

Ordinance No. _____

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, AMENDING
VARIOUS CHAPTERS OF THE OLYMPIA COMPREHENSIVE PLAN**

WHEREAS, on April 16, 2021, the City of Olympia Community Planning and Development Department received applications from the City of Olympia to amend the Olympia Comprehensive Plan (the Proposed Amendments); and

WHEREAS, on April 20, 2021, the Proposed Amendments were sent to the Washington State Department of Commerce Growth Management Services with the Notice of Intent to Adopt Development Regulation amendments as required by RCW 36.70A.106, and no comments were received from state agencies during the 60-day comment period; and

WHEREAS, Notice of Application for the Proposed Amendments was routed to all Recognized Neighborhood Associations with the City of Olympia on April 23, 2021; and

WHEREAS, on June 3, 2021, the City of Olympia issued a Determination of Non-Significance pursuant to the State Environmental Policy Act (SEPA) on the Proposed Amendments; and

WHEREAS, on June 21, 2021, the Olympia Planning Commission received a briefing on the Proposed Amendments; and

WHEREAS, on July 21, 2021, notice of the public hearing on the Proposed Amendments was provided to all Recognized Neighborhood Associations within the City of Olympia pursuant to Chapter 18.78 OMC, Public Notification; and

WHEREAS, on July 21, 2021, notice of the public hearing on the Proposed Amendments was provided to all Parties of Record pursuant to Chapter 18.78 OMC, Public Notification; and

WHEREAS, on July 22, 2021, a legal notice was published in *The Olympian* newspaper regarding the date of the Olympia Planning Commission's public hearing on the Proposed Amendments; and

WHEREAS, on August 2, 2021, the Olympia Planning Commission held a public hearing on the Proposed Amendments; and

WHEREAS, on August 16, 2021, September 20, 2021, and October 4, 2021, the Planning Commission deliberated on the Proposed Amendments and provided to the City Council its recommendation to amend chapters of the Comprehensive Plan; and

WHEREAS, the Proposed Amendments are consistent with the Olympia Comprehensive Plan, County-wide Planning Policies, and the Growth Management Act; and

WHEREAS, the Proposed Amendments have been reviewed pursuant to the Olympia Comprehensive Plan Amendments process outlined in Chapter 18.59 OMC; and

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

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

Section 1. Amendment of the Olympia Comprehensive Plan. The City of Olympia Comprehensive Plan is hereby amended to read as shown on the attached Exhibit A, which is hereby incorporated as though fully set forth herein.

Section 2. Corrections. The City Clerk and codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 3. 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 4. Ratification. Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

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

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Mark Barber

CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:

EXHIBIT A

Foreword

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

This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, and must review the entire Plan and amend it as necessary every 8 years.

Olympia's Comprehensive Plan is composed of two volumes, the first of which includes ten chapters. The second volume is the capital facilities element, including a 6-year plan for capital projects that is updated annually. The plan should be read as a whole because topics are interrelated yet are typically addressed within a single chapter to avoid repetition. Thus, these chapters are only for organizing the plan's content. They do not reflect the structure of the City's government or any particular model of city planning.

The GMA establishes required elements that must be contained in all Comprehensive Plans. In the Growth Management statute these mandatory elements are listed under RCW 36.70A.070 in the following order:

1. Land Use
2. Housing
3. Capital Facilities
4. Utilities
5. Rural element for non-urban lands
6. Transportation
7. Economic development¹
8. Parks and recreation¹

Following is a table that summarizes the contents of each chapter of the Comprehensive Plan. Listed on the far right of the table below are the GMA-mandated

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

Comprehensive Plan Chapter	Description	GMA-Required Elements Addressed
Volume 1:		
Introduction	Overview of the Plan and its setting ²	N/A
Community Values & Vision	Summary of the foundations of the Plan	Include a vision for the community at the end of the 20-year planning period; identify community values derived from citizen -public participation processes.
Public Participation and Partners	Description of the relationship between the City government and others who implement the Plan	Not a formal GMA element; does meet requirements of RCW 36.70A.035, 36.70A.130 and 36.70A.140
Natural Environment	Focused on elements of the community's environment that were not built by people; it includes the City's shoreline goals and policies, and addresses means of reducing land use impacts on the natural environment – such as urban forestry	Land Use; also addresses requirements of RCW 36.70A.170 and .172
Land Use and Urban Design	Addresses the pattern and form of land uses addressing the pattern and form of land uses like housing, businesses and industry and how to ensure compatibility, blending and adequate space for each (a GMA-requirement). This chapter encompasses topics like landscaping and architectural design, preservation and appreciation of historic resources. It also addresses the pattern and form of land uses, housing, businesses and industry, and how to ensure compatibility, blending and adequate space for each. This chapter encompasses topics like landscaping and architectural design, preservation and appreciation of historic resources,	Land Use (multiple elements); Housing (elements a-d); Transportation element 6(a)(i)

Comprehensive Plan Chapter	Description	GMA-Required Elements Addressed
	and more detailed planning for specific areas of the community.	
Transportation	Addresses all aspects of mobility including cars, buses, trucks, trains, bikes and walking	Transportation (all required elements)
Utilities	Overview of plans for both private and public utilities (such as water, sewer, solid waste, and electricity) and their use of land; details regarding utilities are often included in separate "Master Plans"	Land Use (protection of drinking water, drainage, flooding and stormwater runoff); Utilities (multiple elements)
Public Health, Arts, Parks and Recreation	Addresses the use of land for parks and open space and community activities such as recreation, the arts, and other aspects of mental and physical well-being	Parks and recreation elements a-c
Economy	Description of Olympia's approach to local investment, business and jobs within the context of the global economy	Economy elements a-c
Public Services	Addresses services provided by the public sector, such as housing and other social service programs, schools, and police and fire protection; along with the land needed for those services	Land Use; Transportation; Housing
Volume 2		
Capital Facilities	The Capital Facilities Plan includes 20-year goals and policies, along with a 6-year plan that is updated annually, and can be found on the City's website	Capital Facilities (elements a-e)

¹Economic Development and Parks and Recreation elements are required only if the state legislature provides funding (RCW 36.70A.070(9))

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

More information about how to use this document is included in the Introduction Chapter.

Introduction to the Comprehensive Plan



View of the Capitol Building from Heritage Park Fountain

The City of Olympia's Comprehensive Plan builds upon our community's values and our vision for the future. The goals and policies in this document provide high-level direction for actions the City and other community members may take to realize these values and vision. Goals and policies (including maps) also guide City budgets, master plans, development regulations and other decisions.

As many as 20,000 additional people are expected to join our community over the next two decades. This Plan is our strategy for maintaining and enhancing our high quality of life and environment while accommodating expected growth. Most readily-buildable parcels in the City are already developed to some degree. Thus, over the next 20 years, we expect to see more infill and redevelopment of existing developed areas. This presents our community with opportunities to restore degraded environments, create vibrant pockets of social and economic activity, and target investments to make more efficient use of and improve existing infrastructure.

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



The Comprehensive Plan is based on community vision, and guides City and other community actions, such as regulations, programs and budgets.

How to Use this Document

Chapters

This Comprehensive Plan is separated into two volumes: the first with ten chapters, and the second volume, which is the Capital Facilities Plan:

Volume I:

1. Introduction to the Comprehensive Plan;
2. Community Values & Vision
3. Public Participation and Partners;
4. Natural Environment;
5. Land Use and Urban Design;
6. Transportation;
7. Utilities;
8. Economy;
9. Public Health, Arts, Parks and Recreation; and
10. Public Services.

Volume II: Capital Facilities

There are many issues that connect these chapters. For example:

- The Land Use Chapter, in conjunction with Public Participation & Partners, Natural Environment, Transportation, Parks, Utilities, Economy and Capital Facilities, all provide basic policy guidance for City land use regulations outlined in City codes. They describe generally where various types of land uses should occur, how intense they may be and how designed; types and locations of environmentally sensitive areas to be protected; and the general types of transportation, utility and park facilities that are planned, including locations for major facilities. More specifically:
 - Policies related to trees exist in the Natural Environment chapter as well as under [Land Use and Urban Design](#), Transportation, Utilities and even Economy.
 - Policies related to walk-ability are included under both [Land Use and Urban Design](#) and Transportation.
- Various chapters include policies that influence City services, including fire, police, affordable housing, arts, recreation, volunteer services and overall public engagement in civic affairs.

If viewing an electronic version, use the 'search' function to find all of the policies related to specific topics.

Goals and Policies

The goals in this Plan identify what we hope to achieve as a community. Some goals will take longer than others to realize. Policies describe how the City will act in a broad sense to achieve these goals.

While some policies take a prescriptive approach by outlining what the City will specifically 'require' to achieve a goal, other policies present a more flexible approach whereby the City will 'encourage' or 'support' an action. Each type of approach has inherent trade-offs. Overall, the City's policy approach within the Plan aims to balance these trade-offs while meeting community goals.

As an example of a prescriptive approach, one policy requires land uses to prevent and treat stormwater runoff, which provides certainty that the City will use its authority to enforce practices that achieve our clean water protection goals. In order for the City to 'require' an action, it must have authority under the law to enforce it.

Sometimes a more flexible policy approach improves the capability of achieving certain goals. Having some flexibility over the 20-year planning period enables the City to respond more quickly when environmental or market conditions change. It also allows for tailoring implementation to geographic or land use type conditions at the zoning level. For example, a policy in the Plan states the City will require development to incorporate measures that reduce risks associated with rising sea levels. The policy includes, as an example, higher finished floor elevations, but does not specify what that particular measure will be. In order to respond appropriately to sea level rise, the City will need an adaptive strategy based on new information. The same adaptive methodology applies to policies regarding infill development. In order to meet our vision of a more vibrant and pedestrian-friendly downtown, the City will need flexibility to respond to changing market conditions over the 20-year planning period.

Where the City does not establish requirements, it may 'encourage' or 'support' actions. For example, one policy encourages the use of fruit and nut trees to support food self-sufficiency. This policy demonstrates the City's recognition of community support for trees that provide food, while also allowing flexibility for implementation through incentives or partnerships rather than regulation. To require fruit trees at the broad Plan level could hamper other goals during the implementation phase that call for providing a variety of tree species throughout neighborhoods and planting the right tree in the right place.

At times, goals or policies may seem to be in conflict with each other. For example, a goal to increase density may seem to be in conflict with a goal to preserve open space. Or a goal to increase tree canopy may seem to be in conflict with a goal to increase solar energy access. Over the next 20 years, the complex challenges and opportunities we face as a community will often require us to strike a balance between different goals and policies to provide the best outcome for the community as a whole. Thus individual goals and policies should always be considered within the context of the entire Plan.

Throughout each and every year, City officials, along with the public, make a range of decisions about how community resources will be used and managed, and how both public and private development will occur. Community plans and programs often result from conscientious balancing among divergent interests based on the facts and context of a particular situation and on the entire set of Comprehensive Plan goals. Balancing these goals in a way that provides the best overall community benefit requires careful consideration, based on an understanding of multiple community objectives, the specific context and potential impacts.

This type of strategic decision-making can often lead to a selection of options that realize multiple goals. For example, when we protect the quality of our air and water, we improve our health and attract long-term investment in our City.



Beautiful sunshine display at Procession of the Species.

Implementation – The Action Plan

This Comprehensive Plan does not include specific actions or measurements. A companion document to the Plan is an “action plan” or “implementation strategy” that will take the community’s vision and goals as defined in the Comprehensive Plan, and lay out a path by which we can achieve them. Actions may take a variety of forms ranging from large construction projects to the creation of new guiding documents and plans.

The Action Plan will also be heavily focused on tracking our effectiveness and demonstrating success. A set of performance measures will show where we began and where we currently are in relation to our desired outcomes, with results reported back to the community. The action plan will be updated annually or biannually through a collaborative community process.

The City looks for partners from all sectors of the community to help implement the Comprehensive Plan through the Action Plan. Partners may include residents,

businesses, developers, non-profits, the faith community, schools, neighborhood associations, other government agencies and organizations. Partnerships will help our community work together to realize our common vision.

The Local Planning & Development Process

Local planning depends heavily on community involvement. Public engagement is essential for many reasons, including that it provides for more holistic perspectives on City decisions that affect the entire community and it protects ~~citizens'~~ peoples' rights to influence public policy. In fact, the Growth Management Act calls for broad public involvement in creating and amending Comprehensive Plans and implementing development regulations.

Local planning is a phased process that also operates within a framework of federal, state, county and laws. Our local codes and other decisions must be consistent with these laws, in addition to Comprehensive Plan goals and policies. For example, both the U.S. and Washington State Constitutions include private property rights that must be respected by local government agencies.

Once a Comprehensive Plan is adopted, it may be amended annually, with larger updates considered every 8 years. There may be a period of time after the City Council adopts changes to the Plan before staff, the public and policy makers are able to take action to implement it. The City will make every effort to quickly and reasonably develop, review and adopt any new or revised regulations to conform to this Plan.

Development codes to implement the Plan may be amended at any time during the year, but only following a public process guided by both state and local standards. The City Council makes final decisions on plan and code amendments. Typically, the Olympia Planning Commission holds a public hearing and makes a recommendation to the City Council on amendments to the Comprehensive Plan or implementing development codes.



There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws. This gives predictability to both ~~citizens'~~ community members and developers, consistent with the intent of the Growth Management Act.

See the [Public Participation & Partners Chapter](#) for more information on how to get involved.

Context for the Comprehensive Plan

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

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

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

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

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

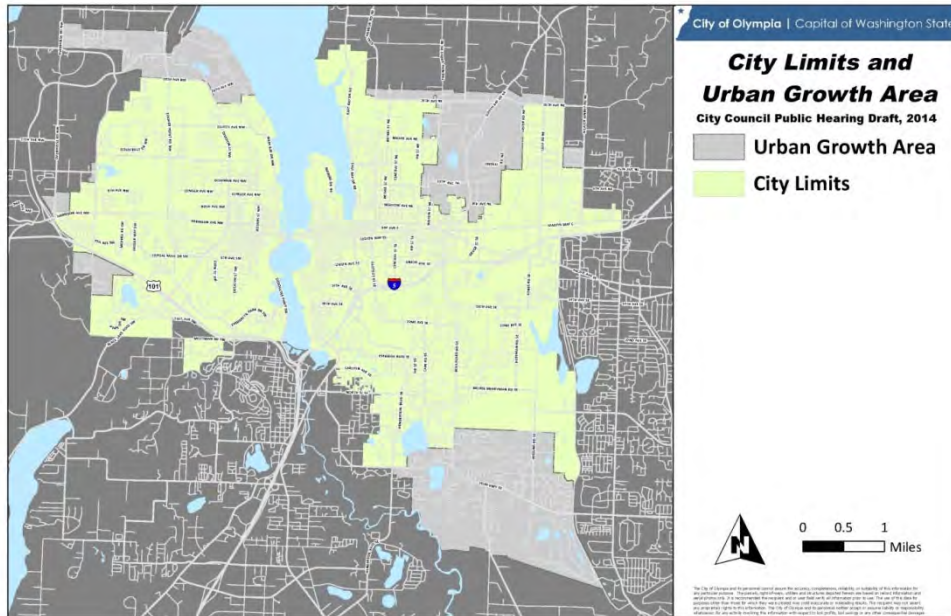


Community members planting trees at the 1000 Trees in One Day event on March 28, 2008.

A Changing Community

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

Olympia and its Urban Growth Boundaries



Map of Olympia and its Urban Growth Boundaries

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

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

Preserving our Sense of Place and Connections

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

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

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

Sea Level Rise

Over the next twenty years, sea level rise will continue to be a key challenge facing Olympia, and therefore a key priority. As the challenge unfolds, the City of Olympia is prepared to respond thoughtfully and competently to the threat of flooding in downtown. As the heart of our City, downtown can and will be protected.

Olympia has recognized its vulnerability and has been preparing for sea level rise since 1990, long before many recognized it as a major threat to waterfront communities. The City has consistently made it a priority to track the continuing evolution of science in this arena, and apply those findings to Olympia. Our ongoing response to the threat encompasses both long-term strategic and near-term tactical investments. The City of Olympia is and will continue to be a recognized leader in climate change and sea level rise response.

Scientific information regarding climate change and sea level rise is incomplete and will probably remain so for some time. Regardless, we must prepare and respond. Forecast models for the timing and height of sea level rise vary, but the models agree that sea level rise is inevitable on a global scale. We will continue to work with regional and State experts to understand the potential magnitude of South Puget Sound sea changes.

Current science indicates that sea levels may rise between 11 and 39 inches by 2100. These sea level increases will affect our shorelines during the peaks of high tides. Residents can anticipate higher high tides during the extreme tidal cycles that occur several times a year as well as during major low pressure weather systems. A combination of extreme high tides and low atmospheric

pressure can currently result in downtown flooding. City staff monitors and manages these events and will continue to do so.

The need for heightened community awareness, education and response regarding sea rise will only increase in the years to come. The wide range of potential sea rise necessitates that the City develops a portfolio of response strategies. The implementation of a particular strategy will hinge upon both the timing and the extent of future sea rise. Strategies will build upon previous approaches as climate change and sea level rise evolve. Responses will be technically vigilant but not overly reactive. Processing and sharing emerging information will be vital to the successful response.

As the sea rise changes play out, our downtown development and infrastructure can adapt. Over time we will mesh the changing natural environment with continued growth of our downtown.

Adaptive management will help us respond effectively and creatively to new data and changing local conditions. The City is committed to this long-term effort.

The City's Public Works Department and the Capital Facilities Plan will continue to help identify and implement infrastructure needs. Work will focus on progressively building improvements that can help protect our already vulnerable downtown from high tides and storm surges. Modest infrastructure improvements to address both current and potential future flooding problems are already underway.

The close proximity of our downtown to marine waters is not unique. Like other coastal communities, financial assistance from State and Federal sources will be necessary in order to meet the long-term challenge of sea level rise. State and Federal responses to local needs will have to be timely and meaningful. Planning horizons are long. A failure to appreciate and meet this challenge at the State and Federal levels poses a high risk to coastal communities. Our community looks to State and Federal entities for research, guidance and financial support to respond to the challenge of sea rise.

Sea level rise is a regional challenge. Many of us rely upon our regionally important downtown, its services and associated shorelines. Actions taken to adapt to sea level rise will require close coordination with the State of Washington and Port of Olympia, key shoreline property owners, downtown business owners and the LOTT Clean Water Alliance, operator of the regional wastewater treatment plant. Partnerships in our governments and communities

will become increasingly important as we seek to implement strategies and responses.

As a waterfront city, sea level rise response will be a key priority for Olympia over the next two decades and beyond. In order to make timely long-term decisions, our community needs to understand the dynamics of climate change and sea level rise. The City of Olympia will develop, communicate, and implement strong yet adaptable responses. We are committed to a thriving downtown. We will work together.

Technical and planning information regarding Olympia's response to climate change and sea level rise is available on the City webpage.

Other Key Challenges

In addition to sea level rise, there are other major global, national and local influences that present both challenges and opportunities for our local community. Implementation of the vision and goals in this Plan will require creative solutions so that Olympia can:

Become a More Sustainable City: As the capital of the State of Washington, Olympia has a unique opportunity to show leadership on key issues in the State, such as sustainability. The City needs to make investments based on an integrated framework that compares lifecycle costs and benefits of all City investments and to encourage sustainable practices by individuals and organizations through education, technical assistance, and incentives.

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

Integrate Shoreline Management Program (SMP): Special coordination is necessary to integrate the SMP with the Comprehensive Plan. Olympians value ample public space along their marine shoreline and waterways to balance growth downtown.

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

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

Address Climate Change: The impetus of the sea level rise challenge described above is climate change. Rising global greenhouse gas emissions are contributing to the melting of the polar ice caps, rising sea levels and more frequent extreme weather events. The City of Olympia is committed to working with the public and other regional partners to take actions that will reduce our community's overall greenhouse gas emissions and prepare for changing climate.

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



Young Olympians working together to plant a tree.

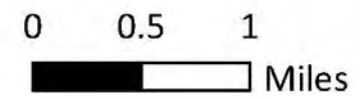
For More Information

- The [Washington State Growth Management Act](#) establishes rules to guide the development of comprehensive plans and development regulations that shape growth over a 20-year horizon
- The [Buildable Lands Report](#) prepared for Thurston County by the staff of the Thurston Regional Planning Council helps Olympia to determine the quantity of land to provide for population and employment growth.
- Learn more about how [the Comprehensive Plan guides City actions](#).
- The [City's Action Plan](#) includes a collaborative public process for selecting specific actions to carry out the Comprehensive Plan, and includes timeframes, partnerships and performance measures.
- Current and past [technical analyses and reports regarding sea level rise in Olympia](#) can be reviewed on the City's Sea Level Rise webpage.

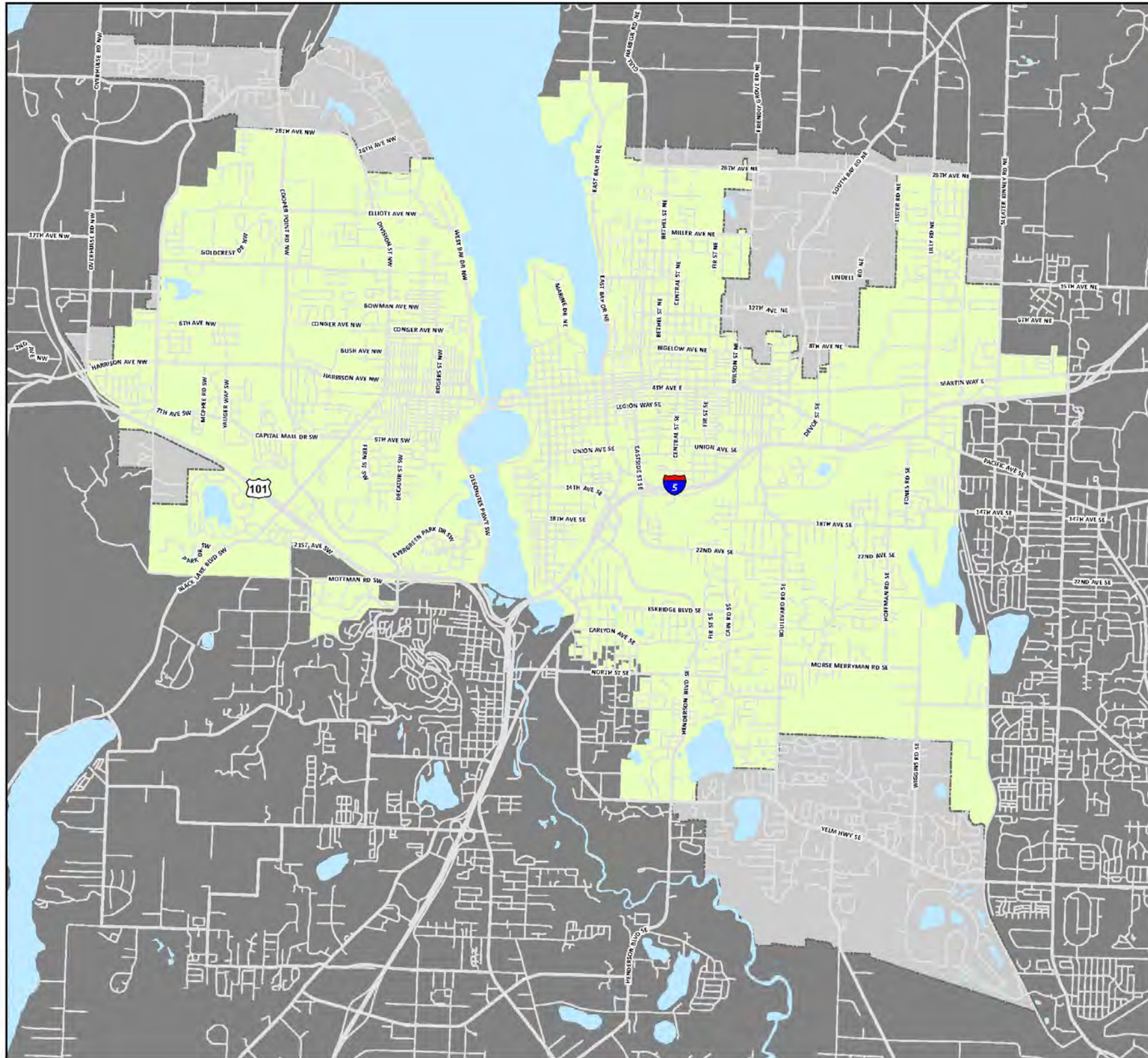
City Limits and Urban Growth Area

-  Urban Growth Area
-  City Limits

Publication Date: 12/18/2014
Effective Date: 12/23/2014
Ordinance #6945



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



Community Values & Vision

During 2009-2014, the City and public engaged in a broad update to Olympia's Comprehensive Plan. The City held over 30 public meetings and collected over 2,000 comments from community members about what they value in Olympia and their vision for Olympia's future. These community values and visions are distilled below and reflected in the goals and policies throughout the Comprehensive Plan.

ACKNOWLEDGEMENT

We acknowledge that Olympia resides within the traditional lands of the Steh-Chass band of indigenous people of the Squaxin Island Tribe, who were removed from their land for the settlement that became Olympia. The Tribe has offered these words for acknowledgement:

"The Squaxin Island Tribe's habitation of what is now Olympia spans thousands of years. The ancestral families who lived and thrived here named it Steh-Chass, and occupied prosperous villages along the shores. Archeological findings of ancestral artifacts in the area suggest habitation by Squaxin ancestors since the retreat of the glaciers during the last Ice Age. Today, the Squaxin people continue stewardship of these ancestral lands, from the Deschutes watershed and what is now Budd Inlet. The Steh-Chass (Squaxin) continue to call themselves 'People of the Water' because of the bounty of the region's waterways and artesian waters, which have sustained the people for millennia."

The City of Olympia will continue to strengthen our government-to-government relationship with the Squaxin Island Tribe to support our shared environmental, economic, and community goals.

We acknowledge Olympia's history of racially restrictive covenants, redlining, and displacement of Black, Indigenous, and people of color (BIPOC). We acknowledge that our historic population of Chinese Olympians, who built much of Olympia's original infrastructure, were actively excluded through anti-Chinese sentiment and restrictive immigration laws, resulting in the loss of Olympia's once thriving Chinatown and a dwindling Chinese population. These institutional and systemic barriers are still prevalent and have resulted in a lack of equitable

access to resources and opportunities. We are dedicated to rebuilding trust through reconciliation and making ongoing efforts to remove these barriers.

EQUITY

What Olympia values:

As evident through the City's Housing Needs Assessment, our community is becoming more diverse. This includes changes in racial demographics, an increase in the number of aging adults, and changes in average household size and income. Olympians value and respect the identities and lived experiences of our community members, including but not limited to, race, color, creed, national origin, immigration or refugee status, financial stability, class, gender, sexual orientation, age, or ability. We believe that embracing equity enhances the livability and vibrancy of our beautiful city for all residents.

Our Vision for the Future:

We envision a future where Olympia has a diverse and inclusive community, a robust and resilient local economy, and a strong multicultural arts and heritage presence for all to enjoy.

To build a truly livable and vibrant city, we understand that we must provide equitable access to the necessities of life, including housing, mobility, food, services, education, and meaningful work. We must consider the diverse needs of our residents in planning the long-term growth and development of Olympia, considering both quantitative and qualitative data from our community to drive decision making. Giving everyone an opportunity to participate in the civic, economic, and cultural life of the city will lead to greater quality of life and sustainable local economy.

We recognize that equity is essential to all areas of the Comprehensive Plan and are committed to working to eliminate inequity in our community.

Public Participation and Partners

What Olympia Values:

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

Our Vision for the Future:

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

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

Our Natural Environment

What Olympia Values:

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

Our Vision for the Future:

A beautiful, natural setting that is preserved and enhanced.

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

As a result of this cooperative effort, Olympia will enjoy a dense tree canopy that will beautify our downtown and neighborhoods, and improve the health, environmental quality and economy of our city. Though our population will increase, our air and water will be cleaner and wildlife

habitat will be preserved to maintain a biologically healthy diversity of species. Salmon will return and spawn in the streams where they were born. Seals, sea lions, orcas, and otters will roam the waters of southern Puget Sound.

Land Use and Urban Design

What Olympia Values:

Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for ~~citizens~~ community members in neighborhoods, downtown, and along our shorelines.

Our Vision for the Future:

A walkable, accessible, vibrant city.

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

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

Olympia will work to create "urban nodes" of higher density and mixed-use development in specific locations along our urban corridor. We will encourage infill projects and remodeling of older structures; in turn we will begin to create a more walkable community, where historic buildings and neighborhoods are valued, preserved, and adapted to new uses.

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

Transportation

What Olympia Values:

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

Our Vision for the Future:

Complete streets that move people, not just cars.

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

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

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

ADA Compliance: Our transportation system will be accessible to people of all abilities and aligned with the Americans with Disabilities Act.

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

Utilities

What Olympia Values:

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

Our Vision for the Future:

Clean, plentiful water and significant reduction of waste.

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

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

Public Health, Parks, Arts and Recreation

What Olympia Values:

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

Our Vision for the Future:

A healthy, fun and enriching place to live.

Places where we can move: -The many parks and open spaces throughout our community will be key to maintaining the health of our children, and all Olympians. The Olympia School District will work with the City to allow maximum feasible public use of School District gyms and playgrounds.

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

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

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

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

Economy

What Olympia Values:

Olympians recognize the importance of our quality of life to a healthy economy. We value our status as Washington State's capital, as well as our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.

Our Vision for the Future:

Olympia's economy is healthy due to a diverse mix of new and existing employment sectors, in addition to being the center of state government.

Because of our careful planning the Olympia economy will remain stable, especially when compared to similar cities throughout the state and region. The City's investment in the downtown will encourage market-rate housing, many new specialty stores and boutiques, and attract visitors to places such as Percival Landing, the Hands on Children's Museum, and our many theatre and art venues. Its work to strengthen regional shopping

nodes, such as the area around Capital Mall, will provide high-density housing, transit, pedestrian and bicycle access, making our state capital a popular destination to live, work, play and study.

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

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

Public Services

What Olympia Values:

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

Our Vision for the Future:

Responsive services and affordable housing for all.

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

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

Public Participation and Partners



Community members talk about their priorities at an Imagine Olympia event

What Olympia Values:

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

Our Vision for the Future:

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

Read more in the Community Values and Vision chapter

Introduction

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

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

The City has found cooperative relationships between members of the community and policy-makers that will continue to be essential if we are to

achieve the collective vision and goals described in this Plan. It understands and makes use of effective and tested methods for encouraging citizens-community members to engage at multiple levels as we continue to look for creative solutions to the challenges we all share.



A young citizen-child enjoys a beautiful day in Olympia.

Public Participation is Essential

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



Young people having fun at a community event.

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

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

make key planning decisions on roads, walkways, bike paths, housing densities, and transit – to name a few.

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

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

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

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

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

with federal, state and local laws. Although this process does not guarantee a neighborhood will get everything it wants, sub-area planning can help it get organized for future projects that will influence the direction of community decisions.



A citizen-community member discusses neighborhood issues with City staff at a public meeting.

Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PP3.6 Amend the Comprehensive Plan each year to incorporate the

updated Capital Facilities Element and act upon other proposed changes to the Plan. Adopt these amendments only after notifying the public and providing opportunities for public comment.

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

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

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

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

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

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

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

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

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

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

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


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

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

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

PP5.5 Encourage collaboration between neighborhoods and City representatives.

Our Partners: Strong Interjurisdictional Partnerships Help Our Region Thrive

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

Because the City recognizes that our community is affected by forces outside our jurisdictional borders, we regularly coordinate with Thurston County and its other cities. We share [County-Wide Planning Policies](#), which

ensure our comprehensive plans are coordinated and consistent. These policies express shared regional goals to:

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



Kids plant a tree sapling at a local park.

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

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

accurate picture of future urban development.

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

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

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

Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

For More Information

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

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

Natural Environment



Two ~~young girls~~ children skipping on the rocks at Yaeger Park

What Olympia Values:

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

Our Vision for the Future:

A beautiful, natural setting that is preserved and enhanced.

Read more in the [Community Values and Vision chapter](#)

Introduction

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

For more than 20 years, Olympia has embraced its role as a leader in the effort to create a sustainable community dedicated to the conservation, protection, and restoration of the natural environment. The City will

continue this work -- through leadership, education, and planning -- as we address emerging environmental challenges.

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

Key challenges:

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

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

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



A young tree planter in Kettle View Park.

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

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

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

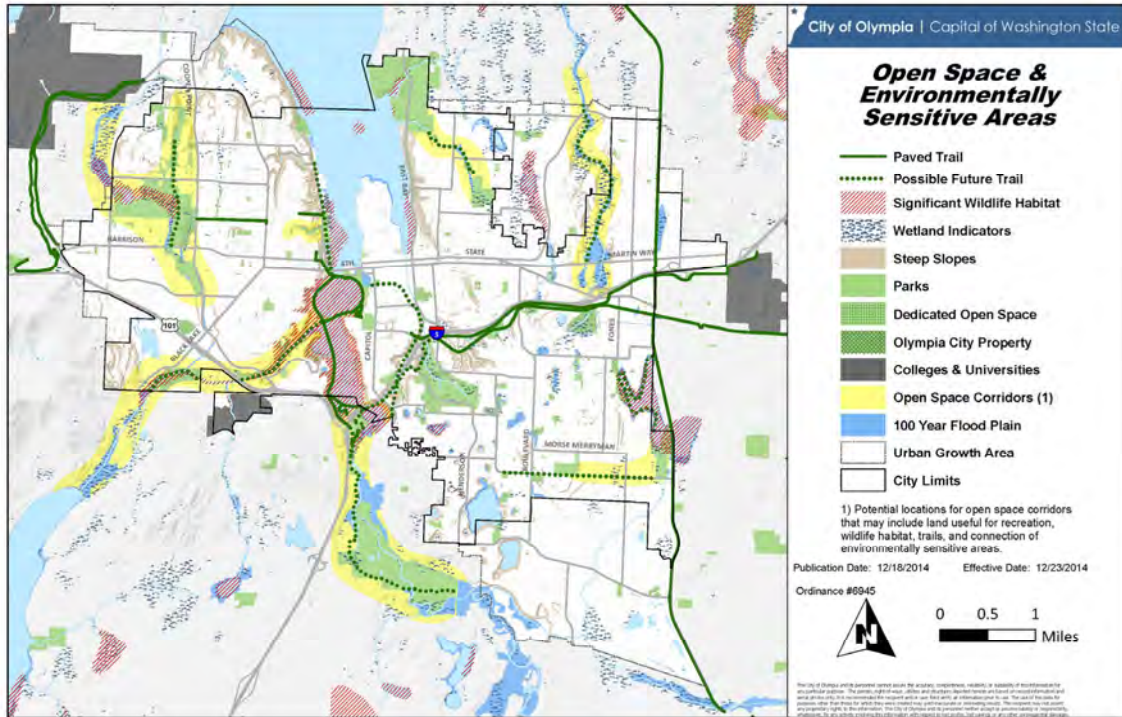
The Open Space and Environmentally Sensitive Areas Map reflects those areas in the City and UGA that are already preserved as open space, or that may be good opportunities for future preservation as open space.

Shown on the map are environmentally sensitive areas, such as steep slopes, flood plains, wetlands, and significant wildlife habitat. Many of these areas are protected by Critical Areas regulations so the map serves to highlight those areas for further evaluation prior to any new development project.

The map also reflects locations where there may be a greater potential for creating or enhancing existing open space corridors for recreation or wildlife habitat. These areas may still be undeveloped, owned or managed by the City, connected to other nearby open space areas, or have environmentally sensitive areas present.



Kettle View Park bike rider.



View Map – Open Space Environmentally Sensitive Areas

Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

GN2 Land is preserved and sustainably managed.

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

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

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

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

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

PN2.6 Conserve and restore wildlife habitat in both existing corridors and high-priority separate sites.

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

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

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

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

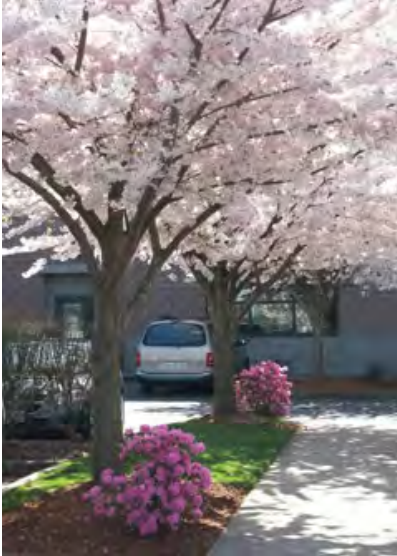
PN3.2 Measure the tree canopy and set a city-wide target for increasing it through tree preservation and planting.

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

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

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

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



Cherry trees in bloom in the parking lot of the Briggs YMCA.

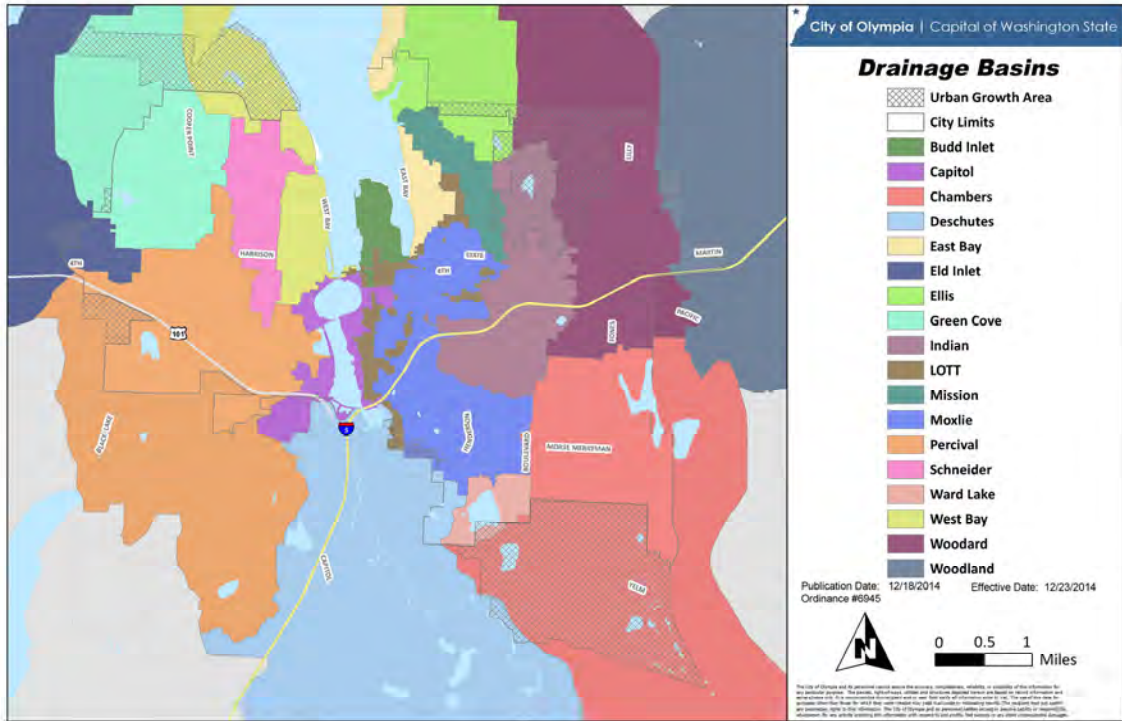
Protecting Our Water Resources

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



Moxlie Creek flowing through Watershed Park.

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



View Map - Olympia Drainage Basins

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



A new wetland constructed in Yaeger Park.

Goals and Policies

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

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

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

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

PN4.4 As a party of significant interest, support the process for determining a balanced, scientifically grounded and sustainable approach to the management of the Deschutes River, state-owned Capitol Lake and Budd Inlet.

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

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

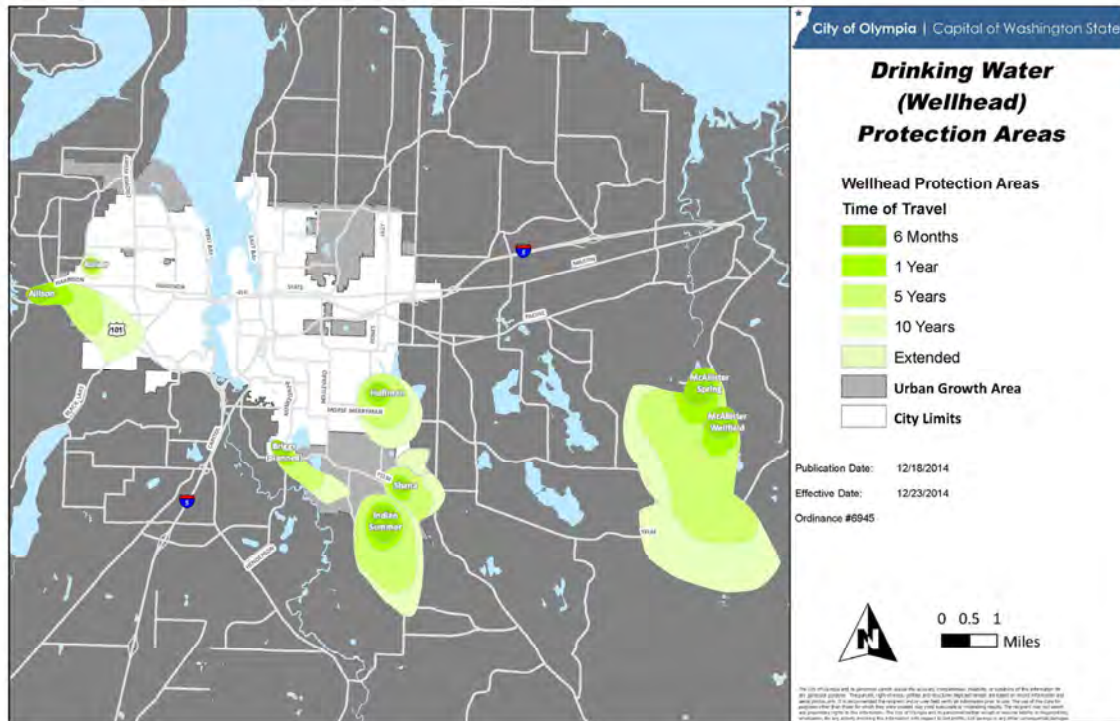
PN5.2 Increase the use of permeable materials and environmentally-beneficial vegetation in construction projects.

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

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

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

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



View Map: Olympia Wellhead Protection Areas

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

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

GN6 Healthy aquatic habitat is protected and restored.

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

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

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

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

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

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

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

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



A healthy stream.

Clean Air and Cool Climate

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

However, if we do not rein in local sources of carbon dioxide and other greenhouse gas emissions and limit nighttime light, we will jeopardize the

quality of this invisible but critical resource.

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



Solar panels on a commercial building in downtown Olympia.

Goals and Policies

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

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

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

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

PN8.1 Participate with local and state partners in the development of a regional climate action plan aimed at reducing greenhouse gases by 45 percent below 2015 levels by 2030 and by 85 percent below 2015 levels by 2050.

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

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

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

PN8.5 Reduce the pollution and energy consumption of transportation by promoting the use of electric vehicles and expanding accessible and inviting alternatives that reduce vehicle miles traveled, including transit, walking and cycling (see also GT25).

PN8.6 Plan to adapt, mitigate, and maintain resiliency for changing environmental conditions due to climate change, such as longer periods of drought and increased flooding related to changing weather patterns and sea level rise (see also GU11).

PN8.7 Reduce energy use and the environmental impact of our food system by encouraging local food production (see also GL25).

For sea level rise, see the [Utilities chapter](#) GU11.

GN9 Artificial sources of nighttime light are minimized to protect wildlife, vegetation and the health of the public, and preserve views of the night sky.

PN9.1 Design nighttime lighting that is safe and efficient by directing it only to the areas where it is needed. Allow and encourage reduction or elimination of nighttime light sources where safety is not impacted.

PN9.2 Eliminate or reduce lighting near streams, lakes, wetlands, and shorelines to avoid disrupting the natural development and life processes of wildlife.



Residential light post.

Connect with the Natural World

Planting trees, observing birds in a nest, or lying on a sunny patch of grass are some of the ways we bring quiet into our lives and reconnect with the natural world. Researchers are now learning that having a connection to the natural world it isn't just a luxury, but a necessity for a healthy, safe, and engaged community.



A ~~little girl~~child with a balloon explores Kettle Park.

We interact with the natural world in a variety of ways -- from eating healthy food, to commuting by bike, to learning a new outdoor activity, to stopping to chat with a neighbor under the shade of a tree. These activities all foster a strong connection to our community and an interest in stewarding our natural environment.

Goals and Policies

GN10 Risk to human health and damage to wildlife and wildlife habitat due to harmful toxins, pollution, or other emerging threats is tracked by appropriate agencies and significantly reduced or eliminated.

PN10.1 Minimize the City's purchase and use of products that contribute to toxic chemical pollution when they are manufactured, used, or disposed.

PN10.2 Identify products that should be phased out by the community, and provide education on their negative impacts and the best available alternatives.

PN10.3 Maintain City land and properties using non-chemical methods whenever possible; use standard *Integrated Pest Management* practices and other accepted, natural approaches to managing vegetation and pests.

GN11 All members of the community can experience the natural environment through meaningful volunteer experiences, active recreation, and interactive learning opportunities.

PN11.1 Ensure that all members of the community have access to a nearby natural space that gives them opportunities to see, touch, and connect with the natural environment.

PN11.2 Give all members of our community opportunities to experience, appreciate, and participate in volunteer stewardship of the natural environment.

PN11.3 Provide environmental education programs, classes, and tours that teach outdoor recreation skills and foster an understanding and appreciation for the natural environment.

PN11.4 Provide education and support to local community groups and neighborhoods who want to monitor and care for their local park or natural area.

PN11.5 Foster a sense of place and community pride by carefully stewarding the trees, plants, and wildlife unique to Puget Sound.



A trail leads into Priest Point Park

Shoreline Master Program

Goals and Policies

PN12.1 The goals, policies and regulations of Olympia's Shoreline Master Program are based on the governing principles in the Shoreline Master Program Guidelines, WAC 173-26-186 and the policy statement of RCW 90.58.020. It is the policy of the City to provide for the management of the shorelines of Olympia by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the State and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.

- A. The interest of all of the people shall be paramount in the management of those areas of Puget Sound lying seaward from the line of extreme low tide. Within this area the City will give preference to uses in the following order of preference which:
1. Recognize and protect the state-wide interest over local interest;
 2. Preserve the natural character of the shoreline;
 3. Result in long-term over short-term benefit;
 4. Protect the resources and ecology of the shoreline;
 5. Increase public access to publicly-owned areas of the shorelines;
 6. Increase recreational opportunities for the public in the shoreline;
 7. Provide for any other element as defined in RCW 90.58.100 as deemed appropriate or necessary.
- B. The policies of Olympia's Shoreline Program may be achieved by diverse means, one of which is regulation. Other means may include but are not limited to acquisition of lands and/or easements by purchase or gift, incentive programs, and implementation of capital facility and/or non-structural programs.
- C. Regulation of private property to implement Shoreline Program goals such as public access and protection of ecological functions and processes must be consistent with all relevant constitutional and other legal limitations.
- D. Regulatory or administrative actions must be implemented consistent with the Public Trust Doctrine and other applicable legal principles as appropriate and must not unconstitutionally infringe on private property rights or result in an unconstitutional taking of private property.
- E. The regulatory provisions of this Shoreline Program are to be limited to shorelines of the State, whereas the planning functions of the

Program may extend beyond the designated shoreline boundaries.

The policies and regulations established by this Shoreline Program are to be integrated and coordinated with the other goals, policies and rules of the Olympia Comprehensive Plan and development regulations adopted under the Growth Management Act (GMA).

- F. The policies and regulations of Olympia's Shoreline Program are intended to protect shoreline ecological functions by:
1. Requiring that current and potential ecological functions be identified and understood when evaluating new or expanded uses and developments;
 2. Requiring adverse impacts to be mitigated in a manner that ensures no net loss of shoreline ecological functions. Mitigation shall include avoidance as a first priority, followed by minimizing, and then replacing/compensating for lost functions and/or resources;
 3. Ensuring that all uses and developments, including preferred uses and uses that are exempt from a shoreline substantial development permit, will not cause a net loss of shoreline ecological functions;
 4. Preventing, to the greatest extent practicable, cumulative impacts from individual developments;
 5. Fairly allocating the burden of preventing cumulative impacts among development opportunities; and
 6. Including incentives to restore shoreline ecological functions where such functions have been degraded by past actions.

PN12.2 Shoreline Ecological Protection and Mitigation Goals

- A. The Shoreline Management Act and the Shoreline Master Program Guidelines place a primary emphasis on the protection of shoreline ecological functions and system-wide processes. In accordance with the Guidelines (WAC 173-26), Olympia's Shoreline Program must insure that shoreline uses, activities, and modifications will result in no net loss to these processes and functions.

- B. The protection, restoration and enhancement of shoreline ecological functions and system-wide processes, especially as they pertain to the long-term health of Budd Inlet, are high priorities of Olympia's Shoreline Program. The policies and regulations established therein are to be applied to all uses, developments and activities that may occur within the shoreline jurisdiction.
- C. The City recognizes that there are many existing sources of untreated stormwater within the shoreline jurisdiction and that these sources of nonpoint pollution have negative impacts on shoreline ecological functions. The City's Drainage Design and Erosion Control Manual of Olympia is the primary regulatory tool that addresses stormwater treatment and is periodically updated in response to changing guidelines from the Department of Ecology and changes in best management practices.

PN12.3 Shoreline Ecological Protection and Mitigation Policies

- A. All shoreline use and development should be carried out in a manner that avoids and minimizes adverse impacts so that the resulting ecological condition does not become worse than the current condition. This means assuring no net loss of ecological functions and processes and protecting critical areas that are located within the shoreline jurisdiction.
- B. Natural features of the shoreline and nearshore environments that provide ecological functions and should be protected include but are not limited to marine and freshwater riparian habitat, banks and bluffs, beaches and backshore, critical saltwater and freshwater habitat, and wetlands and streams. Shoreline processes that should be protected include but are not limited to erosion and accretion, sediment delivery, transport and storage, organic matter input, and large woody debris recruitment. See WAC 173-26-201(2)(c).
- C. Preserve and protect important habitat including but not limited to the Port Lagoon, Priest Point Park, Ellis Cove, Grass Lake, Chambers Lake, and Percival Canyon.
- D. Development standards for density, setbacks, impervious surface, shoreline stabilization, vegetation conservation, critical areas, and water quality should protect existing shoreline functions and processes. During permit review, the Administrator should consider the expected impacts associated with proposed shoreline development when assessing compliance with this policy.

- E. Where a proposed use or development creates significant adverse impacts not otherwise avoided or mitigated by compliance with Olympia's Shoreline Program, mitigation measures should be required to ensure no net loss of shoreline ecological functions and system-wide processes.
- F. The City should work with other local, state, and federal regulatory agencies, tribes, and non-government organizations to ensure that mitigation actions carried out in support of the Olympia Shoreline Program are likely to be successful and achieve beneficial ecological outcomes. This includes such measures as mitigation banks, fee in lieu programs, and assisting applicants/proponents in planning, designing, and implementing mitigation.
- G. The City should develop a program to periodically review conditions on the shoreline and conduct appropriate analysis to determine whether or not other actions are necessary to protect and restore shoreline ecology to ensure no net loss of ecological functions.
- H. Allow offsite mitigation when doing so would serve to better accomplish the goals and objectives of the Shoreline Management Act to protect and preserve ecological functions, or provide public access, or promote preferred shoreline uses, provide for appropriate development incentives and/or alternative mitigation options.
- I. The City should encourage innovative mitigation strategies to provide for comprehensive and coordinated approaches to mitigating cumulative impacts and restoration rather than piecemeal mitigation.
- J. When available and when appropriate to the situation, the City should allow for offsite mitigation approaches, including Advance Mitigation, Fee-In Lieu, and Mitigation Banking.
- K. As part of the next update of the Drainage Design and Erosion Control Manual of Olympia, the City will consider methods and measures to encourage existing development, redevelopment and new development within the shoreline jurisdiction to comply with the City's Drainage Design and Erosion Control Manual of Olympia and best management practices.

PN12.4 Shoreline Use and Development Policies

- A. The City should give preference to those uses that are consistent with the control of pollution and prevention of damage to the natural

environment, or are unique to or dependent upon uses of the State's shoreline areas.

- B. The City should ensure that all proposed shoreline development will not diminish the public's health, safety, and welfare, as well as the land or its vegetation and wildlife, and should endeavor to protect property rights while implementing the policies of the Shoreline Management Act.
- C. The City should reduce use conflicts by prohibiting or applying special conditions to those uses which are not consistent with the control of pollution and prevention of damage to the natural environment or are not unique to or dependent upon use of the State's shoreline. In implementing this provision, preference should be given first to water-dependent uses, then to water-related uses and water-enjoyment uses.
- D. The City should continue to develop information about the impacts of sea level rise on the shoreline and other affected properties; the City should develop plans to address the impacts of sea level rise in collaboration with impacted property owners, the community and the Department of Ecology. These plans should include at minimum flood prevention approaches, shoreline environment impact considerations and financing approaches. The City should amend the Shoreline Master Program and other policy and regulatory tools in the future as necessary to implement these plans.
- E. The City should consider the impacts of sea level rise as it plans for the rebuild of Percival Landing and other shoreline improvements and it should be designed to provide for a reasonable amount of sea level rise consistent with the best available science and the life cycle of the improvements.
- F. The City should collaborate with private property owners, business owners and ~~citizens~~ community members in the implementation of the Shoreline Master Program to explore creative ways to reduce ecological impacts when new development or redevelopment is proposed. This objective may best be accomplished by developing flexible approaches to shoreline development where the total environmental benefit is enhanced through such measures. Opportunities for collaboration may include:
 - 1. Provision of advanced stormwater management and treatment within the shoreline.

2. The restoration, repair and replacement of Percival Landing where appropriate.
3. Provision of direct physical access to the water where appropriate.
4. Provision of a shoreline trail where feasible and consistent with applicable laws.
5. Provision of native vegetation preservation and restoration where appropriate.
6. Bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures water-ward of Ordinary High Water Mark (OHWM) where appropriate.
7. Provision of water related recreation, active playgrounds, and significant art installations, performance space, or interpretive features where appropriate.

