the only natural gas provider to Olympia and its Urban Growth Area. PSE serves natural gas customers in six western and central Washington counties.
- Parks. In the Parks section of the Comprehensive Plan, the level of service standards, (referred to as "Target Outcome Ratios" in the Parks, Arts and Recreation Plan) are the ratio of developed park land per 1,000 residents. This is how the City evaluates the need to acquire more park land or build more recreation facilities. The following challenges exist in meeting park and open space needs in the next 20 years.
 - Acquiring Funding for Large Capital Projects. Completion of Percival Landing, the acquisition and development of a 40-acre community park, and the completion of West Bay Park and Trail are all multi-million dollar projects. Current funding sources are not adequate to meet these needs
 - Acquiring Land for New Parks. As our population increases we will need more park and open space to maintain the same level of service standards, yet there will be less land and fewer large parcels available
 - Maintaining an Aging Infrastructure. As Olympia's park infrastructure ages, it becomes more important yet more expensive to provide routine and major maintenance

Existing Conditions, Infrastructure Gaps and Planned Infrastructure Projects

The following information identifies existing conditions, gaps and planned infrastructure projects within the Martin Way District study area.

Drinking Water

There is an existing drinking water distribution line along Martin Way. Based on review of the City of Olympia 2014-2019 Capital Facilities Plan and the Olympia Water System Plan for 2009-2014 there are no projects or upgrades planned within the study area. However, the City of Olympia would like to plan to include water lines along both Ensign Road and Stoll Road extensions. Figure 1 showing water services areas is attached.

Wastewater

Existing sewer lines serve the study area. Some within the study area are still on septic. Sewer extensions will be needed for properties along the immediate frontage of Martin Way. Figure 2 showing the existing sewer services areas is attached. Some of the properties along Martin Way still on septic will need/want to connect to the sewer mainline as redevelopment occurs. Due to the existing topography it may be hard to get gravity connections to the Martin Way line in some locations. Some parcels may have to pump the sewer up to the mainline.



In the 2014 Budget and Capital Improvement plan, LOTT identifies that there will be capacity issues in the main distribution pipeline along Martin Way. City of Olympia identifies that the pipe needs to be upsized between manholes 300086 and 300090 by 2030.

Storm and Surface Water

Within the study area, the proposed costs for the infrastructure improvements could be impacted by the stormwater management and critical areas requirements for work around Woodard Creek. There are two stormwater basins within the study area. The western portion of the study area to about Ensign Road is located within the Indian Creek Basin, see Figure 3. The eastern portion of the study area is located within the Woodard Creek Basin. Maps from Thurston County, see Figure 4.

The headwaters to the Woodard Creek basin are located within the study area and are shown on parcels that have been identified as developable land. Based on the critical area information shown on the Thurston County Geodata Center mapping, a portion of the study area is within the watershed protection area, flood plain, high groundwater hazard, wetland and wetland buffer associated with the creek system and within the shellfish protection area, Figures 5-10 are attached. These maps indicate that stormwater management needs to be coordinated with critical area requirements, see Figure 10. In this area, the costs of redevelopment for either right of way or parcels could be significant to meet both permitting and design requirements. Based on the proposed locations of the extensions for both Ensign Road and Stoll Road wetland and buffer mitigation would likely be required. Until the wetland delineation and classifications are confirmed, the extent of the mitigation is unknown. Further study of the creek and wetland conditions are required to more comprehensively understand the requirements for redevelopment on parcels where the creek and wetland are located.

In addition to improving the stormwater management for the rights-of-way improvements, Olympia may want to take the opportunity to evaluate basin level planning for the Woodard Creek Basin with Thurston County. Thurston County is currently working on the Woodard Creek Stormwater Retrofit Study. The project objective is to identify stormwater projects that will maintain and/or improve existing water quality and stream ecological function within the Woodard Creek Basin.

Once the wetlands have been delineated and classified, the City can confirm the code requirements for private development within the buffers and setbacks of Woodard Creek and associated wetlands pursuant to Olympia Municipal Code (OMC) 18.32 Critical Areas. These code requirements will also affect the stormwater management requirements for redevelopment pursuant to OMC 13.16 Storm and Surface Water Utility.

Electricity and Natural Gas

Redevelopment within the study area is able to obtain electrical and gas service from Puget Sound Energy. Joint utility trenches are included in estimates for Martin Way improvements, Ensign Road and Stoll Road.

Parks/Trails

There are no parks parcels owned by City of Olympia shown in the study area. The Woodland Creek Trail corridor, between Martin Way and 26th Avenue is shown in the 2010 Parks, Arts & Recreation Plans. The trail is shown on property owned by Providence St. Peter Hospital. The plan identifies that this trail is a long term objective and Parks Staff has done no additional design or evaluation of this trail, see Figure 11.



Redevelopment and Upgrade Cost Considerations

The following cost considerations could be made for reducing redevelopment costs for parcels within the study area.

Drinking Water and Wastewater

In addition to providing the identified sewer and water system extensions within the project area, they City could also install service connections as applicable to allow future development to connect to the system for less cost.

Storm and Surface Water

Stormwater management is a high cost line item when projects are adjacent to wetlands and/or streams. City of Olympia and Thurston Regional Planning Council have an opportunity to coordinate with Thurston County on the current Thurston County retrofit study of Woodard Creek. Based on the draft schedule provided by Thurston County, the Woodard Park Stormwater Retrofit Study will have some preliminary basin level projects identified in February 2014. If possible, Olympia may want to review any projects in the Martin Way study area to confirm if there is opportunity to create a regional stormwater management facility within the basin to offset the stormwater management requirements as parcels redevelop. This could potentially reduce costs for redevelopment or costs for City of Olympia maintenance/inspections of stormwater management facilities within the study area.

As Thurston County and Olympia continue to collaborate, there may be opportunity to jointly apply for funding to implement projects within the Woodard Basin. For example, there could be opportunity to coordinate land acquisition for the Woodard Creek trail and stormwater retrofit projects within a conservation easement within the basin.

Electricity and Natural Gas

When the redevelopment scenarios are presented, the City of Olympia can confirm that the PSE systems have the capacity to serve the proposed land uses.