PN12.5 Aquatic Environment Management Policies

- A. The *Aquatic* environment designation should apply to lands water-ward of the Ordinary High Water Mark.
- B. Allow new overwater structures only for water-dependent uses, public access, or ecological restoration.
- C. The size of new overwater structures should be the minimum necessary to support the structure's intended use.
- D. In order to reduce the impacts of shoreline development and increase effective use of water resources, multiple uses of overwater facilities should be encouraged.
- E. All development and uses on navigable waters or their beds should be located and designed to minimize interference with surface navigation, to consider impacts to public views, and to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.
- F. Uses that adversely impact the ecological functions of critical saltwater and freshwater habitats should not be allowed except where necessary to achieve the objectives of RCW 90.58.020, and then only when their

impacts are mitigated according to the sequence described in WAC 173-26-201(2)(e) as necessary to assure no net loss of ecological functions.

- G. Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.
- H. Space for preferred shoreline uses should be reserved. Such planning should consider upland and in-water uses, water quality, navigation, presence of aquatic vegetation, existing shellfish protection districts and critical wildlife habitats, aesthetics, public access and views.

PN12.6 Natural Environment Management Policies

- A. The *Natural* environment designation should be assigned to shoreline areas if any of the following characteristics apply:
 - 1. The shoreline is ecologically intact and therefore currently performing an important, irreplaceable function or ecosystem-wide process that would be damaged by human activity;
 - 2. The shoreline is considered to represent ecosystems and geologic types that are of particular scientific and educational interest; or
 - 3. The shoreline is unable to support new development or uses without significant adverse impacts to ecological functions or risk to human safety.
- B. Priest Point Park is one of a few shorelines along Budd Inlet that is ecologically intact. Therefore, any use or modification that would substantially degrade the ecological functions or natural character of this shoreline area should not be allowed.
- C. Scientific, historical, cultural, educational research uses, and water-oriented recreation access may be allowed provided that no significant ecological impacts on the area will result. Recreation uses should be limited to trails and viewing areas.
- D. Uses should be highly restricted and allowed only with a conditional use permit for water-oriented recreational uses.
- E. New roads, utility corridors, and parking areas should be located outside of the shoreline jurisdiction.

PN12.7 Urban Conservancy Environment Management Policies

- A. The *Urban Conservancy* environment designation should be applied to shoreline areas appropriate and planned for development that is compatible with maintaining or restoring ecological functions of the area, that are not generally suitable for water-dependent uses and that lie in incorporated municipalities and urban growth areas if any of the following characteristics apply:
 - 1. They are suitable for water-related or water-enjoyment uses;
 - 2. They are open space, flood plain or other sensitive areas that should not be more intensively developed;
 - 3. They have potential for ecological restoration;
 - 4. They retain important ecological functions, even though partially developed; or
 - 5. They have potential for development that is compatible with ecological restoration.
- B. Uses that preserve the natural character of the area or promote preservation of open space or critical areas should be the primary allowed use. Uses that result in the restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the *Urban Conservancy* environment and the setting.
- C. Standards should be established for shoreline stabilization measures, vegetation conservation, water quality, and shoreline modifications. These standards should ensure that new development does not result in a net loss of shoreline ecological functions or further degrade shoreline values.
- D. Public access trails and public passive recreation should be provided whenever feasible and significant ecological impacts can be mitigated.
- E. Water-oriented uses should be given priority over non-water oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses should be given highest priority.
- F. Restoration and protection of shorelands, stream openings and associated wetlands within the *Urban Conservancy* environment should be given high priority.

PN12.8 Waterfront Recreation Environment Management Policies

- A. The *Waterfront Recreation* environment designation should be assigned to shoreline areas that are or are planned to be used for recreation, or

where the most appropriate use is for recreation open space or habitat conservation.

- B. Development standards should take into account existing improvements and character of park areas, allow for development of low-intensity recreational uses, and restoration of shorelines. Low intensity recreation should be non-motorized and not significantly alter the landscape, such as running and walking, bicycling, wildlife viewing, picnicking, nature study, and quiet contemplation and relaxation. Associated facilities might include trails, open fields and lawn areas, picnic shelters, public art, interpretive exhibits and supporting parking and restrooms.
- C. Trails, water access, interpretive sites, viewing platforms and passive recreation areas should be allowed within setbacks and vegetation buffers when significant ecological impacts can be mitigated.
- D. Preferred uses include trails, water-related recreation, active playgrounds, and significant art installations, performance space, interpretive features, open lawn areas, play equipment, shelters, picnic areas, launch ramps, viewing platforms and accessory uses. Special events may take place.
- E. Shoreline restoration should be a priority. All development should ensure no net loss of shoreline ecological functions.

PN12.9 Marine Recreation Environment Management Policies

- A. The *Marine Recreation* environment designation should be assigned to areas on the Port Peninsula that are used or planned to be used for boating facilities, water-oriented recreation and commercial uses. Preferred uses include:
 - 1. Boating facilities including marinas, launch ramps, boat moorage, maintenance and repair, and upland boat storage; together with offices and other associated facilities;
 - 2. Water-oriented recreation such as trails and viewing areas; water access, water-related recreation, active playgrounds, and significant art installations, performance space, or interpretive features; and
 - 3. Water-oriented commercial uses.
- B. Operation and management of the *Marine Recreation* environment should be directed towards maintaining and enhancing water-oriented services, while ensuring that existing and future activity does not degrade ecological functions.

- C. All development should ensure no net loss of shoreline ecological functions.
- D. Innovative approaches to restoration and mitigation should be encouraged, including incentive and alternative mitigation programs such as Advance Mitigation and Fee In-lieu.
- E. Encourage bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures water-ward of OHWM.
- F. The City recognizes the Port's responsibility to operate its marine facilities and to plan for this area's future use through the development and implementation of its Comprehensive Scheme of Harbor Improvements.
- G. The City recognizes that the Marine Recreation shoreline (Reach 5C) and the adjoining Urban Conservancy/Urban Intensity shoreline in Reach 6A provide a variety of benefits to the community including boat moorage, utility transmission, transportation, public access, water enjoyment, recreation, wildlife habitat and opportunities for economic development. These benefits are put at risk by continued shoreline erosion. The City recognizes that there exists a need to develop a detailed plan for shoreline restoration and stabilization for Reaches 5C and 6A and encourages the Port to partner in this effort.
 - 1. This plan may include:
 - a. Measures to enhance shoreline stabilization through the introduction of bioengineered solutions.
 - b. Measures to incorporate habitat restoration water-ward of the OHWM.
 - c. Measures to incorporate public access and use through trails, public art, parks and other pedestrian amenities.
 - d. Measures to incorporate sea level rise protection.
 - e. Setbacks, building heights and building design considerations.
 - 2. Upon completion of a jointly developed shoreline restoration and stabilization plan for Reaches 5C and 6A, the City will initiate a limited amendment to the SMP to implement this Plan.

PN12.10 Shoreline Residential Environment Management Policies

- A. The *Shoreline Residential* environment designation should be applied to shoreline areas if they are predominantly single-family or multi-family residential development or are planned and platted for residential development.
- B. Establish standards for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality, taking into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.
- C. Multi-family development and subdivisions of land into more than nine (9) parcels should provide public access.
- D. Commercial development should be limited to water-oriented uses and not conflict with the character in the *Shoreline Residential* environment.
- E. Water-oriented recreational uses should be allowed.
- F. Encourage restoration of degraded shorelines in residential areas and preservation of existing vegetation.
- G. Encourage bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures water-ward of OHWM.

PN12.11 Urban Intensity Environment Management Policies

- A. The *Urban Intensity* environment should be assigned to shoreline areas if they currently support high intensity uses related to commerce, industry, transportation or navigation, and high-density housing; or are suitable and planned for high-intensity water-oriented uses.
- B. Olympia's shoreline is characterized by a wide variety of "urban" uses and activities, including commercial, industrial, marine, residential, and recreational uses. Together, these uses and activities create a vibrant shoreline that is a key component of Olympia's character and quality of life. These types of uses should be allowed within the *Urban Intensity* environment, with preference given to Water-Dependent and Water-Enjoyment uses. Shorelines in this Shoreline Environment Designation (SED) are highly altered and restoration opportunities are limited. The City's own Percival Landing is a good example of how the immediate

shoreline in the Urban Intensity SED should be redeveloped with a focus on public access and enjoyment, sea level rise protection and restoration of shoreline environmental function where feasible.

- C. Nonwater-oriented uses may be allowed where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline.
- D. Preferred uses include water-oriented recreation such as trails and viewing areas, water access, water-related recreation, active playgrounds, and significant art installations, performance space, or interpretive features.
- E. Provide for the restoration, repair and replacement of Percival Landing including consideration of sea level rise protection.
- F. Policies and regulations should assure no net loss of shoreline ecological functions as a result of new development. Where applicable, new development should include environmental cleanup and restoration of the shoreline to comply with any relevant state and federal law.
- G. Where feasible visual and physical public access should be required as provided for in WAC 173-26-221(4)(d) and this shoreline program.
- H. Aesthetic objectives should be implemented by means such as sign control regulations, appropriate development siting, screening and architectural standards, and vegetation conservation measures.
- I. Innovative approaches to restoration and mitigation should be encouraged, including incentive and alternative mitigation programs such as Advance Mitigation and Fee In-lieu.
- J. Encourage bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures water-ward of OHWM.

PN12.12 Port Marine Industrial Environment Management Policies

- A. The *Port Marine Industrial* environment should be assigned to the shoreline area located within the portion of the Port of Olympia that supports uses related to water-oriented commerce, transportation or navigation, or are planned for such uses.
- B. Highest priority should be given to water-dependent and water-related industrial uses.
- C. The preferred location for non-water-dependent industrial uses is in industrial areas as far from the shoreline as feasible.

- D. Coordinate planning efforts to ensure that there is adequate land reserved for water-dependent industrial uses to promote economic development, and to minimize impacts upon adjacent land uses.
- E. Encourage growth and re-development in areas that are already developed.
- F. Industrial use and development should be located, designed, and operated to avoid or minimize adverse impacts upon the shoreline and achieve no net loss of shoreline ecological functions and processes.
- G. Industrial uses and related development projects are encouraged to locate where environmental cleanup can be accomplished.
- H. Encourage the cooperative use of docking, parking, cargo handling and storage facilities on industrial properties.
- I. Innovative approaches to restoration and mitigation should be encouraged, including incentive and alternative mitigation programs such as Advance Mitigation and Fee In-lieu.

PN12.13 Archaeological, Historic, and Cultural Resources Policies

- A. The destruction or damage to any site having any archaeological, historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Indian tribes, and the Office of Archaeology and Historic Preservation, should be prevented.

PN12.14 Parking Policies

- A. Motor vehicle parking is not a preferred use within the shoreline jurisdiction and should be allowed only as necessary to support authorized uses.
- B. Where feasible, parking for shoreline uses should be located in areas outside the shoreline jurisdiction; otherwise locate parking as far landward of the Ordinary High Water Mark as feasible.
- C. Parking facilities or lots within the shoreline jurisdiction should utilize low impact best management practices where feasible to reduce stormwater impacts.
- D. Design and construct parking facilities or lots to be compatible with adjacent uses and to avoid impacts to the shoreline environment.

- E. Provide walkways between parking areas and the buildings or uses they serve. Such walkways should be located as far landward of the Ordinary High Water Mark as feasible.

PN12.15 Public Access Policies

- A. Protect and maintain existing visual and physical public access so that the public may continue to enjoy the physical, visual, and aesthetic qualities of the shoreline.
- B. Incorporate public access into all new development or redevelopment if it creates or increases a demand for public access. Public access should also be required if the proposed use or development impairs existing legal access or rights.
- C. Protect the rights of navigation and space necessary for water-dependent uses when identifying locations for public access.
- D. Public access should be commensurate with the scale and character of a proposed use or development. Requirements should be reasonable, effective and fair to all affected parties including but not limited to the landowner and the public.
- E. Developments, uses, and activities on or near the shoreline should not impair or detract from the public's use of the water or rights of navigation.
- F. Impacts resulting from public access improvements should be mitigated in order to avoid a net loss of shoreline ecological processes and functions.
- G. Public access should be designed to provide for public safety and comfort, and to limit potential impacts to private property.
- H. Public access should be designed with provisions for persons with disabilities.
- I. Public access should connect to public areas, undeveloped rights-of-way, and other pedestrian or public thoroughfares.
- J. Public access and interpretive displays should be provided as part of publicly-funded projects.

PN12.16 Scientific and Educational Activity Policies

- A. Encourage scientific and educational activities related to shoreline ecological functions and processes.

PN12.17 Signage Policies

- A. Signs should not block or otherwise interfere with visual access to the water or shorelands.
- B. Signs should be designed and placed so that they are compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses.

PN12.18 Vegetation Conservation Area Policies

- A. Developments and activities within the shoreline jurisdiction should be planned and designed to protect, conserve and establish native vegetation in order to protect and restore shoreline ecological functions and system-wide processes occurring within riparian and nearshore areas such as:
 - 1. Providing shade necessary to maintain water temperatures required by salmonids, forage fish, and other aquatic biota;
 - 2. Regulating microclimate in riparian and nearshore areas;
 - 3. Providing organic inputs necessary for aquatic life, including providing food in the form of various insects and other benthic macro invertebrates;
 - 4. Stabilizing banks, minimizing erosion and sedimentation, and reducing the occurrence or severity of landslides;
 - 5. Reducing fine sediment input into the aquatic environment by minimizing erosion, aiding infiltration, and retaining runoff;
 - 6. Improving water quality through filtration and vegetative uptake of nutrients and pollutants;
 - 7. Providing a source of large woody debris to moderate flows, create hydraulic roughness, form pools, and increase aquatic diversity for salmonids and other species; and
 - 8. Providing habitat for wildlife, including connectivity for travel and migration corridors.
- B. Restrict clearing and grading within vegetation conservation areas in order to maintain the functions and values of the shoreline environment, including protection of habitat, steep slopes and shoreline bluffs. Any alterations should be the minimum necessary to accommodate an authorized use or development.

- C. The composition, structure and density of the vegetation should replicate the functions of a natural, unaltered shoreline to the greatest extent feasible.
- D. Maintaining a well-vegetated shoreline with native species is preferred over clearing vegetation to create views or provide lawns. Limited and selective clearing for views and lawns, or for safety, may be allowed when slope stability and ecological functions are not compromised, but landowners should not assume that an unobstructed view of the water is guaranteed. Trimming and pruning are preferred over removal of native vegetation. Property owners should be encouraged to avoid or minimize the use of fertilizers, herbicides and pesticides.
- E. Property owners should be encouraged to preserve and enhance woody vegetation and native groundcovers to stabilize soils and provide habitat. Maintaining native plant communities is preferred over non-native ornamental plantings because of their ecological value.
- F. Develop educational materials and establish a public outreach program to educate shoreline landowners and ~~citizens~~ community members about the importance of protecting and enhancing vegetative buffers along the shoreline.

PN12.19 View Protection Policies

- A. Preserve views and vistas to and from the water, by public and private entities, to ensure that the public may continue to enjoy the physical and aesthetic qualities of the shoreline, including views of the water and views of shoreline areas from the water and the iconic views of the State Capitol and Olympic Mountains.
- B. Development should be designed to preserve and enhance the visual quality of the shoreline, including views over and through the development from the upland side of the subject property, and views over and through the development from the water.

PN12.20 Water Quality Policies

- A. All shoreline uses and activities should be located, designed, constructed, and maintained to avoid impacts to water quality.
- B. Stormwater management facilities for new uses and development should be designed, constructed, and maintained in accordance with the current Olympia Drainage Design and Erosion Control Manual of Olympia. To the extent feasible, low impact development best

management practices should be incorporated into every project along the shoreline.

- C. To reduce impacts to water quality, the use of chemical fertilizers, pesticides or other similar chemical treatments should be avoided. Landscaping should be designed to avoid or minimize the use of such products. Maintenance activities should use integrated pest management best practices. Pesticide free areas should be encouraged.
- D. Uses and activities that pose a risk of contamination to ground or surface waters should be prohibited.

PN12.21 Agriculture Policies

- A. Recognize existing agricultural uses within the City and allow them to continue operating.
- B. New agricultural uses should be prohibited.

PN12.22 Aquaculture Policies

- A. Aquaculture should not be permitted in areas where it would result in a net loss of ecological functions, adversely impact eelgrass and microalgae, or significantly conflict with navigation and other water-dependent uses.
- B. Aquaculture facilities should be designed and located so as not to spread disease to native aquatic life, establish new non-native species which cause significant ecological impacts, or significantly impact the aesthetic qualities of the shoreline.

PN12.23 Boating Facilities Policies

- A. Boating facilities, such as marinas and launch ramps, are water-dependent uses and should be given priority for shoreline location.
- B. Boating facilities and their accessory uses should be located, designed, constructed and maintained to achieve the following:
 - 1. Protect shoreline ecological functions and system-wide processes. When impacts cannot be avoided, mitigate to assure no net loss to shoreline ecological functions;
 - 2. Maintain use of navigable waters, public access areas, and recreational opportunities, including overwater facilities;
 - 3. Minimize adverse impacts to adjacent land uses such as noise, light and glare, aesthetics, and public visual access; and

- 4. Minimize adverse impacts to other water-dependent uses.
- C. Development of new boating facilities should be coordinated with public access and recreation plans and should be collocated with Port or other compatible water-dependent uses where feasible. Affected parties and potential partners should be included in the planning process.
- D. Boating facilities should provide physical and visual public shoreline access and provide for multiple uses including water-related uses, to the extent compatible with shoreline ecological functions and processes.
- E. Upland boat storage is preferred over new in-water moorage.
- F. New covered moorage should be prohibited.
- G. Pilings treated with creosote or other similarly toxic materials should be replaced with steel or concrete pilings to minimize adverse impacts to water quality. Unused or derelict pilings should be removed.

PN12.24 Commercial Policies

- A. Give preference to water-dependent commercial uses, then to water-related, and then water-enjoyment commercial uses in shoreline jurisdiction. Non-water-oriented commercial uses should require a conditional use permit if located within 100 feet of the water.
- B. The preferred location for non-water-oriented commercial uses is in commercial areas no closer than 30 feet from the shoreline.
- C. Coordinate planning efforts between the City and the Port to promote economic development in downtown Olympia.
- D. Commercial development should be located, designed, and operated to avoid and minimize adverse impacts on shoreline ecological functions and processes.
- E. Commercial development should provide public access to shoreline beaches, docks, walkways, or viewing areas unless such improvements are demonstrated to be incompatible due to reasons of safety, security, or impact to the shoreline environment.
- F. Commercial development should be designed to be visually compatible with adjacent and upland properties and so that the height, bulk, and scale do not impair views.
- G. Commercial development should implement low impact development techniques to the maximum extent feasible.

PN12.25 Industrial Policies

- A. Give preference to water-dependent industrial uses first, then to water-related industrial uses over non-water-oriented industrial uses.
- B. Non-water oriented industrial uses should be prohibited within the shoreline jurisdiction.
- C. Coordinate planning efforts between the City and the Port to ensure that there is adequate land reserved for water-dependent industrial uses, to promote economic development, and to minimize impacts upon adjacent land uses.
- D. Locate water-dependent or water-related industrial marine uses in areas already established or zoned for industrial use.
- E. Industrial use and development should be located, designed, and operated to avoid and minimize adverse impacts on shoreline ecological functions and processes.
- F. Transportation and utility corridors serving industrial uses should be located away from the water's edge to minimize ecological impacts and reduce the need for waterfront signs and other infrastructure.
- G. Industrial uses and related development projects are encouraged to locate where environmental cleanup can be accomplished.
- H. Encourage the cooperative use of docking, parking, cargo handling and storage facilities on industrial properties.
- I. Design port facilities to permit viewing of harbor areas from viewpoints, waterfront restaurants, and similar public facilities which would not interfere with Port operations or endanger public health or safety.

PN12.26 Recreation Policies

- A. Public recreation is a preferred use of the shoreline. Recreational uses and developments that facilitate the public's ability to reach, touch, and enjoy the water's edge, to travel on the waters of the State, and to view the water and shoreline are preferred. Where appropriate, such facilities should be dispersed along the shoreline in a manner that supports more frequent recreational access and aesthetic enjoyment for a substantial number of people.
- B. Water-oriented recreational uses, such as boating, swimming beaches, and wildlife viewing, should have priority over non-water oriented recreation uses, such as sports fields. A variety of compatible

recreation experiences and activities should be encouraged to satisfy diverse recreational needs.

- C. Recreational developments and plans should promote the conservation and restoration of the shoreline's natural character, ecological functions, and processes.
- D. Plan, design, and implement shoreline recreational development consistent with the growth projections, level-of-service standards, and goals established in Olympia's Comprehensive Plan and Parks, Arts and Recreation Plan.
- E. Hiking paths, sidewalks, and bicycle paths in proximity to or providing access to the shoreline are encouraged.
- F. Recreation facilities should be integrated and linked with linear systems, such as hiking paths, sidewalks, bicycle paths, easements, and/or scenic drives.
- G. Recreation facilities should incorporate public education and interpretive signs regarding shoreline ecological functions and processes, historic and cultural heritage.
- H. Recreation facilities should be designed to preserve, enhance, or create scenic views and vistas.
- I. Commercial recreation facilities should be consistent with the provisions for commercial development (see commercial policies above).

PN12.27 Residential Policies

- A. All residential developments should be located, designed, and properly managed to avoid damage to the shoreline environment and avoid cumulative impacts associated with shoreline armoring, overwater structures, stormwater runoff, septic systems, vegetation clearing, and introduction of pollutants.
- B. The overall density of development, lot coverage, setbacks, and height of structures should be appropriate to the physical capabilities of the site.
- C. Residential development, including the division of land and the construction of residential units, should be designed and located so that shoreline armoring and flood hazard measures will not be necessary to protect land or structures.
- D. Dwelling units and accessory structures should be clustered to preserve natural features and minimize overall disturbance of the site.

- E. New residential development should provide opportunities for public access.
- F. New residential development should minimize impacts upon views from adjacent residential areas, in keeping with the Shoreline Management Act.
- G. 'Live-aboard' vessels associated with marinas may be allowed, but all other overwater residential development including floating homes should be prohibited. A floating home permitted or legally established prior to January 1, 2011 and floating on-water residences legally established prior to July 1, 2014 will be considered conforming uses.
- H. Whenever possible, non-regulatory methods to protect, enhance and restore shoreline ecological functions should be encouraged for residential development.

PN12.28 Transportation Policies

- A. New roads and railroads, and expansions thereof should not be built within the shoreline jurisdiction. Where this is not feasible, such improvements should be located and designed to have the least possible adverse effect on the shoreline, not result in a net loss of shoreline ecological functions, or adversely impact existing or planned water-oriented uses, public access, and habitat restoration and enhancement projects.
- B. Maintenance and repair of existing roads and railroads should avoid adverse impacts on adjacent shorelines and waters.
- C. Transportation facilities should be designed and located to minimize the need for the following:
 - 1. Structural shoreline protection measures;
 - 2. Modifications to natural drainage systems; and
 - 3. Waterway crossings.
- D. Planning for transportation and circulation corridors should consider location of public access facilities, and be designed to promote safe and convenient access to those facilities.
- E. Pedestrian trails and bicycle paths are encouraged where they are compatible with the natural character, resources, and ecology of the shoreline.
- F. Piers and bridges for roads, pedestrian trails, bicycle paths, and railroads are preferred over the use of fill in upland and aquatic areas.

- G. When transportation corridors are necessary, joint use corridors are preferred and encouraged for roads, utilities, and all forms of transportation/circulation.

PN12.29 Utility Policies

- A. Utility facilities should be designed, located and maintained to minimize harm to shoreline ecological functions, preserve the natural landscape, and minimize conflicts with present and planned land and shoreline uses while meeting the needs of future populations in areas planned to accommodate growth.
- B. Expansion of existing sewage treatment, water reclamation, substations, and power plants should be compatible with recreational, residential, or other public uses of the water and shorelands.
- C. Where water crossings are unavoidable, they should be located where they will have the least adverse ecological impact.
- D. New utilities should use existing transportation and utility sites, rights-of-way and corridors, rather than creating new corridors.
- E. Utilities should be located and designed to avoid impacts to public recreation and public access areas, as well as significant historic, archaeological, cultural, scientific or educational resources.
- F. Encourage the use of utility rights-of-way for public access to and along shorelines.
- G. Design and install utilities in such a way as to avoid impacts to scenic views and aesthetic qualities of the shoreline area.

PN12.30 Shoreline Modification Policies

- A. Locate and design all new development in a manner that prevents or minimizes the need for shoreline modifications.
- B. Regulate shoreline modifications to assure that individually and cumulatively, the modifications do not result in a net loss of shoreline ecological functions.
- C. Give preference to those types of shoreline modifications that have a lesser impact on ecological functions.
- D. Require mitigation of impacts resulting from shoreline modifications.
- E. Plan for the enhancement of impaired ecological functions while accommodating permitted uses. Incorporate all feasible measures to protect ecological functions and ecosystem-wide processes in the

placement and design of shoreline modifications. To avoid and reduce ecological impacts, use mitigation sequencing set forth in WAC 173-26-201(2)(e) and Section 3.21 of the SMP.

- F. Give preference to nonstructural flood hazard reduction measures over structural measures, where feasible.

PN12.31 Dredging Policies

- A. Design and locate new development to minimize the need for dredging.
- B. Allow dredging for water-dependent uses or essential public facilities or both, only when necessary and when significant ecological impacts are minimized and appropriate mitigation is provided.
- C. Allow dredging in locations where a comprehensive management plan has been evaluated and authorized by local and state governmental entities.
- D. Plan and conduct dredging to minimize interference with navigation and adverse impacts to other shoreline uses and properties.
- E. Allow maintenance dredging of established navigation channels and basins.
- F. Conduct dredging and disposal in a manner to minimize damage to natural systems, including the area to be dredged and the area where dredged materials will be deposited. Disposal of dredge spoils on land away from the shoreline is preferred over open water disposal.
- G. Re-use of dredge spoils is encouraged for beneficial uses such as restoration and enhancement.
- H. Dredging and dredge disposal should not occur where they would interfere with existing or potential ecological restoration activities.
- I. Allow dredging for ecological restoration or enhancement projects, beach nourishment, public access or public recreation provided it is consistent with the policies and regulations of the Master Program.

PN12.32 Fill Policies

- A. Fill should be located, designed, and constructed to protect shoreline ecological functions and system-wide processes. The quantity and extent of fill should be the minimum necessary to accommodate a permitted shoreline use or development.

- B. Fill landward of the Ordinary High Water Mark should be permitted when necessary to support permitted uses, and when significant impacts can be avoided or mitigated.
- C. Fill should be allowed to accommodate berms or other structures to prevent flooding caused by sea level rise, when consistent with the flood hazard reduction provisions in this Shoreline Program. Any such fill should include mitigation assuring no net loss of ecological functions and system-wide processes.
- D. Fill for the maintenance, restoration, or enhancement of beaches or mitigation projects should be permitted.
- E. Fill water-ward of the Ordinary High Water Mark should be permitted only to accommodate water-dependent uses, public access, cleanup of contaminated sites, the disposal of dredge materials associated with a permitted dredging activity, or other water-dependent uses that are consistent with the goals and policies of Olympia's Shoreline Program.
- F. Fill for the purpose of creating new uplands should be prohibited unless it is part of an authorized restoration activity.
- G. Fill should not adversely impact navigation.
- H. Fill should not be allowed where structural shoreline stabilization would be required to maintain the materials placed.

PN12.33 Moorage Policies

- A. New moorage should be permitted only when it can be demonstrated that there is a specific need to support a water-dependent or public access use.
- B. Moorage associated with a single-family residence is considered a water-dependent use provided it is designed and used as a facility to access watercraft, and other moorage facilities are not available or feasible.
- C. Allow shared moorage for multi-family uses or as part of a mixed use development when public access is provided.
- D. Give preference to buoys over piers, docks, and floats; however, discourage the placement of moorage buoys where sufficient dock facilities exist.
- E. Give preference to shared moorage facilities over single-user moorage where feasible. New subdivisions of more than two lots and new multi-

family development of more than two dwelling units should provide shared moorage.

- F. Moorage facilities should be sited and designed to avoid adversely impacting shoreline ecological functions and processes, and should mitigate for unavoidable impacts to ecological functions.
- G. Moorage facilities should be spaced and oriented in a manner that minimizes hazards and obstructions to public navigation rights and corollary rights including but not limited to boating, swimming, and fishing.
- H. Encourage the cooperative use of docking facilities in industrial areas instead of new facilities.
- I. Moorage facilities should be restricted to the minimum size necessary to meet the needs of the proposed use. The length, width and height of piers, docks and floats should be no greater than required for safety and practicality for the primary use.
- J. Encourage design elements that increase light penetration to the water below existing or new moorage facilities, such as increasing the structure's height, modifying orientation and size, and use of grating as a surface material. No new over-water covered moorage or boathouses should be allowed.
- K. Moorage facilities should be constructed of materials that will not adversely affect water quality or aquatic plants and animals in the long-term.

PN12.34 Restoration and Enhancement Policies

- A. Olympia recognizes the importance of restoration of shoreline ecological functions and processes and encourages cooperative restoration efforts and programs between local, state, and federal public agencies, tribes, non-profit organizations, and landowners to address shorelines with impaired ecological functions and processes.
- B. Restoration actions should restore shoreline ecological functions and processes as well as shoreline features and should be targeted towards meeting the needs of both sensitive and locally important plant, fish and wildlife species as well as the biologic recovery goals for State and federally listed species and populations.
- C. Coordinate restoration and enhancement with other natural resource management efforts and plans.

- D. Consider restoration actions outside of the shoreline jurisdiction that have a system-wide benefit.
- E. When prioritizing restoration actions, the City will give highest priority to measures that have the greatest chance of re-establishing shoreline ecological functions and processes.
- F. Incorporate restoration and enhancement measures into the design and construction of new uses and development, public infrastructure (e.g., roads, utilities), and public recreation facilities.
- G. Shoreline restoration and enhancement should be considered as an alternative to structural stabilization and protection measures where feasible.
- H. All shoreline restoration and enhancement projects should protect the integrity of adjacent natural resources including aquatic habitats and water quality.
- I. Design, construct, and maintain restoration and enhancement projects in keeping with restoration priorities and other policies and regulations set forth in Olympia's Shoreline Program.
- J. Design restoration and enhancement projects to minimize maintenance over time.
- K. Shoreline restoration and enhancement should not extend water-ward more than necessary to achieve the intended results.
- L. Permanent in-stream structures should be prohibited except for restoration and enhancement structures, and transportation and utility crossings as described elsewhere in this Program. In-stream structures should provide for the protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources. The location and planning of in-stream structures should give due consideration to the full range of public interests, watershed functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitat and species.
- M. Restoration and enhancement projects may include shoreline modification actions provided the primary purpose of such actions is clearly restoration of the natural character and ecological functions of the shoreline.

PN12.35 Shoreline Stabilization Policies

- A. Preserve remaining unarmored shorelines and limit the creation, expansion and reconstruction of bulkheads and other forms of shoreline armoring.
- B. New development requiring structural shoreline armoring should not be allowed. Shoreline use and development should be located and designed in a manner so that structural stabilization measures are not likely to become necessary in the future.
- C. Structural shoreline armoring should only be permitted when there are no feasible alternatives, and when it can be demonstrated that it can be located, designed, and maintained in a manner that minimizes adverse impacts on shoreline ecology and system-wide processes, including effects on the project site, adjacent properties, and sediment transport.
- D. The reconstruction or expansion of existing hard armoring should only be permitted where necessary to protect an existing primary structure or legally existing shoreline use that is in danger of loss or substantial damage, and where mitigation of impacts is sufficient to assure no net loss of shoreline ecological functions and processes.
- E. Encourage the removal of bulkheads and other hard armoring and restore the shoreline to a more natural condition. Where stabilization is necessary for the protection of private or public property, alternative measures that are less harmful to shoreline ecological functions should be employed.
- F. Nonstructural stabilization measures, including relocating structures, increasing buffers, enhancing vegetation, managing drainage and runoff, and other measures, are preferred over structural shoreline armoring.
- G. Failing, harmful, unnecessary, or ineffective structures should be removed. Shoreline ecological functions and processes should be restored using non-structural methods.
- H. Shoreline stabilization and shoreline armoring for the purpose of leveling or extending property, or creating or preserving residential lawns, yards, or landscaping should not be allowed.
- I. Shoreline stabilization measures, individually or cumulatively, should not result in a net loss of shoreline ecological functions or system-wide

processes. Preference should be given to structural shoreline stabilization measures that have a lesser impact on ecological functions, and mitigation of identified impacts resulting from said modifications should be required.




- J. The City should promote non-regulatory methods to protect, enhance, and restore shoreline ecological functions and other shoreline resources. Examples of such methods include public facility and resource planning, technical assistance, education, voluntary enhancement and restoration projects, land acquisition and restoration, and other incentive programs.
- K. Jetties, breakwaters, or groin systems should not be permitted unless no other practical alternative exists. If allowed, they should be located, designed, and maintained to avoid impacts to shoreline ecological functions and system-wide processes.



Priest Point Park shoreline.

For More Information

- [Shoreline Master Program](#) 
- [Master Street Tree Plan](#) 

- [City of Olympia Habitat and Stewardship Strategy \(2013\)](#)
- [Parks, Arts, and Recreation Plan \(2010\)](#)
- [Greenhouse Gas Emissions Report \(2005\)](#)
- [Greenhouse Gas Emissions Report \(2008\)](#)
- [1991 Climate Action Plan](#) 
- [2011 City of Olympia Engineered Sea-level Rise](#) 
- [2012 Community Update on Sea-level Rise](#) 
- [Thurston Regional Trails Plan \(2007\)](#)

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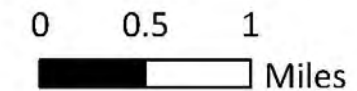
Open Space & Environmentally Sensitive Areas

-  Paved Trail
-  Possible Future Trail
-  Significant Wildlife Habitat
-  Wetland Indicators
-  Steep Slopes
-  Parks
-  Dedicated Open Space
-  Olympia City Property
-  Colleges & Universities
-  Open Space Corridors (1)
-  100 Year Flood Plain
-  Urban Growth Area
-  City Limits

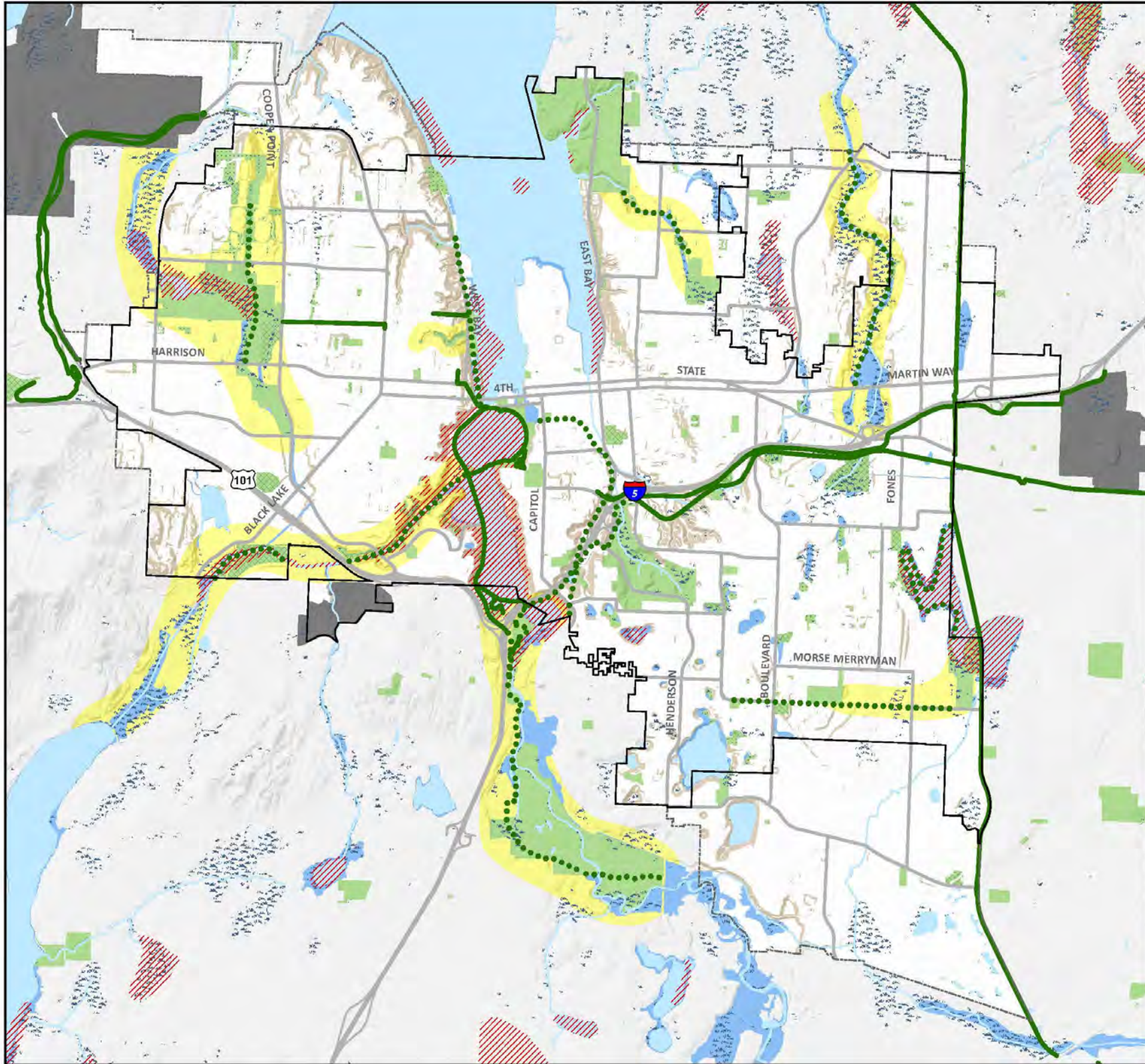
1) Potential locations for open space corridors that may include land useful for recreation, wildlife habitat, trails, and connection of environmentally sensitive areas.

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




Ordinance #6945



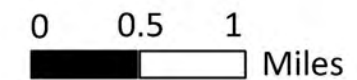
The City of Olympia and its personnel cannot assure the accuracy, completeness, reliability, or suitability of this information for any particular purpose. The parcels, right-of-ways, utilities and structures depicted herein are based on record information and aerial photos only. It is recommended the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



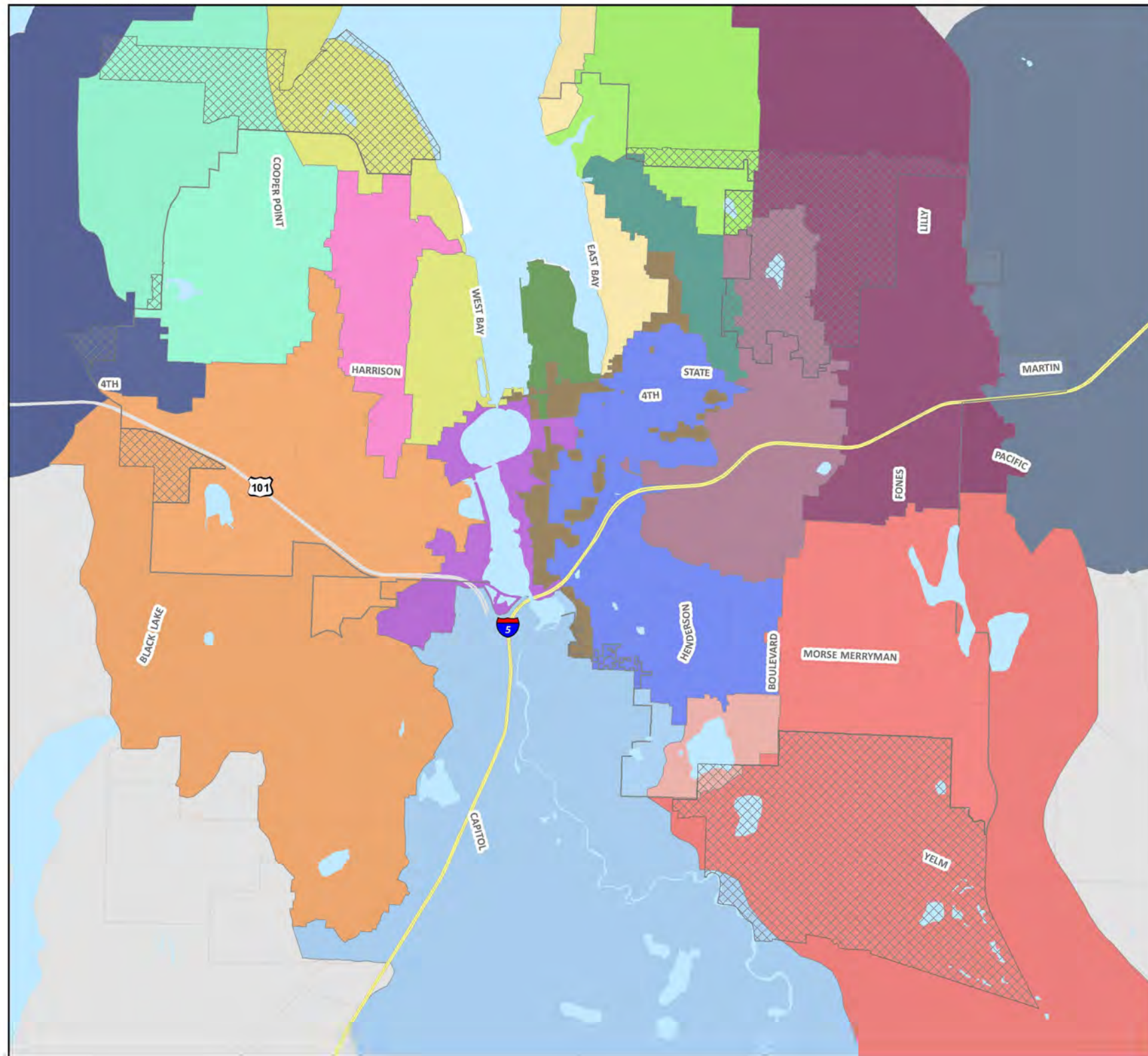
Drainage Basins

-  Urban Growth Area
-  City Limits
-  Budd Inlet
-  Capitol
-  Chambers
-  Deschutes
-  East Bay
-  Eld Inlet
-  Ellis
-  Green Cove
-  Indian
-  LOTT
-  Mission
-  Moxlie
-  Percival
-  Schneider
-  Ward Lake
-  West Bay
-  Woodard
-  Woodland

Publication Date: 12/18/2014 Effective Date: 12/23/2014
 Ordinance #6945



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Drinking Water (Wellhead) Protection Areas

Wellhead Protection Areas

Time of Travel

 6 Months

 1 Year

 5 Years

 10 Years

 Extended

 Urban Growth Area


 City Limits

Publication Date: 12/18/2014

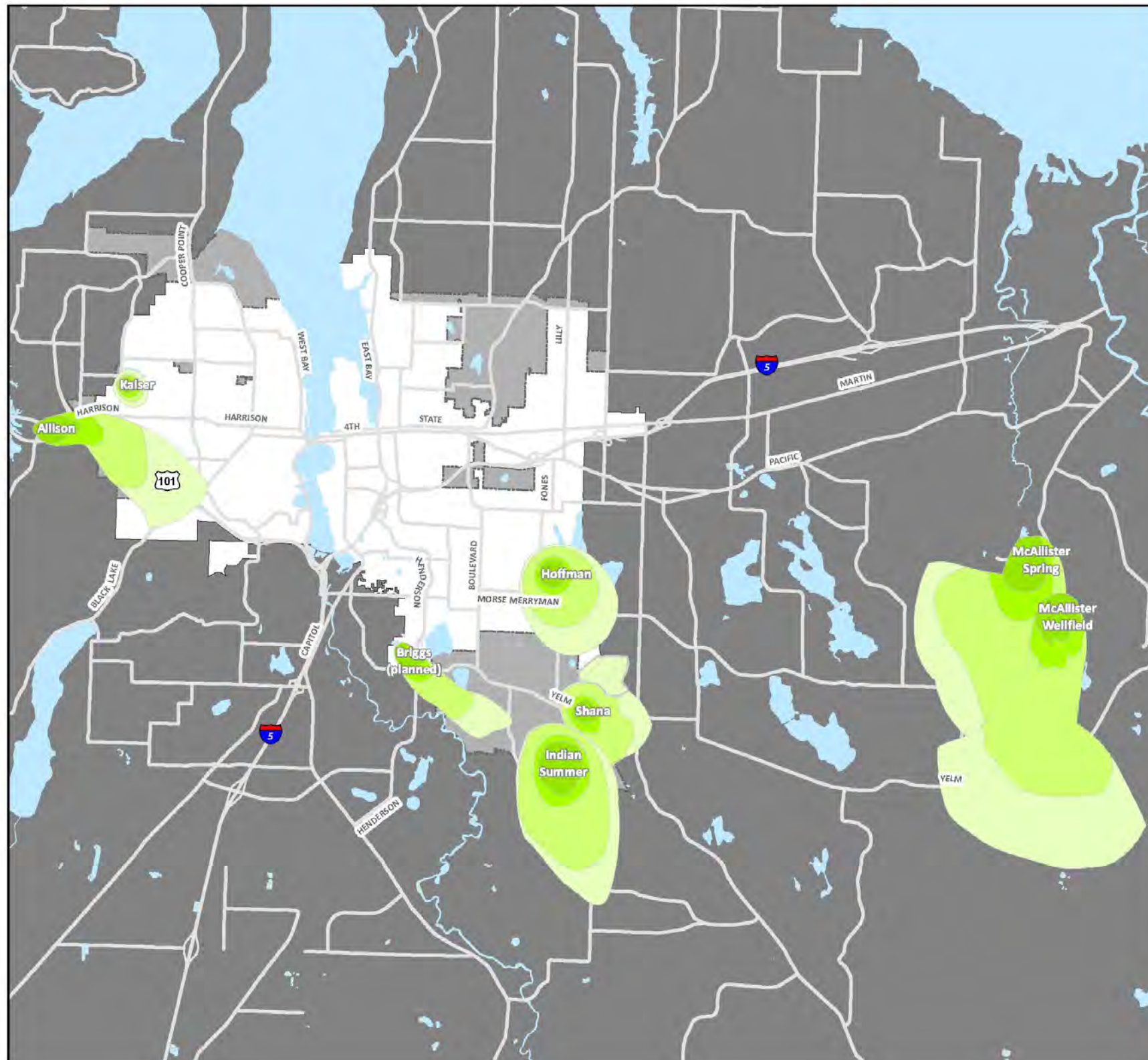
Effective Date: 12/23/2014

Ordinance #6945



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Land Use and Urban Design



A blending of old and new land uses.

What Olympia Values:

Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens-community members in neighborhoods, downtown, and along our shorelines.



Our Vision for the Future:

A walkable, accessible, vibrant city.

Read more in the Community Values and Vision chapter

Introduction

How we choose to live within, and how we alter, our landscape is critical to our quality of life, and to whether that quality of life can be sustained and improved.

The State's 1990 [Growth Management Act](#)  called for Olympia to establish land use designations and densities sufficient for at least 20 years. The [County-Wide Planning Policies](#)  adopted by Thurston County and its seven cities in 1993 describe a common goal of concentrating growth in the urban areas "in ways that ensure livability, preservation of environmental quality and open space, varied and affordable housing, high quality urban services at least cost, and orderly transition of land from

County to City." We can choose to isolate land uses and neighborhoods, or blend them into a single vital community. We can create spaces separated by long travel distances, or provide for a variety of experiences in each part of the city. We can choose to use land efficiently for recreation, housing, and business while setting aside selected areas for open space and communing with nature, or we can create homogenous subdivisions and isolated commercial areas. We can employ architecture and landscaping reflecting Olympia's unique and historic character, or we can build places with little regard to the local landscape and climate. These choices will determine Olympia's form for many generations.

Our community seeks to:

- Encourage development in urban areas where public services and facilities are already present.
- Phase urban development and facility extension outward from the downtown area.
- Establish land use patterns that ensure residential densities sufficient to accommodate 20-years of population growth.
- Focus higher residential densities downtown, along urban corridors, and near neighborhood centers.
- Employ innovative development techniques that create a better community.



A new pair of townhomes reflects Olympia's historic character.

Neighborhood character is made up of a variety of elements that give a neighborhood its distinct identity. Neighborhood characteristics are not stagnant and will change over time. Consideration of neighborhood character will vary by the unique features of a neighborhood and includes its physical attributes that contribute to its sense of place and identity. These elements may include, but are not limited to, a neighborhood's land use, urban design, visual resources, and/or historic resources. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parks and open space, provision of City utilities, street grids and connections, and street trees.

Our community considers it essential that all neighborhoods become accessible, sustainable, and culturally inclusive.

- Accessible: Includes ADA compliancy, multimodal mobility, and housing affordability.
- Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.
- Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians, past and present.

Neighborhood character will be balanced with other plan goals and policies, such as increasing the variety of housing types and providing people-oriented places, and implemented through the City's development regulations.

Olympia's "[Urban Design Vision and Strategy](#)," appreciation of the area's history and sustainable community philosophy all provide additional direction for this chapter. In particular, the sustainability policies call for us to consider the long-range implications of our land use decisions and to provide for a pattern of development that can be sustained and enjoyed by future generations.

For example, mixed-use 'villages' and opportunities for residential development in commercial areas provide for increasing residential densities by blending land uses. By enabling less reliance on automobiles, by providing for compact development that requires less land, by efficiently providing streets, utilities, and services, and by establishing development densities and site designs that protect environmentally sensitive areas and reflect the capacity of natural systems, we can provide a quality community for coming generations.

We envision:

- Spaces that are safe and pedestrian-friendly
- Development that minimizes harm to the environment
- Densities and land use types consistent with many types of transportation
- Places for quiet residential uses, and places where economic activity is emphasized
- Walkable and accessible neighborhoods with unique centers and identities
- Development that complements the historic character of the community
- Recognition of the importance of lands near water
- A process for exploring the unique possibilities of each area with special attention given to Downtown, the Westside core area, the eleven planning 'subareas,' and other special geographic areas within the community

The focus here is on 'built' land uses such as housing and commercial structures and development patterns. Complementary parks, open spaces

and natural areas are addressed in the [Public Health, Parks, Arts and Recreation](#) and [Natural Environment](#) chapters. These land uses cannot be isolated from economic topics, and employment in particular, addressed by the [Economy](#) chapter. Facilities and services to support this urban development pattern, including the critical transportation system, are described in the [Transportation](#), [Utilities](#), and [Public Services](#) chapters. In many cases the special area plans described in this chapter will touch on all of those topics and more.

The City of Olympia, in cooperation with Thurston County, plays a major role in determining the location, intensity, and form of land uses in the community. This chapter addresses the proposed uses of land in Olympia's Urban Growth Area and the design and locations of buildings and other structures within that landscape. It includes:

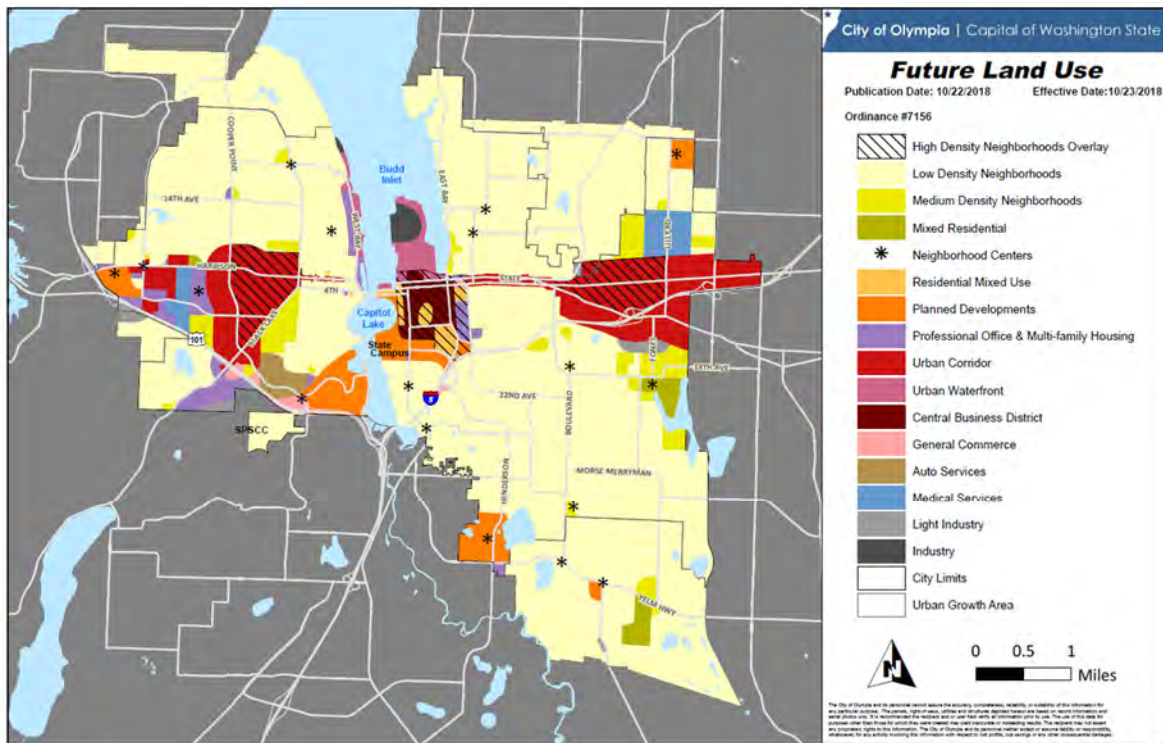
- The location and quantity of those land uses and their relation to each other
- The functional design of those land uses including buildings and surrounding spaces
- Opportunities for historic preservation
- The aesthetic form of the built environment

The [Future Land Use Map](#) shows the approximate locations for a variety of land uses in Olympia's **Urban Growth Area**. This map is not a zoning map. Rather it provides guidance for zoning and other regulations to ensure uses of land and development consistent with this Plan. Although these map lines are approximate, all future land uses should be consistent with the intent of this map and the land use category descriptions in Appendix A as well as the goals and policies of this Plan. In general, zoning and land uses should not deviate from the [Future Land Use Map](#) boundaries by more than about 200 feet. Compatible and supporting land uses, such as parks, schools, churches, public facilities and utilities, streets and similar features, are expected within these areas. See Appendix A regarding acreages, densities, and building heights of each use category.

Proposed rezones shall meet criteria to be adopted into the Olympia Municipal Code that address:

1. Consistency with the Comprehensive Plan.
2. Consistency with the City's development regulations that implement the Comprehensive Plan.

3. Compatibility with adjoining zoning districts and transitioning where appropriate to ensure compatibility.
4. Adequacy of infrastructure in light of development potential of the proposed zoning.



View Future Land Use Map of Olympia and its Urban Growth Area

The community employs regulations, such as zoning, design review, stormwater, engineering, building, and subdivision standards, to ensure that new development conforms to the goals and policies described in this chapter. The regulations are administered by City staff and a Hearing Examiner selected by the City Council. Equally important to this land use and design vision is capital facility planning and construction by the City of Olympia and other public agencies of the area. Continuing cooperation between the State and the City, among the local governments, and with special purpose governments such as the Port of Olympia and the school districts is critical. And, as envisioned, substantial resources and the support of everyone in the community will be needed to focus more detailed efforts in neighborhoods and other special places.

General Land Use and Design

To achieve our vision of Olympia while accommodating our share of the region's population, we need to plan for quantity at the same time as we pursue quality. Such a community is one in which pattern and mix of land uses supports healthy lifestyles, such as walking to nearby services instead of driving. We need to consider the implications of climate change, and how we can minimize our community's contribution. We must be prepared to adapt our built environment as resources change, while preserving key elements of Olympia's architectural and cultural heritage. At the same time, we need to consider the character of Olympians today, and those of the future. The needs and interests of a more diverse, more urban, and generally older population will differ from those of today.

Olympia was once a port-oriented community with a central business district and compact single-family neighborhoods. Now, its land-use pattern is more suburban, with commercial development taking place outside of downtown, and lower-density neighborhoods with fewer street connections. Over the next 20 years, as Olympia becomes a more urban place, the pattern of land use and design of urban areas will change as we accommodate an expanding population while retaining our community's character and heritage.

This Plan envisions gradually increasing densities in Olympia accompanied by attractive streets and buildings arranged for the convenience of pedestrians. The location, mix and relationship of land uses to each other and to our streets will be crucial as will be the character of commercial and residential areas, parks, and open spaces. The Plan envisions new development that will reinforce the community's identity, urban design preferences, and historic form. Selected major streets will gradually transform into attractive, higher density, mixed residential and commercial "urban corridors" with frequent transit service.

Housing will be available within and near shopping and employment areas. Development will be carefully designed to integrate with the adjacent transportation system, and with key features such as downtown and the hospitals. Neighborhoods and commercial areas will gradually be woven together into a cohesive urban fabric. These "ten-minute" neighborhoods will provide ready-access from homes to supporting businesses, and to parks, schools and other gathering places.

The relationship between the transportation system and other land uses plays a key role in urban life. The [Transportation chapter](#) addresses the specific design of streets, such as the number of travel lanes, the presence

of bike lanes, transit pull-outs, pedestrian amenities, street trees, and sidewalks. The relationship of these street features to adjacent land uses, the location and supply of parking, and the proximity of buildings to the street is critical to the experience and choices of pedestrians, bicyclists, transit riders and motorists. Thus, to integrate the streets and trails with adjacent uses, development must be carefully designed in combination with the adjacent transportation system. Details must be suited to all users and to the form of the street. For example, major building entrances should face or be conveniently reached from streets, rather than parking lots.

In addition to private activities, such as homes, businesses and industry, some of the lands within the City will be used for public purposes and facilities. Although some those lands are identified in this Plan, such as the locations of future streets, other specific needs are identified in more detailed planning documents of the City, such as the Water System Plan which identifies this utility's need for new water tank sites. Olympia works with Thurston County and other local agencies to identify areas of shared need for public facilities.

The purpose of the goals and policies below is to direct land use patterns, densities, and design standards which:

- Reflect the community's urban design vision
- Maintain or improve the character of ~~established~~ neighborhoods
- Preserve the historic features of Olympia
- Provide for a variety of transportation alternatives
- Provide people with opportunities to live close to work
- Create desirable neighborhoods with a variety of housing opportunities, different lifestyles and income levels, and a sense of community
- Provide for a compact growth pattern
- Promote energy efficiency
- Reflect the land's physical and environmental capability
- Provide space for parks, open spaces, and other community facilities
- Protect views and features of the community's landscape valued by the public

GL1 Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.

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

PL1.2 Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.

PL1.3 Direct high-density development to areas with existing development where the terrain is conducive to walking, bicycling and transit use and where sensitive drainage basins will not be impacted.

PL1.4 Require functional and efficient development by adopting and periodically updating zoning consistent with the [Future Land Use Map](#).

PL1.5 Require new development to meet appropriate minimum standards, such as landscaping and design guidelines, stormwater and other engineering standards, and buildings codes, and address risks, such as geologically hazardous areas; and require existing development to be gradually improved to such standards.

PL1.6 Provide for a compatible mix of housing and commercial uses in commercial districts and village sites that enables people to walk to work and shopping, supports transit, and includes convenience businesses for residents. Integrate adjacent uses with walkways and bike paths leading from residential areas to commercial districts and neighborhood-oriented businesses.

PL1.7 Enable frequent transit service, support housing, utilize existing infrastructure, provide public improvements and concentrate new major shopping, entertainment and office uses downtown, in the medical services area of Lilly Road, near the Capital Mall, and in the urban corridors.

PL1.8 Buffer incompatible industrial, commercial and residential uses by requiring landscaped buffers or transitional uses, such as plazas, offices, or heavily landscaped parking; use natural buffers where possible and require clustering where warranted.

PL1.9 Require direct and convenient pedestrian access to commercial and public buildings from streets, bus stops and parking lots, and encourage sheltered seating and other uses of vacant sections of the street edge.

PL1.10 In pedestrian-oriented commercial areas, require sidewalk awnings or other weather protection on new and substantially remodeled buildings.

PL1.11 Require businesses along transit routes to accommodate transit use by including building entrances near bus stops or other features such as transit shelters or on-site bus access.

PL1.12 Encourage major commercial projects to include display windows, small shops with separate entrances, and plazas with seating and other well-landscaped gathering spaces.

PL1.13 Require new, and encourage existing, businesses to provide bicycle parking.

Land Use Patterns and Building Forms Determine Whether Energy is Used Efficiently

Land use patterns and development influence energy use. Blending of residential units with work places promotes energy efficiency. Higher densities contribute to the success of bus systems. Higher densities close to offices and commercial districts help reduce fuel consumption by reducing overall commuter and shopper mileage. In contrast, suburban densities and sprawl result in spending a lot of time and energy on transportation.

With a more compact development pattern and other transportation improvements, Thurston County's percentage of drive-alone commuters can be reduced from 85 to 60 percent. Park-and-ride lots, vanpooling, ridesharing and flexible work schedules can help reduce vehicle miles and congestion. Both the public and private sectors can encourage transit use by offering bus passes and other incentives to employees. A well-laid-out transportation system will also aid in conserving energy. Smoother traffic flows can increase vehicle efficiency by up to five percent. Provisions for pedestrian and bicycle traffic can promote use of the energy saving means of commuting. By these means we could achieve a 10-15 percent transportation energy savings within a decade or two.

The primary residential use of energy is for space-heating. Thus, strengthening building code requirements for energy efficiency is an effective way to reduce energy consumption. When combined with appropriate insulation levels, solar energy can meet half the heating needs

of a home in Olympia. Effective layout of subdivisions that allow for solar access and protection from winter winds can help, as can public education on energy conservation.

The competitive environment can stimulate energy efficiency by reducing production costs. Thus the combined industrial and commercial sectors do not use as much energy as either the transportation or residential sectors. Local governments can further influence industrial and commercial energy use through education and incentives.

The government sector is a very visible part of the energy picture and can set an example for efficient and conscientious energy use. Education in this sector includes both educating users, such as employees, and informing the public. Government buildings and equipment can be models of efficiency in the use of construction methods and materials, as well as utilizing efficient pumps, heating systems, and lighting. Government operations can also be models of use of alternative fuel sources and non-motorized travel.

GL2 Buildings, commercial and industrial processes, and site designs use energy efficiently.

PL2.1 Pursue partnerships to promote energy efficient construction and lighting, low-energy designs, and weatherization in both new and existing buildings. Encourage material subsidies for low-income ~~citizens~~ community members.

PL2.2 Promote public education and provide energy conservation and solar and other renewable energy information in cooperation with local utilities and others.

PL2.3 Encourage local 'cogeneration' of energy when environmentally sound and not in conflict with other land uses.

PL2.4 Encourage and sometimes require buildings and site designs that result in energy efficiency and use of solar and other renewable energy.

PL2.5 Support efforts to protect solar access in existing structures and to incorporate solar access provisions into new development projects.

Urban Design, Historic Structures and Built Form

Olympia's [Urban Design Vision and Strategy of 1991](#) identified the design and architectural preferences of community residents. This study continues to provide guidance for this Comprehensive Plan and future development. It identified the types of development that ~~citizens~~ community members feel are appropriate and inappropriate for our community. Study participants particularly valued Olympia's waterfront, downtown, the Capitol Campus, the older ~~established~~ neighborhoods, and views of the Olympic Mountains and the Black Hills. They favored streets that provide an attractive, safe, and inviting place for pedestrians, as well as provide for efficient traffic flow. Specifically, they liked the portions of downtown where buildings form a continuous edge along the street, where it is interesting to walk, and where awnings protect people from the rain.

Much of our community is already built. Many of our neighborhoods are more than 50 years old and our downtown is older still. These ~~established~~ neighborhoods provide ~~the~~ a 'sense of place' and character of Olympia. To preserve this character, new buildings incorporated into the existing fabric must reflect both their own time-period and what's come before. We will acknowledge the importance of historic preservation by



The Bigelow House, Olympia's oldest residence.

protecting buildings and districts and celebrating the people and events that shaped our community. We will conserve natural resources by keeping historic buildings properly maintained and in continuous use, thereby avoiding decay and demolition which would waste resources used to create these structures.

However, our heritage extends beyond buildings and back in time before European settlement. Artifacts, photographs, structures, sites and stories of our collective past were entrusted to us and so should be preserved for future generations. Tribes, such as the Squaxin Island Tribe, play a major role in this task. Private property owners shoulder much of the responsibility of protecting historic buildings. And Olympia's Heritage Commission advises the City Council on matters of historic preservation and assists owners of historic buildings in caring for their property. With the community support we can ensure that our heritage is preserved for everyone to appreciate today and always.



Many of our older homes are a source of pride for young families.

Studies of Olympia and other communities also reveal that including open space and appropriate landscaping within site designs improves developments by providing places for relaxing, restoration and outdoor activities in general. In particular, trees provide a valuable public resource, enhance the quality of the environment, provide visual buffers and natural beauty, preserve the natural character of an area, and soften the impact of

buildings and streets. Trees and other landscaping help reduce air pollution, noise and glare, provide cooling in summer and wind protection in winter, and in some cases provide materials and food for wildlife and humans. The goals and policies below encompass all of these elements of good design.

GL3 Historic resources are a key element in the overall design and establishment of a sense of place in Olympia.

PL3.1 Protect and evaluate historic and archaeological sites.

PL3.2 Preserve those elements of the community which are unique to Olympia or which exemplify its heritage.

PL3.3 Protect historic vistas from the Capitol Campus to Budd Inlet and the Olympic Mountains and from Budd Inlet to the Capitol Group.

PL3.4 Safeguard and promote sites, buildings, districts, structures and objects which reflect significant elements of the area's history.

PL3.5 Encourage development that is compatible with historic buildings and neighborhood character, and that includes complementary design elements such as mass, scale, materials, setting, and setbacks.

PL3.6 Plan for land uses that are compatible with and conducive to continued preservation of historic neighborhoods and properties; and promote and provide for the early identification and resolution of conflicts between the preservation of historic resources and competing land uses.

PL3.7 Identify, protect and maintain historic trees and landscapes that have significance to the community or a neighborhood, including species or placement of trees and other plants.

PL3.8 Encourage preservation and discourage demolitions or partial demolitions of intact historic structures.

GL4 Neighborhoods take pride in their historic identity.

PL4.1 Assist older neighborhoods and districts to discover their social and economic origins and appreciate their historic features. (Also see downtown section below.)

PL4.2 Facilitate the preservation of historic neighborhood identity and important historic resources.

GL5 Historic preservation is achieved in cooperation with all members of the community and is integrated into City decision-making processes.

PL5.1 Work with the State archeologist to protect archeological resources.

PL5.2 Coordinate with adjacent governments; particularly to provide public information about the area's history and development.

PL5.3 Recognize the contributions of minorities, workers, women and other cultures to Olympia's history.

PL5.4 Continue programs -- such as the Heritage Commission, the Heritage Register and the historic marker program -- that effectively identify, recognize, and encourage the preservation and continued use of historic structures, districts, and sites which provide physical evidence of the community's heritage.

PL5.5 Provide incentives and assistance for preserving, restoring, redeveloping and using historic buildings, districts, neighborhoods, streets, structures, objects and sites.

PL5.6 Support public or non-profit acquisition of the most important historic resources to ensure their preservation.

PL5.7 Recognize the value of historic preservation as part of the effort to maintain an affordable housing stock.

PL5.8 Promote economic vitality through historic preservation.

PL5.9 Promote mutual goals in historic areas, including districts, buildings and site, through collaboration among City departments, the Heritage Commission and other commissions.

GL6 Community beauty is combined with unique neighborhood identities.

PL6.1 Establish and periodically update a design review process and design criteria consistent with the goals and policies in the Comprehensive

Plan for:

- Commercial and mixed use development adjacent to freeways and public streets
- Other highly-visible, non-residential development, such as the Port of Olympia, campus developments, and master planned developments
- Multifamily residential development and manufactured housing parks
- Detached homes on smaller lots (less than 5,000 square feet) and in older neighborhoods (pre-1940)
- Properties listed on a [Historic Register](#) or located within a designated historic district

PL6.2 The design review process should recognize differences in the city with the objective of maintaining or improving the character and livability of each area or neighborhood.

PL6.3 Require commercial and residential buildings to face the street or a courtyard or other common area.

PL6.4 Require multi-family housing to incorporate architectural forms and features common to nearby housing; to include porches, balconies, bay windows and similar details; to have entries oriented to streets or a courtyard, and include accessible open space; and to be reduced in size near lower density residential districts.

PL6.5 Ensure that parking areas do not dominate street frontages or interrupt pedestrian routes, and that they are screened from ~~single-family~~ housing.

PL6.6 Prohibit fences and walls that inhibit walking or isolate neighborhoods from streets, except to reduce noise, provide buffers, or create private rear yards.

PL6.7 Create attractive entry corridors to the community and neighborhoods, especially downtown and along urban corridors; to include adopting design standards and installing significant special landscaping along community-entry corridors.

PL6.8 Enhance neighborhood identity by encouraging interested groups to beautify open spaces, streets and private property.

PL6.9 Require that buildings complement and enhance their surroundings, appeal to and support pedestrian activities, and facilitate transit use.

PL6.10 Preserve and enhance water vistas by retaining public rights-of-way that abut or are within one block of water bodies and by not siting public buildings within associated view corridors.



Percival Landing is enjoyable to view and to enjoy the view.

PL6.11 Plant and protect trees that contribute to Olympia's visual identity and sense of place.

PL6.12 Separate incompatible land uses and activities with treed areas, including buffering residential areas from major streets and freeways.

GL7 Urban green space is available to the public and located throughout the community and incorporates natural environments into the urban setting, which are easily accessible and viewable so that people can experience nature daily and nearby.

PL7.1 Provide urban green spaces in which to spend time. Include such elements as trees, garden spaces, variety of vegetation, water features, "green" walls and roofs, and seating.

PL7.2 Provide urban green spaces that are in people's immediate vicinity and can be enjoyed or viewed from a variety of perspectives.

PL7.3 Establish a maximum distance to urban green space for everyone in the community.

PL7.4 Increase the area of urban green space and tree canopy within each neighborhood proportionate to increased population in that neighborhood.

PL7.5 Establish urban green space between transportation corridors and adjacent areas.

GL8 Community views are protected, preserved, and enhanced.

PL8.1 Implement public processes, including the use of digital simulation software, to identify important landmark views and observation points.

PL8.2 Use visualization tools to identify view planes and sightline heights between the landmark view and observation point.

PL8.3 Prevent blockage of landmark views by limiting the heights of buildings or structures on the west and east Olympia ridge lines.

PL8.4 Avoid height bonuses and incentives that interfere with landmark views.

PL8.5 Set absolute maximum building heights to preserve publicly-identified observation points and landmark views.



Percival Landing with the Olympics in the distance.

GL9 Built and natural environmental designs discourage criminal behavior.

PL9.1 Incorporate crime prevention principles in planning and development review and educate designers regarding those principles.

PL9.2 Modify public facilities and properties to enhance crime prevention.

Industry

Industrial uses represent a relatively small but key component of Olympia's jobs. Olympia's waterfront has supported forest-related industries and maritime shipping for decades. The Olympia area also contains a few scattered, relatively small, light-industrial districts which support a variety of uses. Industrial districts in Tumwater, Lacey, and in the County will likely absorb most of the area's new, non-waterfront-dependent industrial uses. However, the industrial land along Budd Inlet provides the only sites in the area for water-dependent industrial uses. This Plan aims to focus industrial development:

- Along Budd Inlet (in industrial districts)
- At Mottman Industrial Park, and

- Along Fones Road

while encouraging opportunities for small-scale industry integrated with other uses of land.

The Port of Olympia owns approximately two hundred acres and adjacent tidelands of what is known as the 'Port peninsula,' an area equivalent to about 80 city blocks. The Port peninsula includes a variety of industrial, commercial, retail, and recreational facilities. The centerpiece of the Port peninsula is its international marine shipping terminal. The East Bay waterfront is the location of the East Bay Marina, with moorage, a boat launch, and support facilities. On the northern end of the peninsula, the 17-acre [Cascade Pole](#) site is a contaminated area, used from 1940 to 1986 to treat wood poles with creosote and other chemicals. Although cleanup of that site is underway, future use will be restricted.



Batdorf and Bronson Coffee Roasters at the Port of Olympia.

The industrial portion of the Port peninsula will continue to be the community's key industrial center. It has been, and should continue to be, a local source of family-wage jobs, handling inbound and outbound cargo by rail, truck and ship. Large buildings are anticipated for boat building and repair. A one-stop, full-service marine facility with a large vessel haul-out and repair center may be added.

GL10 Industry and related development with low environmental impact is well-located to help diversify the local economy.

PL10.1 Encourage industry that is compatible with surrounding land uses and diversifies and strengthens the local economy.

PL10.2 Designate and preserve sufficient land for industrial uses consistent with the regional strategy for 'build out' of the community and competitive land prices.

PL10.3 Encourage full, intensive use of industrial areas while safeguarding the environment. Ensure land-use compatibility by buffering, height limits, landscaping, traffic routing, building design, and operation and maintenance standards.

PL10.4 Limit non-industrial uses in industrial areas to those which do not conflict with industry; and eliminate or reduce the size of industrial areas only if not expected to be needed or not suitable for industry.

PL10.5 Focus major industries in locations with good freeway access, adequate utilities, minimal environmental constraints, sufficient space and minimal land-use conflicts. Specific areas identified for industrial use include the Port Peninsula, the Mottman Industrial Park, and the vicinity of Fones Road.

PL10.6 Coordinate with the Port of Olympia to allow for long-term viability of Port peninsula industry, compatibility with surrounding uses, and continuation of marina uses along East Bay. This coordination should address – at a minimum - transportation, pedestrian and recreation facilities, environmental stewardship, and overwater development.

PL10.7 Design industrial areas for convenient freight access.

PL10.8 Provide opportunities for light industrial uses in commercial areas consistent with the commercial and multi-family uses of those areas, such as low-impact production within buildings with retail storefronts.

Commercial Uses and Urban Corridors

More intensive development in commercial areas will increase their vitality and make better use of the City's transit and street systems. For this

reason, major new commercial areas are not to be created. Any new commercial areas will be limited to allowing neighborhood-oriented businesses and services in the neighborhood centers of residential areas that reduce the need for residents to travel far to shop.

Over time, we envision our existing commercial areas becoming more attractive to pedestrians and customers, to the point where they can attract a more balanced and attractive mix of commercial, residential, and recreational uses. Significant changes will need to occur for some of our commercial areas to increase their appeal as places to shop, live, work, and visit and to become more inviting higher-density, pedestrian-friendly, mixed-use areas for pedestrian and transit users.

GL11 Adequate commercial land conveniently serves local and regional trade areas.

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

PL11.2 Provide incentives for housing in commercial districts near transit stops.

PL11.3 Work with developers to identify commercial areas for **infill** and redevelopment, to remove unnecessary barriers to this type of development, and to provide the infrastructure needed for intensive commercial and mixed use development.

PL11.4 Locate and size commercial areas to decrease reliance on cars, improve community life, and maintain the tax base.

PL11.5 Encourage the efficient use and design of commercial parking areas; reduce parking space requirements (but avoid significant overflow into residential areas); support parking structures, especially downtown and in urban corridors; and designate streets for on-street parking where safe.

PL11.6 Encourage new commercial uses adjacent to the arterial street edge and in mixed-use projects.

PL11.7 Provide convenient pedestrian access to and between businesses.

PL11.8 Prohibit new and expanded commercial 'strips;' and allow conversion of such existing uses to a multi-use development with greater depth and integration of residential units.

PL11.9 Outside urban corridors provide for low-intensity commerce that depends on automobile access and allow wholesale businesses near major customers or where resulting traffic will not impact retail areas.

GL12 Commercial areas are attractive, functional and appealing.

PL12.1 Work with businesses and residents to help make commercial areas functional and attractive.

PL12.2 Establish maximum building heights that are proportional to streets, retain scenic views and result in compatibility with adjoining development.

PL12.3 Seek opportunities to create or enhance town squares framed by commercial or civic buildings, pocket parks, plazas and other small public or private spaces in downtown or other high-density areas.

PL12.4 Ensure that commercial uses are compatible with adjoining residential districts. This might include prohibiting reflective surfaces, screening solid waste and parking areas, regulating emissions, building size reductions and increased setbacks near residential districts, screening parking areas, and requiring facades with architectural features that reduce the appearance of a commercial building's size, such as stepbacks and tiering above three stories.

PL12.5 Require site designs for commercial and public buildings that will complement nearby development and either maintain or improve the appearance of the area. This may include building designs with a defined bottom, middle, and top; appealing architectural elements such as windows, wall detailing; fountains, vendor stations; and the use of balconies, stepped back stories and pitched roofs that reduce the perceived size of the building.

PL12.6 Create visual continuity along arterial streets through coordinated site planning, landscaping, building designs, signage and streetscapes.

PL12.7 Require screening of unattractive site features such as mechanical equipment and large solid waste receptacles, while maintaining good

access for collection and maintenance.

PL12.8 Use design standards to ensure pedestrians and bicyclists have direct, convenient access to commercial and public buildings.

PL12.9 Require a form of parking that retains aesthetics and minimizes pedestrian barriers and inconvenience by including screening along streets and residential areas; limits parking lots to one contiguous acre; and locates them at the rear of buildings, or, if the rear is not possible, then on the side, but with minimal street frontage.

PL12.10 Ensure that business signs identify the business but do not create visual clutter or dominate the character of the area; require the use of low or façade-mounted signs where possible.

Urban Corridors

Portions of our major arterial streets are lined with low-density residential and office uses and typical strip-commercial development. Driveways to each business interrupt and slow the flow of vehicular and pedestrian traffic; the pattern of buildings behind parking lots makes pedestrian access difficult and uninviting; and the disjointed signage, landscaping, and building designs are often unattractive. As a result, these areas have limited appeal as places to live, work, and shop.

Over time, thoughtful planning will change some of these sections of major streets into 'urban corridors' that will have a mix of high-density uses, and where people will enjoy walking, shopping, working, and living. See [Transportation Corridors Map](#). Urban corridors like this are key to avoiding sprawl by providing an appealing housing alternative for people who want to live in an attractive, bustling urban environment close to transit, work and shopping. Redevelopment along these corridors will be focused in areas with the greatest potential for intensive, mixed-use development so that public and private investment will have maximum benefit. These corridors, first described in the [1993 Thurston Regional Transportation Plan](#), also should include land uses that support the community, such as community centers, day care centers, social service offices, educational functions, parks, and other public open space.

In cooperation with Lacey, Tumwater and Thurston County, this Plan calls

for gradually redeveloping these urban corridors (listed below) with:

- Compatible housing, such as apartments and townhouses, within or near commercial uses
- Excellent, frequent transit service
- Housing and employment densities sufficient to support frequent transit service
- Wide sidewalks with trees, attractive landscaping, and benches
- Multi-story buildings oriented toward the street rather than parking lots
- Parking spaces located behind the buildings or in structures

The land use designations along these streets vary (see Future Land Use Map at the end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods. Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the activity of the major street edge to less-dense areas in adjacent neighborhoods. Similarly, areas furthest from the downtown core are expected to infill and redevelop with excellent support both for cars and for those who walk, bike and use public transit.

These outer reaches of the urban corridors will feature buildings and walkways with safe and easy pedestrian access. Walkways will link those on foot to bus stops, stores, neighboring residences, free-standing businesses on corners, and perimeter sidewalks.

“Gateways” to Olympia are to be located at the entry/exit points of landscaped “civic boulevards,” at city boundaries, topographical changes, transition in land use, and shifts in transportation densities. Three of the eight gateways are located at the city limits and may include “Welcome to Olympia” signage. Gateways provide a grand entrance into the capital city of the State of Washington. Gateways are to be densely planted with trees and native understories; consideration will be given to the maximum landscaping and amenities feasible. Each civic boulevard will have a distinctive special environmental setting that is shaped by a public planning process that involves citizenscommunity members, neighborhoods, and city officials. Civic boulevards are to be densely planted with trees and native understory; consideration will be given to the maximum landscaping and amenities feasible.



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

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

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

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

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

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

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

PL13.7 Designate different categories of corridors generally as follows:

- Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor to the intersection of Fourth Avenue and Pacific Avenue should blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multifamily buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There will be a 35 feet height limit if any portion of the building is within 100' from a ~~single-family~~low-density residential zone, provided that the City may establish an additional height bonus for residential development except in areas adjacent to a designated historic district.
- The area along Harrison Avenue west from the vicinity of Division Street to Cooper Point Road - and the portions of Martin Way and Pacific Avenues from Lilly Road to the intersection of Fourth Avenue and Pacific Avenue - will transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment of the area will create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.
- The outer portions of the urban corridors west of the vicinity of the Capital Mall and east of Lilly Road will primarily be accessed by motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas. (See Capital Mall special area below.)

GL14 Olympia's neighborhoods provide housing choices that fit the diversity of local income levels

and lifestyles. They are shaped by thorough public planning processes that involve citizenscommunity members, neighborhoods, and city officials.

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

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

PL14.3 Preserve and enhance the character of existing ~~established~~ Low-density Neighborhoods. Disallow medium or high-density development in existing Low-density Neighborhood areas except for Neighborhood Centers.

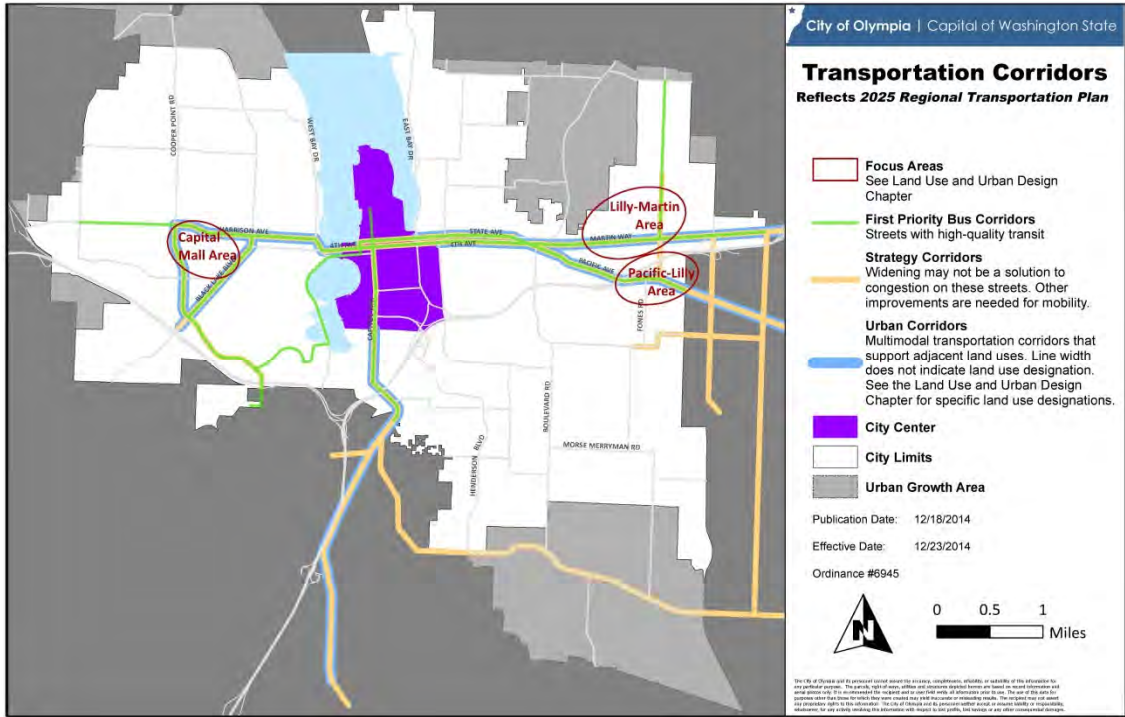
PL14.4 In low-density Neighborhoods, allow medium-density Neighborhood Centers that include civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process.

Focus Areas

The City prepares plans and studies to help guide the future of targeted areas within our community. Leadership for plan preparation will vary by location and purpose, and priorities depend on funding availability and the potential for appropriate development or redevelopment. Generally, these plans feature the location, size and type of land uses; residential and employment density targets; pedestrian amenities; street system and parking location and quantity; and other public improvements. A few specific areas have been identified; more may be identified in the future.

Several of the city's commercial and industrial areas have distinct roles, opportunities, and limitations. This section provides further guidance for the future of some of these areas. The City envisions some areas, such as the vicinity of Capital Mall, as areas that will gradually convert into urban neighborhoods with a mix of land uses. Others, such as the Auto Mall area, will be reserved for one or two primary uses. In cooperation with

landowners and others, the City will be focusing its planning efforts on three of these urban corridor 'focus areas', possibly in the form of a 'master plan' that addresses issues such as land use, infrastructure and design.



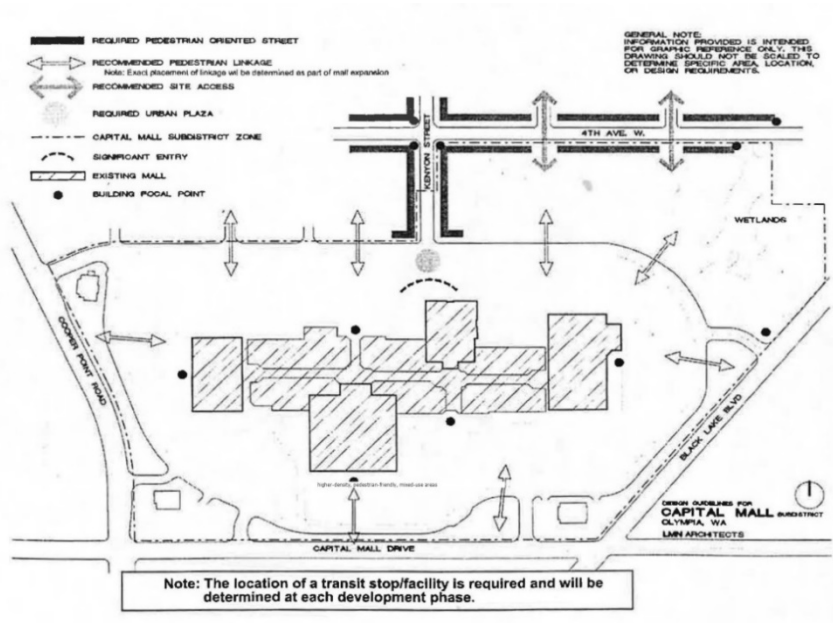
See Transportation Corridors map.

In addition to the focus areas described below, the City works with the State of Washington in its preparation of the [Capitol Campus Master Plan](#) and with the Port of Olympia in its planning of its properties including the Port peninsula. Included in these efforts is the continuing goal of integrating these areas with downtown Olympia. The [Future Land Use Map](#) frames all of these planning efforts.

Capital Mall Area

The Capital Mall area is a regional shopping center, which also includes one of the area's best balances of jobs within walking distance of medium-density housing. This area should continue to be economically viable and contribute to the community's goals with infill, redevelopment, and connections to adjacent areas for all modes of travel. It is to evolve into a complete urban neighborhood with a mix of jobs, housing, and services.

Redevelopment and incremental expansion consistent with community goals will allow the mall to flexibly adapt to retail trends. Design standards will encourage continued infill and redevelopment in the vicinity of 4th Avenue and Kenyon Street so that the potential of the mall and its surrounding properties can be fully realized. As illustrated below, redevelopment to the north, south, east and west will incorporate vehicle access and circulation with the addition of building focal points, significant entries and better access for walking from surrounding neighborhoods.



A plan for linking Capital Mall to its neighborhood.

Auto Mall Area

The Olympia Auto Mall is the region's major center for auto sales and specialized services. Most of Thurston County's new and used car dealers are located here, along with firms offering light trucks and motorcycles, auto rentals, body repair and detailing, and other auto-oriented businesses. Because it offers so many opportunities for comparison shopping in one location, it is a highly successful group of businesses, attracting customers from a regional trade area, and a significant employment center. Its proven formula should continue to serve the community successfully for many years to come.



Landscaping enhances auto dealerships.

Lilly and Martin Area

The Medical Services district along Lilly Road near Martin Way is home to a regional hospital and numerous medical and dental clinics and offices. However, portions of Martin Way, once a rural highway, are little changed. These areas have the potential for additional health-care related uses, and ~~multi-family, senior citizen, and assisted-living~~ housing, as well as supporting retail and service businesses. Thus this area is expected to continue to evolve into a medically-oriented neighborhood with jobs, housing, and supporting services.

Pacific Avenue and Lilly Road Area

The area surrounding the intersection of Pacific Avenue and Lilly Road, like the nearby Stoll Road area, has the potential to become a unique area within an urban corridor. It is located next to a regional trail, lies between two shopping centers, and includes a nearly complete street grid with many ~~single-family~~ low-density homes. This location provides good access to retail services for daily and weekly shopping needs within easy walking distance for its residents, and is large enough for planned creative designs. Transit service on both Pacific Avenue and Lilly Road is excellent. But the

area also has its challenges, such as substandard public improvements, no nearby parks, and surrounding traffic. City plans call for this area to be developed with a mix of retail, service, and high-density residential uses consistent with its location in an urban corridor.

West Bay Drive

The West Bay Drive area has a challenging mix of opportunities and constraints. Several sites along the shore are significant in Squaxin Island Tribal cultural history. Industrial use of this waterfront dates to the nineteenth century. The shallow waters along this shoreline continue to provide crucial habitat for young salmon leaving the Deschutes River basin. Birds, marine and upland mammals, and other wildlife species are relatively common for an urban area. The area known as the Port Lagoon, which is subject to a U.S. Fish and Wildlife Service conservation easement, serves as a fish and wildlife conservancy area.

Most industry has left this area, and only fragments of waterborne commerce remain. The community foresees continued transition of the West Bay Drive area toward a mix of urban uses and habitat improvements, while also allowing existing industries and shipping facilities to remain economically viable. The resulting mix of uses should form the foundation for a vibrant mix of light-industrial, office, restaurant, commercial, recreational, and residential uses, that also provides improved habitat for fish and wildlife. Future development and street improvements in this corridor will be consistent with the [West Bay Drive Corridor](#).

Kaiser Harrison Opportunity Area

The Kaiser Harrison Opportunity Area Plan identifies a preferred alternative for a mixed use, pedestrian and bicycle friendly neighborhood. The area is intended to be walkable, accessible by transit, and to provide amenities such as gathering spaces and outdoor seating. The area has a distinct character with a lifestyle retail center that includes outdoor seating and gathering spaces. The lifestyle retail center will be a place that accommodates cars but is also designed for the safe and convenient enjoyment of bicyclists and pedestrians. A multi-use trail and neighborhood park are planned. Future development and street improvements in this opportunity area will be consistent with the Kaiser Harrison Opportunity Area Plan.

GL15 Focus areas are planned in cooperation with property owners and residents.

PL15.1 Maximize the potential of the Capital Mall area as a regional shopping center by encouraging development that caters to a regional market, by providing pedestrian walkways between businesses and areas; by increasing shopper convenience and reducing traffic by supporting transit service linked to downtown; by encouraging redevelopment of parking areas with buildings and parking structures; and by encouraging multifamily housing.

PL15.2 Maximize the potential of the Olympia Auto Mall as a regional auto sales and services center by encouraging its use for auto sales and services and limiting incompatible activities, and by imposing auto-oriented design guidelines along Cooper Point Road that ensure pleasing landscaping, minimal visual clutter, and easy pedestrian and vehicle access.

PL15.3 Enhance the Lilly Road hospital area as a medical services center by encouraging health-care supporting uses such as restaurants, florists, child care, and convenience shops, and upper floor and rear multi-family and senior housing nursing homes; and by prohibiting non-medical uses that would generate high traffic volumes or noise disruptive of recuperation.

PL15.4 Plan for redevelopment of the Stoll Road area and that area bounded by Lilly Road, Pacific Avenue and I-5 as 'focus areas' adjacent to the Pacific Avenue and Martin Way urban corridors to include retail, office, personal and professional services and high density housing. Planning for these areas should encompass consideration of redevelopment and improvement of nearby portions of the urban corridor.


PL15.5 In the West Bay Drive area provide for a mix of recreation and urban uses that enhance wildlife habitat and cultural resources; limit industrial uses to existing sites; minimize blockage of upland views of Budd Inlet; and connect the area to the south with an urban trail.



South Puget Sound Community College is a valued feature of Olympia.

PL15.6 Work cooperatively with the State of Washington on planning for the Capitol Campus, and the Port of Olympia in planning for its properties. Provide opportunities for long-term 'master planning' of other single-purpose properties of at least 20 acres, such as hospitals, colleges, and high-school campuses.

Housing

Adequate and affordable housing is critical to a healthy community. The [Growth Management Act](#)  directs each community to plan for it by:

- Encouraging affordable housing for all economic segments of the population
- Promoting a variety of residential densities and housing types
- Encouraging preservation of existing housing stock
- Identifying sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, group homes, and foster-care facilities

The strategies of this chapter depend on well-formulated design standards to promote flexibility and stimulate innovation while preserving and enhancing the character of neighborhoods. We seek to establish and

encourage diversity in housing opportunities and link diverse neighborhoods. With a strong foundation in preserving our heritage, our community can incorporate new housing and other developments in a manner that continues our legacy of well-planned neighborhoods. The housing goals and policies below provide a framework for residential land uses in Olympia's area. See the City's related programs for supporting affordable housing in the [Public Services chapter](#).



An apartment building is added to the City's housing stock.

Many factors contribute to the need for more and varied housing:

- Olympia's growing residential population
- Varying household incomes
- The capitol's legislative session creates a demand for short-term housing
- College students seek affordable housing near transportation corridors and services
- Households are getting smaller
- The proportion of seniors ~~citizens~~ is increasing

The City will annually provide information to citizens-community members on affordable housing, family incomes, and market-rate housing.

Olympia is part of a larger housing market extending throughout Thurston

County and beyond. Thus planning for housing is done based on anticipated shares of this larger area. The 2010 Census indicated that Olympia and its urban growth area included almost 26,000 housing units. As estimated in the Thurston Regional Planning Council "Profile," 57% were single-family homes, 39% were multi-family (shared-wall) units, and 4% were manufactured housing. The 2014 [Buildable Lands Report](#) for Thurston County estimated that about 13,000 new housing units will be needed by 2035 to accommodate population growth in Olympia's urban growth area. Of these, about 45% are expected to be single-family homes.

Based on existing zoning and development patterns, that Buildable Lands Report indicated the area could accommodate about 16,000 new housing units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family-and duplex zoned land were available. And, an additional 500 acres of vacant and partially-used commercial land could be redeveloped for new housing.

Because Olympia generally allows small group homes and manufactured housing wherever single-family homes are permitted, allows larger group homes by special approval, and does not discriminate with regard to government-assisted housing, foster-care, or low-income housing, the area is expected to be adequate to accommodate all types of housing.

Similarly, the 2008 Thurston County Consolidated Plan for housing indicates that there is no shortage of land for affordable housing. However, there is a "mismatch" between the availability of affordable housing and the need for such housing, both at the lowest end of the income scale and the upper end of the moderate-income bracket. That Plan and the [Public Services](#) Chapter of this Plan describe efforts to close these gaps and make adequate provisions for all economic segments of the community.

To meet all housing needs, we must keep growth compact, so it can preserve space for future residents and reduce the cost of public services. To ensure this happens, we will need to allocate enough land that will be suitable for a variety of housing types and costs including detached homes, duplexes, group homes, small cottages, apartments, special needs housing, manufactured housing, and accessory dwellings. This approach can provide both variety and affordable options. For example, factory-built manufactured housing governed by federal standards and modular housing built to state standards are often less expensive than site-built housing. This Plan provides for these types of units and more luxurious

and higher-priced shared-wall housing, including condominiums and townhouses.

Housing costs in the Olympia area rose rapidly from 1990 until the economic recession of 2008. In general the cost of owner-occupied housing rose more rapidly than income, while rents roughly corresponded to income changes. Those changing costs and availability of land for development, combined with public preferences, resulted in gradual changes in the area's ownership. While county-wide owner-occupancy rose from 65% to 68% between 1990 and 2010, owner-occupancy in the City declined from 52% to 50%. The type of housing structures being added to the housing stock has varied as a result of similar factors. As a result, multi-family housing county-wide increased gradually from about 16% in 1970 to about 22% by 2010. In the Olympia city limits multi-family structures provided 28% of the housing in 1970, and gradually increased to about 42% by 2010 as most new apartments were being built inside the urban areas.

GL16 The range of housing types and densities are consistent with the community's changing population needs and preferences.

PL16.1 Support increasing housing densities through the well-designed, efficient, and cost-effective use of buildable land, consistent with environmental constraints and affordability. Use both incentives and regulations, such as minimum and maximum density limits, to achieve such efficient use.

PL16.2 Adopt zoning that allows a wide variety of compatible housing types and densities.

PL16.3 Allow 'clustering' of housing compatible with the adjacent neighborhood to preserve and protect environmentally sensitive areas.

PL16.4 Disperse low and moderate-income and special needs housing throughout the urban area.

PL16.5 Support affordable housing throughout the community by minimizing regulatory review risks, time and costs and removing unnecessary barriers to housing, by permitting small dwelling units accessory to single-family housing, and by allowing a mix of housing types.

PL16.6 Promote home ownership, including by allowing manufactured

homes on individual lots, promoting preservation of manufactured home parks and allowing these parks in multi-family and commercial areas, all subject to design standards ensuring compatibility with surrounding housing and land uses.

PL16.7 Allow single-family housing on small lots, but prohibit reduced setbacks abutting conventional lots.

PL16.8 Encourage and provide incentives for residences above businesses.

PL16.9 In all residential areas, allow small cottages and townhouses, and one accessory housing unit per home -- all subject to siting, design and parking requirements that ~~ensure~~ contribute to neighborhood character ~~is maintained~~.

PL16.10 Require effective, but not unreasonably expensive, building designs and landscaping to blend multi-family housing into neighborhoods.

PL16.11 Require that multi-family structures be located near a collector street with transit, or near an arterial street, or near a neighborhood center, and that they be designed for compatibility with adjacent lower density housing; and be 'stepped' to conform with topography.

PL16.12 Require a mix of single-family and multi-family structures in villages, mixed residential density districts, and apartment projects when these exceed five acres; and use a variety of housing types and setbacks to transition to adjacent low-density ~~single-family~~ areas.

PL16.13 Encourage adapting non-residential buildings for housing.

PL16.14 Provide annual information on affordable homeownership and rentals in the City, including the operative definitions of affordable housing, criteria to qualify for local, state, and federal housing assistance, data on current levels of market-rate and affordable housing, demand for market-rate and affordable housing, and progress toward meeting market-rate and affordable housing goals.

Downtown and other Neighborhoods

Our community is composed of many neighborhoods. Some, like the downtown area, are composed of commercial, cultural and residential activities and land uses. Other neighborhoods are primarily residential, with nearby parks and schools. This section of the Plan addresses these

varied and unique places that together form Olympia.

Downtown Olympia

A community needs a "heart." For our community, the downtown area performs this role, not just for our city, but for the larger region. Downtown Olympia thus deserves and receives special attention. A city with a thriving downtown has more potential for bolstering community spirit and providing a healthy local economy.

Olympia's downtown includes over 500 acres. It is bounded generally by the State Capitol Campus, Capitol Lake, Budd Inlet, and Plum Street. This area includes Olympia's retail core, State and other office uses, and access to the waterfront, and is the center of most major transportation links. It is the social, cultural, and economic center of the area.

Downtown will continue to be an attractive place to live, work and play. Future office, retail and residential development will support downtown's role as a regional center and home of state government, commerce, and industry. Given its history, physical location and ~~established~~ identity, downtown Olympia will continue to be the heart of Olympia and the region.

GL17 Regional urban activity is centered in downtown Olympia.

PL17.1 Adopt a Downtown Plan addressing - at minimum - housing, public spaces, parking management, rehabilitation and redevelopment, architecture and cultural resources, building skyline and views, and relationships to the Port peninsula and Capitol Campus.

PL17.2 Include public art and public spaces in the downtown landscape.

PL17.3 Through aggressive marketing and extra height, encourage intensive downtown residential and commercial development (at least 15 units and 25 employees per acre) sufficient to support frequent transit service.

PL17.4 Encourage development that caters to a regional market.

PL17.5 Coordinate with State of Washington and Port of Olympia to ensure that both the Capitol Campus plan and Port peninsula development

are consistent with and support the community's vision for downtown Olympia.



The Farmers Market, where downtown meets the Port.

PL17.6 Landscape the downtown with trees, planters and baskets, banners, community gardens and other decorative improvements.

GL18 Downtown designs express Olympia's heritage and future in a compact and pedestrian-oriented manner.

PL18.1 Regulate the design of downtown development with specific but flexible guidelines that allow for creativity and innovation, enhance historic architecture and recognize distinct areas of downtown, and do not discourage development.

PL18.2 Require that downtown development provide active spaces, adequate sunlight and air-flow and minimize 'blank' walls at street level.

PL18.3 Require development designs that favor pedestrians over cars by including awnings and rain protection that blend with historic architecture, create interest, and minimize security and safety risks; development designs should also foster cultural events, entertainment, and tourism.

PL18.4 Provide for private use of public lands and rights-of-way when in

the best interest of the community.

PL18.5 Design streets with landscaping, wide sidewalks, underground utilities and a coordinated pattern of unifying details.

PL18.6 Designate 'pedestrian streets' where most of the frontage will have 'people-oriented' activities and street-level buildings will have a high proportion of glass. Prohibit parking lots along these streets, except when preserving scenic views and instead provide surface parking along other streets.

PL18.7 Plant, maintain, and protect downtown trees for enjoyment and beauty; coordinate planting, with special attention to Legion Way and Sylvester Park and a buffer from the Port's marine terminal.

PL18.8 Limit drive-through facilities to the vicinity of the Plum Street freeway interchange.

PL18.9 Limit building heights to accentuate, and retain selected public views of, the Capitol dome.

GL19 Downtown's historic character and significant historic buildings, structures, and sites are preserved and enhanced.

PL19.1 Promote the Downtown Historic District to provide a focal point of historic interest, maintain the economic vitality of downtown, and enhance the richness and diversity of Olympia.

PL19.2 Minimize damage to significant historic features or character during rehabilitation projects.

PL19.3 Design new development and renovations so they are compatible and harmonious with the established pattern, alignment, size and shape of existing downtown area.

PL19.4 Incorporate historic buildings into redevelopment projects and restore historic facades.

Neighborhoods

This section contains the goals and policies that will protect and improve the character and livability of our existing ~~established~~ neighborhoods and

shape our new neighborhoods. All of the city's neighborhoods are envisioned as places where many features are available within a ten-minute walk. A variety of housing types located along pleasant, pedestrian-oriented streets will provide quality living opportunities. ~~Most housing will be single-family detached homes~~ Lower-density housing will exist throughout much of Olympia, but and higher-density housing will be available near major streets and commercial areas to take advantage of transit, other services, and employment opportunities. Housing types and densities will be dispersed throughout the city to minimize social problems sometimes associated with isolating people of similar means and lifestyles.



One of Olympia's many attractive neighborhoods.

Each neighborhood should have:

- Narrow, tree-lined streets that are easy and interesting to use for walking, bicycling, and travel by transit
- A system of open space and trails with a neighborhood park
- A readily-accessible elementary school or other place of public assembly
- Diverse housing types that accommodate varying income levels, household sizes, and lifestyles
- Sufficient housing densities to support frequent transit service and sustain neighborhood businesses

- A 'neighborhood center' with businesses serving area residents



A neighborhood grocery near the Capitol.

A large portion of Olympia's residents are to live within a quarter-mile of a neighborhood center. These centers will be focal points of neighborhoods. Although they will vary by location, they generally should contain small-scale convenience and service businesses, a transit stop and a neighborhood park and be bounded by moderate or high-density housing. These neighborhood centers will serve as activity hubs or small-scale town squares that foster social interaction and a sense of community and accommodate nearby residents' routine shopping needs.

Where possible, a network of walking and biking routes that provide both recreational and commuting opportunities will connect these neighborhood centers to parks, schools, and downtown. To minimize traffic impacts and provide for transit service, these centers will be near major streets. Approximate locations for these centers are shown on the [Future Land Use Map](#).

Although neighborhoods will have some common features, each is unique. Recognizing this, the City envisions a public process where the needs of specific neighborhoods can be individually addressed. This process is described in the Public Participation Chapter and will focus on twelve planning areas. And, as described below, site-specific plans will be prepared for a few select other areas of the community. Managing these areas well will be critical to the success of this Comprehensive Plan and deserves extraordinary attention.



Shady sidewalks provide neighborhood character.

GL20 Development maintains and improves neighborhood character and livability.

PL20.1 Require development in ~~established~~ neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

PL20.2 Unless necessary for historic preservation, prohibit conversion of housing in residential areas to commercial use; instead, support redevelopment and rehabilitation of older neighborhoods to bolster stability and allow home occupations (except convalescent care) that do not degrade neighborhood appearance or livability, nor create traffic, noise or pollution problems.

PL20.3 Allow elder care homes and seniors-only housing and encourage child care services everywhere except industrial areas; but limit hospice care to multi-family and commercial districts.

PL20.4 Support development and public improvements consistent with healthy and active lifestyles.

PL20.5 Prevent physical barriers from isolating and separating new developments from existing neighborhoods.

GL21 Neighborhood centers are the focal point of neighborhoods and villages.

PL21.1 Establish a neighborhood center at each **village** site, encourage development of the neighborhood centers shown on [Future Land Use Map](#), and add additional centers when compatible with existing land uses and where they are more than one-half mile from other commercial areas.

PL21.2 Locate neighborhood centers along collector or arterial streets and within about 600 feet of a transit stop.

PL21.3 Support housing, a food store, a café or bakery, and a neighborhood park or civic green at all neighborhood centers. Allow churches, schools, and convenience businesses and services that cater primarily to neighborhood residents. Prohibit auto-oriented uses. Vary the specific size and composition of such centers for balance with surrounding uses. Where practical, focus commercial uses on civic greens or parks. Limit the size of commercial uses. (Note: A larger urban center is permitted in the Briggs Urban Village.)

PL21.4 Allow neighborhood center designs that are innovative and provide variety, but that ensure compatibility with adjoining uses. Consider appropriate phasing, scale, design and exterior materials, as well as glare, noise and traffic impacts when evaluating compatibility. Require that buildings primary access directly from street sidewalks and be oriented toward the neighborhood and any adjacent park or green. Require that signage be consistent with neighborhood character.

PL21.5 Locate streets and trails for non-arterial access to the neighborhood center.

GL22 Trees help maintain strong and healthy neighborhoods.

PL22.1 Use trees to foster a sense of neighborhood identity.

PL22.2 Identify, protect and maintain trees with historic significance or other value to the community or specific neighborhoods.

PL22.3 Encourage the use of appropriate fruit and nut trees to increase local food self-sufficiency.

Sub-area Planning

Much of this Plan applies to the entire Olympia community. However, this is a large area of over twenty-four square miles with tens of thousands of residents. Thus this Plan cannot address all of the details of our community. Twelve planning areas, including downtown, are to be established to provide that opportunity. In general, planning areas will be comparable to the scale of an elementary school service area with five to ten thousand residents. As described in the Public Participation and Partners chapter, this scale will provide the opportunity for interested parties to focus on furthering the community's plan for these areas. These sub-area efforts must be consistent with this Comprehensive Plan.

GL23 Each of the community's major neighborhoods has its own priorities.

PL23.1 In cooperation with residents, landowners, businesses, and other interested parties, establish priorities for the planning sub-areas. The specific area, content, and process for each sub-area is to be adapted to the needs and interests of each area. (See Goal 5 of [Public Participation and Partners](#) chapter.)

PL23.2 Create sub-area strategies that address provisions and priorities for community health, neighborhood centers and places of assembly, streets and paths, cultural resources, forestry, utilities, open space and parks.

PL23.3 Develop neighborhood and business community approaches to beautification that include activities in residential and commercial areas.

'Villages' and other Planned Developments

Sites for 'neighborhood villages,' one 'urban village,' and the older Evergreen Park planned unit development, each with a compatible mixture of single and multi-family housing and businesses, are designated within the urban area. These mixed-use projects are to provide for a coordinated,

compatible mixture of single and multi-family housing arranged around a readily-accessible neighborhood center. The locations and mix of land uses and the design of the street and trail system in these areas are to create an environment that encourages walking, biking and use of transit, while providing direct, pleasant routes for motorists. These 'villages' will foster efficient land use through compact, higher-density development with residential uses near bus stops and basic retail and support services.

The smaller 'neighborhood villages' will typically consist of single-family detached homes, townhouses and multi-family units, surrounding a small neighborhood center. The 'urban village' will be more diverse and intensely developed. The businesses of the urban village will serve a larger area and may include a supermarket, offices, and a broad array of predominantly neighborhood-oriented businesses and services. Both the neighborhood villages and urban villages are to be designed as coordinated, integrated projects with a compatible mix of land uses. Development phasing requirements will ensure that each project component and amenity is developed at the appropriate time. While these villages and the Evergreen Park PUD will have many characteristics in common, the design and composition of each project will vary in response to site conditions, location, market demand, available street and utility capacity, and the character of the surrounding neighborhood, and will evolve over time.

GL24 Mixed use developments, also known as "villages," are planned with a pedestrian orientation and a coordinated and balanced mix of land uses.

PL24.1 Require planned development sites shown on the [Future Land Use Map](#) to develop as coordinated, mixed-use projects.

PL24.2 Provide for any redevelopment or redesign of planned developments including the Evergreen Park Planned Unit Development to be consistent with the 'village vision' of this Plan.