Parks/Trails

Based on the type of redevelopment feasible in the Martin Way study area, the City may want to increase the priority of the Woodard Creek trail in the Parks CIP. If Ensign Road is extended south of Martin Way, there is potential to extend a trail between Martin Way and Pacific Ave to increase the north-south non-motorized connection within the district.

Additional park land may need to be identified to maintain the parks level of service identified in the Comprehensive Plan depending on the amount of increased residential capacity proposed within the study area. Additional funding sources may be identified based on the type of park facility necessary to serve the anticipated population.

STANDARD BID ITEMS - ESTIMATE & QUANTITY RECONCILIATION

Transmission Water Main Only

PROJECT Planning Estimate

Date: 12/10/13

1000 LF Major Collector

By: BDP

ITEM	DESCRIPTION	UNIT	QUANTITY DCS	UNIT PRICE	TOTAL PRICE	COMMENTS REGARDING QUANTITY
104-000	Minor Change	EST	1	\$ 35,000.00	\$ 35,000	1% Project Total
105-000	Record Drawings (Minimum Bid \$1000.00)	LS	1	\$ 2,500.00	\$ 2,500	est.
107-000	SPCC Plan	LS	1	\$ 2,500.00	\$ 2,500	est.
109-000	Mobilization	LS	1	\$ 10,000.00	\$ 10,000	8% Project Total
110-000	Project Temporary Traffic Control	LS	1	\$ 2,500.00	\$ 2,500	Signage at intersections only/TCS @\$500/month project duration 8 months
110-005	Flaggers and Spotters, min. Bid \$34.00 per hour	HR	100	\$ 40.00	\$ 4,000	3 flaggers / 8 hours / day 4 days for tie-ins
708-000	Bank Run Gravel for Trench Backfill	TN	600	\$ 15.00	\$ 9,000	
709-012	Ductile Iron Water Main Pipe 12 In. Diam.	LF	1000	\$ 50.00	\$ 50,000	minimum asphalt concrete removal as this is an undeveloped site
709-430	Connect to Existing Water Main	EA	2	\$ 3,000.00	\$ 6,000	1 connection for tie-ins at both ends
712-012	Gate Valve 12 In.	EA	8	\$ 1,500.00	\$ 12,000	2 for every hydrant
714-000	Hydrant Assembly	EA	4	\$ 3,800.00	\$ 15,200	1 at each end and 3 in the middle (max spacing 300')

BID TAB TOTAL=	\$	148,700
Construction Contingency 50%=	\$	74,350
Tax 8.8%=	\$	19,628
SUB-TOTAL=	\$	242,678
Contingency to Award 10%=	\$	36,402
Design Engineering 28%=	\$	67,950
Right of Way=		???
Public Communications=		???
Art in Public Places =	\$	2,426.78
Permit Fees =		???
2013 TOTAL BUDGET PROJECT COST =	\$	347,030

Planning level contingency. Varies from 10% - 50% based on the level of uncertainties.
Reference Rule 171 and 170, WSDOT Section 1-07.2(2) and (3) respectively.
Project cost used for advertising of bid. NOTE: Round to nearest hundred, if not thousand, depending on size of project.
15% < \$300k, 10% > \$300k
Varies depending on the size/complexity of the project.
Refer to Right of Way Estimating Guide.
Cost of public meeting room rentals, mailings, etc., Does not include labor.
1% of Subtotal if the Subtotal >\$500,000, prior to award contingency.
Cost of Permit - for processing, etc. Does not include labor.
IDENTIFY THE YEAR OF THE ESTIMATE (FOR EXAMPLE, THIS COST WAS ESTIMATED IN 2006 DOLLARS). This alerts the reviewer to the status of the estimate to ensure it is estimated in the appropriate budget year.

REGISTERED PROFESSIONAL ENGINEER

DATE

STANDARD BID ITEMS - ESTIMATE & QUANTITY RECONCILIATION

Ensign Ext Sewer Main Only

PROJECT Planning Estimate

Date: 1/3/14

1,500 LF Sewer Main

By: LFC

ITEM	DESCRIPTION	UNIT	QUANTITY PCS	UNIT PRICE	TOTAL PRICE	COMMENTS REGARDING QUANTITY
104-000	Minor Change	EST	1	\$ 5,000.00	\$ 5,000	1% Project Total
105-000	Record Drawings (Minimum Bid \$1000.00)	LS	1	\$ 2,500.00	\$ 2,500	est.
107-000	SPCC Plan	LS	1	\$ 2,500.00	\$ 2,500	est.
109-000	Mobilization	LS	1	\$ 30,000.00	\$ 30,000	8% Project Total
110-000	Project Temporary Traffic Control	LS	1	\$ 2,500.00	\$ 2,500	Signage at intersections only/TCS @\$500/month project duration 8 months
110-005	Flaggers and Spotters, min. Bid \$34.00 per hour	HR	100	\$ 40.00	\$ 4,000	3 flaggers / 8 hours / day 4 days for tie-ins
	Trench Excavation	CY	3334	\$ 15.00	\$ 50,010	
	Trench Shoring	SF	9000	\$ 3.00	\$ 27,000	
708-000	Bank Run Gravel for Trench Backfill	TN	6667	\$ 22.00	\$ 146,674	
	8" PVC Pipe Installation	LF	1500	\$ 60.00	\$ 90,000	
	Manhole	EA	11	\$ 7,000.00	\$ 77,000	
				\$	-	

BID TAB TOTAL=	\$	437,184
Construction Contingency 30%=	\$	131,155
Tax 8.8%=	\$	50,014
SUB-TOTAL=	\$	618,353
Contingency to Award 10%=	\$	92,753
Design Engineering 28%=	\$	173,139
Right of Way=	\$	-
Public Communications=	\$	-
Art in Public Places =	\$	6,183.53
Permit Fees =	\$	-
2013 TOTAL BUDGET PROJECT COST =	\$	884,245

Planning level contingency. Varies from 10% - 30% based on the level of uncertainties.
Reference Rule 171 and 170, WSDOT Section 1-07.2(2) and (3) respectively.
Project cost used for advertising of bid. NOTE: Round to nearest hundred, if not thousand, depending on size of project.
15% < \$300k, 10% > \$300k
Varies depending on the size/complexity of the project.
Refer to Right of Way Estimating Guide.
Cost of public meeting room rentals, mailings, etc., Does not include labor.
1% of Subtotal if the Subtotal >\$500,000, prior to award contingency.
Cost of Permit - for processing, etc. Does not include labor.
IDENTIFY THE YEAR OF THE ESTIMATE (FOR EXAMPLE, THIS COST WAS ESTIMATED IN 2006 DOLLARS). This alerts the reviewer to the status of the estimate to ensure it is estimated in the appropriate budget year.