PL24.3 Require 'master plans' for villages that encompass the entire site and specify the project phasing, street layout and design, lot arrangement, land uses, parks and open space, building orientation, environmental protection and neighborhood compatibility measures.

PL24.4 Provide for a compatible mix of housing in each village with pleasant living, shopping and working environment, pedestrian-oriented

character, well-located and sized open spaces, attractive well-connected streets and a balance of retail stores, offices, housing, and public uses.

PL24.5 Require a neighborhood center, a variety of housing, connected trails, prominent open spaces, wildlife habitat, and recreation areas in each village.

PL24.6 Require that villages retain the natural topography and major environmental features of the site and incorporate water bodies and stormwater ponds into the design to minimize environmental degradation.



Landscaping enhances a stormwater pond.

PL24.7 Locate parking lots at the rear or side of buildings, to avoid pedestrian interference and to minimize street frontage. Landscape any parking adjacent to streets and minimize parking within villages by reducing requirements and providing incentives for shared parking.

PL24.8 Require village integrity but provide flexibility for developers to respond to market conditions.

PL24.9 Limit each village to about 40 to 200 acres; require that at least 60% but allow no more than 75% of housing to be single-family units; and require at least 5% of the site be open space with at least one large usable open space for the public at the neighborhood center.

PL24.10 Require that 90% of village housing be within a quarter mile of

the neighborhood center and a transit stop.

PL24.11 Provide for a single "urban village" at the intersection of Henderson Boulevard and Yelm Highway; allowing up to 175,000 square feet of commercial floor area plus an additional 50,000 square feet if a larger grocery is included; and requiring that only 50% of the housing be single-family.

GL25 Local Thurston County food production is encouraged and supported to increase self-sufficiency, reduce environmental impact, promote health, and the humane treatment of animals, and support the local economy.

PL25.1 Actively partner with community organizations to provide education and information about the importance of local food systems.

PL25.2 Encourage home gardens as an alternative to maintaining a lawn.

PL25.3 Collaborate with community partners to ensure that everyone within Olympia is within biking or walking distance of a place to grow food.

PL25.4 Encourage for-profit gardening and farming in the community.

PL25.5 Purchase locally grown food when possible.

PL25.6 Allow food-producing gardens on rooftops, and offer incentives to include greenhouses for year-round food production.

PL25.7 Recognize the value of open space and other green spaces as areas of potential food production.

PL25.8 Work with community organizations to develop strategies, measure, and set goals for increasing local food production.

PL25.9 Work with local governments throughout the region to help protect existing agricultural lands and develop and promote a vibrant local food economy.

PL25.10 Partner with community organizations to help educate ~~citizens~~ community members who are interested in raising animals for food in the city. This might include information about protecting animals from predators, maintaining sanitary conditions, and treating animals humanely.

PL25.11 Educate and encourage ~~citizens~~ community members to purchase from local farms and small producers as an alternative to factory farms that may engage in inhumane treatment of animals.

Appendix A - Future Land Use Map Designations

The land use designations of the [Future Land Use Map](#) are described below and summarized in the Future Land Use Designations Table. Note that those indicated as symbols on the [Future Land Use Map](#) generally are not to exceed ten acres each.

Low-Density Neighborhoods. This designation provides for low-density residential development, primarily single-family detached housing and low-rise multi-family housing, in densities ranging from twelve units per acre to one unit per five acres depending on environmental sensitivity of the area. Where environmental constraints are significant, to achieve minimum densities extraordinary clustering may be allowed when combined with environmental protection. Barring environmental constraints, densities of at least four units per acre should be achieved. Supportive land uses and other types of housing, including accessory dwelling units, townhomes and small apartment buildings, may be permitted. Specific zoning and densities are to be based on the unique characteristics of each area with special attention to stormwater drainage and aquatic habitat. Medium Density Neighborhood Centers are allowed within Low Density Neighborhoods. Clustered development to provide future urbanization opportunities will be required where urban utilities are not readily available.

Medium-Density Neighborhoods. This designation provides for townhouses and multi-family residential densities ranging from thirteen to twenty-four units per acre. Specific zoning is to be based on proximity to bus routes and major streets, land use compatibility, and environmental constraints. Specific zoning will include minimum and maximum densities to ensure efficient use of developable land and to ensure provision of an adequate variety of types of housing to serve the community. Higher densities should be located close to major employment or commercial areas. Clustering may be permitted.

Mixed Residential. This designation requires a mixture of single and multifamily housing at densities ranging from seven to eighteen units per acre. Specific density ranges and mandatory mixes should be based on

land use compatibility and proximity to bus routes and major streets, while also ensuring availability of a variety and blending of housing types and choices.

Neighborhood Centers. This designation provides for neighborhood-oriented convenience businesses and a small park or other public space. Although the locations shown on the [Future Land Use Map](#) are approximate, these centers should be along major streets and generally near areas of higher residential densities. The exact location and mix of uses of the centers in these areas will be established at the time of development approval. In general they should be focused on serving nearby residents, be well integrated with adjacent land uses, and have excellent pedestrian and bicyclist access with minimal car parking.

Residential Mixed Use. To provide opportunities for people to live close to work, shopping, and services, this designation provides for high-density multifamily housing in multistory structures combined with limited commercial uses in parts of downtown, near the State Capitol Campus, and near urban corridors and other activity centers. This designation helps to achieve density goals, to create or maintain a desirable urban living environment for residents of these areas, and to ensure that new urban residential buildings incorporate features which encourage walking and add interest to the urban environment. The commercial uses are intended to help support the residential use of the area by providing retail and personal services within walking distance of the housing. Housing in these high amenity areas will contribute to community vitality, include well-designed buildings on continuous street edges, link one area with another, encourage pedestrian activity, and include visible public spaces that increase safety and decrease vandalism.

Planned Developments. This designation includes areas of mixed uses where specific 'master plans' are required prior to development. These master plans are prepared and proposed by one or a few parties and subject to review and confirmation by the City. This designation is intended to achieve more innovative designs than in conventional developments but which are also compatible with existing uses in the area. Innovative designs may include offering a wider variety of compatible housing types and densities, neighborhood convenience businesses, recreational uses, open space, trails and other amenities. Generally residential densities should range from seven to thirteen units per acre, but the specific mix of land uses will vary with the zoning, environment, and master plan of each site. In addition to a variety of housing types,

these areas may include neighborhood centers as described below. Each of the two planned developments along Yelm Highway may include a larger neighborhood-oriented shopping center with a supermarket. The planned development designation also includes retaining certain existing, and potentially new, manufactured housing parks in locations suitable for such developments. Two unique planned developments include substantial government office buildings and related uses - these are the Capitol Campus; and Evergreen Park, which includes the site of the Thurston County courthouse.

Professional Offices & Multifamily Housing. This designation accommodates a wide range of offices, services, limited retail uses specifically authorized by the applicable zoning district, and moderate-to-high density multifamily housing in structures as large as four stories.

Urban Corridors. This designation applies to certain areas in the vicinity of major arterial streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structures farther from the street to transition to adjacent designations. Particular 'nodes' or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.

Urban Waterfront. Consistent with the State's Shoreline Management Act, this designation provides for a compatible mix of commercial, light industrial, limited heavy industrial, and multifamily residential uses along the waterfront.

Central Business District. This designation provides for a wide range of activities that make downtown Olympia the cultural, civic, commercial and employment heart of the community. A dense mix of housing, pedestrian-oriented land uses and design and proximity to transit make a convenient link between downtown, the State Capitol, the waterfront, and other activity centers in the region. The scale, height and bulk of development reinforce downtown Olympia's historic character, buildings, places and street layout.

General Commerce. This designation provides for commercial uses and activities which are heavily dependent on convenient vehicle access but which minimize adverse impact on the community, especially on adjacent properties having more restrictive development characteristics. The area should have safe and efficient access to major transportation routes. Additional "strip" development should be limited by filling in available

space in a way that accommodates and encourages pedestrian activity.

Auto Services. This designation conserves areas for concentrating land uses associated with automobile and other motor vehicle sales and services. Alternative uses such as professional offices may be permitted if compatible with the primary purpose of the designation.

Medical Services. This designation conserves areas in the vicinity of hospitals for concentrating medical services and facilities, associated uses, and moderate to high-density housing.

Light Industry. This designation provides for light industrial uses, such as assembly of products and warehousing, and compatible, complementary commercial uses.

Industry. This designation provides for heavy industrial development, such as manufacturing, transportation terminals and bulk storage, and complementary commercial uses in locations with few land use conflicts, minimal environmental constraints, and adequate freight access.

High-Density Neighborhoods Overlay: Multi-family residential, commercial and mixed use neighborhoods with densities of at least 25 dwelling units per acre for residential uses that are not re-using or redeveloping existing structures. New mixed-use developments include a combination of commercial floor area ratio and residential densities that are compatible with a high-density residential neighborhood. The height in these neighborhoods will be determined by zoning and based on the "Height and View Protection Goals and Policies."

Table: Future Land Use Designations

FUTURE LAND USE DESIGNATION	PRIMARY USE¹	RESIDENTIAL DENSITY²	BUILDING HEIGHTS³	ESTIMATED ACREAGE⁴	PERCENTAGE OF UGA⁵
Low-Density Neighborhoods (LDN)	Single-family Residential	Up to 12 units per acre	2 to 3 stories	11,000 ac.	71%
Medium-Density Neighborhoods (MDN)	Multi-family Residential	13 to 24 units per acre	Up to 3 stories	600 ac.	4%
Mixed Residential	Single & Multi-family	7 to 18 units per acre	Up to 4 stories	150 ac.	1%
Neighborhood Centers	Commercial	Variable	2 to 3 stories	Variable	N/A
Residential Mixed Use	Multi-family Residential	Not limited	3 to 5 stories	100 ac.	1%
Planned	Mixed Use	Residential areas: 7	Varies by site and	725 ac.	5%

Developments		to 13 units per acre	land use		
Professional Offices & Multifamily Housing	Mixed Use	Minimum 7 units per acre	3 to 4 stories	375 ac.	2%
Urban Corridors	Commercial	Minimum 15 units per acre	3 to 6 stories	1,500 ac.	10%
Urban Waterfront	Mixed Uses	Minimum 15 units per acre	3 to 7 stories	200 ac.	1%
Central Business District	Commercial	Minimum 15 units per acre	Up to 8 stories	200 ac.	1%
General Commerce	Commercial	Minimum 7 units per acre	3 to 6 stories	75ac.	<1%
Auto Services	Commercial	Not applicable	Up to 3 stories	125 ac.	1%
Medical Services	Commercial	Minimum 7 units per acre	Up to 6 stories; plus taller hospitals	250 ac.	2%
Light Industry	Industry & Wholesaling	Not applicable	5 stories	100 ac.	1%
Industry	Industrial	Not applicable	3 to 6 stories	75ac.	<1%

¹Primary Use is the anticipated use of the majority of building floor area in each category. Substantial other uses are likely.

²Residential Density is a general range for planning purposes and subject to variation based on site suitability. Specific allowed ranges should be established by development regulations.

³Building Heights is the approximate size of the taller buildings anticipated in each category. Specific height or stories limits should be established by development regulations.

⁴Estimated Acreage is a rough approximation based on the [Future Land Use Map](#) with recognition of the indistinct nature of the category boundaries.

⁵Percentage of UGA is a rounded number provided for convenience based on the 'estimated acreage' and an assumption of approximately 24 square miles of land in the **Urban Growth Area**.

Appendix B - Important Downtown Views

In accordance with Land Use Goal #8 and associated policies, as part of the Downtown Strategy (adopted April 2017), the City conducted a public process to identify important downtown views. Existing views within the following locations were identified.

	Public Observation Area FROM	Landmark View TO
1	4 th Ave Bridge to	Capitol Lake
2	4 th Ave Bridge to	Olympic Mountains
3	4 th Ave Bridge to	Mt. Rainier
4	4 th Ave Bridge to	Capitol Dome
5	4 th Ave Bridge to	Budd Inlet
6	Capitol Way & 11th	Budd Inlet (looking north)
7	Capitol Way & Talcott Ave	Capitol Lake
8	Capitol Way & Amanda Smith Way	Capitol Lake
9	Chestnut & 4th	Budd Inlet (looking north)
10	Deschutes Parkway	Budd Inlet
11	Deschutes Parkway	Capitol Lake
12	Deschutes Parkway	Capitol Dome
13	East Bay Dr. Lookout (ROW about 400' from intersection of Olympia Ave and East Bay Dr.)	Budd Inlet
14	East Bay Dr. Lookout (ROW about 400' from intersection of Olympia Ave and East Bay Dr.)	Olympic Mountains
15	East Bay Dr. Overlook (pocket park about 2,200' from intersection of East Bay Dr. and State Ave.)	Capitol Dome
16	Henry & State Street	Capitol Dome (looks through downtown)
17	Madison Scenic Park	Capitol Dome
18	Madison Scenic Park	Black Hills
19	Northpoint	Budd Inlet
20	Northpoint	Olympic Mountains
21	Park of the Seven Oars	Mt. Rainier
22	Percival Landing	Capitol Dome
23	Percival Landing	Olympic Mountains
24	Percival Landing	Budd Inlet
25	Port Plaza	Capitol Dome
26	Priest Point Park	Capitol Dome
27	Puget Sound Navigation Channel	Capitol Dome
28	Puget Sound Navigation Channel	Mt. Rainier
29	Quince & Bigelow (Park)	Capitol Dome

30	Simmons St	Capitol Dome
31	Simmons St	Capitol Lake
32	State Capitol Campus Promontory	Budd Inlet
33	West Bay Park Rotary Circle	Mt. Rainier
34	West Bay Park Rotary Circle	Budd Inlet
35	West Bay Park Rotary Circle	Capitol Dome

For More Information



















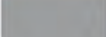
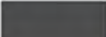
- The [Buildable Lands Report](#) prepared for Thurston County by the staff of the [Thurston Regional Planning Council](#) helps Olympia to determine the quantity of land to provide for population and employment growth
- The [Capitol Master Plan](#) prepared by the Department of Enterprise Services describes the State's plans for certain lands within and adjacent to downtown
- The [Port of Olympia's Planning documents](#) describe the Port's vision for the future of its lands within Olympia, as well as its role within Thurston County in general
- The [Downtown Plan](#) focuses on the city center and was formerly a part of this Comprehensive Plan. It is now a separate document adopted by the City Council
- The [Urban Corridors Task Force Recommendations](#), adopted by [Thurston Regional Planning Council](#) in 2012, describes challenges and opportunities for the urban corridors of Olympia, Lacey and Tumwater
- The [Kaiser Harrison Opportunity Area Plan](#) describes a mixed use pedestrian and bicycle friendly sub-area plan with a lifestyle retail center, multi-use trail, and a neighborhood park.

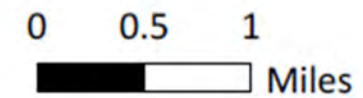
Future Land Use

Publication Date: 10/22/2018

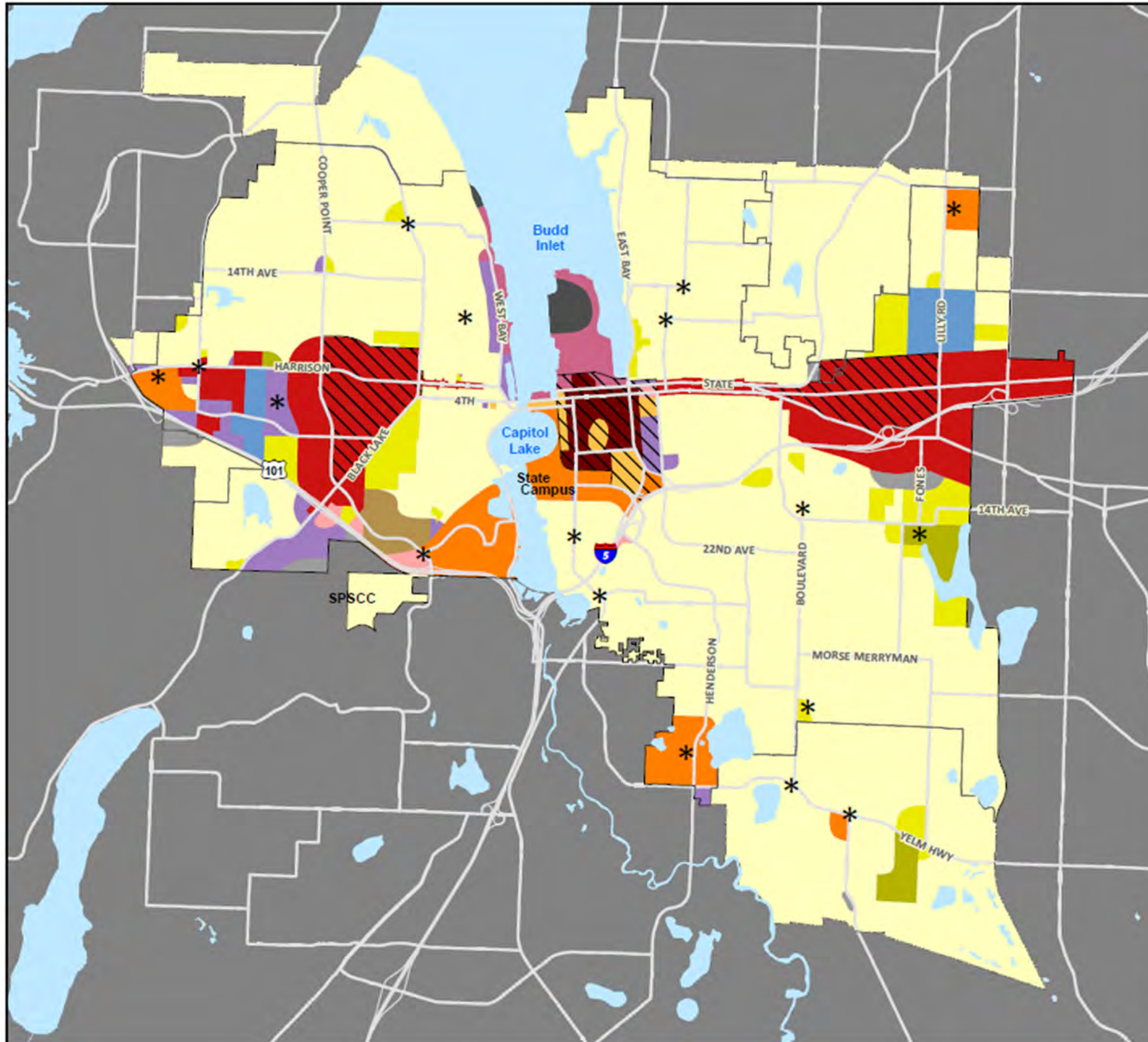
Effective Date: 10/23/2018

Ordinance #7156

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

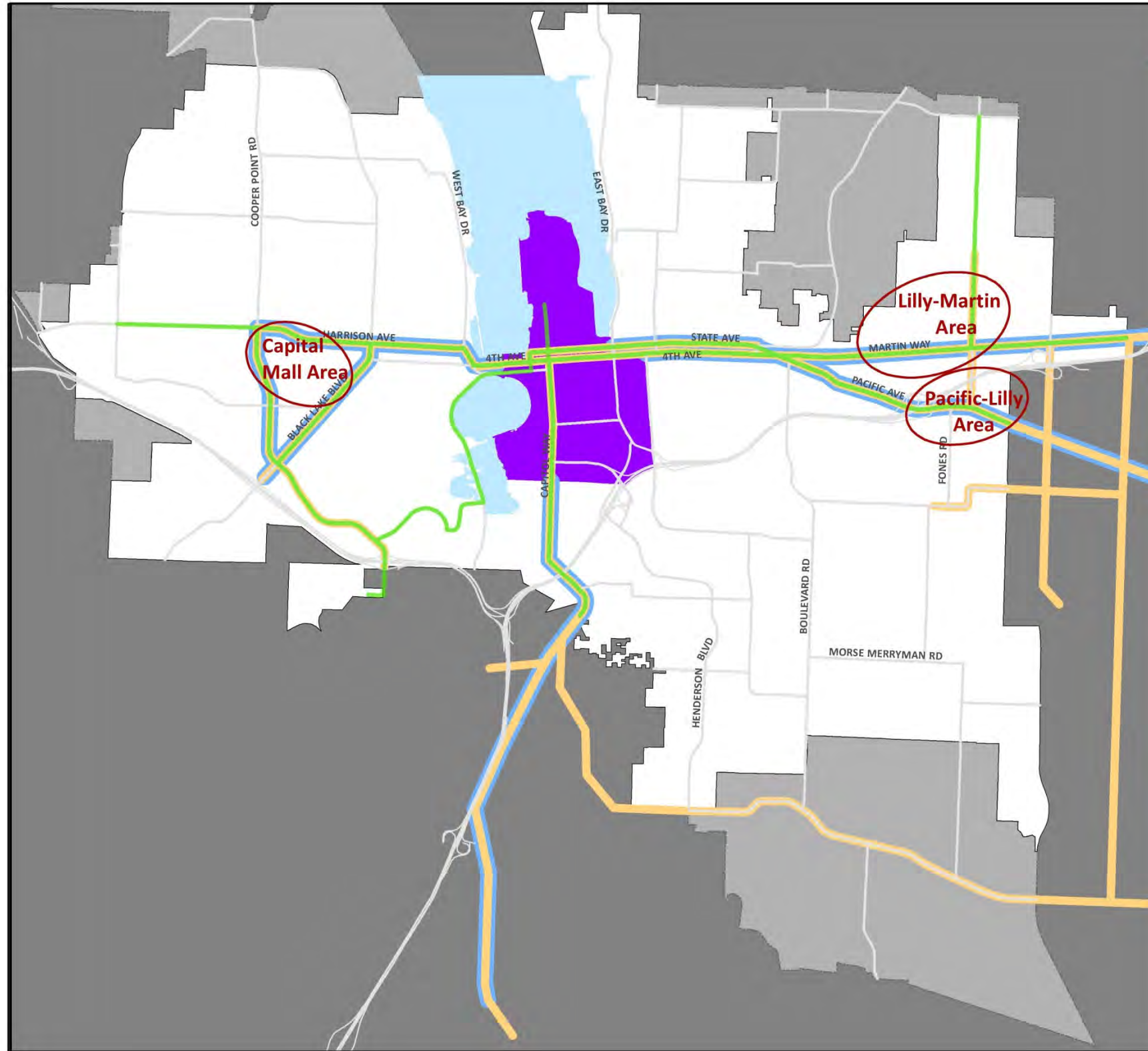


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Transportation Corridors

Reflects 2025 Regional Transportation Plan



Focus Areas
See Land Use and Urban Design Chapter

First Priority Bus Corridors
Streets with high-quality transit

Strategy Corridors
Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.

Urban Corridors
Multimodal transportation corridors that support adjacent land uses. Line width does not indicate land use designation. See the Land Use and Urban Design Chapter for specific land use designations.

City Center

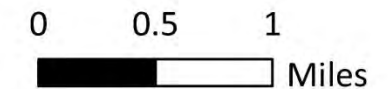
City Limits

Urban Growth Area

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945



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Transportation



Bicyclists and an Intercity Transit bus share the road along Olympia's 4th Avenue Bridge.

What Olympia Values:

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

Our Vision for the Future:

Complete streets that move people, not just cars.

Introduction

Olympia's future transportation system will focus on moving people, not just cars. Our ability to create vibrant urban areas, reduce our environmental impact, and conserve our financial and energy resources will depend on an increase in walking, biking and transit.

Our future streets will work for all modes of transportation - thanks to our investment in sidewalks, bike lanes, trees, and safe crossings. We will build streets that are human scale, for people, as well as cars. A more connected grid of smaller streets will shorten trips for people walking, biking and driving, and allow trucks, buses and emergency vehicles to have direct and efficient routes.




As Olympia grows, we are learning to use a range of tools that will help us to both respond to growth and provide people with more choices. It won't eliminate congestion, but with the help of involved citizens community members, our future

system will provide safe and inviting ways for us to walk, bike, and use public transit.



Olympia's Gateway Corridor.

This Transportation chapter takes direction from a number of state, regional and local plans, policies, and guidelines:

- The Washington State [Growth Management Act](#)  guides cities to link transportation and land-use planning. This means that *as* growth occurs, the City will provide adequate public facilities and a transportation system that supports walking, biking, and public transit, as well as vehicles.
- The [Thurston Regional Transportation Plan](#)  describes how the region will work together on regional problems and priorities. The plan encourages us to develop high-density, mixed-use urban form in our cities, make new street connections, and find ways to reduce drive-alone commuting.
- The [Olympia Transportation Mobility Strategy](#)  provides overall guidance on how we can build a multimodal transportation system. It looks strategically at system capacity, complete streets, bus corridors, connectivity, transportation demand management, and funding.
- The City has relied on a number of studies in the past to help it make decisions on capacity, street connectivity, and street design, and these decisions have had a long-term impact on our local transportation system.

They also have helped to shape the transportation goals and policies in this plan. See Appendix A, Transportation Planning History for study descriptions.

- This plan is consistent with the [Washington Transportation Plan](#), which establishes a 20-year vision for the state's transportation system and recommends statewide transportation policies and strategies to the legislature and Governor.



Bicyclists travel over Olympia's 4th Avenue Bridge.

Complete Streets

Streets with wide sidewalks and trees invite us to walk to the store or a friend's house. Bike lanes make biking to work more appealing and convenient. The way we design our streets will create new opportunities for how we travel within our city, and how we interact with one another.

"Complete streets" are built for pedestrians, bicyclists, and transit riders, as well as cars, trucks and buses. They increase the number of people walking, biking and using transit, and are also safe for motor vehicles. Complete street policies complement other goals, such as boosting our economy, reducing congestion, increasing land-use density, minimizing environmental impacts, and giving people more opportunities to be physically active.



4th Avenue near City Hall redesigned with bike lanes and wider sidewalks.

Goals and Policies

GT1 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.

PT1.1 Retrofit major streets to be human scale and include features to make walking, biking and transit use safe and inviting.

PT1.2 Build streets with individual lanes that are as narrow as safely possible to discourage speeding, while making sure larger vehicles are able to enter areas where they are needed.

PT1.3 Establish speed limits to create a safe environment for pedestrians and bicyclists, while maintaining motor vehicle traffic flow. Speed limits shall not exceed 35 miles-per-hour on arterial and major collector streets, and 25 miles-per-hour on neighborhood collectors and local access streets, and in the City Center. Provisions are allowed to establish 20 miles-per-hour speed limits for select conditions and as allowed by state law.

PT1.4 Reduce the impact of traffic on pedestrians by creating buffers such as on-street parking, trees, planter strips, wide sidewalks, and creating interest along the street with amenities and building design.

PT1.5 Create attractive streetscapes with sidewalks, trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive and functional transit stops and shelters.

PT1.6 Build intersections that are safe for pedestrians, bicyclists, and motor vehicles. Use minimum dimensions (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.

PT1.7 Use medians for access control and to keep the number of motor vehicle lanes to a minimum.

PT1.8 Use medians for pedestrian crossing islands, and to enhance the beauty of the street.

PT1.9 Build streets in a grid pattern of small blocks to allow streets to be narrow and low-volume, encourage walking, and provide travelers with a choice of routes.

PT1.10 Minimize driveways along major streets to reduce conflicts between vehicles and bicyclists and pedestrians. Encourage shared driveways or provide access off side streets and alleys.

PT1.11 Require consolidation of driveways and parking lot connectivity for adjacent commercial areas to facilitate access from one site to another without having to access the roadway.


PT1.12 Recognize the value of street trees for buffering pedestrians from motor vehicle traffic, to capture vehicle emissions, shade sidewalks, and protect asphalt from heat. Proper selection, care and placement are critical to long-term maintenance of trees along streets, street pavement and sidewalks.

PT1.13 Consider modified street design to enhance the function of a street for a particular mode, such as bicycling, or to support the unique identity of a street, such as an historic district.

PT1.14 Provide adequate and safe street and pathway lighting, in a way that reduces light pollution.



Bicyclist on 5th Avenue.

GT2 As new streets are built and existing streets are reconstructed, add multimodal features as specified in the City of Olympia [Engineering Design and Development Standards](#) .

PT2.1 Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include bike lanes, sidewalks, planter strips, pedestrian-crossing features, and other amenities that support pedestrian comfort and safety.

PT2.2 Build major collector streets to connect arterials to residential and commercial areas. Include bike lanes, sidewalks, planter strips and pedestrian-crossing features.

PT2.3 Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets should include sidewalks and planter strips, and may include pedestrian-crossing features. Some neighborhood collectors include bike lanes, or signs and markings to designate a bike route. (See Appendix D: Bike Network Map and List.)

PT2.4 Build local access streets to provide direct connections to properties within

neighborhoods. All new local access streets should include sidewalks and planter strips and may include wayfinding signs to direct cyclists to the larger bicycle network.

PT2.5 Provide transit stops and service accommodations, in consultation with Intercity Transit. Encourage sidewalk access to all designated stops and consider pedestrian crossing improvements to facilitate access, including mid-block crossing islands on high-volume streets.

PT2.6 Install or allow traffic-calming devices on local access, neighborhood collector, and some major collector streets where speeds, volumes and other conditions indicate a need. Consider pedestrian, bicyclist and transit bus safety and access when installing traffic-calming devices.

PT2.7 Allow on-street parking on local access and neighborhood collector streets.

PT2.8 Make it a priority to add bulb-outs for shorter pedestrian crossings and to slow traffic on existing arterials and major collectors with on-street parking. Consider building bulb-outs on neighborhood collector streets with on-street parking where overall narrowing of the street is not possible.

PT2.9 Allow the City to modify street standards in environmentally sensitive areas based on planning work, and specify these changes in the code.

PT2.10 Use innovative designs to reduce or eliminate stormwater run-off.

PT2.11 Use Olympia's regularly updated [Engineering Design and Development Standards](#) to ensure that transportation-related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

PT2.12 Regularly revise the [Olympia Municipal Code](#) and [Engineering Design and Development Standards](#) to give detailed guidance on how transportation services should be paid for and delivered in accordance with the principles established in this Comprehensive Plan.

GT3 Streets allow the efficient delivery of goods and services.

PT3.1 Design streets so that goods and services can be delivered safely and efficiently. This means buses, commercial trucks, emergency and other public service vehicles have an appropriate level of access.

PT3.2 Designate and enforce appropriate linear curb space so that commercial vehicles can load and unload in urban areas.

PT3.3 Consider large-vehicle movement in the design of arterial and major collector streets, particularly at intersections, on streets in industrial- zoned areas, and in mixed-use areas.

PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.

PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.

PT3.6 Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.

PT3.7 Maintain alleyways for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars, or other obstructions.

Connectivity

A city with a well-connected network of smaller streets helps create a better city for walking, biking, riding the bus and driving. This “connectivity” creates a human-scale environment. Whether people are walking, biking, or driving, their routes are shorter. Transit riders can get to their stops more easily. A well-connected street grid provides direct and efficient access for all types of service vehicles including transit buses, delivery trucks, and emergency vehicles.



A street connection extends Olympia Avenue to the downtown.

A 1994 planning study conducted by the City led to the fully-connected street network we are now building. The study determined that instead of continuing to widen our major roads, we should build a connected grid of smaller streets. This study became the basis for our vision of a modified street grid and planned street connections. (See maps in Appendix B and the Transportation Planning History in Appendix A for additional information.)

Because well-connected streets create more direct routes, fewer miles are driven, saving fuel and reducing pollution. During emergencies and major construction, the grid provides options: if one route is blocked, other direct routes are available. A grid also provides more opportunities to turn left, reducing traffic back-ups.

There can be challenges with making street connections. Topography and environmentally sensitive areas can make certain street connections infeasible. Some street connections and the resulting changes to traffic patterns have the potential to affect neighborhood character or disproportionately impact some residents. The City will balance decisions about the value of a street connection with potential impacts to the unique geography, character or historical context of a residential neighborhood. In these cases, policies help guide the analysis of a street connection. When street connections are not made for motor vehicle access, priority will be given to making a connection for bicyclists, pedestrians, emergency vehicles and transit.

Pathways and trails provide connectivity for bicyclists and pedestrians. Pathways are shortcuts in neighborhoods that provide connections to parks, schools, trails and streets. Trails allow travel off the street system, benefitting bicyclists and pedestrians for transportation and recreation.



The gridded street network in an older neighborhood.

Goals and Policies

GT4 The street network is a well-connected system of small blocks, allowing short, direct trips for pedestrians, bicyclists, transit users, motorists, and service vehicles.

PT4.1 Connect streets in a grid-like pattern of smaller blocks. Block sizes should range from 250 feet to 350 feet in residential areas and up to a maximum of 500 feet along arterials.

PT4.2 Build new street connections to reduce travel time and distances for all users of the street system.

PT4.3 Build new street and pathway connections so that people walking, biking, or accessing bus stops have direct route options, making these modes more inviting.

PT4.4 Build new street connections so that motor-vehicle trips are shorter, to save fuel, cut travel time, and reduce pollution.

PT4.5 Build new street connections so the grid provides other routes if an emergency or major construction blocks travel.

PT4.6 Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.

PT4.7 Build a human-scale street grid of small blocks by defining required dimensions in the [Engineering Design and Development Standards](#). Use street-spacing criteria to define the frequency of different types of streets in the grid, and define block sizes on each type of street to keep blocks small.

PT4.8 Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix B. Require the use of the [Engineering Design and Development Standards](#).

PT4.9 Seek public and private funding to construct street connections in the network.

PT4.10 Require new developments to connect to the existing street network and provide for future street connections to ensure the gridded street system is built concurrent with development.

PT4.11 Retrofit existing development into a pattern of short blocks.

PT4.12 Build bike and pedestrian pathways for safe and direct non-motorized access. Where street connections are not possible, build pathways based on block sizes defined in the Engineering Design and Development Standards.

PT4.13 Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets. (See maps and lists in Appendix B.)

PT4.14 Build a dense grid of local access and collector streets to provide motorists with multiple ways to enter and exit neighborhoods instead of using arterial streets for trips within the neighborhood.

PT4.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built should have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets, or to destinations such as schools, parks and trails wherever possible.

PT4.16 Use signs to identify planned but still unbuilt street connections or "stub outs" and to indicate the type of street that is planned. This information should also be shown on maps of newly platted areas.

PT4.17 Create public bicycle and pedestrian connections for interim use when street connections are not completed with new development.

PT4.18 Plan and identify street connections in undeveloped areas to ensure they are eventually connected.

PT4.19 Plan for adequate rights-of-way for future streets.

PT4.20 Use traffic-calming devices to slow vehicles, where necessary, especially when new streets are connected to existing neighborhoods.

PT4.21 Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route directness index.

GT5 Street connections to existing residential areas and in environmentally sensitive areas will be carefully examined before a decision is made to create a connection for motor vehicle traffic.

PT5.1 Seek to avoid street connections through wetlands or other critical areas by examining alternative street alignments. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the preferred option.

PT5.2 Carefully examine proposed street connections to existing residential neighborhoods. The developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the unique neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:

- Effects on the overall city transportation system
- Effects on reduced vehicle miles travelled and associated greenhouse gases
- Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated
- Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists
- Impacts on directness of travel for emergency-, public-, and commercial-service vehicles
- An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections
- An assessment of traffic volumes at the connection and whether projected volumes are expected to exceed the typical range for that classification of street
- Bicycle and pedestrian safety
- Noise impacts and air pollution
- Social justice issues and any impacts on the unique character of a neighborhood or effects on affordability of housing
- Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets
- Effectiveness of proposed traffic-calming measures
- The cost of a street connection and the cost of any alternative approach to meeting transportation needs if a street connection is not made
- Consideration of the information in Appendix A of this chapter

PT5.3 In the event that a street connection is not made for motor vehicles, priority will be given to pedestrian, bicycle, transit and emergency vehicle access.

PT5.4 Address safety concerns on newly connected streets and build any needed improvements at the time when street connections are made. Define what constitutes safety improvements in the Engineering Design and Development Standards.

GT6 Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.

PT6.1 Establish and improve pathways in existing built areas.

PT6.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent, developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.

PT6.3 Install signs at pathways to indicate they are open to the public and an official part of the transportation network.

PT6.4 Coordinate with the State to increase bicycle and pedestrian access through the Capitol Campus.

GT7 A network of regional and local trails enhances mobility for bicycles and pedestrians.

PT7.1 Work with regional jurisdictions to develop the on- and off-street trails network, as identified in the [Thurston Regional Trails Plan](#). 

PT7.2 Increase access to trails by requiring or acquiring pathways, easements, or dedicated rights-of-way from new developments adjacent to current and future trails.

PT7.3 Install signs that identify the trails network, public destinations, nearby streets, and transit routes.

System Capacity

One of the ways we gauge the quality of a community is how easily we get around. No one likes getting stuck in traffic. In Olympia, we are looking for new ways to ~~add capacity~~~~address congestion~~ - ways that retain the human-scale character of our streets - instead of adding more lanes.



Traffic and a cyclist move through downtown.

~~Transportation professionals use "level of service" ratings to describe vehicle congestion, ranging from A to F -- "A" being no congestion and "F" being heavy congestion. The concept of concurrency means that as our community grows, the level of service (level of congestion) that we consider acceptable for a specific street is maintained. To achieve this requires that we add "capacity" to the street.~~

The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. In Olympia, we ~~want to~~ look at capacity more broadly and see it as our ability to move *people*.

The street system can move more people when more trips are made by walking, biking, or riding the bus. ~~On streets that have unacceptable levels of motor vehicle congestion, and where widening is not appropriate, w~~We will increase

capacity on our streets by building facilities to support walking, biking, and transit. In many cases, adding roundabouts will be a key part of this approach.

~~This is needed most in the oldest parts of our city, where roads cannot be widened further. Considered "strategy corridors," these streets are already at the maximum five-lane width, have environmental constraints, or are adjacent to areas that are fully built-out.~~

Efforts to reduce auto trips, such as adding bike lanes and sidewalks and improving transit services will ~~be used to relieve traffic congestion and~~ increase capacity on all major streets, but especially on strategy corridors (See Appendix H, the Corridor Map, for strategy corridors.)

The project list and maps in Appendix B include system capacity improvements for vehicles likely to be needed over the next 20 years.

Appendix I shows Traffic Forecast Maps of current and future traffic volumes.

Goals and Policies

GT8 Impacts of new development on the transportation system are addressed by establishing level-of-service network completeness standards that indicate when improvements are needed ensure that adequate transportation infrastructure is provided in concert with growth.

PT8.1 Implement a system completeness framework for transportation concurrency in which the supply of new transportation infrastructure that supports growth shall exceed the travel demand of new growth.

- Supply is defined by the transportation concurrency project list identified in the Capital Facilities Plan
- Demand is measured by PM peak hour person trip generation
- Supply and demand are equated using "mobility units" as defined in OMC 15.20.020
- Mobility units of supply are considered available to support new development when the transportation improvement is fully funded, as identified in the Capital Facilities Plan

~~Measure level of service using the average vehicle volumes that occur during the highest volume, consecutive, two-hour period. Use the two-hour level of service as a screening tool to determine capacity needs at intersections and along~~

~~streets. Consider location efficiency in this calculation to remove disincentives for development along urban corridors where increased density is desired.~~

~~**PT8.2** Determine the need for, and feasibility of, motor vehicle capacity improvements, particularly widening the street. Consider the types of streets and connectivity of the street network in the area, environmental impacts, the impacts on the walkability and character of the area, cost, and physical constraints.~~

~~**PT8.3-2** Consider signal upgrades and signal timing as standard ways to reduce congestion.~~

~~**PT8.4-3** No street will exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.~~

~~**PT8.5-4** Consider roundabouts instead of signals at intersections to maintain traffic flow.~~

~~**PT8.6** Establish and maintain appropriate levels of service using the following guidelines (see street system maps in Appendix B and Corridor Map in Appendix H):~~

- ~~• Level of service E will be acceptable on arterials and major collectors in the City Center and along urban corridors~~
- ~~• Level of service D will be acceptable in the rest of the City and Urban Growth Area~~
- ~~• Higher levels of service may be maintained in parts of the City because of low traffic demand~~
- ~~• For some intersections, level of service is F is acceptable~~
- ~~• On strategy corridors, where widening is not an option, levels of service may fall below adopted standards~~

~~**PT8.7-5** Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW [36.70A.070](#) (6). Proposed improvements to state-owned facilities will be consistent with the [Thurston Regional Transportation Plan](#) and the State Highway System Plan within Washington's Transportation Plan.~~

GT9 The impacts of new land-use development on the transportation system are mitigated appropriately.

PT9.1 Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.

PT9.2 Require new development to construct improvements or contribute funds towards measures that will improve the function and safety of the streets, such as installing bike and pedestrian improvements, turn pockets or special lanes for buses, or roundabouts, or modifying traffic signals.



A bus stops on Capitol Way.

PT9.3 Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.

PT9.4 Use the [State Environmental Policy Act](#)  to determine mitigation requirements for the impacts of new development on the transportation system.

PT9.5 Construct complete streets and maintain an urban form that is human scale, when widening is necessary.

GT10 On designated strategy corridors, ~~when road widening is not an option, increase capacity by providing walking, biking and transit facilities,~~ facilitate increased land use density, and eliminate transportation system inefficiencies.

~~PT10.1~~ Add bike lanes and sidewalks, improve transit services, and use demand management measures to ensure that transit, walking and biking are attractive and easy to use during peak travel periods on all streets, especially strategy corridors, ~~those which cannot be widened.~~

~~PT10.2~~ Review and update concurrency ordinances as appropriate to implement multimodal and system efficiency strategies in strategy corridors. (See Concurrency Report explanation in Appendix A.)

~~PT10.3-2~~ Expand the City's network of street connections, pathways and trails to help relieve congestion.

~~**GT11 System capacity improvements focus on moving people and goods more efficiently, minimizing congestion by replacing car trips with walking, biking and transit trips, and by increasing system operational efficiency and reliability.**~~

~~PT11.1~~ Pursue a person-trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.

~~PT11.2~~ Seek voluntary concurrency mitigation measures separate from other transportation mitigation measures required by either State Environmental Policy Act or the City's Transportation Impact Fee policies and programs.

Land Use

The land use and transportation goals and policies of this plan are interconnected. When attractive housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit stops can be close by and convenient for longer trips outside the neighborhood. In compact, mixed-use areas, it is easier for people to walk, bike and ride the bus than it is to drive, reducing our dependency on our cars.

The dense, mixed areas we are trying to achieve are made more attractive, comfortable and functional when streets have wide sidewalks, safe pedestrian crossings, bike lanes, and the bus is convenient. We can optimize our investments in the transit system by locating a mixture of dense land uses along

our major bus routes. Without the coordination of land use and transportation, we will continue to rely on our cars, congestion will worsen, streets will be wider and unfriendly, and more parking will be needed.



An attractive sidewalk along a major bus route.

Goals and Policies

GT12 The transportation system provides attractive walking, biking and transit options, so that land use densities can increase without creating more traffic congestion.

PT12.1 Build a system that encourages walking, biking and transit to reduce car trips and help achieve our land-use density goals.

GT13 A mix of strategies is used to concentrate growth in the city, which both supports and is supported by walking, biking, and transit.

PT13.1 Consider increasing allowed densities in the downtown core and along parts of the urban corridors, while maintaining lower densities in the periphery of the City.

PT13.2 Consider a geographically-influenced impact fee based on costs that would likely incentivize development or redevelopment in the downtown core and along parts of the urban corridor.

PT13.3 Consider incentives to address the specific challenges downtown redevelopment faces.

PT13.4 Promote infill in close-in neighborhoods and increased land-use density in activity centers and downtown to reduce sprawl, car trips, and to make the best use of the existing transportation network.

PT13.5 Allow housing in commercial and employment areas to reduce commute and errand distances, and encourage alternatives to driving.

PT13.6 Allow neighborhood centers in residential areas to reduce commute and errand distances and encourage alternatives to driving.

GT14 Greater density along priority bus corridors optimizes investments in transit and makes transit an inviting mode of travel. (See Appendix H, the Corridors Map, for bus corridors.)

PT14.1 Encourage transit-supportive density and land-use patterns along priority bus corridors, through zoning, incentives, and other regulatory tools.

PT14.2 Encourage schools, public services, major employers, and senior and multi-family housing to locate along priority bus corridors, as they tend to benefit from the availability of public transit.

PT14.3 Enhance the gridded street network of small blocks adjacent to bus corridors to improve access to transit.

GT15 The urban corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, Capitol Way/Boulevard and portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are areas where a large portion of trips are made by walking, biking and transit. (See Appendix H Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)

PT15.1 Retrofit City streets in urban corridors to City Street Standards to attract new development and increase densities.

PT15.2 Work with the State of Washington to include urban corridors in the state's preferred leasing area, so that state employees can easily walk, bike or take public transit to work.

PT15.3 Encourage public agencies to build in the urban corridors to support the City's transportation-efficient land use goals so ~~citizens~~ community members and employees can easily walk, bike or take public transit to these buildings.

PT15.4 Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors.

GT16 Streets are public space, where people want to be.

PT16.1 Design streets to preserve or enhance the unique qualities and "sense of place" of a neighborhood or district.

PT16.2 Design streets as gathering spaces and destinations, and highlight their cultural and natural features.

PT16.3 Look for opportunities to create multi-use, public spaces along streets and encourage public and private efforts to make these places unique and memorable.

Transit

We can use bus service for many of the routine trips we make, and significantly reduce congestion. As traffic increases, transit will be an efficient way to move more people on the same streets.

Intercity Transit is the primary public transit operator for Thurston County, and its strong partnership with the City will be critical to meeting community transportation needs.



People board a bus at the downtown Olympia Transit Center.

In the near-term, Olympia envisions a distinct system of “bus corridors:” major streets with high-quality, frequent service that will allow people to use transit more spontaneously. The first priority for bus corridor development will be along strategy corridors. See the Corridor Map in Appendix H for bus corridors and strategy corridors.

Building bus corridors is a major new commitment in which the City and Intercity Transit will jointly invest. Intercity Transit will provide fast, frequent and reliable bus service along these corridors and the City will provide operational improvements, such as longer green time at traffic signals to prevent bus delays in congestion. Attractive streetscapes, pedestrian crossings and sidewalks will enhance people’s access to transit. The City will also encourage a mix of land

uses and increased densities along these corridors to increase ridership.

Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. To sustain the level of service for transit in these corridors, increased residential and commercial density of development is needed. They will ideally connect with similar corridors in Lacey and Tumwater.

Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the [Thurston Regional Transportation Plan](#) [🔗](#).



A bus travels over the 4th Avenue Bridge.

Goals and Policies

GT17 Bus corridors have high-quality transit service allowing people to ride the bus spontaneously, and easily replace car trips with trips by bus.

PT17.1 Develop a system of bus corridors with fast, frequent, and predictable service. Transit service should operate at least every 15 minutes on weekdays where surrounding land uses call for it.

PT17.2 Achieve density and mix of land uses along bus corridors to support increased ridership and frequent service.

PT17.3 Formalize bus corridors through a joint agreement between Intercity Transit and the City of Olympia, with efforts to include Lacey and Tumwater.

PT17.4 Coordinate with Intercity Transit to give traffic signal priority to buses, build bypass or exclusive transit lanes, and take other measures designed to speed bus service.

PT17.5 Ensure street, site, and building designs are well-planned for pedestrian use along bus corridors.

PT17.6 Integrate transit and bicycle network planning and require bicycle end-of-trip facilities, such as bike parking, along bus corridors.

PT17.7 Eliminate minimum parking requirements along bus corridors.

PT17.8 Give priority to sidewalks and mid-block pedestrian crossings that enhance access and safety on high frequency bus corridors.

GT18 Intercity Transit's short- and long-range plans are supported.

PT18.1 Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, system operational efficiencies, land uses, and site design support transit along current and future routes.

PT18.2 Coordinate with Intercity Transit on bus stop locations so they are safe, accessible and inviting for pedestrians and bicyclists.

PT18.3 Consult with Intercity Transit when new developments are being reviewed so that current and future bus routes can be accessed by transit vehicles.

PT18.4 Make transit more inviting by designing transit access at major destinations such as worksites, schools, medical facilities and shopping complexes in a manner that allows efficient access for buses, while placing bus stops in locations that are more convenient than parking areas.

PT18.5 Coordinate with Intercity Transit in requiring developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.

PT18.6 Encourage Intercity Transit to provide service to passenger rail stations or other intermodal facilities.

PT18.7 Explore opportunities for circulator transit routes to enhance connectivity between urban corridors, their adjacent neighborhoods, and the city center.

GT19 The region is prepared to advance high-capacity transportation.

PT19.1 Work with Intercity Transit and the [Thurston Regional Planning Council](#) to plan for long-range, high-capacity transportation in Thurston County.

PT19.2 Preserve significant rail corridors threatened with abandonment as identified in the Regional Transportation Plan.

PT19.3 Integrate land use and high-capacity transportation planning so that dense urban centers are developed around multi-modal transit stations, and coordinate this regionally.

PT19.4 Encourage the Washington State Department of Transportation and the [Thurston Regional Planning Council](#) to identify and address deficiencies in regional commuter services.

PT19.5 Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.

GT20 The rail system can move materials over long distances efficiently and inexpensively.

PT20.1 Work with regional partners and the Washington State Department of Transportation to support and expand freight rail in the region.

Walking


This plan aims to make streets safe and inviting for walking for more people. The City can accomplish this over time by designing streets that are “human scale,” places where people can enjoy walking, sitting and interacting with others. Building and retrofitting streets by planting trees, creating landscaped strips and installing decorative lighting can encourage people to walk and create an active street life.

When streets are designed for people, rather than dominated by cars, neighbors interact, businesses thrive, and people feel more engaged in their community. All of this can stimulate activity, attract development, and improve the quality of life, even as the population increases.



A new sidewalk is buffered by a planter strip and street trees on San Francisco Avenue.

Well-designed sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles, and provide a flat and predictable surface for walking. For those with walking aids, sidewalks significantly enhance access. Sidewalks invite people to gather and interact in public space right outside their front door. Sidewalks provide safe places for children to walk, run, skate, and play.

Appendix C includes a map of sidewalk projects based on the [City of Olympia Sidewalk Program](#)  (2003).



A flashing beacon at a crosswalk on Olympic Way will alert motorists to pedestrians.

Another important safety factor for walkers is to ensure that streets are easy to cross. Pedestrian crossing improvements shorten the crossing distance, increase visibility of walkers to motorists, increase crosswalk law compliance, and enhance the safety and comfort of pedestrians.

Goals and Policies

GT21 Walking is safe and inviting, and more people walk for transportation.

PT21.1 Encourage walking and educate people about walking safety and the benefits of walking.

PT21.2 Ensure City street standards reflect the importance of walking for transportation and recreation.

PT21.3 Build new streets and retrofit existing streets to be more inviting for walking with sidewalks, crossing improvements and streetscape enhancements.

PT21.4 Allow property developers to pay a fee-in-lieu for sidewalks in certain

instances so that sidewalks and other pedestrian improvements can be constructed in the locations they are most needed.

PT21.5 Consider the needs of people walking in all aspects of street operations and maintenance.

PT21.6 Use construction practices that provide safe access for pedestrians. When roadway closures are necessary for construction, provide a reasonably direct route through or around the construction area for people walking.

PT21.7 Require direct, safe, and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.

PT21.8 Explore the expanded use of alleys for pedestrian travel.

GT22 Sidewalks make streets safe and inviting for walking.

PT22.1 Build all new streets with inviting sidewalks on both sides of the street.

PT22.2 Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for walkers to share space with motor vehicles. Prioritize sidewalk construction projects based on street conditions, transit routes, and the proximity to destinations such as schools.

PT22.3 Retrofit selected smaller local access streets within neighborhoods with sidewalks to address unique conditions, such as: limited sight distance; the need for access to bus stops, schools and parks; or, because no other parallel street exists nearby to provide a safe walking route.

GT23 Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high vehicle volumes.

PT23.1 Build new streets and retrofit existing streets with crossing islands and “bulb outs” to increase pedestrian safety.

PT23.2 Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.

PT23.3 Add safe, mid-block crossings for pedestrians to new and existing

streets. This is especially important on major streets that have long distances between stop lights, and those with high-frequency transit service.

PT23.4 Design intersections to make pedestrian crossing safety a priority: minimize the crossing width, make pedestrians more visible with bulb outs and lighting, and minimize “curb radii” (sharper corners instead of sweeping curves).

PT23.5 Consider the use of pavers or colored, patterned concrete on crosswalks in commercial or mixed-use areas to increase motorist awareness of pedestrians and to improve the appearance of an area, without negatively affecting cyclists or pedestrians.

PT23.6 Consider the needs of the elderly and disabled in all crosswalk design and signal timing.



Streetscape enhancements include awnings, trees, and wide sidewalks.

GT24 Streetscapes buffer walkers from motor vehicle traffic, enhance the experience of walking, and increase the attractiveness of an area.

PT24.1 Separate sidewalks from motor-vehicle traffic with buffers of trees and landscaping.

PT24.2 Allow on-street parking as a buffer, where appropriate, between walkers and motor-vehicle traffic.

PT24.3 Provide sidewalks wide enough to include the “streetscape” elements and space needed to support active street life. In busy pedestrian areas, install benches, artwork and other features to make streets interesting and inviting, while maintaining safe walking surfaces and adequate space for those in wheelchairs.

PT24.4 Require continuous awnings over the sidewalk along building frontages in densely-developed areas to protect pedestrians from weather; encourage them everywhere else.

PT24.5 Use pedestrian-scale lighting to make sidewalks feel safe and inviting at night.

PT24.6 Use City investments to retrofit streets and add wide sidewalks and streetscape improvements as a method of drawing development to targeted areas.

PT24.7 Develop streetscape plans for commercial and mixed-use areas.

PT24.8 Integrate inviting bus stops and shelters into streetscape design.


Bicycling

Bicycling is clean, economical, efficient, and ideal for trips within our community. As with walking, the vision of this plan is to consider biking as a valuable mode of transportation, and to make the safety of bicyclists a high priority. Because bicyclists have access to the same streets as drivers, they must have both the same rights and responsibilities.



A bicyclist approaches the 4th Avenue Bridge.

A well-connected network of facilities for bicyclists is the key to increasing the use of bicycles for regular transportation. A bicycle network includes bike lanes, signs and markings, trails, pathways, and bicycle parking. An effective network is supported by maintenance and operations practices that remove barriers to bicycling.

Providing bike lanes on existing streets is a cost-effective way to create separate, safe spaces for bicycling, especially where vehicle volumes are high and motorists and bicyclists need a predictable system for sharing the street. (Appendix D shows the list of bike lane projects identified in the [Bicycle Master Plan](#)  and a map illustrating the existing and future bicycle network.)