Appendix D: Stakeholder Interview Summary

DATE: March 7, 2014

ECO Project #: 21528

TO: Sophie Stimson and Cari Hornbein, City of Olympia

FROM: Erik Rundell and Morgan Shook

SUBJECT: MARTIN WAY STAKEHOLDER INTERVIEW SUMMARY

This memorandum summarizes the stakeholder interviews conducted for the Martin Way corridor study. The interviews focused on talking to business owners in the area, large land-owners – primarily institutional and governmental organizations – and members of the development community with an interest in the study area. Common themes or comments from the interviews include:

- Poor pedestrian and biking facilities are an issues throughout the study area and especially Martin Way.
- Other improvements to Martin Way such as better street lighting, bus stops, and a left turn lane are viewed as desirable, too.
- With the exception of properties directly benefiting from an extension of Ensign Road, most of those interviewed were not sure of its immediate benefits.
- While costly, some property owners seemed willing to pay for a portion of frontage/sidewalk improvements.
- Development requirements for more costly road improvements (street connections), beyond typical utility and frontage requirements, are seen as a burden.

The remainder of the memorandum summarizes comments from each interview into common categories in more detail.

Interview Summary

Existing Conditions of the Corridor

Land Use

- Many of the businesses are not neighborhood oriented and people primarily get to them by driving.
- The Bailey's site is good for residential development. It's a quiet area. It's not good for commercial use in his view. The site is not near other commercial uses, especially with wetland and hospital as neighbors.
- The study area has good access to I-5. Proximity to the hospital is a plus for development opportunities.
- More commercial development could be helpful, but likely most current customers are making a specific trip so it probably wouldn't benefit other businesses.

Transportation

- Biking is not good along Martin Way and there are no good north-south connections.
- Cars pulling out of the parking area on to Martin Way have trouble given the speed of cars on Martin Way. A safety issue.
- Currently, buses use the intersection at Pattison for access to Martin Way to and from the bus barn.

Wetlands/Open Space

- The wetland could be an amenity for residential uses.
- A natural area or park as part of the wetlands would only be an asset if they were already fully built before development occurred. Even then, they would only likely be an significant amenity for residential uses.
- The hospital would like to maintain wetland and open space area. Park development and trail connections would be nice for those at the hospital.

Infrastructure Needs

Martin Way Improvements

- The City should Make Martin Way in the study area like Martin Way to the east of the study area and/or in Lacey.
- Left turn lane is needed for cars to safely access businesses (mentioned a couple times).
- Traffic signal at Pattison would help buses coming and going from the base.
- Lack of street lighting along the corridor (mentioned a couple times).
- Lack of sidewalks and the continuity of sidewalks along the corridor (mentioned multiple times).
- Nice sidewalks could help usability of the land and make it more attractive.
- There are no sidewalks in front of their storefront. However, this is not a critical improvement for his business as most customers drive.
- Bus stops are meager/very basic with no cover, pullouts, or even sidewalks.
- Bus pullouts and shelters might need upgrading if significant development occurs along Martin Way.

Ensign Road Extension

- Businesses and properties not directly affected by the extension of Ensign Road do not see much benefit. It would provide better direct access to I-5, but that is not really an issue for most businesses and property currently.

- The Ensign extension would be nice alternative to Lilly Road for hospital customers and employees, but right now it's not essential.
- This improvement doesn't increase opportunities for the Bailey's site. Unsure of how much better access it provides for I-5, either. Instead, the City should spend money on improving Martin Way.
- The extension would provide a more direct access to I-5, especially for truck deliveries, but would not likely do much to improve business.
- The extension might provide other access options for buses, but they wouldn't have direct access to new road from the base.
- Extension of Ensign Road is key to developing the parcels between Martin Way and Pacific.
- The Winco site can serve as a connection between I-5 and the hospital. People currently use Lilly Road, which is heavily trafficked, if they don't want to go all the way downtown.

Stoll Road Extension

- Stoll Rd extension not really beneficial for the Bailey's Motor Inn site or project. These improvements are too costly to make their apartments project feasible if they have to pay for it, yet the City is requiring them to make these improvements.

Other

- No good north-south connections for biking between Pacific and Woodard trail and Martin Way.
- More important to address congestion at Lilly Road intersection and east end of Martin Way before other areas of the corridor.
- Stormwater treatment can be handled on site, so it's not a issue for the Bailey's Motor Inn site.

Opportunities/Desired Change

Land Use

- The area needs more housing development to support nearby businesses.
- Having retail and/or food options near the hospital would be nice. There is not much there now.
- Potential uses in the study area include:
 - Multi-family development, senior housing and low-income housing, too.
 - Big box retail such as Winco. Smaller retail that front Pacific or Martin Way may also be a possibility.

- Medical office over the long-term, specifically. However, vacancy rates for regular office is very high, so it is not a likely use in the near future.

Transportation

- People currently walk and bike along the corridor despite a lack of facilities and safety issues. Better bike and pedestrian facilities could encourage more people to walk or bike.
- Public transit service could be improved.
- Sidewalks improvements are not a big deal for developers.
- Martin Way improvements would help make the Bailey's Motor Inn project site more attractive. The development of this site could serve as an example/catalyst in the area. However, they have long frontage on Martin Way, which make their responsibilities more costly than most property owners.