Education, enforcement and encouragement can both improve bicycle safety and encourage more people to bike. Programs are needed to raise awareness of the benefits of bicycling, teach urban-cycling skills to adults, teach children to be safe riders, and let all roadway users know what their responsibilities are.



A bicyclist adds a red light to her bike to be more visible by motorists.

Goals and Policies

GT25 **Bicycling is safe and inviting, and many people use their bikes to both travel and stay active.**

PT25.1 Retrofit streets to provide safe and inviting bicycle facilities. Use the [Bicycle Master Plan](#) (2009) to guide facilities development, but look for other opportunities to provide bicycle facilities where possible.

PT25.2 Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors. Bike facilities planned for specific classifications of streets are defined in the [Engineering Design and Development Standards](#).

PT25.3 Use signs and markings to alert drivers to the presence of bicyclists, to guide bicyclist and motorist behavior, and to guide bicyclists to destinations.

PT25.4 Explore the use of bicycle boulevards to support novice and family bicycling - streets with low volumes and special accommodations for bicycling.

PT25.5 Make pedestrian crossing islands large enough for families cycling together.

PT25.6 Consider the needs of bicyclists in all aspects of street operations and maintenance including signal system operations.

PT25.7 Use construction and maintenance practices that provide safe access for bicycle travel. When roadway closures are necessary, provide for a reasonably direct bicycle route through or around the construction area.

PT25.8 Require new commercial developments, public facilities, schools, and multi-family housing to provide end-of-trip facilities for bicyclists, including covered bike racks and lockers.

PT25.9 Use education, encouragement and enforcement programs to improve the safety of and promote bicycling.

PT25.10 Partner with businesses, schools, developers, and employers to support bicycling through site and building design, end-of-trip facilities and programs to promote bike use.

PT25.11 Educate people about biking and walking in order to reduce motorized travel and make the best use of the City's investments in infrastructure.

PT25.12 Educate drivers about and enforce regulations that protect the safety of bicyclists and pedestrians.

PT25.13 Educate bicyclists and walkers about their responsibilities as users of the street system.

Transportation and Demand Management

When more people ride the bus, carpool, walk, and bike for their daily commute, traffic congestion, pollution, and energy consumption are reduced. We also save money and get more exercise.


Many current community efforts focus on helping both workers and students find alternatives to driving alone. Ridematch programs link carpoolers and help set up long-distance vanpools. Frequent bus service to major work sites makes the bus more inviting. Bike lanes, bike parking and networks of trails, sidewalks and safe crossings encourage people to walk and bike.

Commute trip reduction efforts focus on employee and student commute trips because these trips are predictable and are made by large numbers of people. A successful change in these travel habits can have a positive impact on our streets.

We need school programs - as well as bicycle- and pedestrian-friendly streets -- to encourage students to walk, bike, carpool, or take the bus to school. Large numbers of students and parents driving to and from school can create congestion and safety issues for students.




State employees cross Capitol Way at the Tivoli Fountain.


Washington state's 1991 [Commuter Trip Reduction Law](#)  called on workers to reduce their drive-alone commuting. Since then, commute trip reduction programs have focused on large worksites in the most congested areas of the state.

When we reduce drive-alone commuting, we make the best use of existing streets and reduce the need for costly new lanes. And, when more people walk, bike, carpool and ride the bus, we can increase land-use density without increasing traffic.

Goals and Policies

GT26 Walking, biking, riding the bus, and carpooling are convenient for trips to work or school. Fewer drive-alone trips will reduce pollution, energy consumption, and the growth in traffic congestion.

PT26.1 Help affected employers in the region meet the goals of the State's [Commute Trip Reduction Law](#) .

PT26.2 Support the State's [Commute Trip Reduction Law](#)  with City policies and programs that encourage ridesharing, transit, walking and biking.

PT26.3 Work with the State to locate new worksites in the City's dense urban area - in locations where frequent transit is possible, and where employees can easily walk and bike.

PT26.4 Encourage all employers in the City to reduce employee drive-alone commute trips. Provide specific emphasis for worksites in the City Center.

PT26.5 Provide infrastructure to support walking, biking, transit, and ridesharing for commuting.

PT26.6 Encourage areas, such as malls, with high concentrations of employees, to develop coordinated commuter programs to reduce drive-alone commuting.

PT26.7 Work with community partners to provide programs, services and incentives that will promote transit, ridesharing, walking, and biking.

PT26.8 Encourage employers and schools to stagger start times to reduce peak-hour traffic volumes. Encourage employers to allow flexible work schedules, so employees can more easily take advantage of transit and ridesharing opportunities.

PT26.9 Encourage employers to allow telecommuting and compressed work weeks to eliminate commute trips.

PT26.10 Give City employees high-quality commuter services and incentives, while limiting parking availability, as a way to discourage drive-alone commuting.

PT26.11 Require end-of-trip facilities, such as clothes lockers, showers and bike parking for walking, biking and transit users at schools and worksites.



Students participate in a Walk and Roll event.

PT26.12 Encourage students to walk, bike and rideshare to reduce congestion near schools, to introduce them to transportation options, to ~~encourage~~encourage more exercise, and, at high schools, reduce the need for parking.

PT26.13 Coordinate City and school district policies to site new schools in locations where students can easily walk or bike to school, and where school employees and students can commute on public transit. Consider multi-story buildings on smaller lots to accommodate capacity needs closer to the urban core and to reduce disruption to the street grid.

PT26.14 Provide sidewalks, bike lanes, trails, pathways, and crossing facilities near schools to encourage students to walk and bike.

PT26.15 Educate the public about travel options and how these choices benefit them, the community, and the environment.

GT27 Parking is provided in a way that reduces the number of employees who commute alone by car.

PT27.1 Discourage drive-alone commutes by managing the cost and supply of public parking, but give priority to parking for business patrons.

PT27.2 Establish parking standards that meet the needs of business patrons, but do not result in cheap and readily-available parking for employees.

PT27.3 Work with adjacent cities and the State of Washington on consistent parking strategies to help meet the commute trip reduction goals of the region. This will also ensure that parking standards do not act as a deterrent to the location of development.


PT27.4 Collaborate to establish more park-and-ride lots in the region.

Funding

The funding sources we'll need to realize our transportation vision must be developed over time. As the economy changes, our population fluctuates, and funding circumstances change, the City will need to be flexible and resourceful about funding opportunities, while keeping the vision of this plan in mind.

Funding for transportation comes from federal, state and local sources. Information on how the City spends transportation dollars is defined in the annual operating budget and the [Capital Facilities Plan](#) .

The City's operating budget allocates funds for maintenance of streets, signals and other aspects of the transportation system. The City's General Fund pays for operations; this fund is made up of taxes and fees.

The [Capital Facilities Plan](#)  defines City construction projects for a six-year period and identifies funding sources. Capital projects are paid for with a combination of grants, fees such as impact fees, General Fund dollars, gas tax revenues, stormwater utility rates, and private utility taxes.



A resident learns about transportation funding at a public workshop

It will be important for the City to evaluate potential new funding sources such as:

- A commercial parking tax
- Local improvement districts
- Motor fuel taxes (levied County-wide)
- Transportation benefit districts.

However, each potential source must be carefully weighed for its legality, stability, fairness, and administrative complexity.

The projects shown in lists and maps in Appendix B, C and D reflect the vision of this plan, but may not be achievable within the 20-year horizon of this plan. The full network needs are described to provide a comprehensive view of the system we envision, and to be prepared for funding or other opportunities that would allow us to complete this work.

Goals and Policies

GT28 Transportation facilities and services are funded to advance the goals of the City and the region.

PT28.1 Make it a high funding priority to enhance the operational efficiency of the City's transportation system.

PT28.2 Plan and prioritize projects so they are consistent with available and projected funding to advance the community's transportation vision.

PT28.3 Use master plans, sub-area plans and facilities programs to identify improvements to our transportation system and how to fund them.

PT28.4 Continue to be innovative with the use of existing funds and explore new funding sources for transportation.

PT28.5 Support and partner with other agencies to obtain funding to improve public transportation services.

PT28.6 Use public and private funds to advance transportation priorities and meet the needs of new trips in the system.

PT28.7 Explore adding multimodal capital improvements to the list of projects that can be funded by impact fees, such as transit priority at signals, transit queue jump lanes, and pedestrian and bicycle improvements.

PT28.8 Partner with community organizations to help complete projects.

PT28.9 Encourage action at the federal and state level to address transportation funding needs for cities.

PT28.10 Focus transportation investments along urban corridors and in the city center to help stimulate development and achieve land-use densification goals.



RW Johnson Boulevard is rebuilt.

GT29 The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

PT29.1 Schedule regular maintenance of the City's transportation system for efficiency and greater predictability, and to reduce long-term costs.

PT29.2 Protect street pavement by resurfacing streets with low-cost treatments before they deteriorate to a point that requires major reconstruction.

PT29.3 Require property owners to maintain their sidewalks and planter strips.

Regional Planning

Many long-term transportation issues require regional coordination to be resolved. Regional issues that will require Olympia's attention include trails, transit, capacity and safety of regional corridors, highway access, passenger and freight rail, commuter services and park-and-ride lots, and the use of the marine terminal. Funding strategies will also require regional coordination.

The [Thurston Regional Transportation Plan](#)  is the blueprint for the region's


transportation system, and it identifies projects and issues for regional attention. It is based on land-use forecasts and regionally established priorities, and places heavy emphasis on the connections between land-use and transportation planning. The City is responsible for addressing the individual projects that emerge from the Regional Transportation Plan.



A bus waits for passengers at the Olympia Transit Center.

Goals and Policies

GT30 Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.

PT30.1 Use this Comprehensive Plan and the [Thurston Regional Transportation Plan](#)  to guide regional transportation decisions.

PT30.2 Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater.

PT30.3 Work with the cities of Lacey and Tumwater and Thurston County to develop bus corridors.

PT30.4 Work with neighboring jurisdictions to develop trails.

PT30.5 Work with neighboring jurisdictions to improve freight, rail, and truck mobility.

PT30.6 Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed, on air and water transportation needs.

PT30.7 Work with regional jurisdictions to develop a funding strategy for the regional transportation network.

PT30.8 Coordinate with adjacent jurisdictions and the [Thurston Regional Planning Council](#) on regional transportation and land-use goals.

PT30.9 Work with Lacey and Tumwater to promote dense commercial and residential development in urban centers and along urban corridors.

PT30.10 Work with the region to support the infrastructure needs of electric vehicles or other alternative fuel vehicles.

Appendix A: Transportation Planning History

The policies and goals in this plan reflect a number of plans and studies the City has used in the past to identify and explore specific transportation problems, evaluate issues in more detail, and identify actions or system improvements. For example, the Boulevard Road Corridor Study recommended the use of roundabouts to address safety and congestion issues on this street. These plans have guided us on decisions affecting congestion and capacity, street connectivity, bicycle and pedestrian needs, and street design. This Appendix reviews findings and recommendations from prior plans and studies.



Public dialogues like this one can draw on a range of perspectives to solve problems.

Southeast Transportation Issues

The street network in the southeast provides north-south routes, but few east-west routes. Mobility is poor for autos, buses, bicycling and walking. This creates overloading on the Yelm Highway and 18th Avenue corridors.

However, in 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalks and crossing islands was completed. And, beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects should increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking. ~~In order to relieve the further pressure on these existing streets, additional connectivity is planned through the extension of Log Cabin Road.~~

Log Cabin Road Extension: Boulevard Road to Wiggins Road

~~An extension of Log Cabin Road between Boulevard Road to Wiggins Road is planned to improve east-west movement in the southeast Olympia area. The City~~

~~will build part of this two- to three-lane street; private development along the corridor will build the rest.~~

~~This connection will create a new east-west corridor that will parallel Yelm Highway. Consistent with standards, this new major collector will include bike lanes, sidewalks, planter strips, trees, lighting, and a curved design to slow vehicle speeds.~~

~~The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road. The connection will also better distribute traffic in the area, and reduce the projected growth in traffic on Wiggins Road, Boulevard Road, Morse Merryman Road, and Yelm Highway. (Ordinance #5861, 12/15/98 and Ordinance #5661, 12/26/96)~~

This comprehensive plan includes specific language and guidance on street connections, and it proposes major street connections in parts of the City. The Log Cabin Road extension was proposed in previous comprehensive plans to connect Boulevard Road to Wiggins Road. This street connection was identified as a need for both the local and regional transportation system. It would serve motor vehicles, pedestrians, bicyclists, and potentially transit.

A 2016 evaluation indicated that the Log Cabin Road street connection is likely not needed until about 2040. In 2021, the City Council removed the Log Cabin extension and other smaller street connections in this vicinity from this plan. Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. This in-depth evaluation is needed to understand the transportation and street connection needs in the southeast area. Because the Log Cabin Road street connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be included in this evaluation.

Fones Road-18th Avenue Area Connectivity Evaluation

Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east-west major collector within the southeast area. In the past, other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. For example, in 1996, the City analyzed the proposed

extension of 22nd Avenue to Wiggins Road and a neighborhood collector connection from Dayton Street to Fones Road near Pacific Avenue. However, both alternatives were limited by the presence of wetlands.

The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost-effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.

At one time, there was a proposal to connect Dayton Street to the commercial and industrial land that lies along Fones Road. However, a Class II wetland (the headwaters of Woodard Creek) lies between the two areas. Several different alignments were evaluated, and the least costly would have been the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment also could have been used east of Fones Road to eventually connect with Sleater-Kinney Road in Lacey.

However, any east-west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak-hour traffic volumes. Though designated a neighborhood collector, this connection would have been characteristic of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic.

Access to this neighborhood still can be provided in a way that avoids affecting any wetlands: a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.

The elimination of these two potential transportation links will place more demand upon the existing network of collectors within this sub-area. However, improvements made to 18th Avenue, Fones Road, Yelm Highway, and Log Cabin Road should be able to handle this demand.

Fones Road Improvements

Fones Road from 18th Avenue north to Pacific Avenue needs to be widened to three to five lanes with turn pockets at major intersections. In 2010, a roundabout was installed at the intersection of Fones Road and 18th Avenue,

and second roundabout is planned at the south driveway of Home Depot. Both will allow Fones Road between 18th Avenue and the south Home Depot driveway to only be widened to three lanes: two lanes southbound and one lane northbound. (Turn lanes are planned at selected driveways.)

North of the south Home Depot driveway, four to five lanes are needed. The planned widening of Fones Road between 18th Avenue and Pacific will include bike lanes, sidewalks, planter strip, and streetlights. (Ordinance #5661, 12/26/96)

Chambers Basin Analysis

In 2006, groundwater and stormwater problems were evaluated in the area south and southwest of Chambers Lake, for future land use. The evaluation was prompted by concerns over whether adequate drainage could be provided in this valley, due to shallow groundwater and flat grades. At the land-use densities proposed, there was a strong likelihood of persistent flooding, property damage, and other environmental impacts.

The evaluation determined that the valley area could not be developed to the planned urban densities of 5 to 13 units per acre, due to high groundwater and flat topography. As a result, the City reduced allowed development density and applied new low-density street standards in the valley. The unique design standard for local access streets in this area is narrower than the conventional local access standard, with sidewalks on one side, rather than both sides.

Boulevard Road Corridor

The 2006 Boulevard Road Corridor Study defined the multimodal and capacity improvements that were needed for this corridor. Boulevard Road is a major north-south route and a major regional corridor to the city center. It is also considered a residential street to the many people who live along it.

Full street standards, including sidewalks, lighting and trees, are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center-turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left-turn pockets.

Roundabouts are planned for three major intersections along the corridor. A double-lane roundabout was built at Log Cabin Road in 2009, ~~(which eventually will connect to the planned Log Cabin extension to the east)~~. A single-lane roundabout at 22nd Avenue is planned for 2014, and a roundabout at Morse-

Merryman Road is planned for construction sometime between 2014 and 2017.

The City plans to evaluate the long-term need for a roundabout at 18th Avenue, as well as possible intersection improvements at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive. As safety and mobility concerns warrant, parking on Boulevard Road (north of where it crosses I-5) may be removed to allow for a center-turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

Pacific and Lilly Focus Area

In the area bounded by Pacific Avenue and Interstate 5, Lilly Road and the city limits, the traditional block pattern of local access streets now provides good access for vehicles, bicyclists and pedestrians.

However, to the south of Pacific Avenue and north of the Woodland Trail, most properties are oriented toward Pacific Avenue, and the lack of side streets makes it hard for vehicles to enter or leave this busy arterial. This area lacks bike lanes and crossing islands, and is not inviting for pedestrians and bicyclists.

Meanwhile, nearby Lilly Road dead-ends at Pacific Avenue for travelers coming from the north, and just one block to the west, Fones Road dead-ends at Pacific Avenue for travelers coming from the south. Long-term, it would be ideal to align Fones Road to Lilly Road, but this would require major reconstruction of public ~~right-of-ways~~rights-of-way and private properties.

Improvements to the street network could significantly improve traffic circulation in this area:

- Lilly Road should be extended southward to connect with Sixth Street, providing a new route for movement between Fones Road and Lilly Road.
- Fifth Street should be extended to connect with the new Lilly Road Extension.
- While Royal, Plummer, Ferry, Wier, and Birch streets now provide good access to the Pacific and Lilly area, they could be realigned to improve development potential. (However, any realignment would need to meet the City's intersection-spacing standards, to maintain pedestrian-sized blocks.)
- Plummer, or its successor street, should be connected through to the South Sound Center to create an additional connection between Lilly Road and South Sound Center.
- Access to Royal Street from Lilly Road has poor sight distance, and could

be a candidate for closure; even now it is strictly one-way in-bound, because of this limitation. (Ordinance #5661, 12/26/96)

Lakewood Drive

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)

Northeast Transportation Issues

Northeast Olympia has seen a great deal of residential development, due to its close proximity to major retail and medical services and access to I-5. Like the southeast area, the northeast area has good north-south corridors but few, if any, east-west corridors.

Primarily, there is a need to develop east-west corridors at the major collector and neighborhood collector levels to help disperse local traffic away from the Martin Way corridor, and onto the local street network.

By providing a good major and neighborhood collector road network throughout the northeast area, no major road widening will be necessary through 2030.

Lilly Road Corridor

The congestion and access problems on the Lilly Road corridor north of Martin Way, past St. Peter Hospital and on to 26th Avenue will continue to increase without additional street connections to the east and west of Lilly Road. The City has identified this as a "strategy area," which means that before existing streets can be widened, new street connections must be considered.

Without additional street connections in the northeast, growth will increase traffic congestion at the intersections of Martin/Lilly Road, Martin/Sleater-Kinney Road and Pacific/Fones Road.

Increases in peak-hour traffic volumes will lead to longer delays at traffic signals, and will worsen the level of service at the intersections with traffic lights, projected to be at level of service F before 2020. Given the current conditions at these intersections, it would be difficult to justify building additional lanes to relieve congestion, and it would not be in keeping with the vision of this Plan.

With the loss of opportunities to connect Lilly Road to South Bay Road in two locations, at 12th Avenue and Lister Road (as described below), the City will need to place greater emphasis on the remaining proposed street connections in the area of Lilly Road. (Ordinance #5661, 12/26/96)

12th Avenue to 15th Avenue, NE, Corridor

In 2002, a new street connecting South Bay Road to Lilly Road, on the 12th-15th Avenue alignment was removed from City plans, as it included a wetland crossing. At that time, the City recommended that northeast area transportation options should be reviewed in the regional transportation plan update. Further consideration of other alternatives should occur, in order to determine how to deal with the Martin Way, Sleater-Kinney, Lilly Road "strategy area."

It will be important for this eastern connection of the 12th/15th Avenue corridor to continue to be pursued from Lilly Road to Sleater-Kinney. An extension of 15th Avenue (south of the Group Health facility) should connect with an extension of Ensign Road in the north-south direction, west of and parallel to the Chehalis Western Trail. A crossing of the trail will be necessary and an easterly connection should be made at approximately 12th Avenue or 15th Avenue. Although this would result in a "T" type intersection between the existing 15th and 6th Avenue intersections on Sleater-Kinney, the pattern of previous subdivisions has precluded any better intersection alignments.

West of Lilly Road, there is an opportunity to connect Ensign Road to a new north-south street which would connect back into Lilly Road using 12th Avenue. This new connection would use Providence Lane, currently a private street. (Ordinance #5661, 12/26/96 and Ordinance #6195, 7/3/02)

Circulation North of 15th Avenue, NE

A proposed street connection west of Lilly Road from Lindell Road north and east to Lister Road was eliminated, due to concerns about a wetland crossing.

Access to the residential area west of Lilly Road and south of 26th Avenue is needed and should be integrated into the surrounding neighborhoods. The 24th

Avenue alignment is the remaining opportunity north of 15th for a new collector street. (Ordinance #5661, 12/26/96)

24th Avenue, NE, Alignment

With the loss of the Lister/Lindell Street connection, the proposed neighborhood collector connection on the alignment of 24th Avenue is increasingly important. Emergency service response time could be improved to this neighborhood by a connection proposed at 24th Avenue, NE. This would cross the same Class II wetland system as described in the 12th to 15th crossing.

At the proposed 24th Avenue crossing, Woodard Creek and the wetland lie in a depression, which is favorable for a bridge crossing. Approach fills would be allowed to keep the bridge a single span of 130 feet.

Stoll Road Area

Stoll Road is a dead-end street west of Lilly Road, between Martin Way on the north and I-5 on the south. The site is within an urban corridor and within a quarter mile of the major transportation arterials, where this plan calls for a mix of retail, office, and high-density housing.

Unless new street connections are made, all traffic in and out of this neighborhood must pass through the intersection of Stoll Road and Lilly Road. Consequently, any major new development in this area will be dependent on providing new street connections to Martin Way, either by connecting the existing north-south alignment of Stoll Road to Martin Way, or a westerly extension of the east-west segment of Stoll Road to Martin Way, to be located south and west of Bailey Motor Inn. Additional local access streets would also be needed.

Participation in the cost of these improvements should be a condition of significant development approvals in the Stoll Road area. This participation could be through a local improvement district, a transportation benefit district, or some other measure, which equitably distributes the costs to benefiting properties. (Ordinance #5661, 12/26/96)

Westside Transportation Issues

Olympia's Westside experienced a great deal of commercial and residential development in the 1980s and early 1990s. Many of the commercial

developments in West Olympia, such as the Capital Mall, Target, Top Foods, and the Capital Auto Mall, are regional in nature and tend to generate traffic from as far away as Pierce, Lewis, Mason, and Grays Harbor counties. And, because these are retail land uses that typically produce a large number of non-work-related trips, much of this traffic won't be affected by commute trip reduction strategies.

This fact, and the relatively limited access to this area, have prompted several studies. Each has produced similar results and recommendations. The West Olympia Access Study (2008 to 2010) drew further conclusions about traffic capacity and needed improvements, particularly access to US 101.

US 101/West Olympia Access Project

Access to and from West Olympia is primarily through the Black Lake/Cooper Point interchange and the Crosby/Mottman interchanges, which, together, feed traffic to Black Lake Boulevard and Cooper Point Road, currently the largest intersection in the City.

When the Crosby Boulevard/Mottman Road interchange was improved in 1996, the City of Tumwater and the Washington State Department of Transportation agreed not to build this interchange beyond five lanes at mid-block due to capacity limitations, and to keep the area as human scale as possible. Part of this agreement was to study additional future access to US 101. New access between US 101 and West Olympia would distribute traffic more evenly throughout the street network and take pressure off streets that otherwise would be overburdened.

In 2008, the City and the Washington State Department of Transportation (WSDOT) began a joint study of the City street and state highway systems on the Westside, and agreed on an approach to developing additional access to US 101.

The chosen approach includes an eastbound on-ramp and a westbound off-ramp at Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from Black Lake Boulevard to Yauger Way as Phase 2 (beyond 20 years).

This approach will distribute traffic on the Westside street system and provide three westbound exit options. This redundancy in the street system is especially valuable to the hospital and medical facilities in the area, and will make better transit operations possible.

The approach will allow the existing commercial area near Black Lake Boulevard, Cooper Point Road and Harrison Avenue to grow and intensify in an area where infrastructure is already in place. This new access to US 101 also may create pressure to zone underdeveloped areas with high densities and a different mix of uses.

In cooperation with WSDOT, the extensive process to development of an Interchange Justification Report for these new ramps began in 2014. This report will include traffic analysis, environmental review, and ~~initial~~initial design work.

Future related work will identify improvements to the local street network to increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.

Harrison Avenue from West Bay Drive to Division Street

This corridor was examined in the City's 1992 4th-5th Avenue Bridge Corridor Study. The street is a strategy corridor, where the City does not recommend widening to solve congestion problems. Future capacity will be gained by expanding bus service, enhancing walking and biking, and using Transportation Demand Management measures.

From Division Street to Perry Street, increased traffic flow and safety might be achieved by constructing either left-turn pockets at selected intersections, or a continuous left-turn lane. From Perry Street to West Bay Drive there is limited right-of-way and steep slopes on either side of the street. The only access and flow improvements in this area are restricted left turns with periodic opportunities to make left and u-turns. The City should consider pedestrian access along and across the corridor if any modifications to Harrison are planned.

Harrison Avenue from Cooper Point Road to Overhulse Road Evaluation

In the mid-1990s, Harrison Avenue from Cooper Point Road to Yauger Way was improved to meet street standards. It now has two vehicle lanes in each direction, a center-turn lane, sidewalks, bike lanes, pedestrian crossing islands, and streetlights. The improvements between Yauger Way and Kaiser Road were in response to increased vehicle traffic on this street. Before the improvements, it was expected that the street would be at unacceptable levels of congestion by 2008 or 2009.


A 2006 study examined the need for and timing of the widening to four to five vehicle lanes. At several public meetings, ~~citizens~~ community members and businesses gave the City a wide range of opinions on the widening issue. A consultant validated the technical analysis about the need to widen the road.

In 2011, the street was widened to four to five vehicle lanes, and bike lanes, planter strips, trees, lighting, and sidewalks were added. Pedestrian crossing islands were added for pedestrian safety, while preserving access to businesses.

The remaining section of Harrison, from Kaiser Road to Overhulse Road, is likely to be completed as future developers fund frontage improvements.

West Bay Drive Corridor Study

West Bay Drive is a major collector and a primary link to northwest Olympia neighborhoods. The street is located between the shore of Budd Inlet and steep slopes to the west. This corridor was examined in the 2004 West Bay Drive Corridor Study, which identified ways to modify the major collector street standard to meet the needs of bicyclists, pedestrians and cars while minimizing the cut and fill of the steep slopes along the street.

The unique street standards identified for West Bay Drive are defined in the City's [Engineering Design and Development Standards](#) . The modified standards include sidewalks, bike lanes, and turn pockets. In some areas, the planned multi-use trail and sidewalk will be combined. Planter strips will vary and will be built only where possible, given the topography. On the east side, landscaping in the planter strips will not obstruct water and city views. Pedestrian crossing improvements have been identified at Brawne Avenue, the Garfield Trail, and the proposed Woodard Avenue pathway. A two-to-three lane street will be adequate for West Bay Drive based on traffic projections for the next 20 years. (Ordinance #6389, 1/24/06)

Kaiser Road and Black Lake Boulevard Area Connections

New street connections are expected as more growth occurs in the area of Black Lake, Kaiser Road and US 101. The planned connection from Kaiser Road to Black Lake Boulevard south of US 101 will create a new north-south corridor parallel to Black Lake Boulevard. Consistent with standards, this new 2-lane major collector will include bike lanes, sidewalks, planter strips, trees, lighting and a curved design to slow vehicle speeds.

If at some future time, Kaiser Road is extended to Black Lake Boulevard, extension of Park Drive to Kaiser Road may be considered in order to provide access for bicycles, pedestrians, and emergency vehicles.

Urban Corridors, Strategy Corridors and Bus Corridors

Urban Corridors

“Urban corridors” are an integrated land use and transportation concept defined in the 1993 Regional Transportation Plan and reflected in the 2025 Regional Transportation Plan. The urban corridor approach intends to reduce sprawl and dependence on the auto by allowing people to live in attractive urban neighborhoods where they can walk or use transit to get to work and meet their daily needs.


Urban Corridors are the major arterials in our system, that generally correspond with high density land uses. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, Capitol Way/Boulevard, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods. These streets remain urban corridors for transportation planning purposes, and to be consistent with Regional Transportation Plan. Urban corridors are shown on the Corridors Map, Appendix H.

Along these corridors, land use will be supported by a multimodal transportation system. Improvements for bicyclists, pedestrians and transit in these corridors are intended to allow the densities to increase while minimizing new car trips. It is acceptable for arterial and major collector streets within urban corridors to have a transportation level of service E. Bus corridors will be developed along the strategy corridors within these urban corridors. These corridors can be found on the Corridors Map found in Appendix H.

The Urban Corridors Task Force, made up of policy makers from throughout the region convened in 2009 and met through 2011 to identify measures all cities in the region could pursue to achieve the vision for these corridors. The City of Olympia along with the cities of Lacey and Tumwater and Thurston County passed a joint resolution accepting the recommendations of the Urban Corridors


Task Force in November 2012, (Resolution M-1786).

Strategy Corridors

Most “strategy corridors” are the City’s major streets within urban corridors, though some fall outside urban corridor boundaries. As described in the [Thurston Regional Transportation Plan](#) , strategy corridors are places where road widening is not a preferred option for solving congestion problems, either because the street is already at the maximum five-lane width, or because adjacent land uses are built out or environmentally sensitive. In strategy corridors, levels of service may exceed adopted standards, because while congestion may be at unacceptable levels, these are the areas where we want to encourage more density, more jobs and housing.

In strategy corridors, a different approach is needed for maintaining safety and mobility. If the City can make travel on foot, by transit and bicycle attractive and convenient, these strategy corridors will increase mobility despite increased traffic. Bus corridors will be developed along most of these corridors, where improved transit efficiency can encourage transit use. Traffic signal improvements that prevent buses from getting stuck in traffic, such as extended green time and queue jump lanes, will be an increasingly important focus for the City in these corridors. A map of the City’s Strategy Corridors can be found on the Corridors Map found in Appendix H.

Bus Corridors

“Bus corridors” are Olympia’s main bus routes: major streets with high-quality, frequent transit service. Bus corridors correspond to most strategy corridors. Transit is expected to help improve mobility and capacity on strategy corridors, as will street improvements, and a mix of dense land uses. The bus corridor concept was introduced in 2009 as part of the [Olympia Transportation Mobility Strategy](#) . These corridors can be found on the Corridors Map found in Appendix H.

Downtown and City Center Transportation Issues

“Downtown” is defined as the area bounded by the bridges to the west, Marine Drive to the north, Eastside Street to the east, and Union Avenue to the south. The “City Center” is defined as the downtown the Capitol Campus, and the Port.

City Center traffic levels vary throughout the day. For the most part, no new roadways are proposed here, based on the existing land-use plan and expected development. The area is a well-connected grid-street network that can handle large volumes of traffic, and where plans are in place to provide excellent support to pedestrians, bicyclists and transit riders. Traffic congestion will continue in the City Center, but the City is focused on moving people and goods instead of accommodating only vehicles.

Some intersections in City Center will continue to be congested during morning and evening rush hours. But because the City Center is a strategy corridor, widening is not an option. Future capacity will come from improvements to walking, biking and transit.

The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, the Port of Olympia, and the potential noise and air quality effects they could have on adjacent properties.

The Port of Olympia's investment in redeveloping the East Bay area since the mid-1990s has created new street connections that improve access and mobility in northeast City Center. The Thurston Avenue-Olympia Avenue connection from East Bay Drive to Jefferson Street has greatly improved access into the north part of the City Center, and now provides a new east-west route option.

4th and 5th Avenue Corridor Study

In 1991, the City began a multi-stage study of the 4th and 5th Avenue corridors in an effort to improve transportation between the City Center and the Westside. The study looked at ways to reduce congestion and improve access and safety for walking and biking. It also studied how the City could help maintain the livability of nearby neighborhoods, enhance City Center vitality, protect the environment, improve the appearance of the corridor, and improve access for buses and carpools.

The study recommended a new three-lane bridge, roundabouts, and a significantly enhanced street system for walking and biking. This corridor planning was critical to the City's ability to fast-track these projects after the 2001 earthquake and complete them by 2004.

A new four-lane bridge to replace the old, two-lane bridge would have been a

simple solution to congestion. But the City's decision to build a three-lane bridge kept its commitment to building human-scale street system, while at the same time, reducing congestion.

A three-lane bridge still allows two lanes to exit the downtown, which provided the greatest potential to alleviate congestion that could bring downtown to a standstill.

Additionally, the new roundabouts greatly improved traffic flow in the corridor, reducing delays and collisions – as well as the potential severity of any collision.

Wide sidewalks, flashing light systems for crosswalks, roundabouts, and bike lanes enhanced access for bicyclists and pedestrians. Viewing areas on the bridge, art and a new park in the corridor transformed this transportation facility into a destination itself.

This project -- one of the City's largest and most visible -- demonstrated for the first time its major commitment to providing many travel options for ~~its~~ citizenscommunity members. And it demonstrated how a transportation project can do more than just move cars. It can enhance the character of a City.

Olympia's Downtown Streetscape Strategy

The 2003 Downtown Streetscape Strategy Report provides a design template for streetscape improvements for Olympia's Downtown. Streetscape improvements will focus on public right-of-way improvements rather than zoning or development standards.

The City expects the strategy will be applied over the long term, through the combined efforts of annual capital improvements, streetscape improvements, and partnerships with other public and private agencies.

East Downtown Streetscape

The east downtown area is defined as the area bounded by Plum Street on the east, Adams Street on the west, State Avenue on the north, and 7th Avenue on the south. A market analysis indicated that new types of commercial and residential development are becoming feasible in this area.

The 2003 Olympia East Downtown Development Plan calls for east downtown to feature a mix of commercial activities and housing types within a walkable neighborhood setting. Specific streetscape improvements have been defined to

help achieve the vision for this district.

Improvements for 4th, State, Cherry, Chestnut, and Legion in the east downtown have been defined and incorporated in the development standards to guide public- and privately-funded improvements to these streets.

Downtown Growth and Transportation Efficiency Center (GTEC)

In 2007, the City Council established a "Growth and ~~Transporation~~Transportation Efficiency Center" for downtown Olympia with the specific goal of reducing the commute trips of its some 20,000 City Center employees. A dense City Center will help meet the City's land-use, transportation, environmental, and economic goals. But only by reducing trips will it be able to have an effective transportation network and a dense, vibrant downtown.

Capitol Way Study

In 2005, the City studied the safety and transportation issues along the Capitol Way Corridor from 14th Avenue to Carlyon Avenue. Through a series of workshops, the City asked the community about potential multimodal improvements and to help define the unique historic, environmental, and community values in the corridor.

Many neighborhood residents told the City they were concerned about the history of accidents at the curve south of 25th Avenue, pedestrian crossing safety, vehicle speeds, the lack of a bicycle route, and the impacts of increased traffic volumes. They also identified the historic and neighborhood character elements they wanted preserved in the corridor.

This study explored roadway design options that would help solve problems identified by these residents, including a possible three-lane roadway configuration. The City found, however, that reducing the number of vehicle travel lanes from four to three would increase congestion to an unacceptable level.

In the end, the City developed a four-lane option that addressed some of the safety and mobility concerns expressed by the public.

City-Wide Planning Efforts

Street Standards Update

The City of Olympia's [Engineering Design and Development Standards](#) include standards for constructing all classifications of streets. Specific requirements and dimensions for all street features are defined, such as sidewalk width or the need for a bike lane. The street standards were updated in 2006 to align with "complete street" principles. Updates were made to street widths to reduce speeds, and smaller curb radius dimensions to narrow pedestrian crossings at intersections.

Transportation Mobility Strategy

In August 2009, the City Council accepted the [Olympia Transportation Mobility Strategy](#) report. This was the City's first comprehensive transportation master planning effort, and its policy recommendations guide Olympia to becoming a

more multimodal city. The report was developed by a consultant, working with an ~~an~~-citizen advisory group and staff. Mobility strategy policy recommendations are incorporated into this Plan.

Sidewalk Program

The [City of Olympia Sidewalk Program](#) (2003) was the City's first comprehensive sidewalk planning effort. Led by the Bicycle and Pedestrian Advisory Committee, the team inventoried missing sidewalks and prioritized segments for construction. The program focuses on building sidewalks on at least one side of all major streets. The criteria the team used to prioritize construction projects was based on street conditions and proximity to destinations for walkers. Appendix C includes maps illustrating missing sidewalk segments on major streets.

Bicycle Master Plan

The [Bicycle Master Plan](#) (2009) recommends ways to increase the number of people who bike for regular transportation, and increase their safety. It recommends that the City develop bike lanes and other street improvements, and encourage bicycling through educational outreach. The plan was developed in collaboration with the Bicycle and Pedestrian Advisory Committee and was accepted by Council in 2009. Appendix D includes a list of planned bike lane projects and a map illustrating the planned bicycle network consistent with the [Bicycle Master Plan](#).

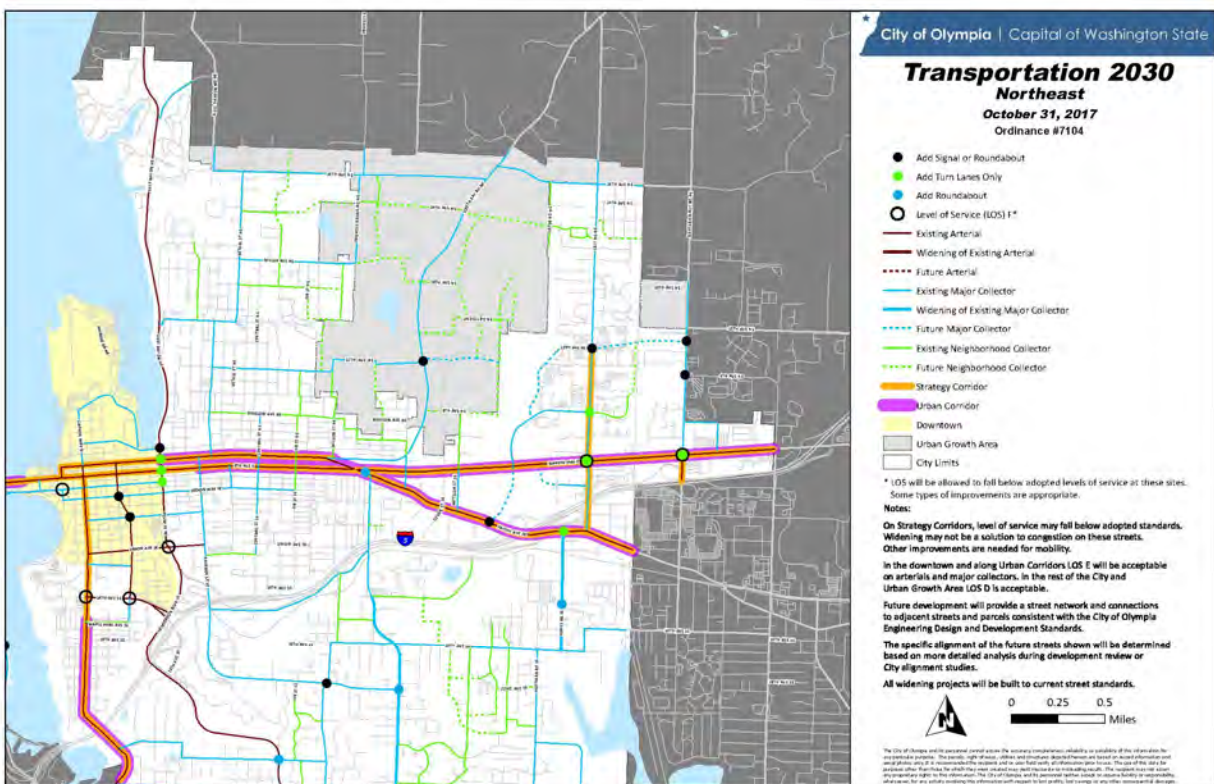
Concurrency Report

The Washington State [Growth Management Act](#) requires that the City prohibit any development that causes the level of service on a street to fall below adopted standards, unless it can make improvements or develop strategies that will lessen their impact. The City's Concurrency Report describes improvements needed with development in the next six years. Some of these projects are listed and shown in maps in Appendix B and shown on the [Transportation Corridors Map](#) in Appendix H.

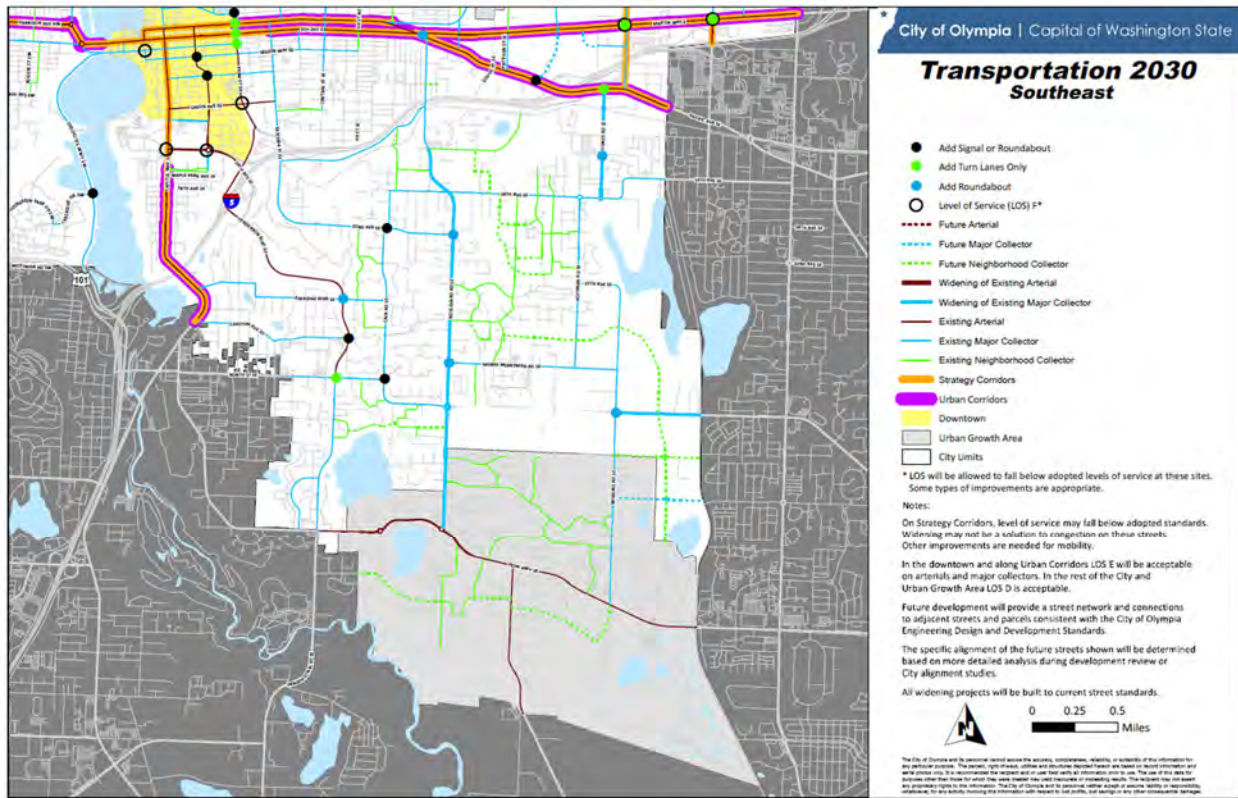
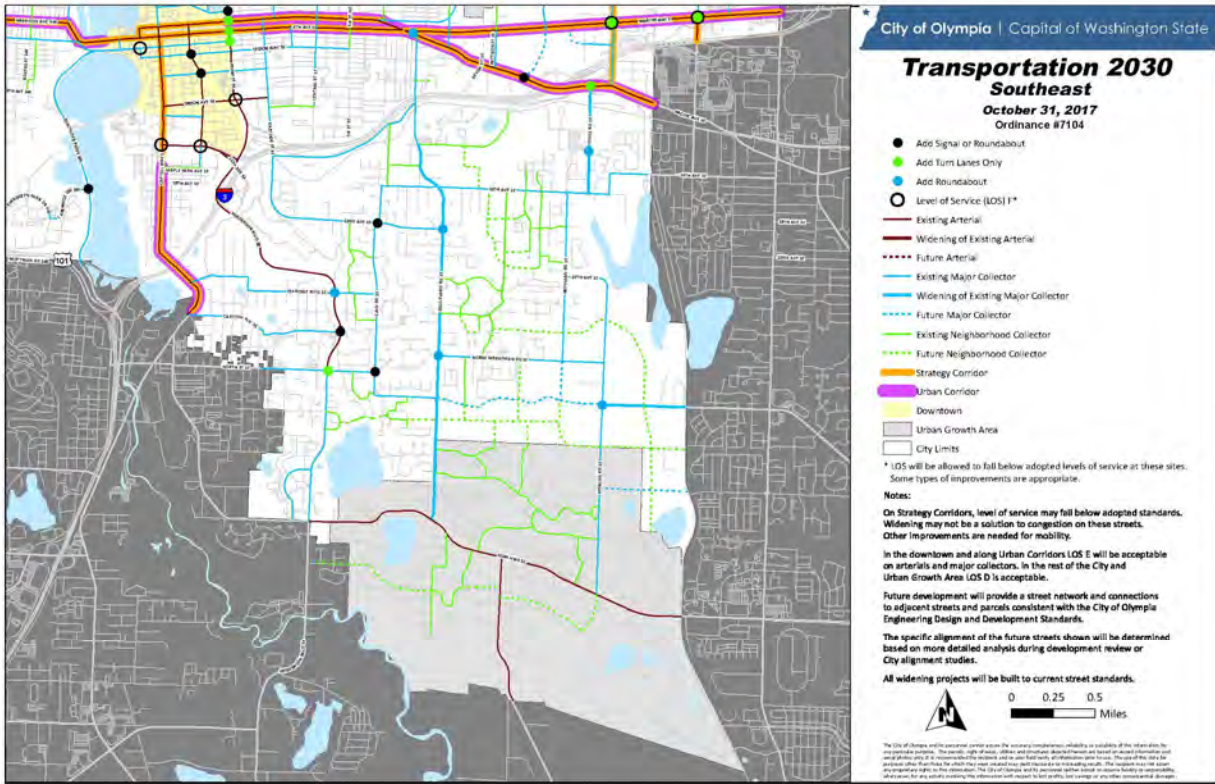
Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps

Projects are identified to achieve the Regional Transportation Plan and Olympia Comprehensive Plan goals and policies related to street capacity (level of service standards) and street connectivity. The following project list includes street capacity and street connectivity needs on arterials and major collector streets.

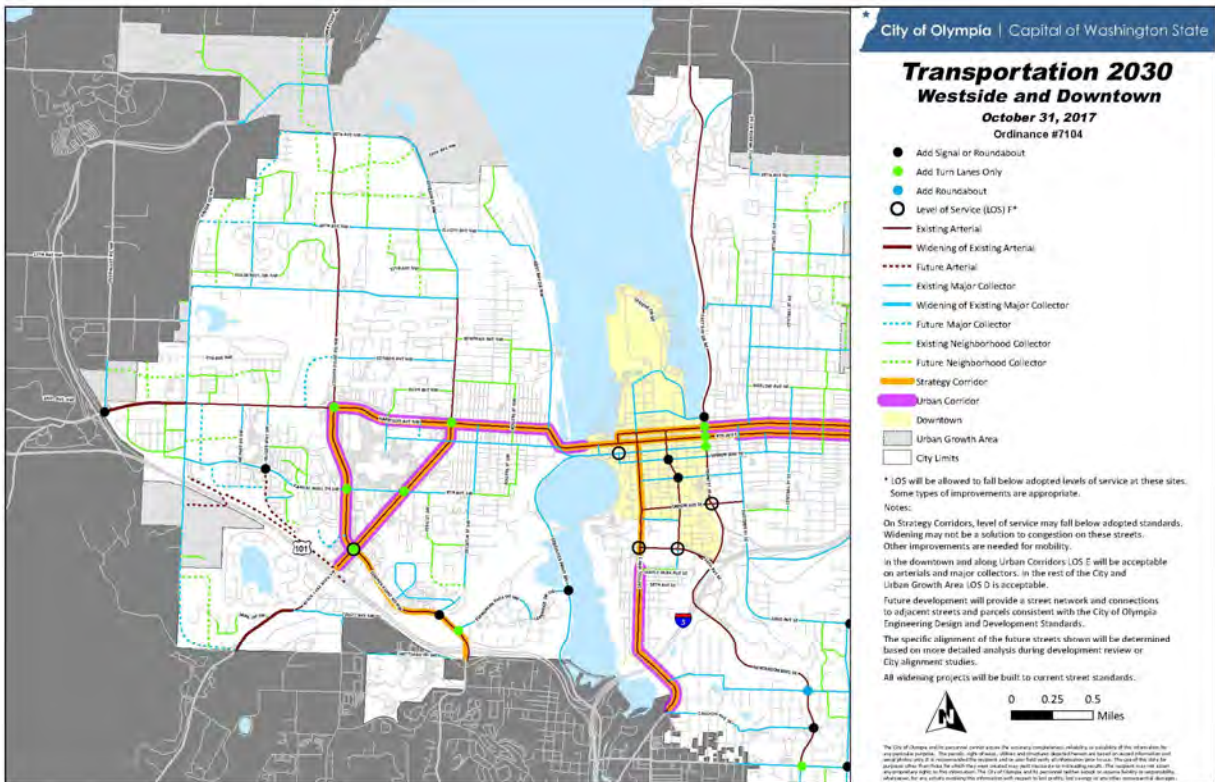
The Transportation 2030 maps illustrate planned street capacity improvements as well as the street connections planned on arterials, major collectors and neighborhood collectors.



View Transportation 2030 Northeast map



View Transportation 2030 Southeast map



View Transportation 2030 Westside and Downtown map

Street Widening Projects

- Fones Road: widening to three to five lanes and roundabout (at Home Depot south access)
- Black Lake Boulevard: widening to two to three lanes (City Limits to 21st Avenue)
- Boulevard Road: widening to three lanes (roundabouts are listed with Intersection Projects)
- Harrison Avenue from Kaiser Road to Evergreen Parkway widening to four to five lanes
- Plum Street: widen Plum between 5th, 4th and State Avenues, add left turn lanes

Street Connections

- ~~Hoffman Road connection to Log Cabin Road extension~~
- Yauger Way Extension to Top Foods
- Kaiser Road connection to Black Lake Boulevard
- 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road
- 12th Avenue connection to Ensign Road
- Ensign Road connection to Pacific Avenue
- ~~Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median~~
- ~~Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median~~

Intersection Projects

- Cooper Point Road and Caton Way: signal or roundabout
- Yauger Way (US 101 Off Ramp) and Capital Mall Drive: signal or roundabout
- Henderson Boulevard and Carlyon Avenue: signal or roundabout
- Legion and Adams: signal or roundabout
- 8th and Jefferson: signal or roundabout
- Boulevard Road/Pacific Avenue/Martin Way "Y" roundabout
- Lilly Road and Ensign Road: left-turn lanes
- Lilly Road and 15th Avenue connector: signal or roundabout
- Sleater-Kinney Road and 15th Avenue connector: signal or roundabout
- Boulevard Road and Log Cabin Road: complete roundabout (east leg only)

- Boulevard Road and Morse-Merryman Road: roundabout
- North Street and Cain Road: signal or roundabout
- North Street and Henderson Boulevard: add turn lanes
- Henderson Boulevard and Eskridge Boulevard: roundabout
- Wiggins Road and 37th Avenue: roundabout
- Black Lake Boulevard and Cooper Point Road at Top Foods: turn lane
- Sleater-Kinney Road and Martin Way: turn lane
- East Bay Drive and Olympia Avenue: traffic signal
- Division Street and Harrison Avenue: turn lane
- Lilly Road and Martin Way: turn lane
- 22nd Avenue and Cain Road/Wilson Street: turn lanes or signal
- Cooper Point Road and Harrison Avenue: turn lane
- Deschutes Parkway and Lakeridge Drive: traffic signal
- Cooper Point/Auto Mall Drive and Evergreen Park Drive: turn lane
- Cooper Point Road and Capital Mall Drive: turn lane
- Black Lake Boulevard and Capital Mall Drive: turn lane
- Pacific Avenue and Ensign Road: traffic signal

Other Projects

- All Arterials: transit signal priority and high-occupancy vehicle improvements
- West Olympia Access to US 101: Interchange Justification Report
- West Olympia Access to US 101: Phase I Kaiser Road on and off ramps
- West Olympia Access to US 101: Phase 2 Yauger Way off ramp (beyond 2030 planning horizon)

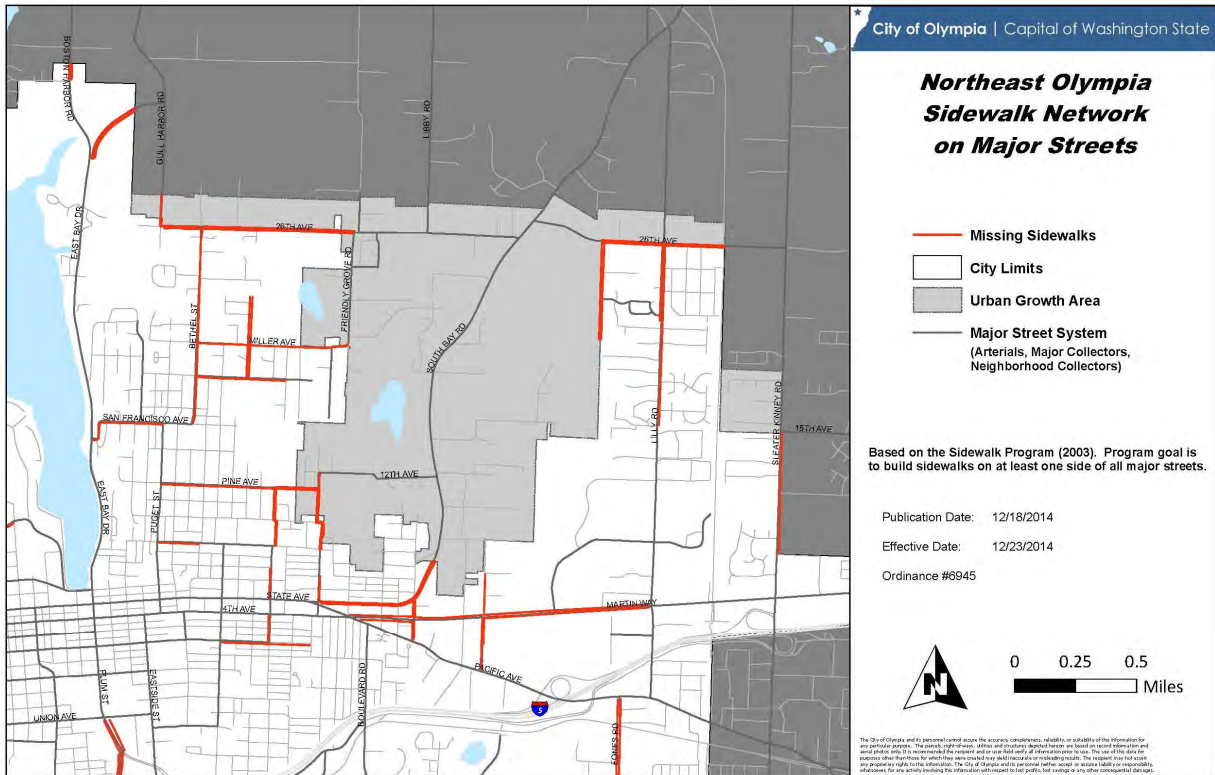
Appendix C: Sidewalk Network

The [City of Olympia Sidewalk Program](#) (2003) inventoried missing sidewalks on arterials, major collectors and neighborhood collectors. The missing segments were prioritized for construction based on a scoring system that considered street conditions and pedestrian destinations. Please see the Sidewalk Program report for more background.