Challenges/Barriers

- City permitting requirements are viewed as a barrier to new development, upgrading, and/or expanding existing buildings.
- The hospital has a private lane between Lilly and Ensign. City would like to upgrade to arterial collector. Hospital would not like it to be a traffic corridor, but smaller scale for local access/circulation or keep as is. Improvement was a condition of the hospital's recent development that they contested with Council.
- City code requires Martin Way improvements, and the Bailey's Motor Inn site has a large frontage relative to the buildable square feet proposed on the site.
- The City has not been willing to work with developers. In the case of WinCo, WinCo was willing to build the road, but other requirements, such as park area, made it so an agreement wasn't reached.
- The extension of Ensign Rd between Martin Way and Pacific is costly. In most cases the cost, of even constructing a portion, is too high for developers and leads them to lose interest. The City may consider purchasing the property and building the road themselves and then selling the property for development.
- Congestion at Lilly Road intersection is the biggest issue in particular for access to the hospital into the future as congestion gets worse.
- The possible loss of parking is the primary issue. " There is limited room to deal with". A reduction would be a real hardship for business. In addition, delivery trucks need space, too. Sometime they temporarily block traffic on Martin Way as they maneuver.
- Wetland buffers restrict development on most of the property on Ensign north of Martin Way.

- The InterCity bus barn doesn't have a conflict with commercial uses or development. Residential adjacent to the facility might be issue given current uses and noise at all times of day.
- Concentration of homeless people in area make is less desirable other to visit.

Key Property Owners

InterCity Transit Facility

- InterCity Transit has used since 1985 as a maintenance and administrative base. They actually purchased the property in 2005.
- The current bus facility is over capacity. They have expansion plan, which are at 30% design. It would be a phased buildout. They are also looking at access directly from Martin Way and building out to edge of Martin Way.
- Expansion feasibility study in 1999 determined the current site was the best location. It reduces deadheading by being a central location relative to the service area. Most routes begin and end around downtown, so proximity to downtown is important.
- As a result, InterCity Transit purchased ROW along Martin Way from City because they needed the property all the way out to Martin Way as part of their long-term plans.
- They don't think they have the space to consider other developments or partners.
- Some staff is moving to downtown Olympia. Expansion study determined it wasn't financially feasible to build new office facilities on current site (oriented to the Martin Way frontage).
- Federal funding for construction of InterCity's base expansion went away. Now trying to find funding. Currently, they are working with WA State Transit Assoc. and other agencies.
- Facility needs are not at a size where they need multiple sites, yet. Might consider other property acquisition in area if they expand to serve the entire county. Long-term plan has some interest in property along Pacific.
- They haven't considered partnerships in the past. However, they are considering Grayhound partnership at their downtown site.
- They acknowledge it is a desirable site for development, but that is also due to the fact that they have put work into grading the site along with other improvements for their development plans.

Providence Saint Peter Hospital

- Emergency vehicle and patient access ("walk-ins" and ambulance) to the hospital from I-5 is critical. Access is their key issue at the site.

- As a result, the hospital would like to limit increases in auto congestion and have less SOV commuting and use, particularly at the Martin Way and Lilly Road intersection.
- They see value in Ensign Road extension to providing better access and in reducing congestion on Lilly Road.
- They would like better biking options (some staff currently commute by bike) and transit access (currently have two stops) nearby.
- The hospital has limited developable property because of wetlands and Woodard Creek.
- In 2001 the hospital made sizable addition including the parking garage. They made a smaller addition again in 2009.
- They have a master plan for expansion (20+ years) at the campus. Any need for relocation would likely be due to congestion/access issues and not a lack of land. Next expansion would likely require new garage, which is probably the biggest constraint (cost).
- The hospital is not planning on doing any expansion at the site. This is due to the changing health care landscape (ACA and reimbursement changes), aging population growth, and overall population growth is leading to a move to a more primary care system where people are treated at outpatient offices/clinics and not through hospital visits.
- Future investments for health care facilities are going to be more in outpatient clinics around the area, especially area that are growing in the region to provide services/convenience to those areas.
- Water and sewer service is critical to the hospital and has to be maintained. Water is one infrastructure type they do not have a backup plan for and it is the utility they are the most vulnerable on. They are looking at an emergency well to be somewhat more self-reliant.
- Currently, they are able to meet growth needs at site through efficiency of utility use.

Interviewees

- Ann Freeman, InterCity Transit
- Brandon Weeden, Fatso's Bar & Grill
- Geoff Glass, Providence Hospital
- Han Kim, Hotel Concepts (Developer, Bailey's Motor Inn property owner)
- Mike Stillings, Curtis Cabinets
- Ryan Haddock, Commercial Broker at Kidder Mathews



City of Olympia

City Council

Development Roundtable Report

Agenda Date: 8/4/2014
Agenda Item Number: 6.D
File Number: 14-0752

Type: report **Version:** 1 **Status:** Other Business

Title

Development Roundtable Report

Recommended Action

Committee Recommendation:

Receive report.

City Manager Recommendation:

Receive report.

Report

Issue:

The CERC approved the Development Roundtable Scope as per **Attachment 1** and wishes to provide the full City Council with an update about this event and invite them to this October 2, 2014 event.

Staff Contact:

Keith Stahley, Director Community Planning and Development Department 360.753.8227

Presenter(s):

Keith Stahley, Director Community Planning and Development Department

Background and Analysis:

The CERC is responsible for implementation of the Investment Strategy Report. One of the recommended next steps in the report is to convene a development roundtable to discuss how to more effectively build predictability into the development of opportunity sites in order to build the confidence of investors and developers. The CERC sees this as an opportunity to continue to work towards creating a more proactive community development process in Olympia. The Investment Strategy Report is included as **Attachment 2**.

Holding a Development Roundtable was included in the CERC's 2014 Work Plan included as **Attachment 3** and approved on February 11, 2014 and is consistent with the CERC's Charter included as **Attachment 4**.

On May 29, 2014 the CERC considered the first draft of the scope for a development roundtable. On

Type: report **Version:** 1 **Status:** Other Business

July 21st and July 24th the Community and Economic Revitalization Committee (CERC) met to consider revisions to the scope for the Development Roundtable. The CERC anticipates inviting a variety of local and regional development interests as well as the Planning Commission and the rest of City Council to participate in this event.

Options:

Receive report and attend October 2, 2014 Development Roundtable.

Financial Impact:

Within the budget for the Community Renewal Area process.

**Community and Economic Revitalization Committee (CERC)
Development Roundtable Scope
October 2, 2014**

The **Investment Strategy: City of Olympia Opportunity Areas** report includes a recommendation that the City, “Convene a development roundtable (perhaps in conjunction with the Thurston County Economic Development Council) to discuss how to more effectively build predictability into the development of opportunity sites in order to build the confidence of investors and developers.”