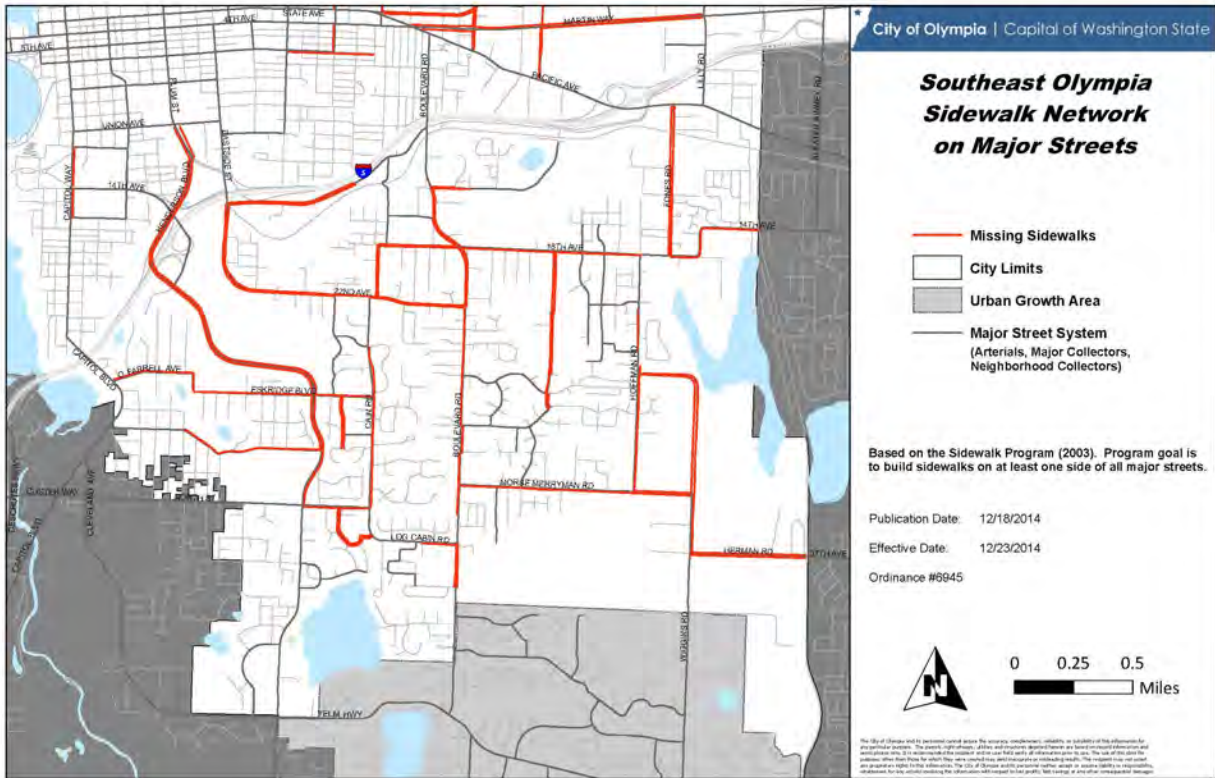
The Sidewalk Program focus is to provide a sidewalk on at least one side of all major streets. On streets where sidewalks are missing on both sides, each side is a separate project in this program. These Sidewalk Program projects are added to the 6-year [Capital Facilities Plan](#). Timing of construction is based on funding. Priorities may be adjusted when projects can be combined with other

planned construction.

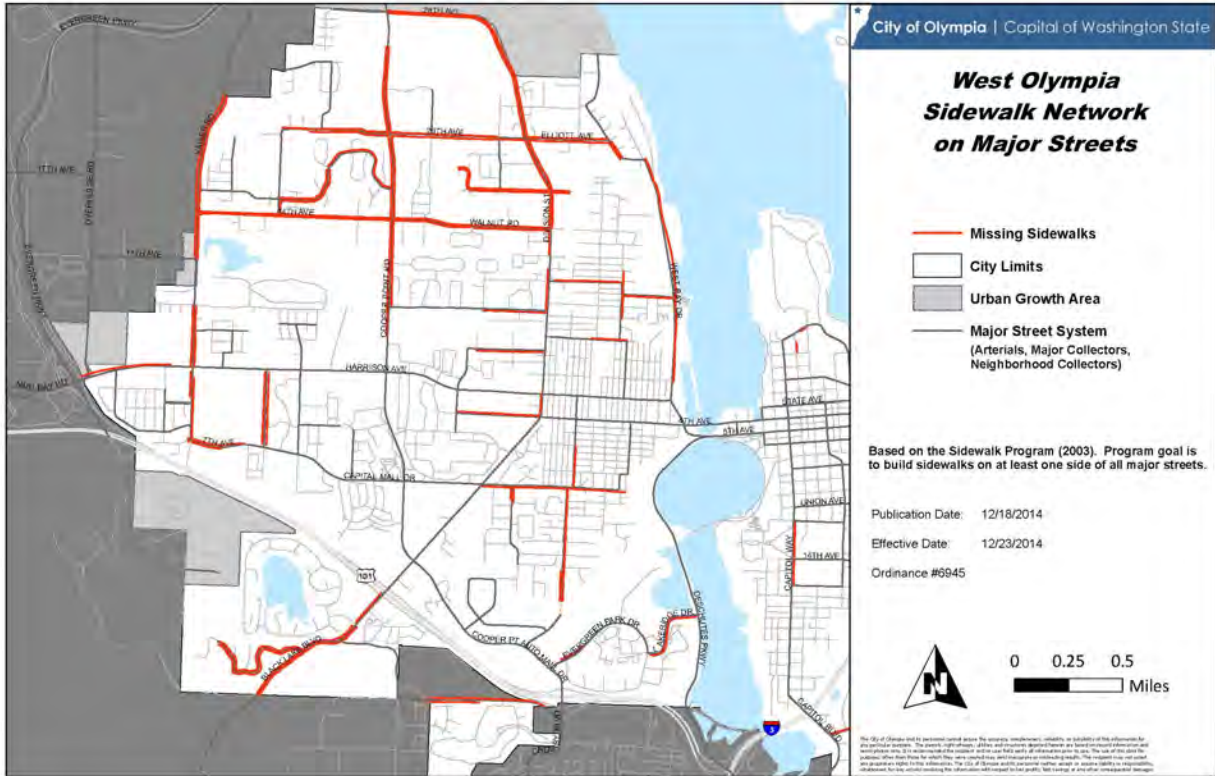
The three sidewalk network maps illustrate missing segments of sidewalk on major streets (as of 2011) based on the Sidewalk Program (2003) inventory. Please see the Sidewalk Program report for the list of projects.



[View Northeast Olympia Sidewalk Network on Major Streets map](#)



View Southeast Olympia Sidewalk Network on Major Streets map

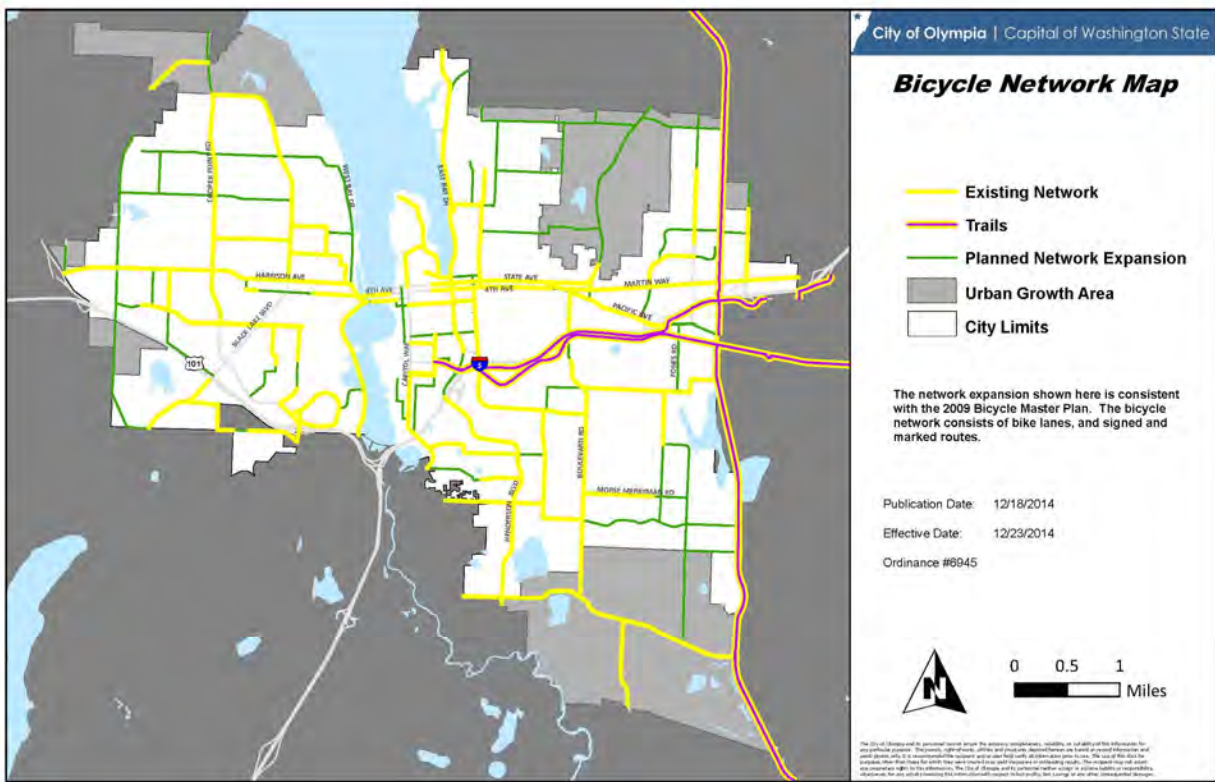


View West Olympia Sidewalk Network on Major Streets map

Appendix D: Bike Network Map and List

The bike lane projects in the [Bicycle Master Plan](#) (2009) represent the vision for the network, and are likely to go beyond the 20-year planning timeframe. These projects will be coordinated with the City's roadway resurfacing or reconstruction projects. Priorities may be adjusted for construction efficiencies. Some projects may be completed as frontage improvements built by private development in accordance with City street standards.

The [Bicycle Network Map](#) illustrates the existing network and future network ~~expansion~~expansion. This network includes bike lanes, as well as signed and marked routes.



Bicycle Network Map

This list of bike lane projects represents, at a rough planning-level estimate, \$99,390,700 in 2011 dollars.

Near-Term

- San Francisco Avenue, NE, from East Bay Drive to Bethel Street
- Mottman Road, SW, from Mottman Court to South Puget Sound Community College
- 14th/Walnut Road, NW, from Kaiser Road to Division Street
- Herman Road, SE, from Wiggins Road to the Chehalis Western Trail
- Cooper Point Road, NW, from 14th Avenue to 20th Avenue
- Fones Road, SE, from Pacific Avenue to 18th Avenue
- Pine Avenue, NE, from Puget Street to east City limits
- Elliott /20th Avenue, NW, from Crestline Boulevard to Road 65
- Legion Way, SW, from Water Street to Capitol Blvd (eastbound only to avoid parking removal)
- Bethel Street, NE, from San Francisco Avenue to 26th Avenue
- Martin Way and Pacific Avenue "Y"
- Crestline Boulevard/Raft Avenue/Schneider Hill, NW, from West Bay Drive to Elliott Avenue
- West Bay Drive, NW, from Olympic Way to Schneider Hill Road
- Henderson Boulevard, SE, from Union Street to I-5
- Morse-Merryman Road, SE, from Sugarloaf Street to Wiggins Road
- 4th Avenue, W, from Black Lake Boulevard to Perry Street
- 4th Avenue, W, from Black Lake Boulevard to Kenyon Street
- 5th Avenue, SE, across the Capitol Lake dam (both directions)
- Cooper Point Road from 20th Avenue to 28th Avenue

Long-Term

- Kenyon Street, NW, from Capital Mall access road to Harrison Avenue
- Hoffman Road, SE, from 26th Avenue to Morse-Merryman Road
- Kaiser Road, NW, from Harrison Avenue to Walnut Road
- 26th Avenue, NE, from Gull Harbor Road to Chehalis Western Trail
- McPhee Road, NW, from Capital Mall Drive to Harrison Avenue
- Wiggins Road, SE, 27th Avenue from Hoffman Road to Wiggins Road to Yelm Highway
- Decatur Street, SW, from 9th Avenue to Caton Way
- Lakeridge Drive, SW, from Deschutes Parkway to Evergreen Park Drive
- Fern Street, SW, from 9th Avenue to end
- Road 65, NW, from 20th Avenue to 14th Avenue
- Ames Road, NE, from Gull Harbor Road to East Bay Drive
- Ensign Road, NE, from Lilly Road to Chehalis Western Trail


- Pine Avenue/12th Avenue, NE, from Puget Street to South Bay Road
- Sleater-Kinney Road/15th Avenue to 18th Avenue, SE
- Miller Avenue, NE, from Bethel Street to Friendly Grove Road
- Union Avenue, SE, from Capitol Way to Eastside Street
- Lilly Road, NE, from Winwood Place to Urban Growth Boundary
- 7th Avenue, NW, from Kaiser Road to McPhee Road
- Friendly Grove Road, NE, from Miller Avenue to Urban Growth Boundary
- Gull Harbor Road, NE, from Urban Growth Boundary to City limits
- Wheeler Avenue, SE, from Eastside Street to Boulevard (convert one-sided path)

Appendix E: Highways of Statewide Significance (Thurston County)

- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to US 101/Olympia (entire route)
- United States Route-Highway 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- United States Route-Highway 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 miles of physical gap not included)

Appendix F: Transportation Facilities and Services of Statewide Significance

- The Interstate Highway System: See Highways of Statewide Significance
- Interregional State Principal Arterials: See Highways of Statewide Significance
- Intercity Passenger Rail Services:
 - Olympia to Seattle, with stops in Tacoma and Tukwila (5 trips per day)
 - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (5 trips per day)
- Intercity High-speed Ground Transportation: none
- Major Passenger Intermodal Facilities: none
- Ferry Terminals: none
- Intercity Bus Depot: Olympia Greyhound Station
- Olympia Transit Center (Intercity Transit, Mason Transit and Grays Harbor Transit)
- Park and Ride Facilities: Martin Way (Lacey)
- Park and Ride Facilities: Mud Bay (Thurston County)

- Park and Ride Facilities: Hawks Prairie (Lacey)
- Park and Ride Facilities: Centennial Station (Thurston County)
- Rail Facilities: Centennial Station (Thurston County)
- The Freight Railroad System: none
- Switching and Terminal Companies: none
- The Columbia/Snake Navigable River System: none
- Marine Port Facilities and Services: Port of Olympia
- High Capacity Transportation System serving regions as defined in RCW [81.104.015](#) : none

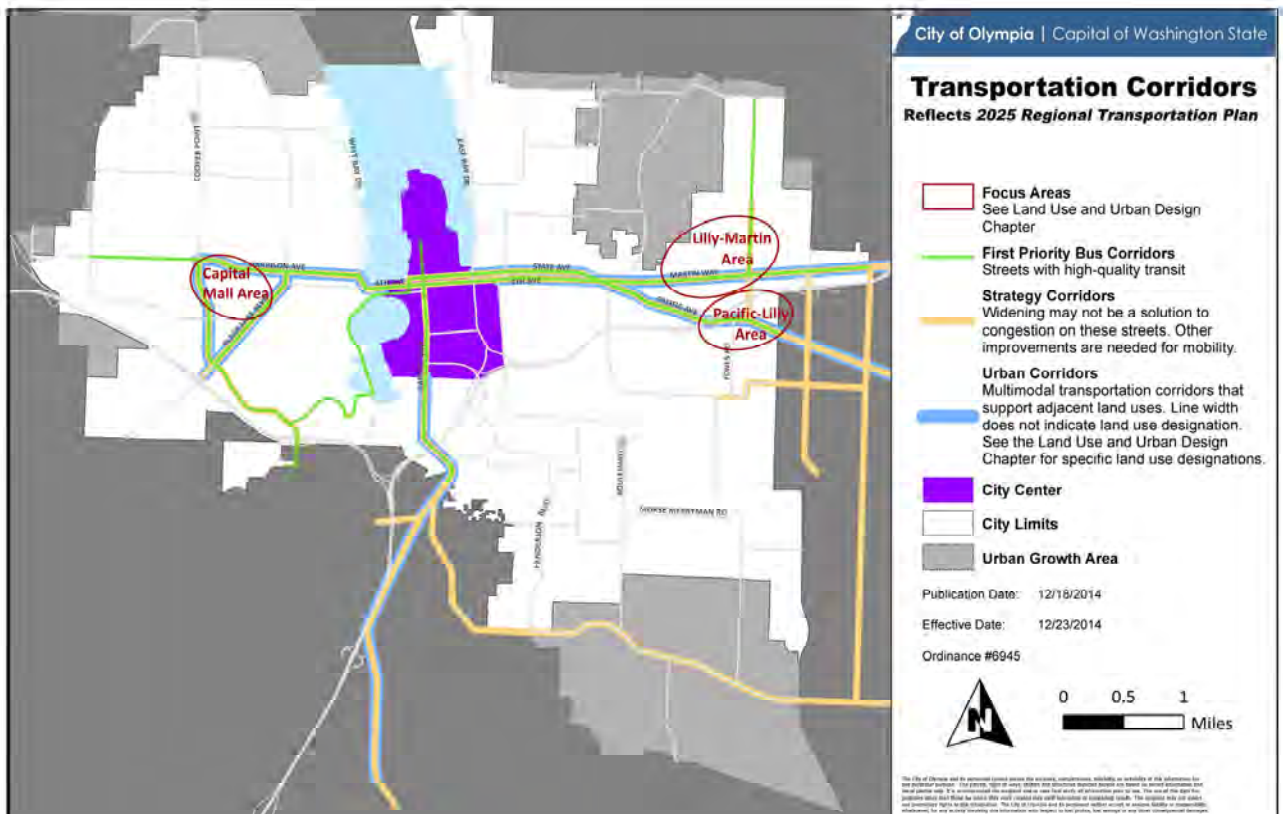
Appendix G: Facilities of Statewide Significance

The following Facilities of Statewide Significance are located in the Washington State Department of Transportation's Olympic Region, in Olympia:

- ~~State Route~~Interstate 5, from Mile Post 104.56 to 108.13, Limited Access Fully Controlled, Urban Interstate, National Highway System
- ~~State Route~~United States Highway 101, from Mile Post 364.91 5 to 366.91, Limited Access Fully Controlled, Urban Principal Arterial, National Highway System, State Scenic and Recreational Highway

Appendix H: Transportation Corridor Map

This map illustrates the locations of bus corridors, urban corridors and strategy corridors in Olympia.



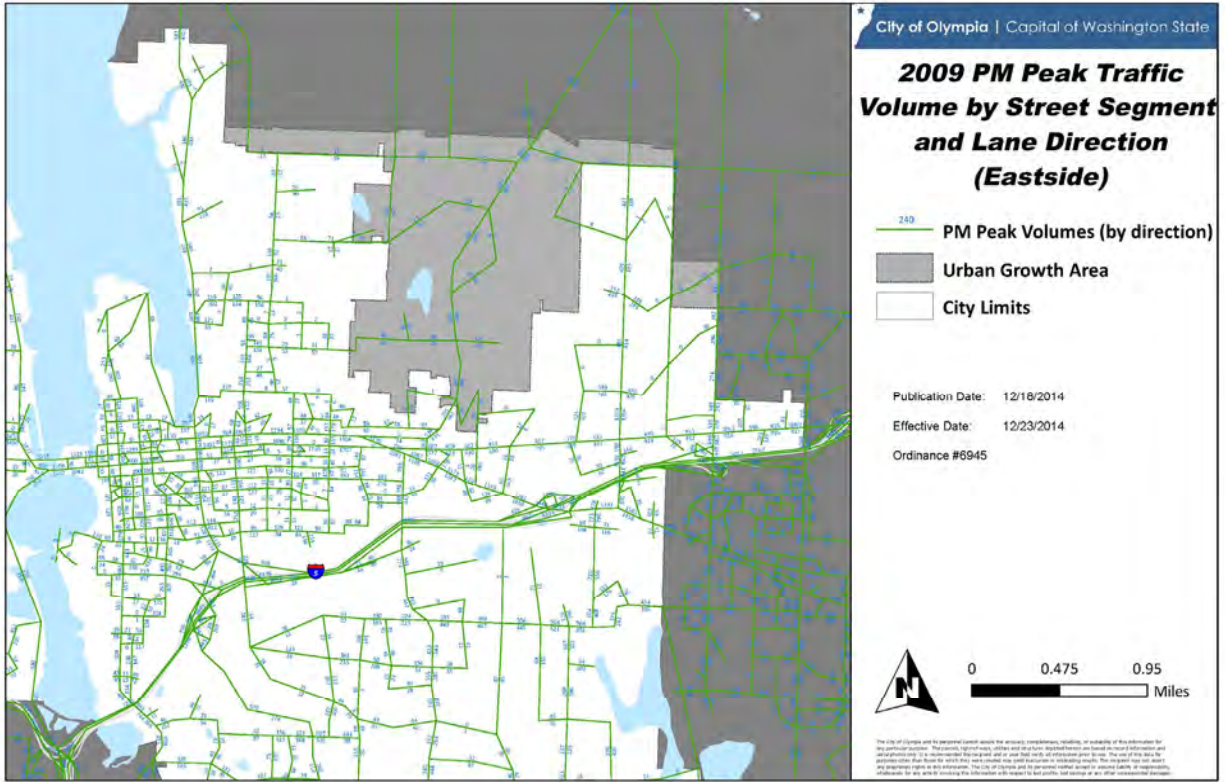
View Transportation Corridor Map

Appendix I: Traffic Forecast Maps

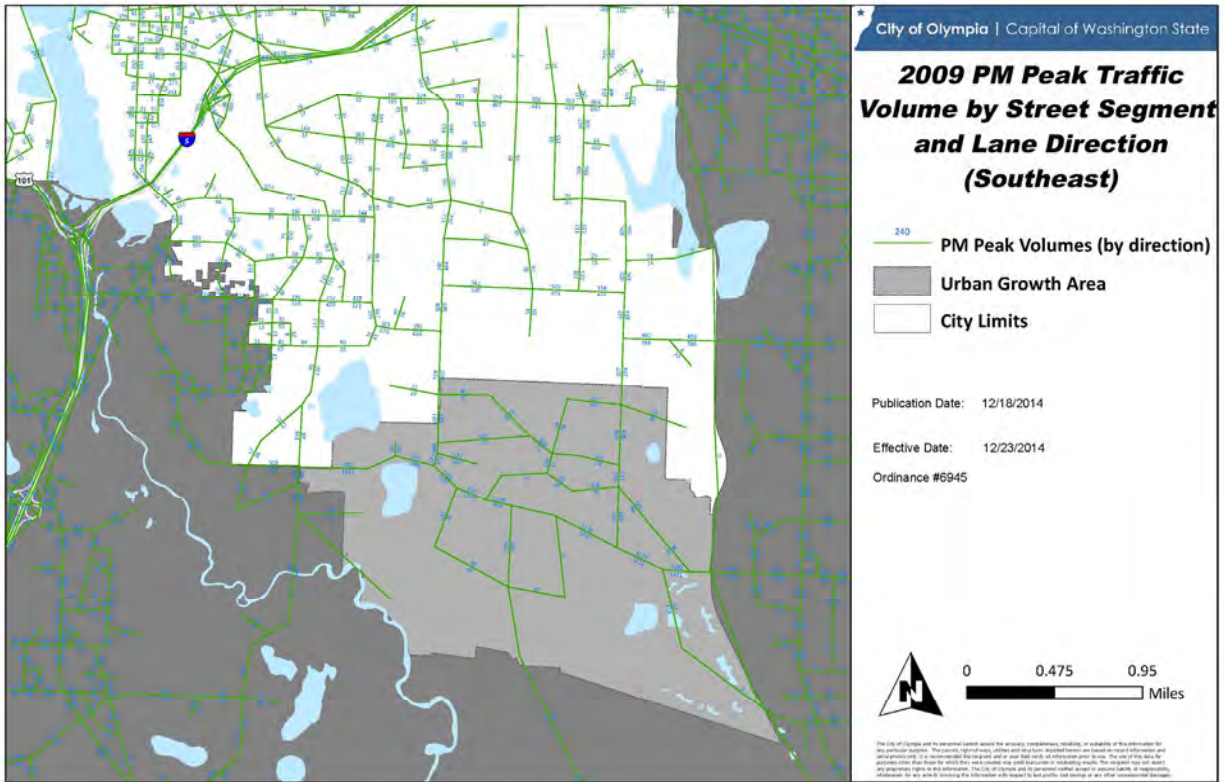
These maps show current traffic volumes on Olympia's street system, as well as forecasted 2030 traffic volumes. These volumes were generated from a traffic model used for transportation planning in the Thurston County region. The volume data is based on the State of Washington Office of Financial Management projected population and employment forecasts for the Thurston County region.



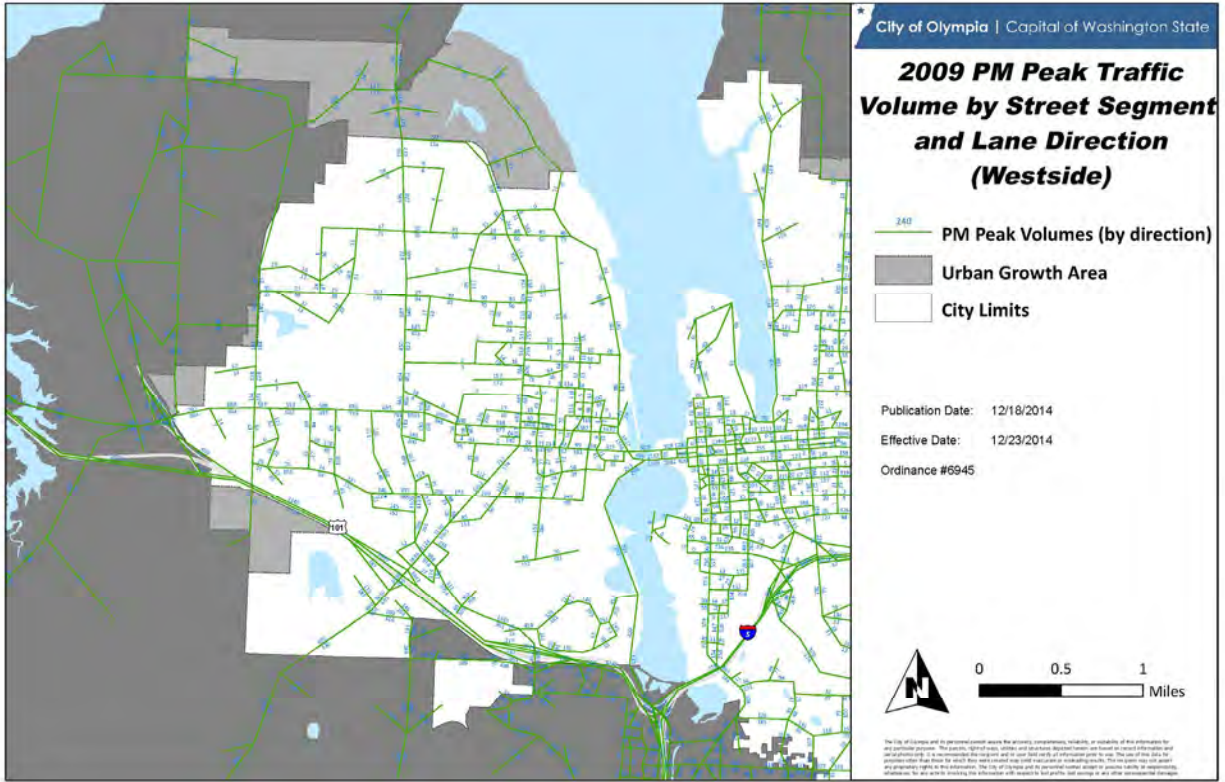
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)



View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)



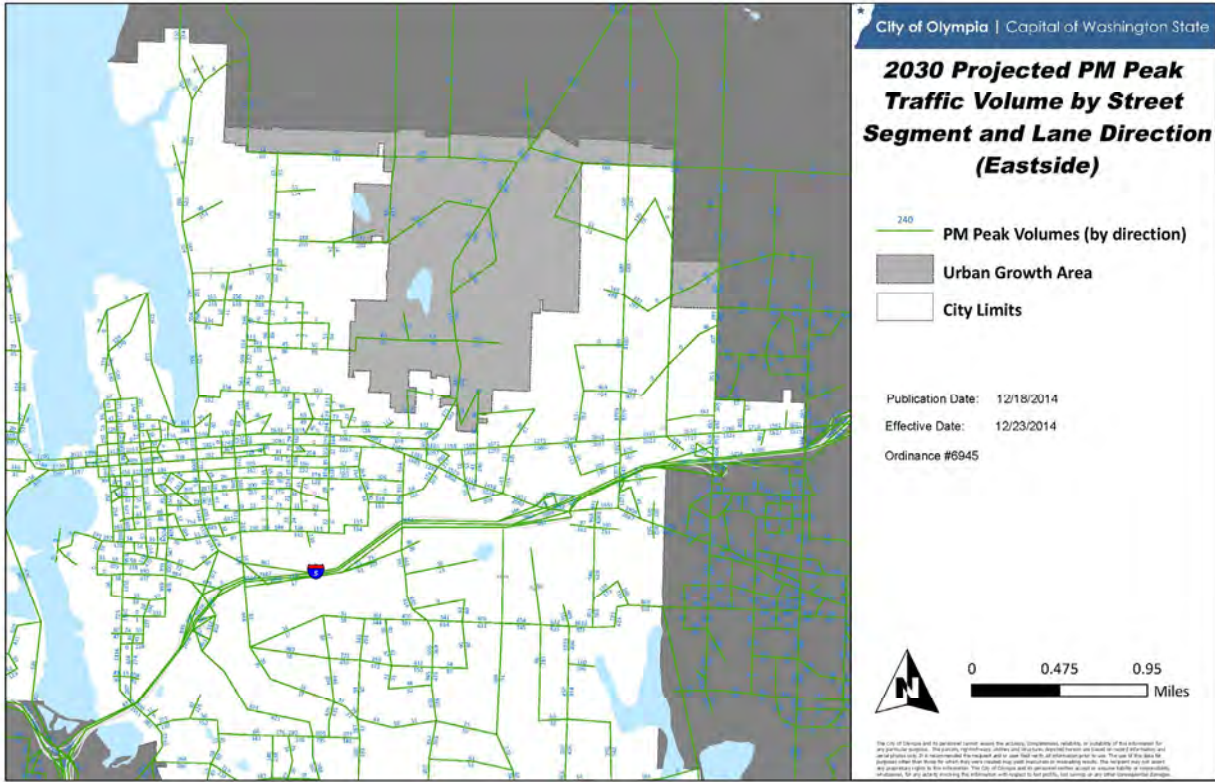
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)



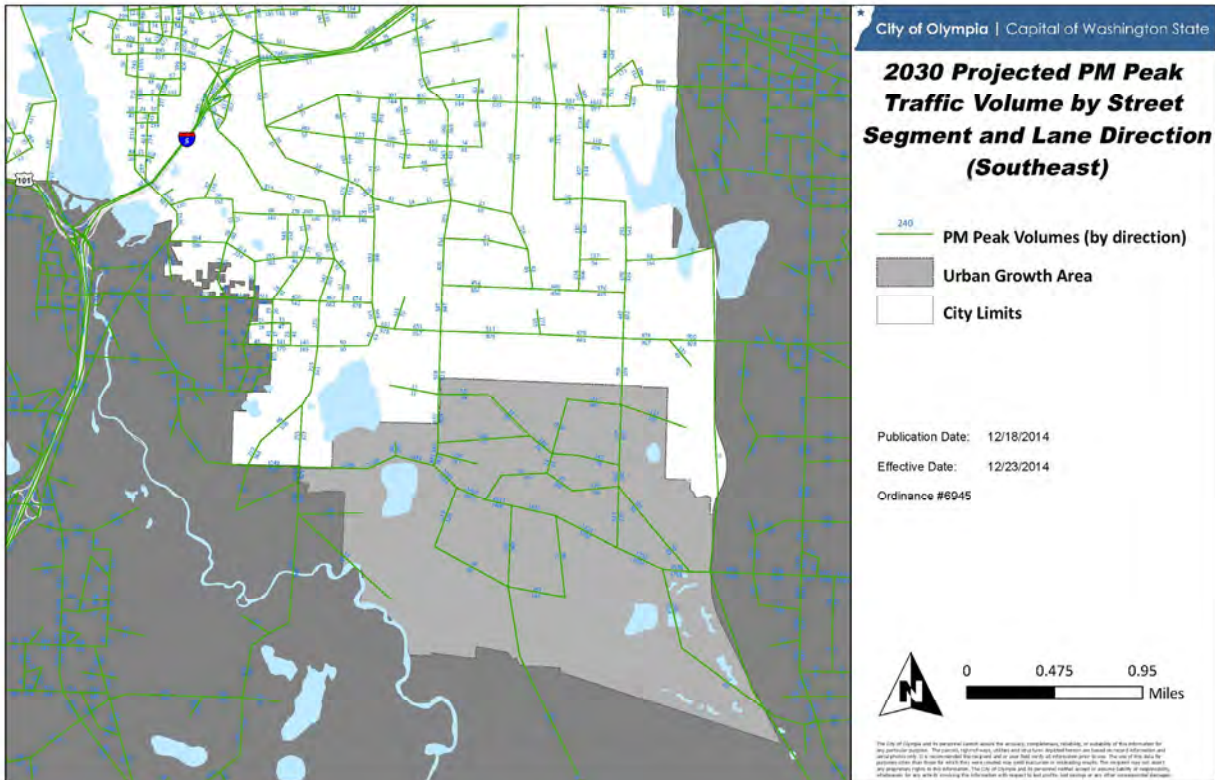
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)



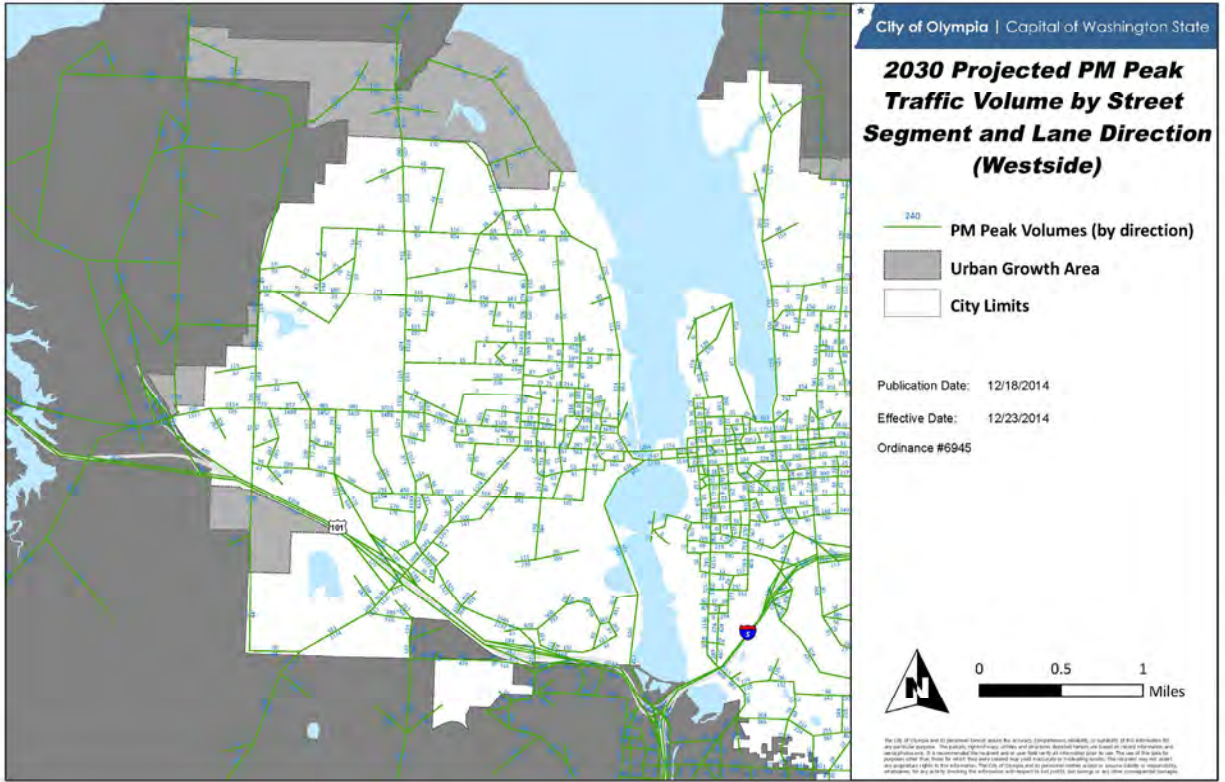
View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

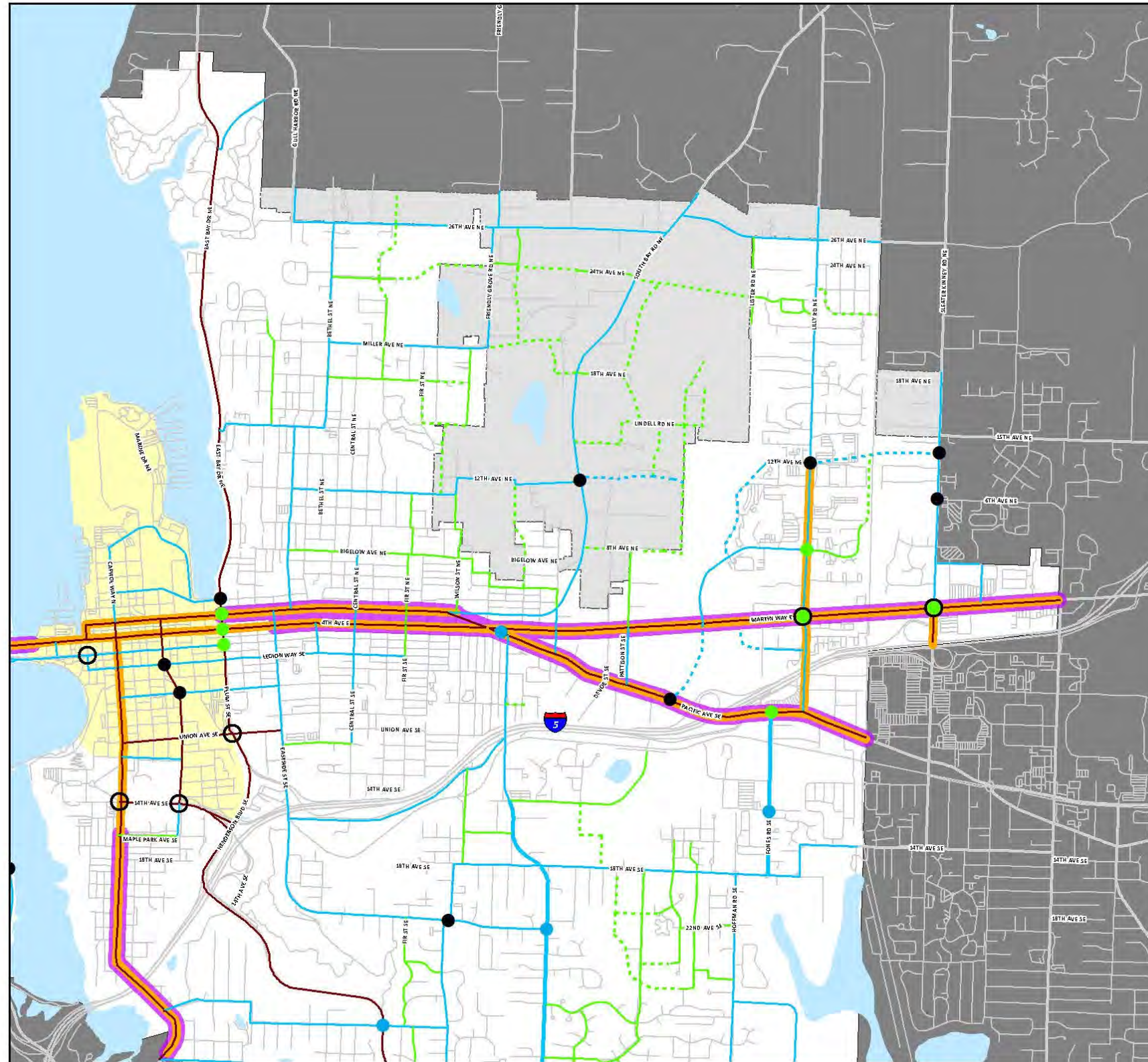
For More Information

- The [City of Olympia Transportation Mobility Strategy](#) provides policy guidance for achieving a multimodal transportation system
- The City of Olympia [Engineering Design and Development Standards](#) implements comprehensive plan goals and policies. These technical standards govern all new construction and modification of transportation and utilities infrastructure
- The [Thurston Regional Transportation Plan](#) describes how the region will work together to resolve regional problems and establish regional priorities
- The Washington State [Growth Management Act](#) guides communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon
- The [City of Olympia Sidewalk Program](#) (2003) is a list of prioritized sidewalk projects on Olympia's major streets
- The City of Olympia [Bicycle Master Plan](#) (2009) includes recommendations for bicycle facilities development and education and encouragement activities
- The [Commute Trip Reduction Law](#) calls on large employers in urban areas of the state to reduce drive-alone commute trips made by employees
- The [Thurston Regional Trails Plan](#) defines off-street trail network priorities and issues throughout Thurston County.

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Transportation 2030 Northeast

October 31, 2017
Ordinance #7104



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

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

Notes:

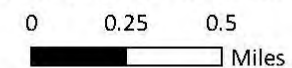
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.

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

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

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

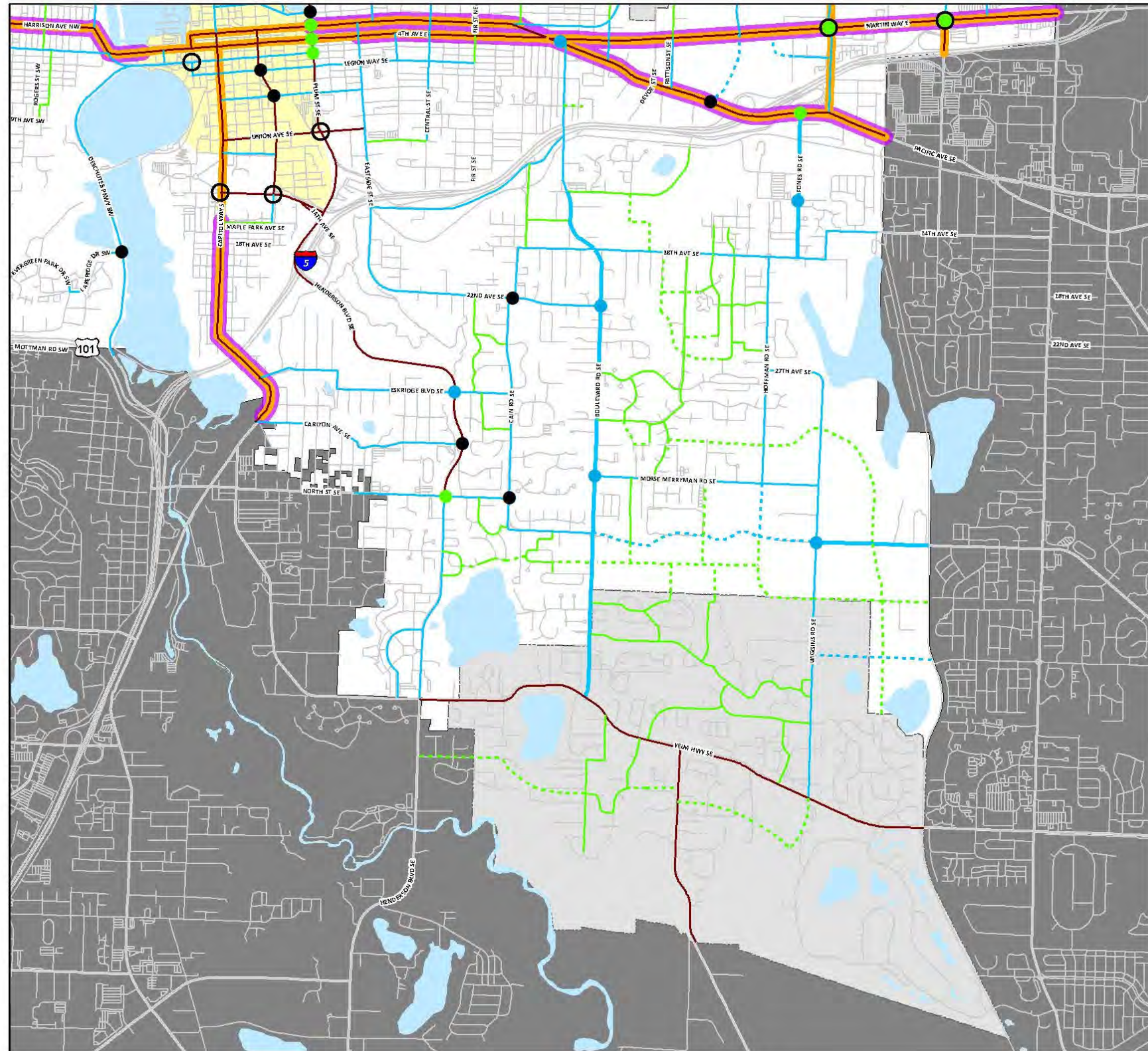
All widening projects will be built to current street standards.



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Transportation 2030 Southeast

October 31, 2017
Ordinance #7104



- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F*

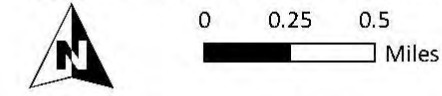
- Existing Arterial
- Widening of Existing Arterial
- Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- Future Major Collector
- Existing Neighborhood Collector
- Future Neighborhood Collector
- Strategy Corridor
- Urban Corridor
- Downtown
- Urban Growth Area
- City Limits

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

Notes:
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
In the downtown and along Urban Corridors LOS E will be acceptable on arterials and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.
Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards.

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

All widening projects will be built to current street standards.



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Transportation 2030 Westside and Downtown

October 31, 2017
Ordinance #7104

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

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

Notes:

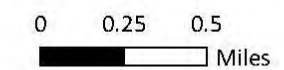
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.

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

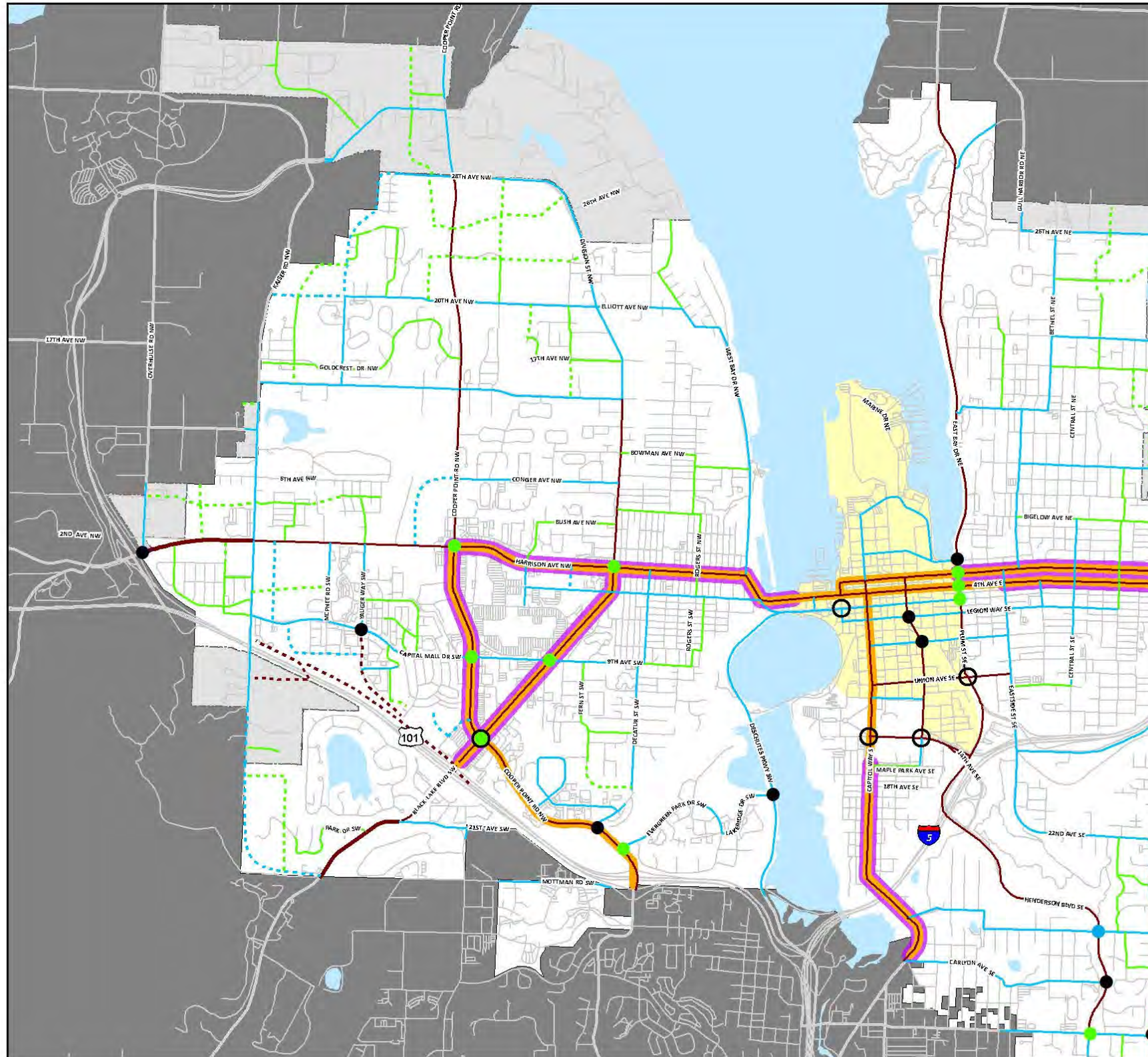
Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards.

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

All widening projects will be built to current street standards.



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Northeast Olympia Sidewalk Network on Major Streets

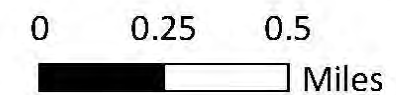
- Missing Sidewalks
- City Limits
- Urban Growth Area
- Major Street System
(Arterials, Major Collectors,
Neighborhood Collectors)

Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.

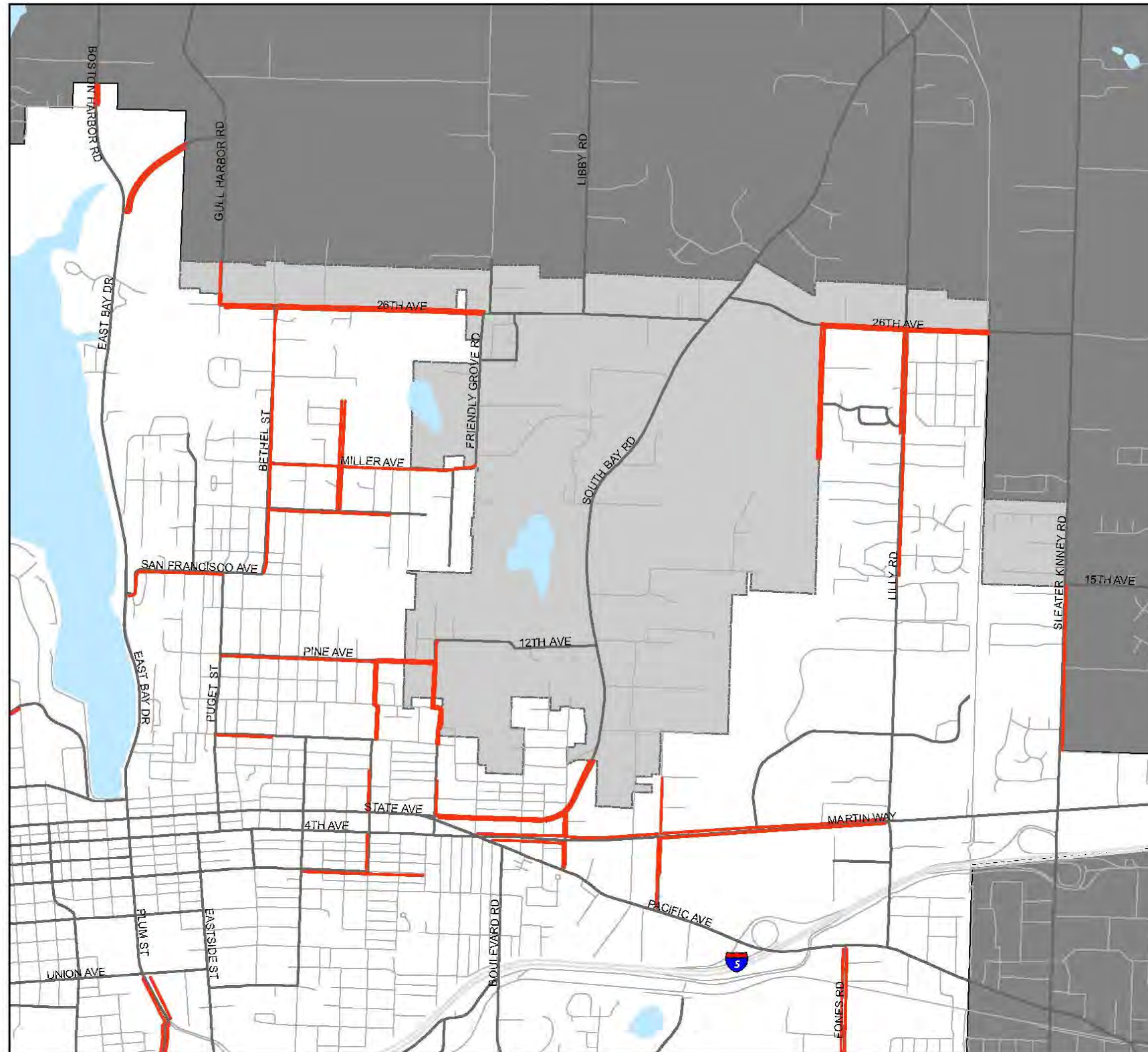
Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945



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Southeast Olympia Sidewalk Network on Major Streets

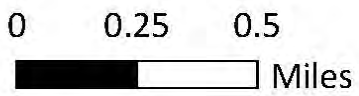
-  Missing Sidewalks
-  City Limits
-  Urban Growth Area
-  Major Street System
(Arterials, Major Collectors,
Neighborhood Collectors)

Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.