The Olympia City Council has also tasked the CERC with responsibility for helping to move the City’s development review process from a reactive model to a more proactive development model that includes meaningful and early neighborhood and stakeholder involvement and promotes high quality growth and commerce in the City. One of the key steps in that process is to involve the development community in the discussion about what our future should look like. The development community brings expertise in market understanding, building, site development and project feasibility that is vital to the community development process. The CERC seeks to tap into this expertise to help to inform its planning efforts.

Potential Participants: Invite members of the local and regional development community and the Planning Commission to participate with the CERC.

Roundtable Objectives: 1. Provide development interests with an overview of the regional and local economy and opportunity sites within Olympia. 2. Document feedback from development interests about their perspectives on the local economy and opportunity sites and how to enhance local development potential. 3. Document ways to encourage greater investment in Olympia. 4. Document ways to move Olympia towards a more proactive approach to community development.

Format: Facilitated small group discussions with opportunity for report out to the larger group. Facilitated by EDC with additional support provided by City Staff and ECONorthwest. Hosted by the City of Olympia’s Community and Economic Revitalization Committee. Meeting open to the public.

Desired Outcomes: 1. Create a positive relationship with the development community and an atmosphere trust and mutual understanding. 2. Create interest in Olympia’s opportunity sites and identify next steps to enhance their development potential. 3. Learn

about development perspectives and their thoughts about investment in Olympia. 4. Learn how the development community would approach creating a more proactive development model. 5. Create a forum for ongoing conversations about community development processes and opportunities within our community.

Target Date: Thursday evening October 2nd from 6:30 to 9:30.

Location: Olympia City Hall – Council Chamber. Light food and refreshments will be provided.

Community Renewal Area Planning

Featured Links

Navigation

Departments

- [Public Works](#)
- [Administrative Services](#)
- [Community Planning & Development](#)
- [Executive](#)
- [Fire Department](#)
- [Legal](#)
- [Police Department](#)

feedback

Community Renewal Area Planning

The City has retained ECONorthwest, an economics consulting firm from Portland, Oregon, to assist in conducting an overview of economic development opportunities and market realities in the community and to examine the feasibility of creation of a Community Renewal Area in downtown.

The Revised Code of Washington (RCW) 35.81.010(18) provides for the creation of Community Renewal Areas (CRA) where there are significant blighting influences stating, "there is an urgent need to enhance the ability of municipalities to act effectively and expeditiously to revive blighted areas and to prevent further blight due to shocks to the economy of the state and their actual and threatened effects on unemployment, poverty, and the availability of private capital for businesses and projects in the area."

The RCW requires that as part of establishing a CRA, a Community Renewal Plan be developed. The City Council formed an Ad Hoc Community Renewal Area Committee to help guide this process. The Committee consists of Mayor Stephen Buxbaum, Mayor Pro Tem Nathaniel Jones, and Councilmember Stephen Langer. A Citizens Advisory Committee has been formed to provide feedback and input to staff and the consultant as the planning process proceeds. A series of meetings with them and open houses are planned between now and January 2014.

Click the list of individuals serving on the Citizens Advisory Committee (CAC) providing feedback and input as the City considers economic development opportunities in the community and the possibility of creating a CRA in downtown.

- [Citizens Advisory Committee](#)

Community Economic Revitalization Committee (CERC)

- Mayor Stephen Buxbaum
- Mayor Pro Tem Nathaniel Jones
- Councilmember Julie Hankins

CERC Support Manual

- [CERC Charter](#)
- [CERC Work Plan](#)
- [CRA Investment Strategy: Opportunity Sites](#)
 - [Appendix A: Development Incentives](#)
- [CRA FAQ](#)
- [CRA City Powers](#)
- [CRA Feasibility Study](#)
 - [Downtown Olympia Market Conditions Summary](#)
 - [Development Incentives Glossary](#)
 - [Blight Findings 011614](#)
- [CRA Properties of Interest Summary](#)
- [CRA Properties of Interest PowerPoint Presentation](#)
- [CRA Design Workshop](#)
- [CRA Planning Process FAQ](#)
- [Planning Projects Workplan](#)

Additional Information

- [Percival Landing Update](#)
- [Summary & Overview of the Isthmus Zoning, Shoreline and Development Regulations](#)
- [CRA June 26, 2014 Summary](#)
- [CRA Isthmus Proforma June 26, 2014](#)
- [CRA Isthmus Feasibility Presentation June 26, 2014](#)
- [CRA Isthmus Feasibility Summary Table July 1, 2014](#)

Contact Information

Permits

BUILDING PERMITS AND INSPECTIONS



Planning

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Service Directory

CONTACT INFORMATION FOR CITY SERVICES



City Calendar

- 07/31** - 6:00 p.m.
[Dept of Ecology Open House about Olympia's Shoreline Master Program](#)
- 07/31** - 7:00 p.m.
[Dept of Ecology Public Hearing on Olympia's Shoreline Master Program](#)
- 08/02** - 10:00 a.m.
[Kids Canopy Climb](#)
- 08/04** - 11:30 a.m.
[Marine Creature Mondays](#)
- 08/04** - 1:00 p.m.
[Marine Creature Mondays](#)

→ [View full calendar...](#)

City Updates

BIKE CORRIDOR IMPROVEMENTS. Go to **OlySpeaks** and tell us where we should start to build a network of LOW-STRESS bike corridors to make cycling possible for a broader range of people. [Speak Now...](#)

HELP US CHOOSE A NEW SUNRISE PARK PLAYGROUND. It's time to replace the playground equipment at Sunrise Park. Visit our citizen participation site, **OlySpeaks**, to see the 5 design proposals and tell us which one you think would be most FUN for the kids. [Speak Now...](#)

CAPITAL FACILITIES PLAN. The [2015-2020 Preliminary Capital Facilities Plan](#) is now available for online viewing.

COMMENT ON DRAFT 20-YEAR COMPREHENSIVE PLAN. The Olympia City Council is accepting written comments on the draft Comprehensive Plan until Tuesday, August 5, 5:00 p.m. [More...](#)

HERITAGE COMMISSION VACANCY. City Council is accepting applications for one vacancy on the Olympia Heritage Commission. [Application Form...](#)

OLYMPIA MUNICIPAL CODE. Quick link to the [Olympia Municipal Code](#).

MEETINGS. [Agenda and Minutes](#) for City Council and most

Keith Stahley, CP & D Directors
 City of Olympia
kstahley@ci.olympia.wa.us

Lorelei Juntunen, Senior Planners
 ECONorthwestss
juntunen@econw.com

2014 Meeting Schedule for the CERC and CAC

TEAM	AGENDA	TIME	MEETING NOTES	MEETING MATERIALS
CERC	December 4 Agenda	4:30 p.m.		
CERC	November 6 Agenda	4:30 p.m.		
CERC	October 2 Agenda	4:30 p.m.		
	September 4	6:00 p.m.	Developers Roundtable facilitated by EDC	
CERC	August 7 Agenda	4:30 p.m.		
CERC	July 21 Agenda	4:30 p.m.		
CERC	June 12 Agenda	6:30 p.m.	Joint meeting with PC Finance Subcom	
CERC	May 29 Agenda	4:30 p.m.		City Calendar Agenda & Attachments
CAC	May 15 Agenda	6:30 p.m.		Design Scenarios
CERC	April 21 Agenda	4:30 p.m.		City Calendar Agenda & Attachments
CAC	April 5 Agenda	9:00 a.m.	Urban Design	March 6th Results Workshop Scope
CERC	March 17 Agenda	4:30 p.m.		CRA Economic Chapter Feasibility Study Investment Strategy Workshop Scope
CAC	March 6 Agenda	6:30 p.m.		Staff Report ECONW Memo FAQ
CERC	March 6 Agenda	4:30 p.m.		
CERC	February 12 Agenda	4:30 p.m.	Minutes	2B Staff Report 2C Staff Report
CERC	January 30 Agenda	4:30 p.m.	Minutes	

2013 Meeting Schedule for the CRA - Citizens Advisory Committee

Unless noted otherwise, meetings convene at Olympia City Hall, 601 4th Avenue East, Olympia.

AGENDA	TIME	MEETING NOTES	PRESENTATIONS	OTHER MATERIAL
November 20 Agenda	6:30 p.m.	Minutes		

October 14 Agenda	1:00 p.m.	Minutes		Comp B Feasibility Study Options Memo - ECONorthwest Governance Options Powers Table - City of Shoreline Legal Memo - Hugh Spitzer
October 1 Council Agenda	7:00 p.m.		Comp A Investment Strategy Comp B Market Analysis Overview	September 27, 2013 
September 24 Agenda	5:30 p.m.			Comp A Investment Strategy Comp B Status Report & Next Steps
August 29 Agenda	5:30 p.m.	Minutes		
August 23 Agenda	1:00 p.m.	Minutes		"Draft" Investment Strategy Project Schedule
July 26 Agenda	1:00 p.m.	Minutes	Section 108 Loan Fund Administration	
July 8 Agenda	5:30 p.m.	Minutes		Initial Report - Component B Downtown Data Sheet Frequently Asked Questions Market Analysis Overview Component A - Market Analysis Overview
July 1	12:00	Meeting Notes	Discussion of economic redevelopment issues with the Mayor	

June 24	12:00	Meeting Notes	<p>Discussion of economic redevelopment issues with the Mayor</p> <p>Citizens Advisory Committee presentation - 06/20/13</p>	<p>City of Shoreline Council meeting - 6/2/13</p> <p>City of Shoreline- Community Renewal Powers</p>
June 20	12:00	Meeting Notes	<p>Discussion of economic redevelopment issues with the Mayor</p>	
June 6	5:30 p.m.	Minutes	<p>Downtown Olympia Economic Redevelopment Study - ECONorthwest June 6, 2013</p> <p>City of Olympia Community Building Opportunities June 6, 2013</p>	<p>Land Assembly and Financing for Community Renewal Projects - A Handbook - Hugh Spitzer, Foster Pepper & Shefelman PLLC April, 2002</p> <p>2013 Community Renewal Area Request For Qualifications (RFO) January 3, 2013</p> <p>Project Schedule</p>

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**COMMUNITY AND ECONOMIC REVITALIZATION COMMITTEE 2014 DRAFT WORK PLAN
(Last Updated 7/24/2014)**

COMMUNITY AND ECONOMIC REVITALIZATION Committee Work Plan items:

1. **Martin Way Planning Process** - April, December
2. **Annual Annexation Report** - October*
3. **Annual review of changing market dynamics and Opportunity Sites.** October
4. **Develop relationships with property owners** in Opportunity Areas and other stakeholders to learn about their interests and short-term and long-term development goals. Future
5. **Convene a development roundtable.** March 20, May 22, September Event
6. **Consider the Comp Plan from an Economic Development Perspective** - review the Economy Chapter March*
7. **Consider the role of the CFP from an Economic Development Perspective and in moving the Opportunity Sites forward.** March 20, June 12*
8. **Meet with the Planning Commission on how to make use of the information about the 5 opportunity sites with their activities.** June
9. **Consider subarea/focus area planning efforts for the Kaiser/Harrison and Division/Harrison areas.** August
10. **Clarify the City's development toolkit.** September
11. **Work with the CAC to guide the development of the Community Renewal Process downtown.** January - June
 - a. **Community Economic Revitalization Committee Guiding Principles for Isthmus Planning**
 - b. **Isthmus Property Owners Meeting** -- February
 - c. **Citizens Advisory Committee Meeting** - March
 - d. **Urban Design Charrette** - April
 - e. **Design Charrette report out and next steps recommendation to City Council** - May
12. **Finalize the CRA Process, Public Involvement and Budget for presentation to City Council.** February 12, March 6, March 20, April 1st City Council
13. **Finalize the CRA Plan** August -- December
14. **Section 108 Loan Program Oversight** - Ongoing, as needed.
15. **Proactive Community Development Process** - Ongoing

*As these items relate to the implementation of the Investment Strategies: Opportunities Sites report.