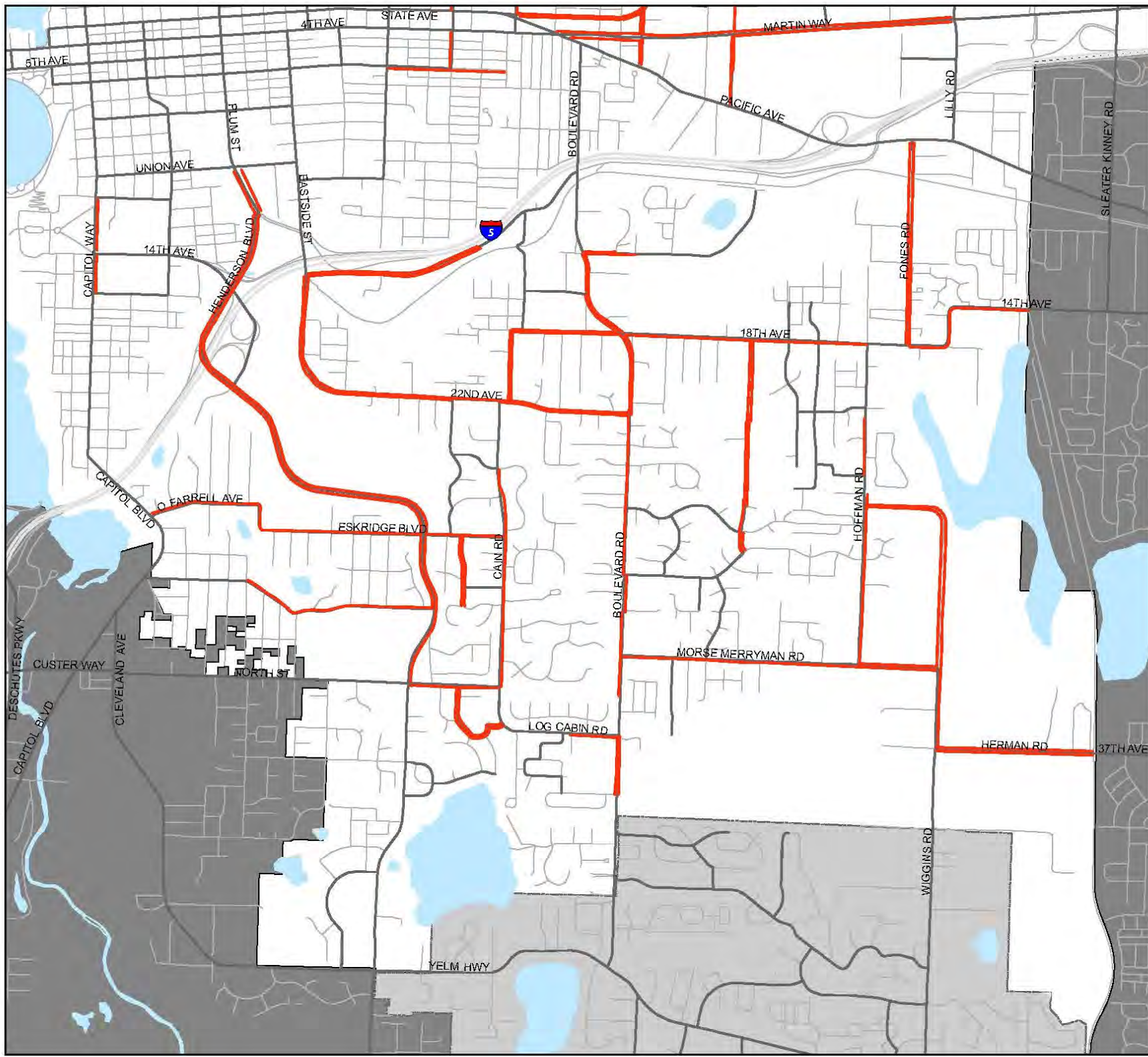
Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945



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West Olympia Sidewalk Network on Major Streets

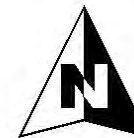
- Missing Sidewalks
- City Limits
- Urban Growth Area
- Major Street System
(Arterials, Major Collectors,
Neighborhood Collectors)

Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.

Publication Date: 12/18/2014

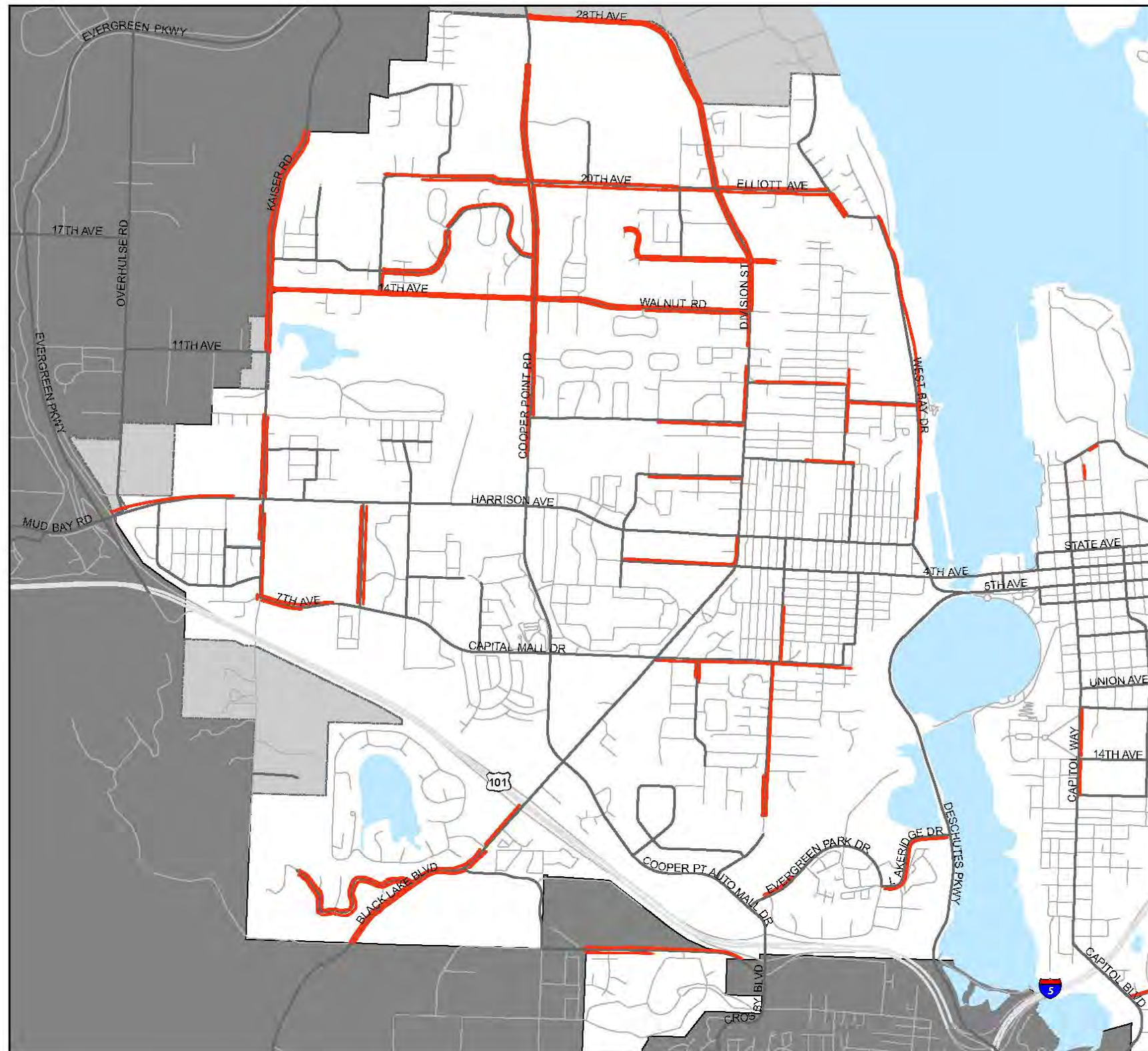
Effective Date: 12/23/2014

Ordinance #6945



0 0.25 0.5
Miles

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Bicycle Network Map

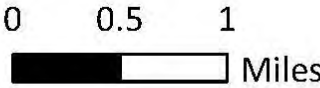
-  Existing Network
-  Trails
-  Planned Network Expansion
-  Urban Growth Area
-  City Limits

The network expansion shown here is consistent with the 2009 Bicycle Master Plan. The bicycle network consists of bike lanes, and signed and marked routes.

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Transportation Corridors

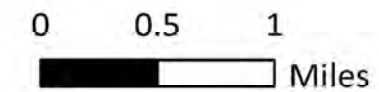
Reflects 2025 Regional Transportation Plan

-  **Focus Areas**
See Land Use and Urban Design Chapter
-  **First Priority Bus Corridors**
Streets with high-quality transit
-  **Strategy Corridors**
Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
-  **Urban Corridors**
Multimodal transportation corridors that support adjacent land uses. Line width does not indicate land use designation. See the Land Use and Urban Design Chapter for specific land use designations.
-  **City Center**
-  **City Limits**
-  **Urban Growth Area**

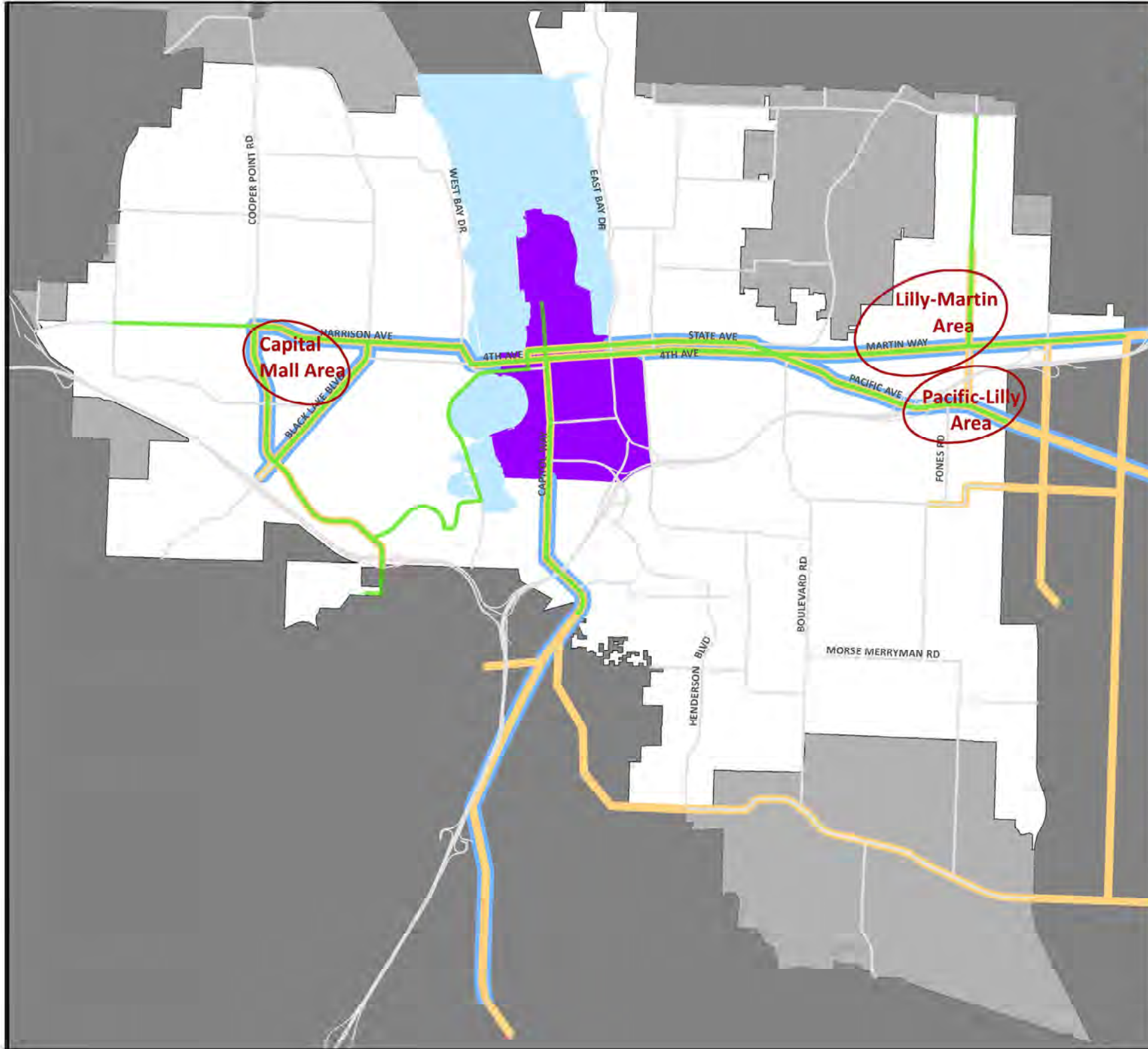
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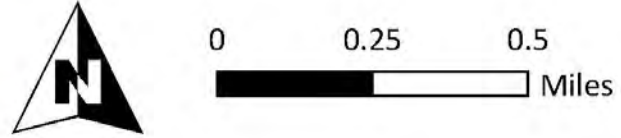
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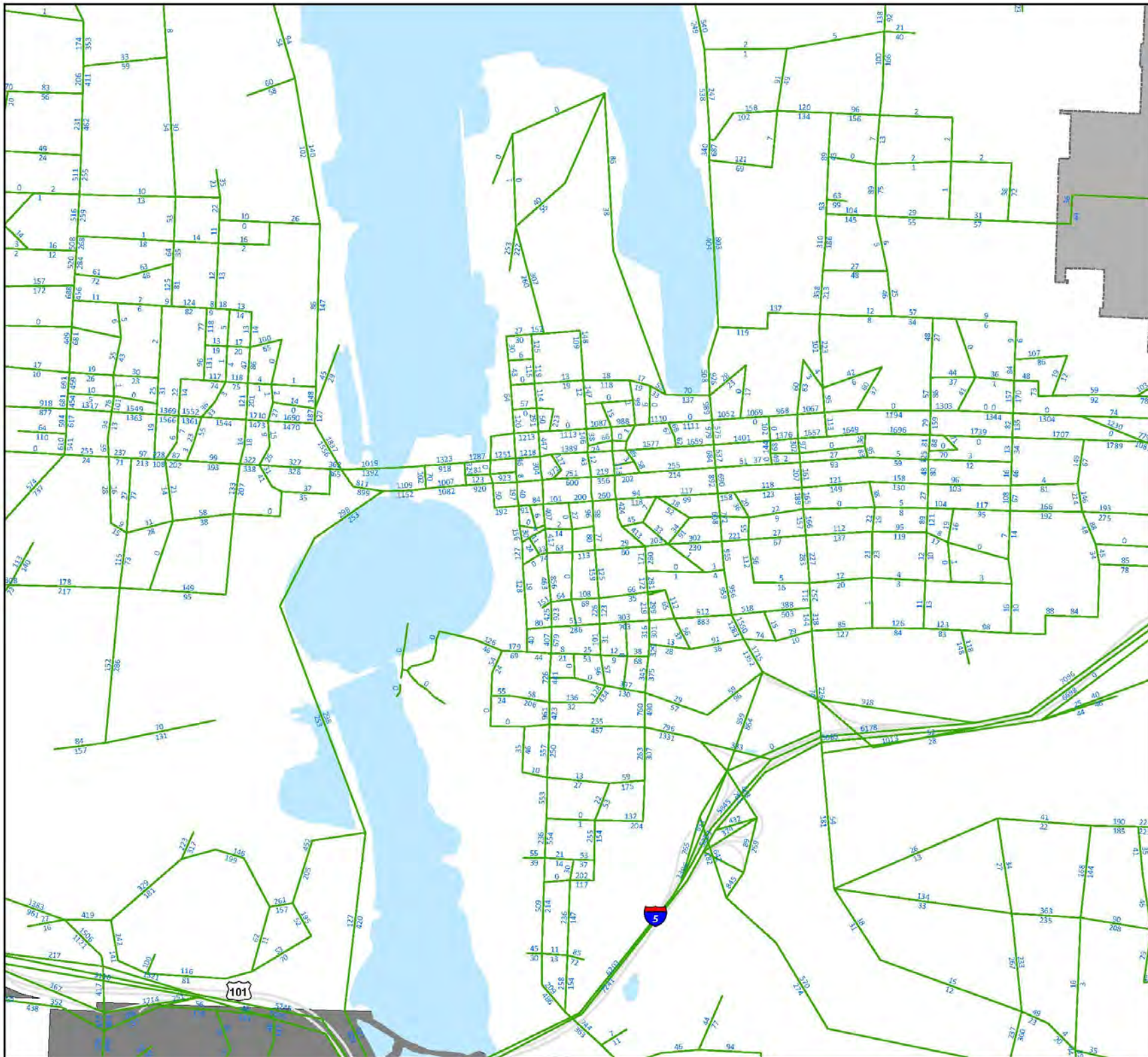
2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

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Effective Date: 12/23/2014
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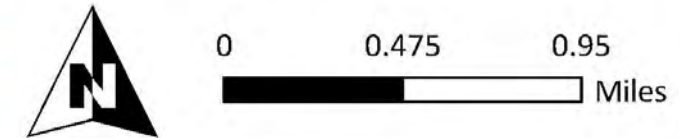
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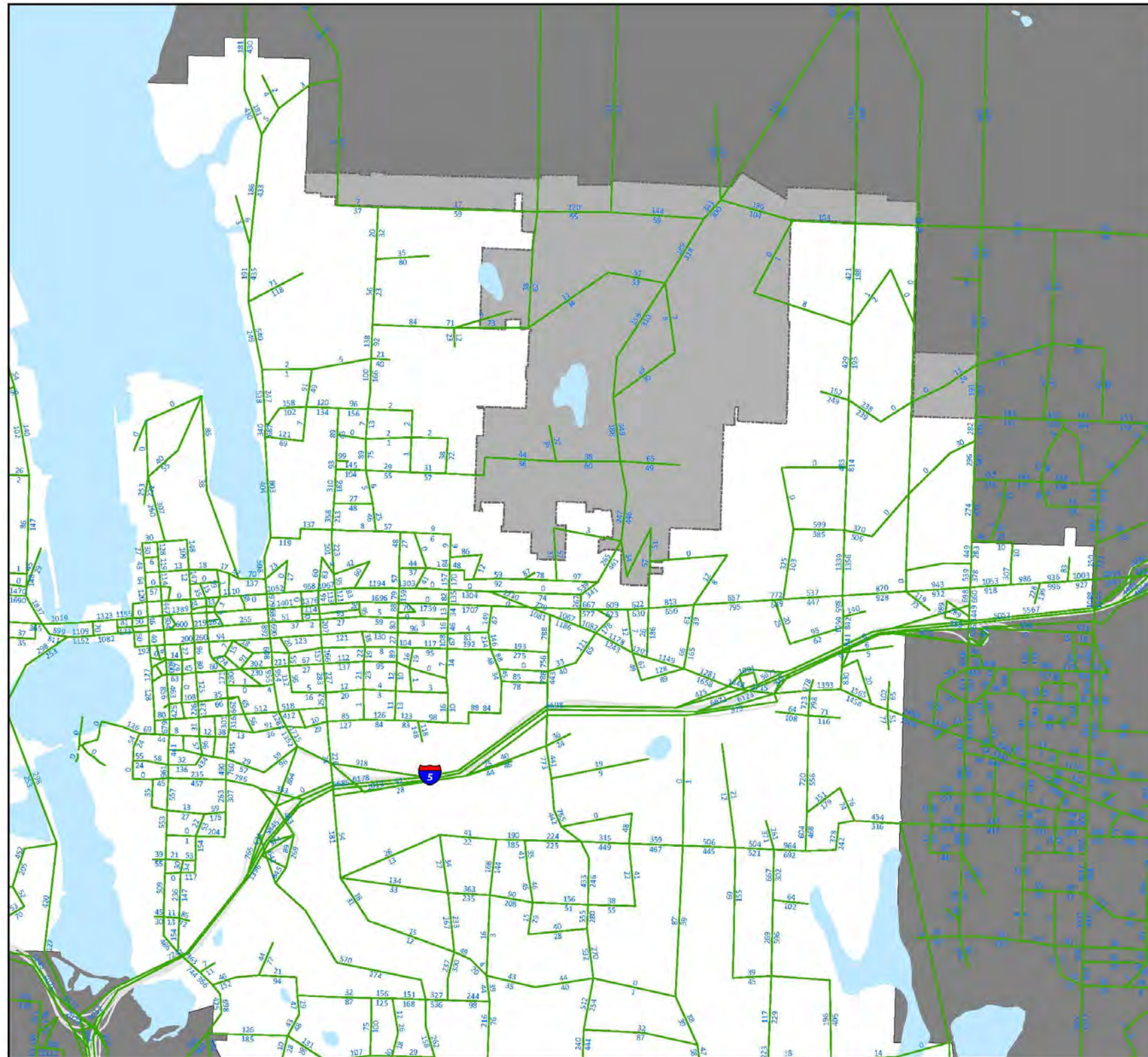
2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

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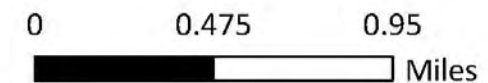
2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

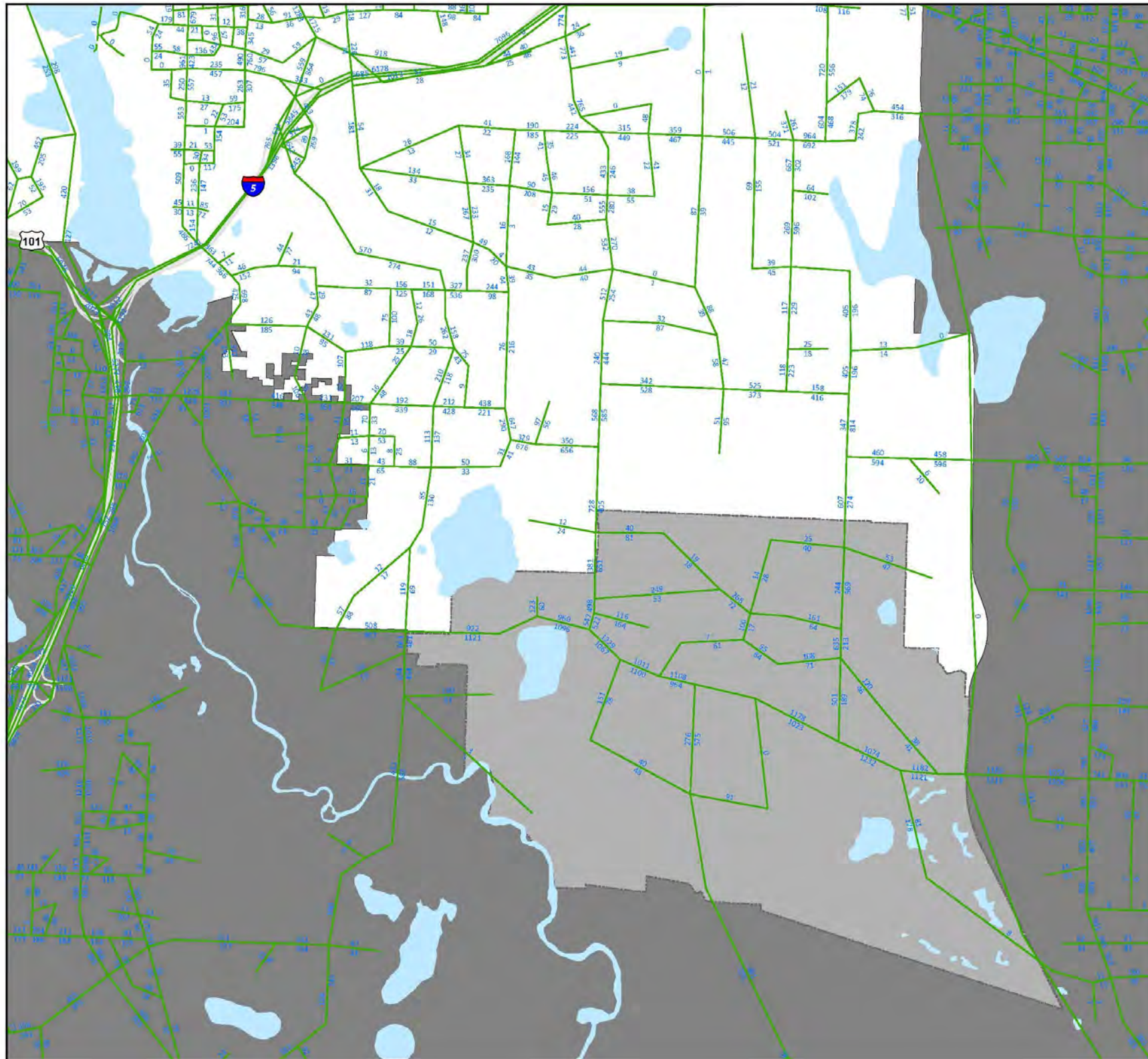
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2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

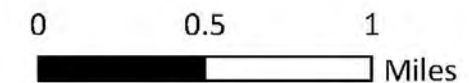
240 PM Peak Volumes (by direction)

- Urban Growth Area
- City Limits

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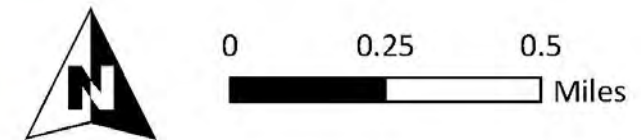


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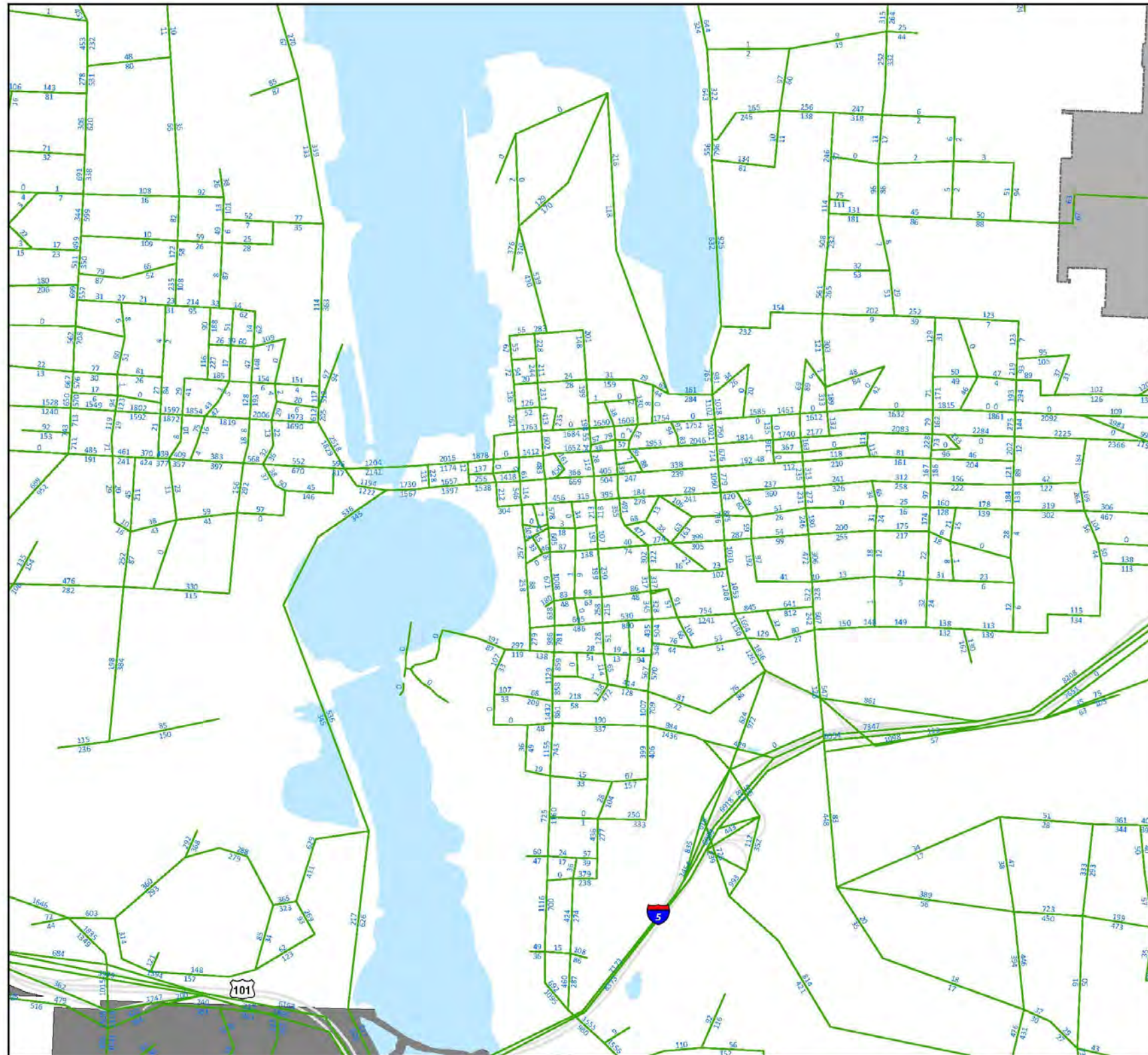
2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

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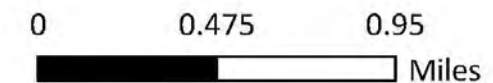
2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

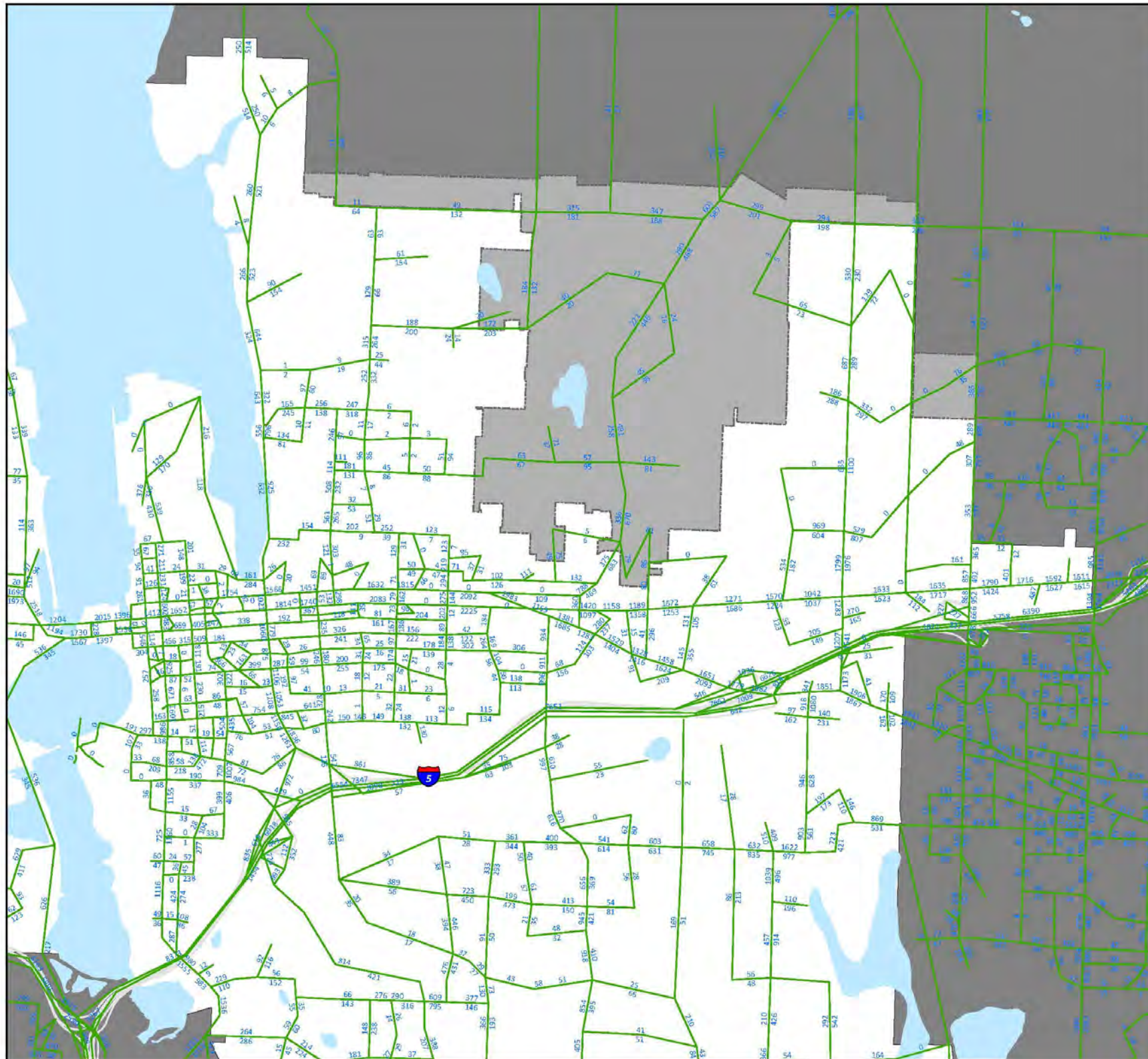
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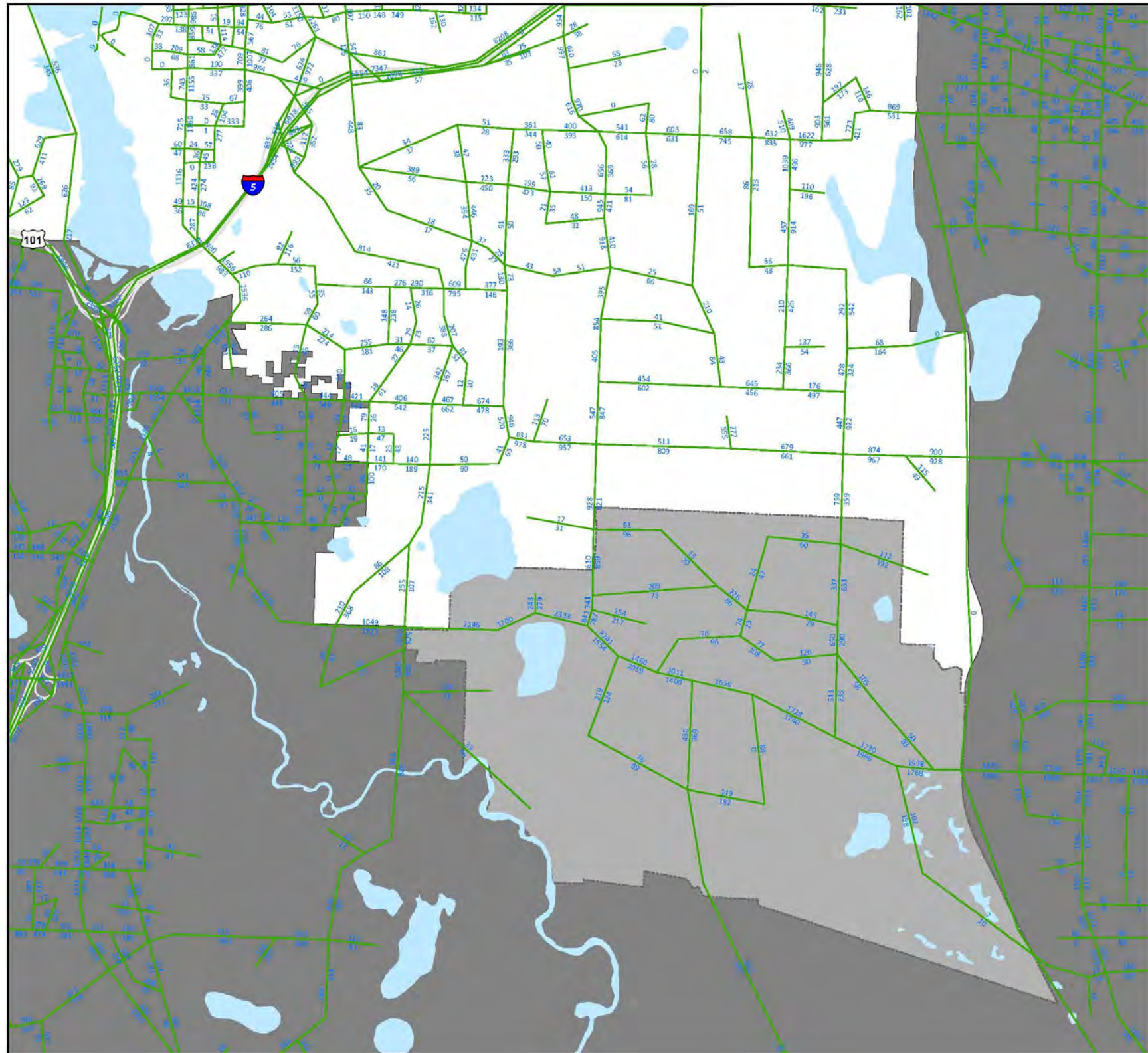
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2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

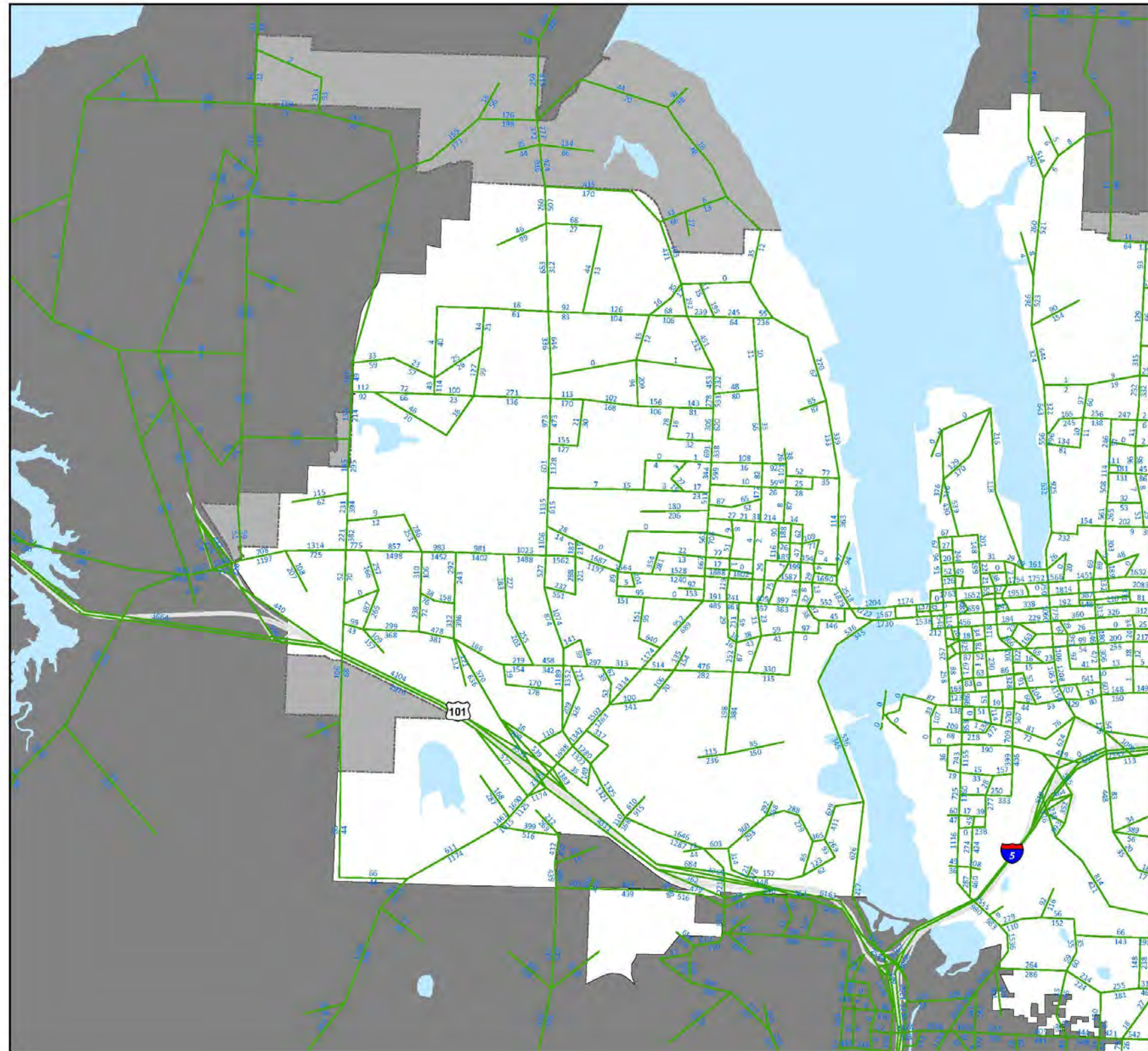
- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

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2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

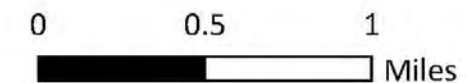


- 240 PM Peak Volumes (by direction)
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- City Limits

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Utilities



Public Works utility employees enjoying a day on the job

What Olympia Values:

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

Our Vision for the Future:

Clean, plentiful water and significant reduction of waste.

Read more in the [Community Values and Vision chapter](#)

Introduction - Utilities Shape the Future

Olympia's future ability to achieve long-term environmental, economic and social balance is influenced by how we deliver utility services to the community. To achieve sustainability, we'll need to shift from a short- to a long-term focus that considers how today's actions will affect future generations. The long-term view will emphasize reducing waste, preventing pollution, engaging the community, and managing our fiscal and environmental resources conservatively.

City utilities include Drinking Water, Wastewater, Storm and Surface Water, and Waste ReSources (garbage, organics, and recycling). Privately-owned utilities such as natural gas and electric, cable service, and telecommunications facilities are regulated locally, especially within city-

owned rights-of-way. Olympia's future will be shaped, in part, by where and when these facilities are provided.

Olympia's utilities also provide services that protect nature and conserve resources by reducing pollution and waste, restoring habitat, and conserving water. The City is also partnering with private utilities to provide their Olympia customers with more opportunities to use renewable energy.

Most of the utility programs discussed in this chapter have adopted their own detailed master plans to guide the design and daily administration of their services. This chapter is intended to serve as a bridge between those specific plans and the broader vision of this Comprehensive Plan.

City-Owned Utilities Working Together

City-owned and operated utilities provide the community with essential services and can help shape Olympia's future in meaningful ways. We take a coordinated, cost-effective approach to managing our utilities and fully consider the economic, social and environmental implications of all our actions.



Drinking water is provided by a City-owned utility.

~~Citizen-Community~~ engagement and involvement is an important component of City utility management. Customers and users help with environmental restoration projects and efforts to reduce pollution and waste. They also can participate in utility management and rate setting. A Utility Advisory Committee (UAC) appointed by City Council reviews programs, policies and rates.

The four City-owned and operated utilities include:

- **Drinking Water.** This utility's mission is to provide and protect healthy drinking water for the community. This involves protecting groundwater and promoting water conservation, as well as ensuring that our drinking water meets federal Safe Drinking Water Act standards.
- **Wastewater.** This utility collects and conveys wastewater to treatment facilities to protect public and environmental health. It also works to reduce the number of septic systems in the City.
- **Storm and Surface Water.** The mission of this utility is to minimize flooding, improve water quality, and protect or enhance aquatic habitat.
- **Waste ReSources.** Provides collection services for residential and commercial garbage, residential recyclables and residential organics (yard debris, food waste and soiled paper), and also encourages waste reduction through educational programs. Its mission is to lead our community toward a waste-free future.



The City collects organics for composting through its Waste ReSources utility.

Over the next 20 years, there will be a growing need for us to manage our utility resources efficiently. Our challenges will include:

- **Repairing and replacing aging systems.** Operation and maintenance needs will continue to expand, as the pipes, pumps, valves, treatment facilities, reservoirs and wells that make up our utility system age. These needs must be met while keeping rates affordable.
- **Protecting the natural environment.** Water quality deterioration and habitat loss will continue to be a concern as development and utilities expand to new areas.
- **Preparing for sea level rise.** In addition to the flooding threat, the City's underground utilities in the downtown area will be jeopardized.

Our utility programs will need to find partnerships and outside resources to help the City face these new challenges.

Goals and Policies

GU1 Utility and land use plans are coordinated so that utility services can be provided and maintained for proposed future land uses.


PU1.1 Require annexation of all properties for which new City wastewater or drinking water services are requested if the property is outside the City, but inside the Urban Growth Area. Or, require property owners to sign a Binding Agreement to Annex when requested by the City.

PU1.2 Require new developments to construct drinking water, wastewater and stormwater utilities in ways that meet the community development, environmental protection, and resource protection goals of this Plan, and that are consistent with adopted utility plans and extension policies.

PU1.3 Evaluate land use plans and utility goals periodically to ensure growth is guided by our knowledge of current environmental constraints and the latest available utility technology.

PU1.4 Make necessary improvements to utility facilities that do not currently meet minimum standards. Prioritize capital improvements to existing systems based on age, condition, risk of failure, and capacity.

PU1.5 Ensure that public utility and transportation-related facilities constructed in Olympia and its Growth Area meet City standards for safety, constructability, durability and maintainability. (See City of Olympia [Engineering Design and Development Standards](#).)

PU1.6 Annually update the utility portions of the [Capital Facilities Plan](#)  to reevaluate infrastructure priorities.

GU2 Reliable utility service is provided at the lowest reasonable cost, consistent with the City's aims of environmental stewardship, social equity, economic development and the protection of public health.

PU2.1 Ensure that new development projects pay for their own utility infrastructure based on their expected needs for the next 20 years. Also require them to contribute to their portion of existing infrastructure.

Routinely review new-development charges (such as general facility charges) when updating utility master plans, or more frequently as needed.

PU2.2 Ensure that utility fees, such as rates and general facility charges, are structured to reasonably reflect the actual cost of providing services to each customer class. Fees must also encourage customers to conserve water and reduce their demand on our wastewater treatment system.

PU2.3 Provide special rates for low-income senior and low-income, disabled utility customers.

PU2.4 Ensure that adequate funds are generated by the City's utilities to maintain utility services and capital improvement programs.

PU2.5 Use fiscally responsible management practices in order to maintain favorable bond ratings for the City's utilities.

PU2.6 Provide service to existing and new customers consistent with the legal obligation of City utilities to provide service.

PU2.7 Use pricing to encourage utility customers to reduce waste, recycle, conserve water, and help protect our surface water quality.

PU2.8 Use debt financing responsibly to support needed capital facility investments and "smooth" rate impacts.

PU2.9 Use Developer Reimbursement Agreements that include "latecomer fees" and similar tools to enable property owners to recover some of the initial costs of extending infrastructure to serve their developments, when others connect to such extensions at a later date.

PU2.10 Consider the social, economic and environmental impacts of utility repairs, replacements and upgrades.

GU3 Utilities are developed and managed efficiently and effectively.

PU3.1 Coordinate public utility functions (such as operations and maintenance, public education and outreach, and Capital Facilities planning) for drinking water, wastewater, storm and surface water, and waste resources.

PU3.2 Regularly revise the [Olympia Municipal Code](#) and Engineering Development and Design Standards to give detailed guidance on how utility services should be delivered and paid for in accordance with the principles established in this Comprehensive Plan.

PU3.3 Update all utility master plans regularly and in accordance with state law.

PU3.4 Coordinate long-term planning and scheduling of utility capital improvements with neighboring jurisdictions and other local agencies, such as LOTT.

PU3.5 Work with neighboring jurisdictions to provide regionally coordinated utility systems for urban services that benefit from a regional approach.

PU3.6 Locate public and private utilities in public rights-of-way and/or easements on private property in a manner to facilitate safe and efficient operation, maintenance and repair, and to minimize conflicts. Provide guidance within the Engineering Design and Development Standards that shows how and where public and private utilities should be located, including opportunities for co-location.

PU3.7 Evaluate programs for effectiveness and efficiency on a regular basis.

PU3.8 Contribute a portion of utility revenue each year to educational programs for schools, neighborhoods and community organizations to help meet utility goals.

PU3.9 Ensure consistent maintenance, asset management, and emergency management practices for all utilities.


GU4 Use Olympia's water resources efficiently to meet the needs of the community, reduce demand on facilities, and protect the natural environment.

PU4.1 Encourage and allow re-use techniques, including rainwater collection, greywater systems, and use of Class A reclaimed water as alternatives to use of potable water, in order to enhance stream flows or recharge aquifers, while also protecting water quality.

PU4.2 Develop specific targets for reducing potable water use.

PU4.3 Raise community awareness about why and how to conserve water.

PU4.4 Reduce water system leakage as much as possible, at a minimum below the Washington State limit of 10 percent of total water production.

PU4.5 Model best practices in our City operations and the [Olympia Municipal Code](#) .

PU4.6 Advance the use of reclaimed water as defined in Council-adopted policies.

Drinking Water on Tap

Olympians recognize that the water they use comes from groundwater supplies that need to remain plentiful and unpolluted by our “above-ground” activities. The City’s Drinking Water Utility aims not only to preserve the supply of this resource, but to keep it clean – both for us and for the plants, fish and wildlife that also depend on it.




A young Olympian drinks from a new water fountain at Percival Landing.

Every day, the City of Olympia delivers affordable, high-quality drinking water to nearly 55,000 people through about 19,000 connections. This water consistently meets 100% of U.S. Environmental Protection Agency

standards for safe drinking water, and it is pumped to our homes at a fraction of the cost some will pay for unregulated bottled water.

The City also provides transmission and distribution of Class A Reclaimed water to customers in a limited area of downtown Olympia.

Olympia's Drinking Water Utility operates under a permit granted by the Washington State Department of Health's Office of Drinking Water. Information about the City's Drinking Water Utility can be found in [Olympia's Water System Plan](#) .

In the next 20 years, the Utility will face these challenges and issues:

- **Changing water quality regulations.** The Utility must be ready to respond to any changes in water quality regulations and treatment requirements imposed by state and federal agencies.
- **Keeping pace with development.** Fast or slow, the rate of growth will determine how new water sources are developed and when they come on line.
- **Protecting groundwater from contamination.** Risks to groundwater will increase as the population increases, and will require the City to regularly evaluate, monitor, and take action to control sources of pollution.

Goals and Policies

GU5 Adequate supplies of clean drinking water are available for current and future generations and instream flows and aquifer capacity are protected.

PU5.1 Reserve water supply rights for at least 50 years in advance of need, so that supplies can be protected from contamination and they are not committed to lower priority uses.

PU5.2 Develop and maintain multiple, geographically-dispersed sources of water supply to increase the reliability of the system.

PU5.3 Monitor water levels in aquifers and maintain numerical groundwater models.

PU5.4 Coordinate with Lacey, Tumwater, Thurston County and Public Utility District #1 to assure adequate water supplies throughout the City's

Water Service Area, following the provisions of the [Growth Management Act](#), Public Water System Coordination Act, and the Municipal Water Law.

PU5.5 When practical, develop regionally consistent Critical Areas Ordinance regulations, Drainage Manual requirements, and other policies to ensure we are protecting groundwater quantity and quality across jurisdictional boundaries.

GU6 Groundwater in the City's Drinking Water (Wellhead) Protection Areas is protected from contamination so that it does not require additional treatment.

PU6.1 Monitor groundwater quality to detect contamination, evaluate pollution reduction efforts, and to understand risks to groundwater.

PU6.2 Implement programs to change behaviors that threaten groundwater quality, and that raise awareness about aquifers and the need for groundwater protection.

PU6.3 Prevent groundwater contamination in Drinking Water Protection Areas by developing and implementing spill prevention and response plans.

PU6.4 Maintain the City's Critical Areas Ordinance, policies, development review process and program management, to ensure we protect groundwater quality and quantity.

PU6.5 Maintain a contaminant-source inventory that identifies priority pollutants for each water source within Drinking Water (wellhead) Protection Areas, and update them regularly.

GU7 The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.

PU7.1 Maintain and update the [Water System Plan](#), [Engineering Design and Development Standards](#) and [Olympia Municipal Code](#) to ensure drinking water utility facilities meet the requirements of the [Growth Management Act](#), North Thurston County Coordinated Water System Plan, Washington Department of Health and Olympia Fire Code.

PU7.2 Maintain 100 percent compliance with all state and federal requirements, and continually improve our water quality management program.

PU7.3 Design Olympia's water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.

PU7.4 Continue and improve maintenance management, including preventive maintenance, repairs and replacements.

PU7.5 Prepare for and respond to emergencies and maintain secure facilities.

PU7.6 Continue to improve operations and maintenance program management, including safety, asset management and meter replacement.

PU7.7 Develop and maintain adequate storage, transmission and distribution facilities.

PU7.8 Require private water purveyors that build new systems within Olympia's water service area to build to Olympia's standards so the systems can be integrated in the future.

Managing Wastewater Effectively

The purpose of Olympia's Wastewater Utility is to protect public and environmental health by ensuring that wastewater is collected and conveyed to treatment and disposal facilities with minimal risk.

Olympia provides wastewater collection service to 17.5 square miles of the City and about eight square miles of Urban Growth Area in unincorporated Thurston County. However, many neighborhoods and individual lots within the City are still using septic systems. By 2035, Olympia expects public sewers will be extended to serve most of the Urban Growth Area.



Olympia crew members maintaining the sewer system to ensure proper functioning.

All wastewater collected by Olympia is conveyed to LOTT-owned transmission mains and treatment facilities for treatment and disposal. Treatment and disposal is managed by the [LOTT Clean Water Alliance](#), which is a partnership of the cities of Lacey, Olympia, Tumwater and Thurston County.

Wastewater Utility activities are guided by the [Wastewater Management Plan](#). The [LOTT Clean Water Alliance](#) developed and actively manages its own Plan, known as the [Wastewater Resource Management Plan](#), which it updates every year. The Plan addresses the treatment and disposal needs for all of its partners.