Issue	Staff Responsible	Referred By	Status and Notes
Thursday January 30, 2014 4:30 to 5:30			
1. Consider Meeting Schedule and Work Plan	Keith Stahley	Community Economic Revitalization Committee	
2. Status Report and Update on CRA Process	Keith Stahley	Community Economic Revitalization Committee	
3. Consider Community Economic Revitalization Committee	Keith Stahley	Community Economic Revitalization Committee	
Thursday February 6, 2014 (Meet with Isthmus Property Owners - not a public meeting)			
1. Review Status of CRA	Lorelei Juntunen	City Council	
2. Consider Guiding Principles	Lorelei Juntunen	City Council	
3. Review Workshop Process	Lorelei Juntunen	City Council	
4. Commitment to Participate	Lorelei Juntunen	City Council	
Wednesday February 12, 2014 4:30 to 6:30			
1. Isthmus Charrette Process	Keith Stahley	Community Economic Revitalization Committee	Property owner feedback, guiding principles.
2. CRA Process	Keith Stahley	Community Economic Revitalization Committee	Consider CRA process required to finish plan.
Thursday March 6, 2014 4:30 to 6:00			
1. CRA Planning Process	Keith Stahley	Community Economic Revitalization Committee	Consider CRA process required to finish plan --
2. Isthmus Charrette Process	Keith Stahley	Community Economic Revitalization Committee	Review workshop approach with consultant team.
3. Consider Work Plan	Keith Stahley	Community Economic Revitalization Committee	Review revised dates.

Thursday March 6, 2014 (CAC Meeting 6:30 to 9:00 - Potential Community Economic Revitalization Committee Meeting)			
1. Review Status of CRA	Lorelei Juntunen	City Council	
2. Consider Guiding Principles	Lorelei Juntunen	City Council	
3. Review Workshop Process	Lorelei Juntunen	City Council	
4. Commitment to Participate	Lorelei Juntunen	City Council	
Monday, March 17, 2014 4:30 to 6:30			
1. Finalize Process for April 5, 2014 Urban Design Workshop and Debrief March 6, 2014 Citizens Advisory Committee Meeting	Keith Stahley	Community Economic Revitalization Committee	Finalize the CRA Process, Public Involvement and Budget for presentation to City Council March 18 th City Council
2. Review the Economy Chapter of proposed Comprehensive Plan and consider amendments to implement the <i>Investment Strategy: Olympia Opportunity Areas</i> report.	Keith Stahley	Community Economic Revitalization Committee	Review Economic Chapter of the Comp Plan. Scoping
Saturday April 5, 2014 9:00 to 12:00 (CAC/Property Owners Urban Design Workshop- Potential Community Economic Revitalization Committee Meeting)			
1. Conduct Urban Design Charrette	Lorelei Juntunen	City Council	
Monday April 21, 2014 4:30 - 6:00			
1. Debrief Urban Design Charrette	Keith Stahley	Community Economic Revitalization Committee	
2. Debrief City Council Meeting	Keith Stahley	Community Economic Revitalization Committee	
4. Consider Role of the Opportunity Sites in CFP Process and prepare for	Keith Stahley	Community Economic Revitalization Committee	Review the CFP in relationship to the six opportunity sites. Scope meeting with the PC.

meeting with the PC			
5. Consider next steps to implement opportunity sites and properties of interest	Keith Stahley	Community Economic Revitalization Committee	Consider convening property owners, developers, financiers in a roundtable discussion - coordinate with EDC.
Thursday May 1, 2014 6:30 - 9:00 CAC Design Scenario Review- Potential Community Economic Revitalization Committee Meeting			
1. Review Design Scenarios with the CAC	Lorelei Juntunen, John Fregonese	City Council	Provide feedback to the Community Economic Revitalization Committee on what worked and what should be incorporated into future plans.
2. Consider next steps in the CRA process	Keith Stahley	City Council	What is the role of the CAC in ongoing public engagement and outreach around the CRA Plan.
Thursday May 29, 2014 4:30 - 6:00			
1. Debrief CAC Meeting and consider next steps in the CRA process	Keith Stahley	Community Economic Revitalization Committee	How do we use the Isthmus design work. Do we move forward with public engagement towards finalization of the CRA Plan.
2. Continue to consider Developer Roundtable	Keith Stahley	Community Economic Revitalization Committee	Engage EDC
3. Consider Role of the Opportunity Sites in CFP Process	Keith Stahley	Community Economic Revitalization Committee	Review the CFP in relationship to the six opportunity sites. Budget implications.
Thursday June 12, 2014 6:30 - 9:00			
1. Planning Commission Finance Subcommittee/CRA Ad Hoc Joint Meeting	Keith Stahley	Community Economic Revitalization Committee	Joint Meeting PC Finance Subcom.
3. Martin Way Corridor Study Status Report	Cari Hornbein/Sophie Stimson	Community Economic Revitalization Committee	
Monday July 21, 2014 4:30 - 6:00			

1. Subarea/Focus Area Planning	Keith Stahley	Community Economic Revitalization Committee	Consider scope of focus area planning for Kaiser/Harrison or Division/Harrison. Budget implications.
3. Proactive Approach to Community Development	Keith Stahley	Community Economic Revitalization Committee	Hear report on outcomes from CPD Lean Academy
4. Consider revisions to scope of Development Roundtable	Keith Stahley	Community Economic Revitalization Committee	Consider revisions and receive feedback from CERC on revised scope for development roundtable
Thursday July 24, 2014 4:30 - 6:00			
1. Consider revisions to the scope the Development Roundtable	Keith Stahley	Community Economic Revitalization Committee	Consider revisions and receive feedback from CERC on revised scope for development roundtable
2. Consider revisions to the CERC 2014 Work Plan	Keith Stahley	Community Economic Revitalization Committee	The scope of work for the CRA process has been amended and the Work Plan needs to be revised to reflect these changes.
Thursday August 7, 2014 4:30 - 6:00 CERC			
3. Consider next steps in the Isthmus and CRA public participation process	Lorelei Juntunen, John Fregonese	City Council	Provide feedback to the Community Economic Revitalization Committee on what's needed from a public participation perspective.
4. Consider updated design scenarios and feasibility work	Lorelei Juntunen	Community Economic Revitalization Committee	Work based on latest scope to assess fiscal and community impacts of proposed Isthmus redev. Scenarios.
Thursday August 7, 2014 6:30 - 9:00 CAC and Community Economic Revitalization Committee Meeting			
1. Consider updated design scenarios and feasibility work	Lorelei Juntunen	Community Economic Revitalization Committee	Work based on latest scope to assess fiscal and community impacts of proposed Isthmus redev. Scenarios.
2. Consider next steps in the Isthmus and CRA public participation process	Lorelei Juntunen, John Fregonese	City Council	Provide feedback to the Community Economic Revitalization Committee on what's needed from a public participation perspective.

Thursday September 18, 2014 6:00 (New Meeting)			
1. Consider Draft of the CRA Plan	Lorelei Juntunen	Community Economic Revitalization Committee	Consider first draft of the CRA Plan
Thursday October 2, 2014 6:30 - 9:00 (New Date)			
1. Development Roundtable	Keith Stahley		Facilitated by the EDC
Thursday October 16, 2014 4:30 -7:00 (New Meeting)			
1. Debrief Development Roundtable	Keith Stahley/Michael Cade	Community Economic Revitalization Committee	
2. Annual Opportunity Site Review	Keith Stahley	Community Economic Revitalization Committee	Consider priorities for 2015.
3. Consider Draft of the CRA Plan	Lorelei Juntunen	Community Economic Revitalization Committee	
Thursday November 6, 2014 4:30 - 6:00 (Special meeting due to Thanksgiving)			
1. Review Draft of the CRA Plan	Lorelei Juntunen	Community Economic Revitalization Committee	
2. Development Tool Kit	Abe Farkas	Community Economic Revitalization Committee	Abe provide an overview of the other economic development tools available to the City. Moved from Sept.
Thursday December 4, 2014 4:30 - 6:00 (Special meeting due to Christmas)			
1. Martin Way Planning Process	Cari Hornbein/Sophie Stimson	Community Economic Revitalization Committee	Status Report on the Martin Way Planning Work
2. Finalize Draft CRA Plan	Lorelei Juntunen	Community Economic Revitalization	Review and approve draft of CRA Plan for consideration by City

		Committee	Council
3.			
Future Items Date TBD			
1. Develop relationships with property owners in Opportunity Areas and other stakeholders			Learn about their interests and short-term and long-term development goals.

DRAFT

Charter Community and Economic Revitalization (CERC) Committee February 5, 2014

Chartering Authority: City Council.

Introduction: The Olympia City Council agreed to move forward with an RFQ for consulting services to develop a Community Renewal Area (CRA) Plan on August 2, 2011. At that time, Council created a selection committee to review qualifications. The committee was comprised of two councilmembers, staff and downtown business representatives. Responses to the RFQ were received in 2011, however, no action was taken at that time. The selection committee evolved to become the Ad Hoc Community Renewal Area Committee in 2012 and worked to finalize the selection process and the scope of work for the CRA consulting services. City Council approved the contract with ECONorthwest (ECONW) in April 9, 2013 and moved forward with the CRA process.

Council agreed to change the name of the Committee to the Community and Economic Revitalization Committee in February of 2014.

Membership: The Community and Economic Revitalization Committee consists of three councilmembers. At least one member should also be a member of the Land Use and Environment Committee. Membership is established at the Council's annual retreat.

Committee Purpose: The City of Olympia recognizes the need to focus its limited resources to create the greatest possible return for the citizens of this City. The Council recognizes the benefits of being proactive in its community development processes in an effort to attract high quality development that is well supported by the community. The Council established the Community and Economic Revitalization Committee to coordinate these efforts and provide guidance to staff and the consultant throughout the Community Renewal Area planning process.

The Community and Economic Revitalization Committee's role has grown to include additional and related work. The Community and Economic Revitalization Committee currently has three referrals from City Council:

1. Provide guidance for the community renewal area planning process as established in the ECONW scope of work (**attached**);
2. Provide guidance around the establishment and implementation of the CDBG Section 108 Loan program; and
3. Consider alternative approaches to the community development process consistent with the City Council's goal of moving our development review process from a reactive to a proactive model that includes meaningful and early

neighborhood and stakeholder involvement and promotes high quality growth and commerce in the city.

Operations:

- The Community and Economic Revitalization Committee will meet on a regular basis and will publish a list of meetings at the beginning of each year. Meetings occurring outside the regular published meeting times shall be considered to be special meetings and shall be noticed.
- Meeting minutes shall be posted in a manner consistent with all other Council Committees.
- A staff liaison shall be appointed by the City Manager and shall provide administrative and technical support to the committee as may reasonably be required.
- The Chair shall report Committee activity on a regular basis under City Council Reports and shall schedule study sessions as needed to keep Council informed of its work.

Timeline and Schedule:

Community and Economic Revitalization Committee Referrals:				
Task	October 2013:	November 2013:	December 2013:	January 2014 and beyond:
1. CRA	Consider Feasibility Recommendation	Conduct CAC meeting	Brief Council	CRA Action Plan and Investment Strategy Implementation
2. Section 108	Consider loan proposals	Conduct required hearing	Loan underwriting	Provide continuing guidance for use of Section 108 Loan pool
3. Proactive Community Dev. Process	Consider RFQ approach	Consider alternative approaches	Provide recommendation to council	Provide continuing guidance for community development process improvements

Other Considerations:

Given the nature of the ECONW’s recommendations in their *Investment Strategy: City of Olympia Opportunity Areas* ([The Report](#)) and the need for a long-term perspective on

economic development and city investment, it may be advisable establish a standing Community and Economic Revitalization Committee through December 31, 2015.

In addition to the referrals noted above, this committee could:

- Continually scan the economic development environment for changing circumstances that lead to new opportunities or require different approaches to economic development.
- Coordinate with the Thurston Economic Development Council (EDC) and provide guidance in the development and implementation of their annual contract.
- Work with staff to implement the CRA Plan and the recommendations contained in *The Report*.
- Work with staff and the Planning Commission to more closely align the Comp Plan, the Capital Facilities plan, Consolidated Plan, Downtown Master Plan and the budget processes and documents.
- Work with the City Manager to identify and develop staff and organizational capacity to implement the CRA Plan and *The Report*.
- Work with staff and the consultant to provide guidance in the management of the CDBG Section 108 Loan program.
- Work with staff to identify grant opportunities and other sources of funds to carry out economic development related improvements.
- Work with staff to develop ways to move the City's development review process from a reactive to a proactive model that includes meaningful and early neighborhood and stakeholder involvement and promotes high quality growth and commerce in the city.

Attachments:

- April 2013 ECONorthwest Scope of Work

- *Investment Strategy: City of Olympia Opportunity Areas*