The Wastewater Utility coordinates a number of activities with the [LOTT Clean Water Alliance](#), including maintenance, condition assessments, and pre-treatment program efforts. These activities are all required under the National Pollution Discharge Elimination System (NPDES) Permit, which covers both the City's wastewater collection system and LOTT-owned facilities. This shared responsibility requires continuous communication between the two entities, at both the operation and planning levels.



Installing a deep sewer manhole on Henderson Boulevard as part of a planned capital improvement project.


The Wastewater Utility faces the following key challenges over the next 20 years:

- **Maintaining existing infrastructure.** More than half of the City's wastewater infrastructure has passed its design life or is susceptible to corrosion. Given the need to protect public health, repair and replacement of failing sewer systems typically cannot be deferred.
- **Reducing septic systems.** Many septic systems, especially in older parts of the City, are beyond or approaching their design life. This presents the potential for failure and risk to public and environmental health.

Goals and Policies

GU8 The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.

PU8.1 Extend the wastewater gravity collection system through both public and private development projects.

PU8.2 Prohibit new community and individual septic systems within City limits, except when specifically allowed by the [Olympia Municipal Code](#) .

PU8.3 Limit and ultimately phase-out community septic systems in the Urban Growth Area.

PU8.4 Encourage septic system owners to connect to the City wastewater system by offering incentives, cost-recovery mechanisms, pipe extensions and other tools.

PU8.5 Permit new STEP systems only for individual lots in neighborhoods currently served by STEP systems.

PU8.6 Require the conversion of septic systems to the City-owned wastewater collection system upon septic system failure or building use change, whenever feasible.

PU8.7 Separate combined wastewater/stormwater pipes in conjunction with stormwater and road improvements or residential repairs, when economically feasible.

PU8.8 Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.

GU9 The Utility will facilitate the implementation and use of new technology and management systems.

PU9.1 Allow conditional use of alternative systems, such as composting toilets and greywater systems when potential benefits are clear and there is not risk to public or environmental health.



Rainfall, Runoff, and Surface Water

The mission of the Storm and Surface Water Utility is to provide services that minimize flooding, maintain or improve water quality, and protect or enhance aquatic habitat. The goals and policies that protect water quality and aquatic habitat are located in the [Natural Environment](#) chapter. This Utility works on reconciling conflicts between protecting our 'built' landscape from flooding and conservation of our water quality and aquatic habitat.



Porous pavement, bioretention and constructed wetlands demonstrate stormwater options for low impact development at Yauger Park.

The Storm and Surface Water Utility maintains more than 130 miles of underground pipe, more than 7,000 storm drains, and 95 stormwater ponds that filter stormwater runoff from roads and rooftops before it reaches our streams and Budd Inlet. The "surface water" for which Olympia's Storm and Surface Water Utility shares responsibility includes nine streams within the City, four lakes, four large wetlands, and about six miles of marine shoreline.

The Stormwater Utility is guided by the [Storm and Surface Water Plan](#)  which outlines its challenges, goals, implementation tools and financial implications. Increasingly, this Utility is affected by state and federal regulatory requirements such as the [Western Washington Phase II Municipal Stormwater Permit](#) .



Kayakers in Budd Inlet as seen from Percival Landing.

Olympia's growth and urbanization have placed increasing demands on our natural systems. Major challenges facing the Storm and Surface Water Utility in upcoming years include:

- **Managing the impact of increasing stormwater runoff.** The cumulative impact of paving and development will increase pollutants in streams and Puget Sound, decrease infiltration to groundwater, and reduce forest habitat.
- **Preparing for sea level rise.** We will need a coordinated effort to protect our downtown from the flooding that could result from a sea rise scenario of 50 inches by 2100.
- **Keeping up with new technology.** As innovative approaches to treating and controlling stormwater rapidly evolve, the Storm and Surface Water Utility must evaluate the effectiveness and long-term implications of new technologies, while also managing risks associated with potential failures.

Goals and Policies

GU10 The frequency and severity of flooding are reduced and hazards are eliminated, except during major storm events.

PU10.1 Improve stormwater systems in areas that are vulnerable to flooding.

PU10.2 Emphasize the importance of emergency preparedness.

PU10.3 Evaluate the structural integrity of aging stormwater pipes and repair as needed.

PU10.4 Inspect private and public stormwater systems to identify required maintenance and repairs.

PU10.5 Inventory and inspect City-owned culverts and ditches and perform maintenance if needed.

PU10.6 Ensure that private pipe and pond systems are maintained.

GU11 The City uses best available information to implement a sea level rise management plan that will protect Olympia's downtown.

PU11.1 Evaluate different scenarios for sea level rise, including varying magnitudes and time horizons, and develop a progression of adaptation and response actions for each scenario.

PU11.2 Develop plans, cost estimates and financing options for addressing sea level rise that include regulatory, engineering and environmentally sensitive solutions.

PU11.3 Maintain public control of downtown shorelines that may eventually be needed to help manage flood water.

PU11.4 Incorporate sea level rise planning into the design of public and private infrastructure where needed.

PU11.5 Use the best available science and the experiences of other communities in formulating plans for sea level rise.

PU11.6 Partner with government entities and other key stakeholders, such as, the federal government, State of Washington, LOTT Clean Water Alliance, Port of Olympia, Squaxin Island Tribe, downtown property owners, businesses and residents, environmental groups, and other interested parties.

PU11.7 Engage the community in a discussion of various sea level rise scenarios, how the City will respond to lessen the impact, and what the costs would be.

PU11.8 Require development to incorporate measures, such as higher finished floor elevations, that will reduce risks and avoid future costs associated with rising sea levels; and to encourage acknowledgment of such risks by state and federal agencies.

Towards Zero Waste

Waste is an expanding global problem caused by a growing population and increasing consumption. Our national economy is based on extracting resources, manufacturing and distributing products; a system that encourages excessive waste and does not take into account the full



environmental and social costs of this activity. The result is increasing depletion of natural resources, increasing greenhouse gas emissions, and deteriorating air and water pollution - all of which are environmentally unsustainable and costly to society.

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



Compost at home to reduce waste.

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

In June 2006, the Olympia City Council adopted a Zero Waste Resolution, which established a vision for the City and a new direction for the Waste ReSources Utility. This resolution gave rise to a new strategic and operational six-year plan - [Olympia's Waste ReSources Plan](#) - , which focuses on a Zero Waste approach. In fact, [Olympia's Waste ReSources Plan](#)  anticipates a future in which "waste" is viewed as an inefficient use of resources. The Plan is regularly updated.

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

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

Goals and Policies

GU12 Solid waste is managed as a resource to provide environmental, economic, and social benefits.

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

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

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

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

GU13 Solid waste is managed in a responsible and cost-effective manner.

PU13.1 Encourage and promote waste reduction and recycling.

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

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

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

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

GU14 Environmental impacts caused by solid waste management are minimal.

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

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

Coordination with Private Utilities

Most private utilities are regulated at the state level by the Washington Utilities and Transportation Commission (WUTC), which ensures that customers receive safe and reliable service at reasonable rates. The Commission regulates the rates and charges, services, facilities and practices of most of Washington's investor-owned gas, electric and telecommunication utilities.

Growth in residential, commercial, or industrial development often requires expanded utility services. Because of this, City land use decisions that affect both density and the location of new development will drive new private utility needs.

In Olympia, private utilities provide these services:

- **Electricity:** Puget Sound Energy (PSE) is the only provider of electricity to Olympia and its Urban Growth Area. PSE is an investor-owned utility providing electricity to nine western and central Washington counties.
- **Natural Gas:** PSE is also the only natural gas provider to Olympia and its Urban Growth Area. PSE serves natural gas customers in six western and central Washington counties.
- **Standard Telephone Service:** The only provider of standard telephone service in Olympia and its Urban Growth Area is CenturyLink Communications International, Inc. (CenturyLink).

CenturyLink is an investor-owned corporation offering local telecommunication services to customers in 14 states. It also provides broadband data and voice (including long-distance) communications services outside their local service area, as well as globally.

- **Telecommunications and Cellular Telephone Service:** Many new telecommunication providers have entered the market and offer options that have created a very competitive environment. These factors make it difficult to accurately assess how future telecommunications will be provided.
- **Cable Services and Programming:** Comcast is the only cable provider serving Olympia. Properties that lie within the UGA are covered under Thurston County's franchise. Currently, cable companies are not regulated by the state, but by local governments and the FCC. Comcast has a 10-year non-exclusive franchise agreement to use public right-of-way to provide cable services within the Olympia city limits. This agreement was adopted by the City Council in 2009.

Goals and Policies

GU15 Cooperation and coordination exists among jurisdictions and private utility providers.

PU15.1 Coordinate utility planning activities with the private utility providers. The City will work with the private utilities to achieve consistency between their facility plans and the City's regulations and long-range plans.

PU15.2 Share information, when requested, with private utilities on current and projected figures for population, employment, development, and utility service demand.

PU15.3 Process permits and approvals for private utility facilities in a fair and timely manner, and in accordance with development regulations that foster predictability.


PU15.4 Ask for input from the private utilities when developing policies that will affect their service and activities, such as street excavation, street obstructions, and fees.

PU15.5 Maintain agreements, where appropriate, with private utilities, updating them as needed to adapt to changing needs and plans.

PU15.6 Olympia and Thurston County will coordinate with each other and with the cities of Lacey and Tumwater to create consistent utility regulations and long-range plans that promote efficient and effective utility services.

PU15.7 Olympia and Thurston County will coordinate with each other and with the cities of Lacey and Tumwater when private, multijurisdictional utility additions and improvements are being planned.

PU15.8 Regarding private utility facilities, make decisions that are consistent and complementary to regional demand and resources and that reinforce an interconnected regional distribution network.

PU15.9 Olympia and Thurston County will coordinate with each other and the cities of Lacey and Tumwater on emergency management related to utility services by following the [Natural Hazards Mitigation Plan for the Thurston Region](#) .

GU16 Private utilities are located underground to protect public health, safety and welfare, and to create a more reliable utility system.

PU16.1 Place new private utility distribution lines underground wherever practicable. This should be based on sound engineering judgment, on consideration of health and safety, and in accordance with the regulations and tariffs of the Washington Utilities Transportation Commission and the City's Engineering Development and Design Standards.

PU16.2 Encourage placing existing private utility distribution lines underground, in accordance with the regulations and tariffs of the Washington Utilities Transportation Commission and the City's Engineering Development and Design Standards.

PU16.3 Coordinate the undergrounding of both new and existing private utility lines consistent with policies PU 3.1 and PU 3.2.

PU16.4 Apply utility undergrounding requirements to all private development projects.

PU16.5 Develop and maintain a management plan, consistent with the [Olympia Municipal Code](#) and the Engineering Development and Design Standards, for underground and overhead utilities as part of the City's franchise agreements. The management plan also must address undergrounding of the City's aerial facilities, as well as other franchise utilities. (See OMC telecommunications [Chapter 11](#) regarding permitting and leasing)

GU17 Private utility facilities will be located in the same area.

PU17.1 Promote the co-location of new utility distribution and communication facilities when doing so is consistent with utility industry practices and national electrical and other codes. (See policy PU3.6 that recommends a guidance drawing showing utility locations.)

PU17.2 Give private utilities timely notice when road construction is planned, to coordinate utility trenching work.

GU18 Adverse impacts of above-ground utility facilities such as sub stations and cellular towers on surrounding land uses are minimized.

PU18.1 Locate private utility facilities near compatible adjacent land uses. City regulations will specify that approval of new private utility facilities shall be reasonably compatible with the development of the surrounding properties.

PU18.2 Ensure that the City's zoning code includes standards that ensure that new private utility facilities are coordinated and integrated with surrounding land uses so they are reasonably compatible with the natural and built environment. These regulatory standards should also support facility design which minimizes the visual intrusion of facilities in all areas.

PU18.3 Encourage telecommunication utilities to use existing structures, such as existing towers and buildings, where a new installation will not conflict with height restrictions.

GU19 Every resident and business in Olympia has access to affordable cable television and Internet services.

PU19.1 Encourage cable services to incorporate their latest features and improvements for their Olympia-area customers as they become technologically and economically feasible.

PU19.2 Seek to ensure that any cable franchisee serving the Olympia area provides a high quality of customer service, signal transmission, and programming variety.

GU20 Communications between public buildings reflect advances in cable technology.

PU20.1 Ensure cable service to major public buildings allows programs to originate there, as well as to be received there.

GU21 Public educational institutions and governments can air programming on designated channels on the cable system.

PU21.1 Ensure that cable service includes no fewer than four local access channels, which are responsibly and fairly administered in the public interest.

GU22 The City should make provisions in its policies, regulations and Engineering Development and Design Standards for a fiber optic conduit system as part of its municipal infrastructure.

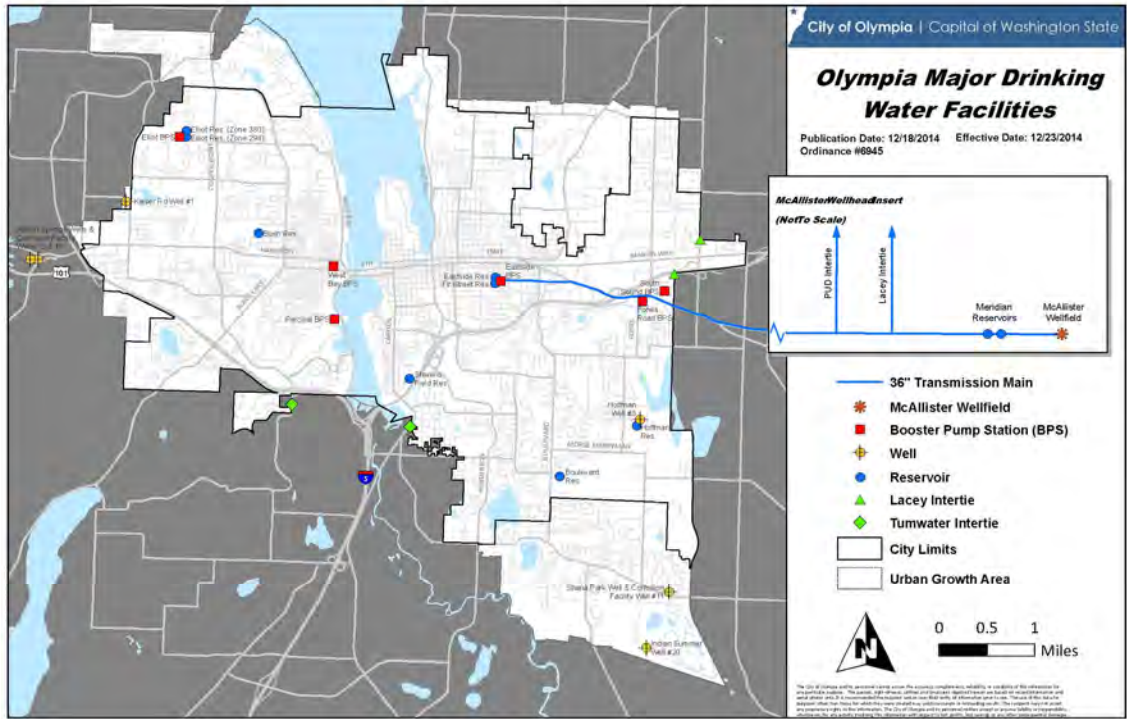
Appendix A: Utilities Inventory and Future Needs

City-Owned Utilities

Drinking Water

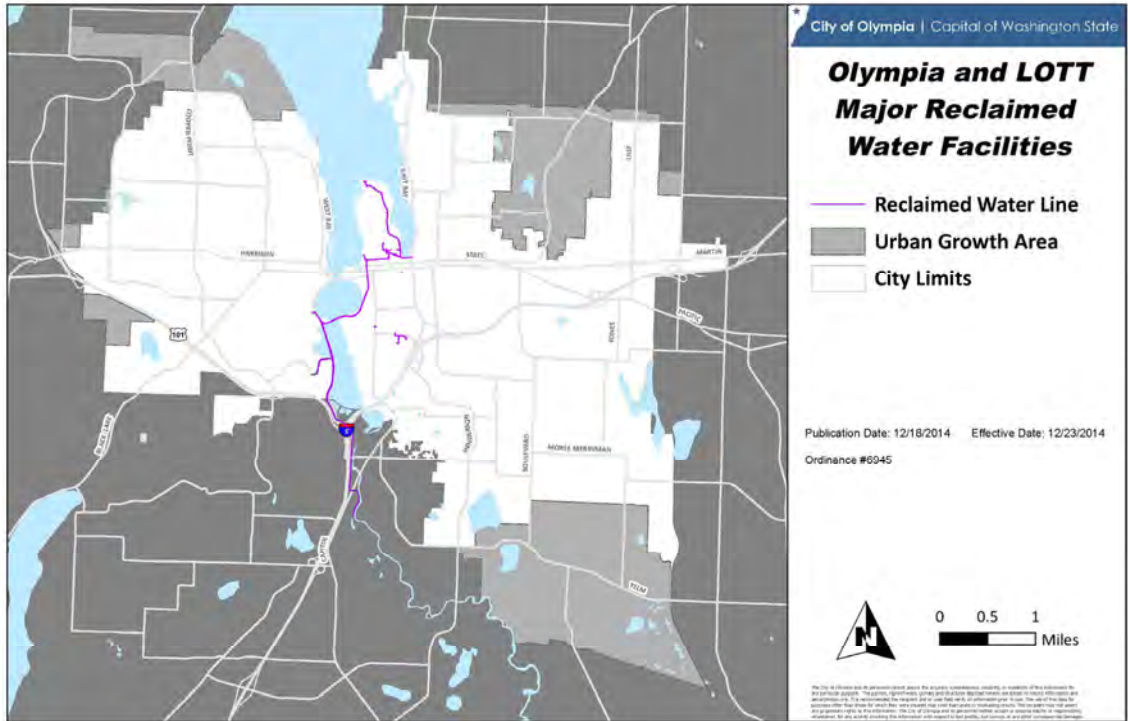
Inventory

A network of springs, wells, pumps, reservoirs and transmission lines supplies water to Olympia's customers. McAllister Springs provides the majority of drinking water for the City. McAllister Springs is unfiltered surface water and therefore subject to more stringent treatment requirements. A 36-inch transmission main moves water from the springs (and the new wellfield) to the Meridian reservoirs, and then on a nine-mile journey into reservoirs at Fir Street. From there, it is pumped and piped throughout the City. The rest of the City's drinking water is provided by six wells (two wells at Allison Springs, and one each at Kaiser, Indian Summer, Shana Park, and Hoffman). The map below shows the major components of Olympia's water system.



Olympia Major Drinking Water Facilities

Class A reclaimed water treatment, production and main distribution facilities are jointly owned and operated by the Lacey, Olympia, Tumwater and Thurston County (LOTT) CleanWater Alliance. Olympia owns and operates a limited distribution system for reclaimed water in the downtown area. Olympia and LOTT Major Reclaimed Water Facilities map shows the major components of both the City's and LOTT's reclaimed water system.



Olympia and LOTT Major Reclaimed Water Facilities

Existing Capacity

Olympia's water service area boundary map generally follows the Urban Growth Area. Policies related to providing service to this area are defined in Washington's Municipal Water Law, the North Thurston County Coordinated [Water System Plan](#), and [Olympia's Water System Plan](#) and municipal code. Olympia has adequate water rights reserved to supply customers within the service area for a minimum of 50 years. Conservation and reclaimed water programs will also help extend Olympia's water supply.

Eleven storage tanks serve seven pressure zones throughout the City, with a total capacity of 30.88 million gallons. Five are steel and six are concrete. The Meridian Storage Tanks, located west of McAllister Springs, provide 8 million gallons of storage. The transmission and distribution system is a network of 275 miles of pipe, ranging from ¾-inch to 36 inches in diameter and ranging in age from new to nearly 80 years old. The pipes are made of various materials, including galvanized steel, polyvinyl chloride (PVC), asbestos cement, concrete, ductile iron, steel, high-density polyethylene and plastic. The City is divided into seven water pressure zones for distribution throughout the service area.

Future Facilities

Future needs for drinking water will be met by:

- Developing new water sources.
- Repairing and replacing deteriorating pipes, pumps and reservoirs.
- Developing new transmission, distribution and storage facilities to serve the growing community.

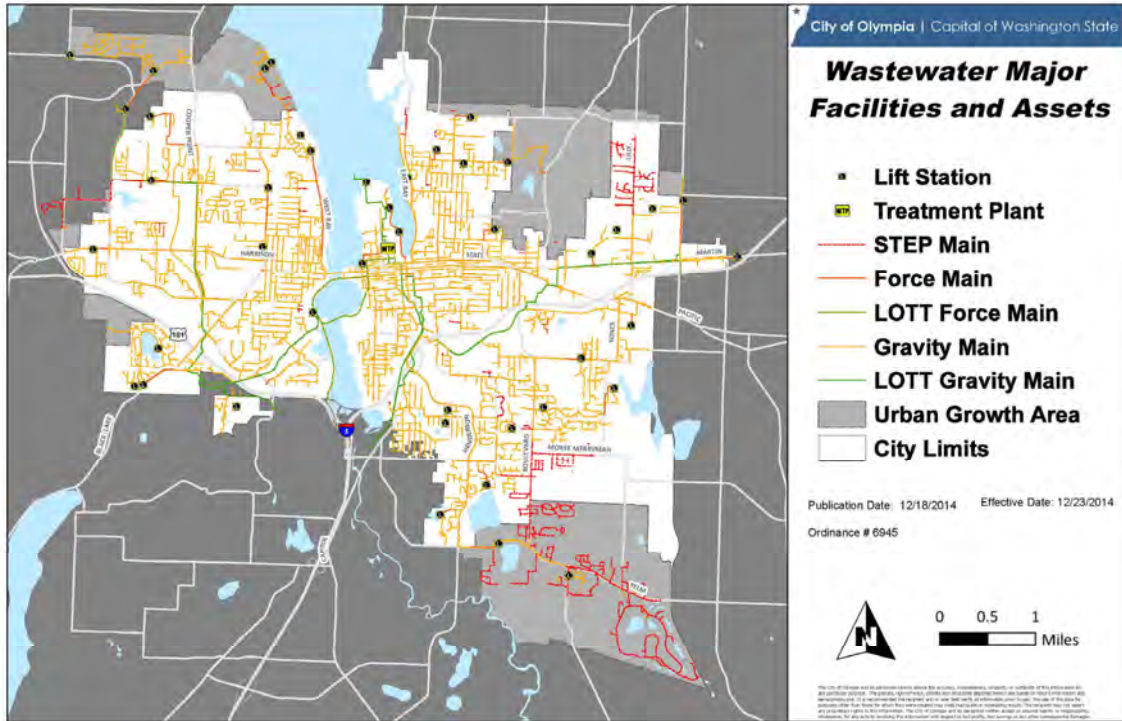
The City is in the final steps of relocating the withdrawal point of its main water source to a new wellfield near McAllister Springs, which will be a more protected and productive supply source. New sources will provide additional system reliability as geographically dispersed sources of water in the future. A new reservoir in southeast Olympia will also be required.

General facilities charges, which are paid by developers, will fund growth-related improvements. Other improvements will be financed through utility rates, often using bonds and low interest loans. The City is also jointly developing a reclaimed water infiltration facility with the City of Lacey for water supply mitigation purposes, outside the City's service area.

Wastewater

Inventory

Within Olympia and its Urban Growth Area, the wastewater system consists of nearly 200 miles of gravity pipes, 30 pump stations and 1,800 STEP systems owned and maintained by the City. There are 4,200 privately owned and maintained septic systems, and regional collection and treatment facilities owned by the LOTT Alliance. Major infrastructure components are shown on the [Wastewater Major Facilities and Assets map](#) below. The way the wastewater system is planned and managed has a major impact on the City's ability to accomplish its land use, environmental, economic development, and growth-management goals.



Wastewater Major Facilities and Assets map

Existing Capacity

Generation rates refer to the amount of wastewater produced by an average customer on a typical day. The Olympia-derived base flow (estimated at approximately 4.2 million gallons per day (MGD)) was divided by the 2006 service population to arrive at the following profile.

- Residents: 63 gallons-per-capita per day, or 170 gallons per-day per Equivalent Residential Unit (ERU).
- Employees: 27 gallons-per-employee per day.

Using these values, the base wastewater generated within the City of Olympia is projected to increase from 4.2 MGD to 7.2 MGD by 2025.

Future Facilities

Computer analysis indicates that, in general, the City's wastewater system has few existing and potential future capacity limitations as long as future flows are carefully routed to appropriate regional collector pipes. Planning for and directing these future flows is a key strategy for optimizing system capacity. Using computer flow simulations, Wastewater Utility staff monitors and manages existing and future flows, tracks the need for long-term improvements, and plans for future construction projects before

reaching capacity. The [LOTT Clean Water Alliance](#) [Wastewater Resource Management Plan](#) addresses future capacity and treatment upgrades to the regional system.

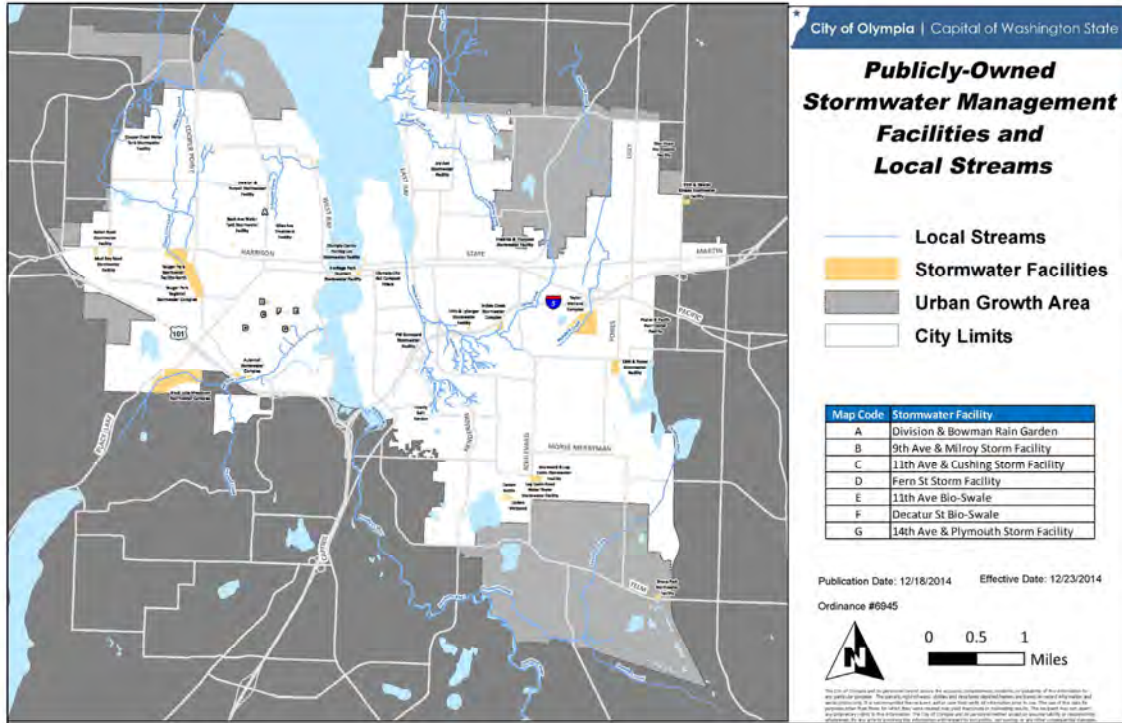
When infrastructure improvements are needed due to new development, future users of the new facilities repay the City through general facilities charges, latecomer fees or other potential cost recovery tools.

The Capital Improvement Program to meet forecasted 6- to 20-year needs is included in the [Wastewater Management Plan](#), and revised and updated in the City's most recently adopted [Capital Facilities Plan](#).

Storm and Surface Water Utility

Inventory

The Utility maintains more than 130 miles of underground pipe, more than 7,000 storm drains, and 95 stormwater ponds that carry storm water runoff from roads and rooftops to our streams and Budd Inlet. The [Storm and Surface Water map](#) shows the location of the City's major storm and surface water facilities. In addition to Olympia's public stormwater infrastructure, the Utility provides technical assistance and performs maintenance inspections on privately-owned stormwater systems throughout the City. A variety of small areas are still served by a combined sanitary/stormwater sewer, which routes flows to the LOTT treatment plant.



Publicly-Owned Stormwater Management Facilities and Local Streams map

Existing Capacity

For the most part, historical flooding problems have been corrected over the past couple of decades. Now, flooding problems are typically smaller in scale and easier to address than in the past. The Utility manages a pipe televising program to assess the condition of underground infrastructure and to schedule maintenance and repairs before serious problems develop.

Many of the older areas of the City were built before stormwater treatment was required. The Utility looks for opportunities to retrofit stormwater treatment in these areas when feasible.

Future Facilities

Olympia's Stormwater Drainage Manual requires new development to infiltrate stormwater onsite whenever possible. The need for existing stormwater facility upgrades or repairs is assessed by the Utility annually as part of the [Capital Facilities Plan](#) update process.

Waste Resources

Inventory

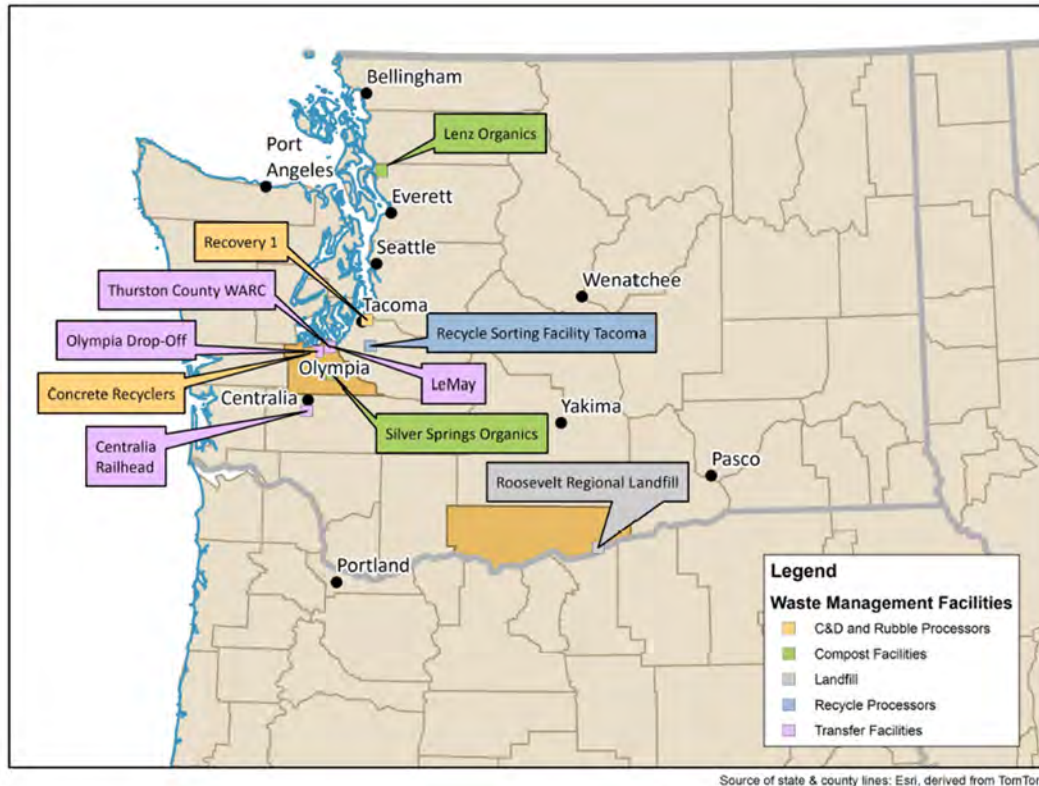
The Waste ReSources Utility has two core programs: Waste Prevention and Reduction, and Collections. The Waste Prevention and Reduction Program is responsible for preparing and periodically updating the Utility's waste management plans, and for developing and implementing policies and programs. This program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

The Collections Program operates the drop-box and curbside collection services, so waste can be disposed of reliably, with minimal impact on environmental and public health and worker safety. In addition to daily residential and commercial collection, the collections staff empties downtown trash containers, removes waste from community events, and cleans up illegal dump sites. They design collection routes, provide onsite technical assistance and customer service, deliver and remove City-owned waste receptacles, and handle billing for drop boxes and commercial dumpsters.

Existing Capacity

The Collections Program serves about 14,000 single-family residential customers, 150 multi-family buildings, and 1,500 commercial customers within the city limits. Single-family residential waste is collected in carts. Olympia's Waste Resources Collection Area map shows the utility's current and future service areas. Most waste from multifamily customers is collected in carts or dumpsters, and waste from commercial customers in carts, cans, dumpsters and drop boxes.

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



Waste Management Facilities

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

Future Facilities

Future needs for the City's Waste ReSources (solid waste) Utility will be met by adapting programs to an ever-evolving waste stream while considering disposal, transfer, recycling and composting capacities and technologies. The City depends on both public and private facilities to responsibly manage its waste: Olympia's garbage is delivered to the county-owned Hawks Prairie transfer station, then hauled to the privately-owned Roosevelt Regional Landfill in Klickitat County. By 2021, Thurston County's transfer station, paid for by customer fees, may need to expand its capacity. However, landfill capacity at Roosevelt Regional is expected to last another 70 to 80 years.

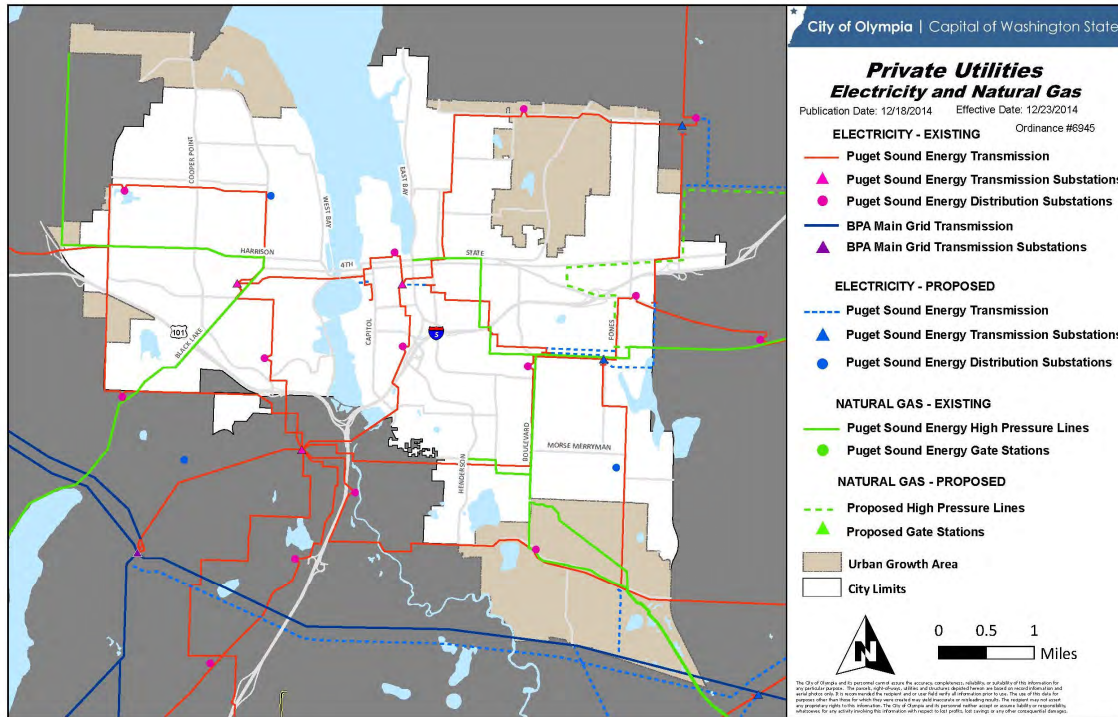
The City also relies on a private transfer operation to deliver its commingled recycling to a regional sorting facility in Tacoma, Washington. A City-owned and operated transfer site could greatly improve the City's position in working with recycle sorting facilities and composting operations. The capacity for composting continues to be an issue because of odors and contamination. This has caused the closure of some local options, which means waste must travel further. The capacity for composting and burning organic waste for energy was recently reduced after the closure of two nearby composting operations and a waste-to-energy plant in Grays Harbor. Waste Resources will need to plan for customer growth as housing density increases and its Urban Growth Areas are annexed.

Description & Inventory of Private Utilities Serving Olympia

Electricity and Natural Gas

Unlike some other private utilities, providers of electricity such as Puget Sound Energy (PSE) must provide electricity upon demand and in accordance with "tariffs" on file with the Washington Utilities and Trade Commission (WUTC). To fulfill its public service obligations, PSE must plan to extend or add to its facilities when needed.

However, this obligation does not apply to the delivery of natural gas, as it is considered a convenience, rather than a necessity, as electricity is. PSE natural gas service is a demand-driven utility and, as such, is prohibited from passing on the cost of new construction to existing customers. Instead, it installs natural gas service for new construction and when customers convert from electricity or oil to natural gas. PSE owns and operates all electrical transmission and distribution stations, as well as the transmission and distribution lines within the City of Olympia. The map below shows existing and proposed major PSE electric and natural gas facilities, but does not show distribution lines.



Puget Sound Energy Electric and Natural Gas Facilities

Telecommunications and Cellular Telephone Service

The volatility and competitiveness of the telecommunications market makes it difficult to accurately assess the way future telecommunications will be provided. The Federal Communications Commission (FCC) regulates cellular providers in each cellular geographic service area, and in Olympia and its Urban Growth Area, there are several FCC-licensed providers. In April 2006, the City adopted the [Olympia Wireless Telecommunications Master Plan](#), which includes information about future expansion needs and probable facility locations. The [Olympia Municipal Code](#) provides guidance on telecommunications permitting and leasing.

At the state level, cellular telecommunications companies are regulated by the WUTC. Although the technology is increasingly used as a reliable backup communication system during times of emergency, the WUTC defines cellular technology as a utility of convenience, not necessity. Therefore, cellular phone providers are not required to provide service upon demand.

There are several dozen antennas for cellular phone service located in Olympia. The cellular phone system depends on a series of these low-powered antennas in a honeycomb pattern of "cells" that invisibly blanket

the service area. Each cell site has a signal radius ranging from a few blocks to a few miles, depending on terrain and capacity.

Standard Telephone Service

As regulated by the WUTC, standard telephone service is considered a necessity. Therefore, CenturyLink Communications International, Inc. (CenturyLink, formerly Quest and AT&T) must provide phone facilities on demand. As communities grow, its facilities are upgraded to ensure adequate service levels and to offer new services.

Standard telephone service has four primary components: central switching offices (two are located in Olympia), main cable routes, branch feeder routes, and local loops. All these components work together to provide a dial tone to every subscriber.

CenturyLink also maintains a broadband telecommunications network over a mix of optical fiber, coaxial cable and copper wire. CenturyLink has said that it plans to continue serving the Olympia area.

Cable Services

Comcast, Inc. is Olympia's sole cable service provider, and its receiver site also serves surrounding communities. The two key components of the cable system are a receiver site – a tower that picks up air and satellite signals - and a fiber-to-the-node cable system. The cable television system is fed directly by coaxial and fiber-optic cable from the receiver site to Comcast's Olympia subscribers.

Cities and counties may grant franchises to cable companies that allow them to locate their lines in the public rights-of-way. In exchange, local governments may require cable companies to provide certain services. Olympia's franchise agreement requires Comcast to:

- Provide service throughout the City, and install the cable underground for all new construction.
- Meet minimum standards for the number of channels provided, variety of programming, quality of customer service, and technical quality of signal transmission.
- Provide a public access studio and facilities that allow programming to originate from a number of public facilities identified by the City.
- Provide free cable service to City buildings.
- Provide financial support for local access television equipment.




Federal law allows local government to charge a franchise fee for use of

the Right-of-Way, currently no more than 5% of gross revenue.

In the Olympia area, the “public access studio and facilities” requirement in the franchise is administered by Thurston Community Television (TCTV), a non-profit organization -- on behalf of Olympia, Lacey, Tumwater, and Thurston County. The City has an annual contract with TCTV for specific government, education, and public television access purposes. Comcast leases the TCTV studio to the City for \$1 per year and makes an additional cash contribution for local access capital purposes.

Each year, Comcast engineers assess whether it needs to expand its Olympia system so it can continue to provide cable hook-ups to customers as demand rises. At this time, the City is adequately served and expects that will continue for at least the next 20 years.

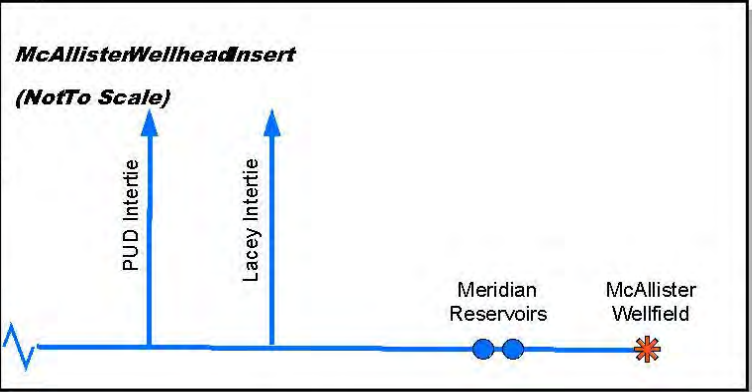
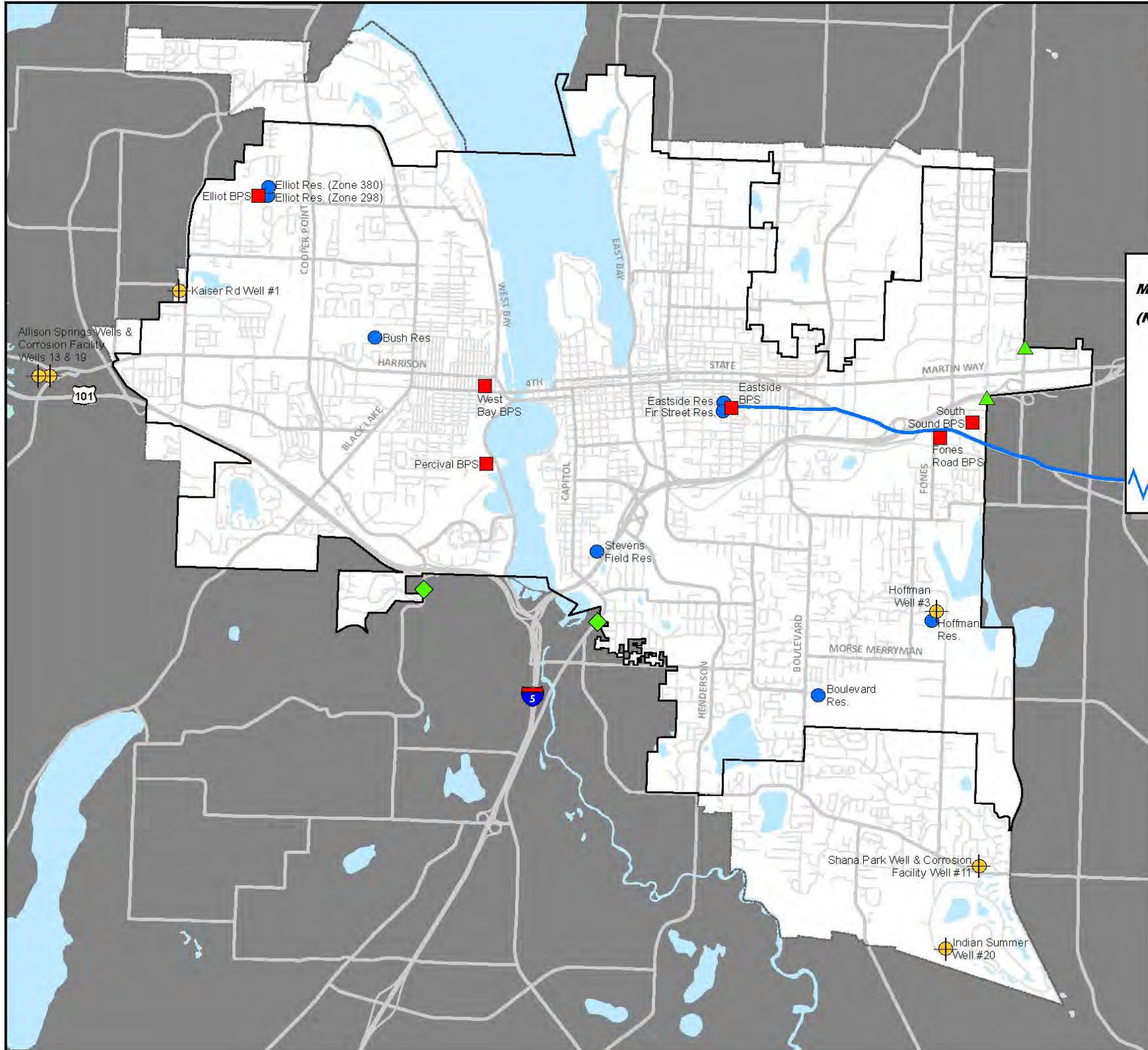
For More Information

- [1996 North Thurston Coordinated Water System Plan](#)  This document outlines the policies and procedures for providing coordinated drinking water services to the North Thurston urban area.
- [1990 General Sewerage Plan for Thurston County](#)  This document outlines the plan for providing sewer services to the unincorporated Urban Growth Areas within Thurston County.
- Thurston County's [Hazard Mitigation Plan](#)  is a cooperative local government effort to identify and prioritize ways the region can protect itself from its natural vulnerability to hazards such as storms, landslides, earthquakes and flooding.
- Current and past technical analyses and reports regarding sea level rise in Olympia can be reviewed on the City's Sea Level Rise webpage.

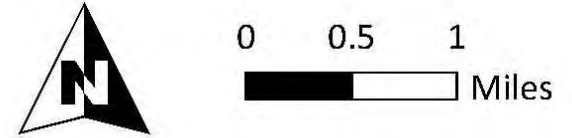
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Olympia Major Drinking Water Facilities

Publication Date: 12/18/2014 Effective Date: 12/23/2014
Ordinance #6945






- 36" Transmission Main
- ✱ McAllister Wellfield
- Booster Pump Station (BPS)
- ⊙ Well
- Reservoir
- ▲ Lacey Intertie
- ◆ Tumwater Intertie
- City Limits
- Urban Growth Area



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


Olympia and LOTT Major Reclaimed Water Facilities

-  Reclaimed Water Line
-  Urban Growth Area
-  City Limits

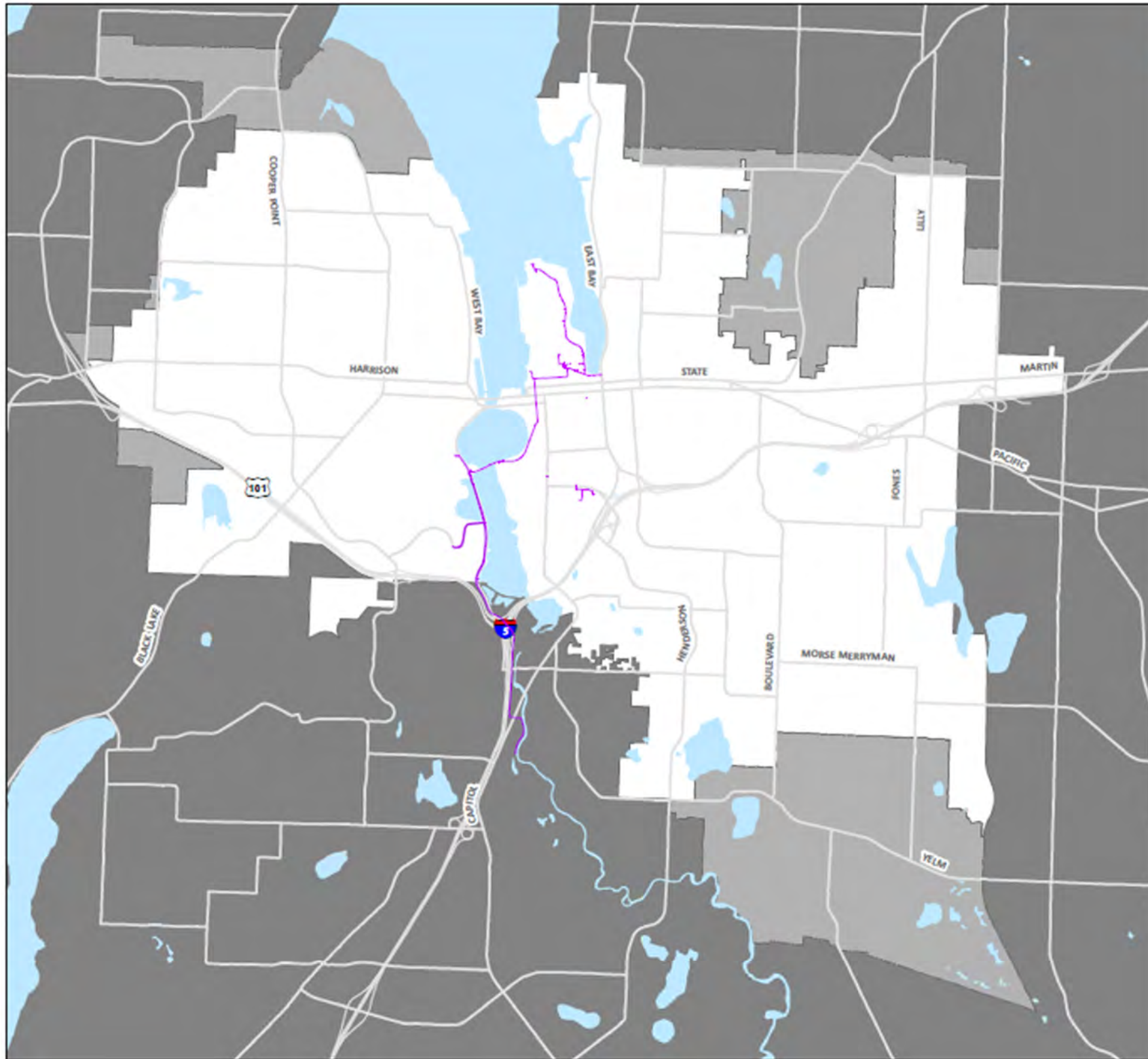
Publication Date: 12/18/2014 Effective Date: 12/23/2014

Ordinance #6945












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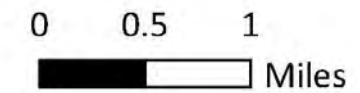


Wastewater Major Facilities and Assets

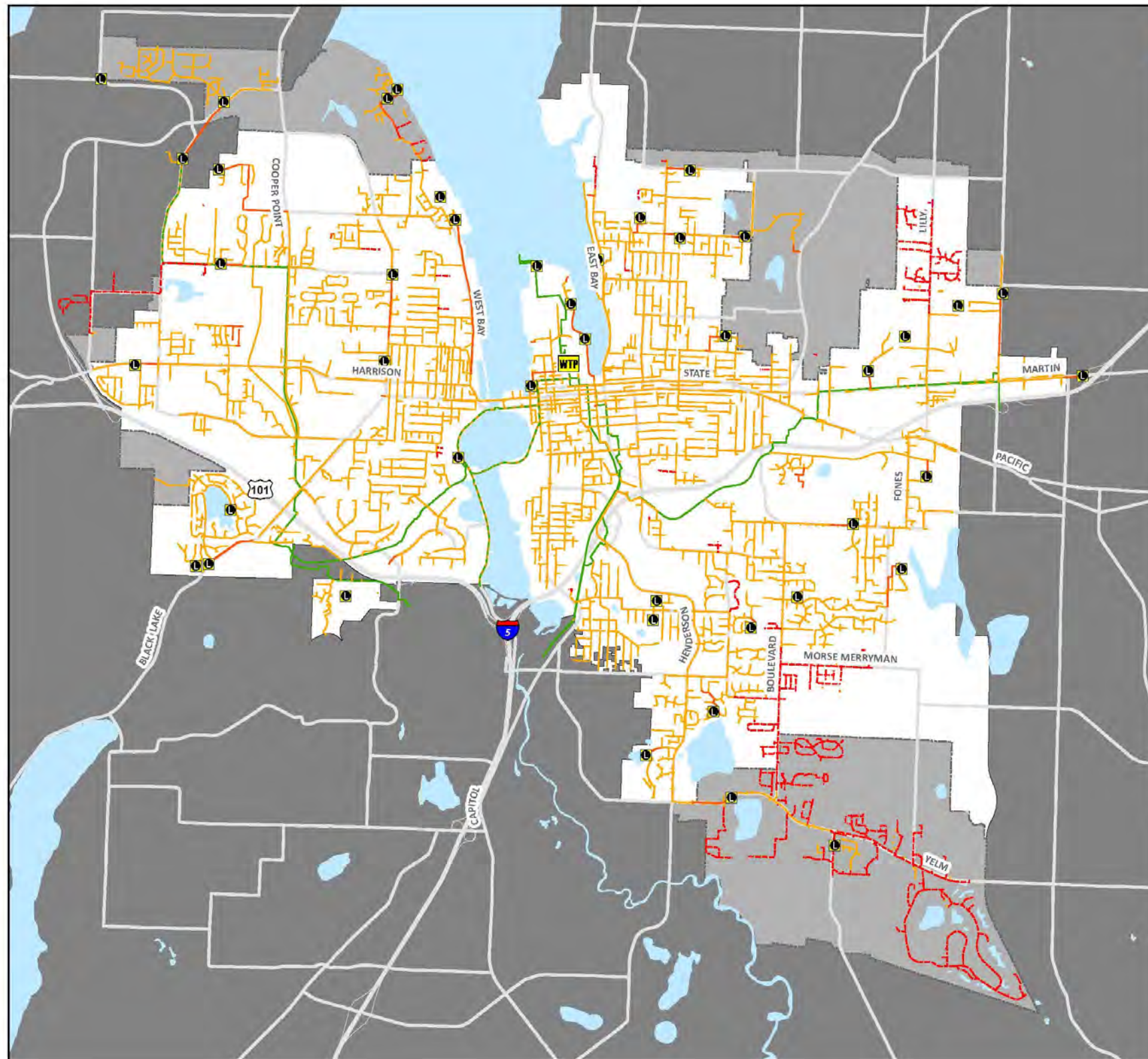
-  **Lift Station**
-  **Treatment Plant**
-  **STEP Main**
-  **Force Main**
-  **LOTT Force Main**
-  **Gravity Main**
-  **LOTT Gravity Main**
-  **Urban Growth Area**
-  **City Limits**

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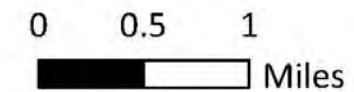
Publicly-Owned Stormwater Management Facilities and Local Streams

-  Local Streams
-  Stormwater Facilities
-  Urban Growth Area
-  City Limits

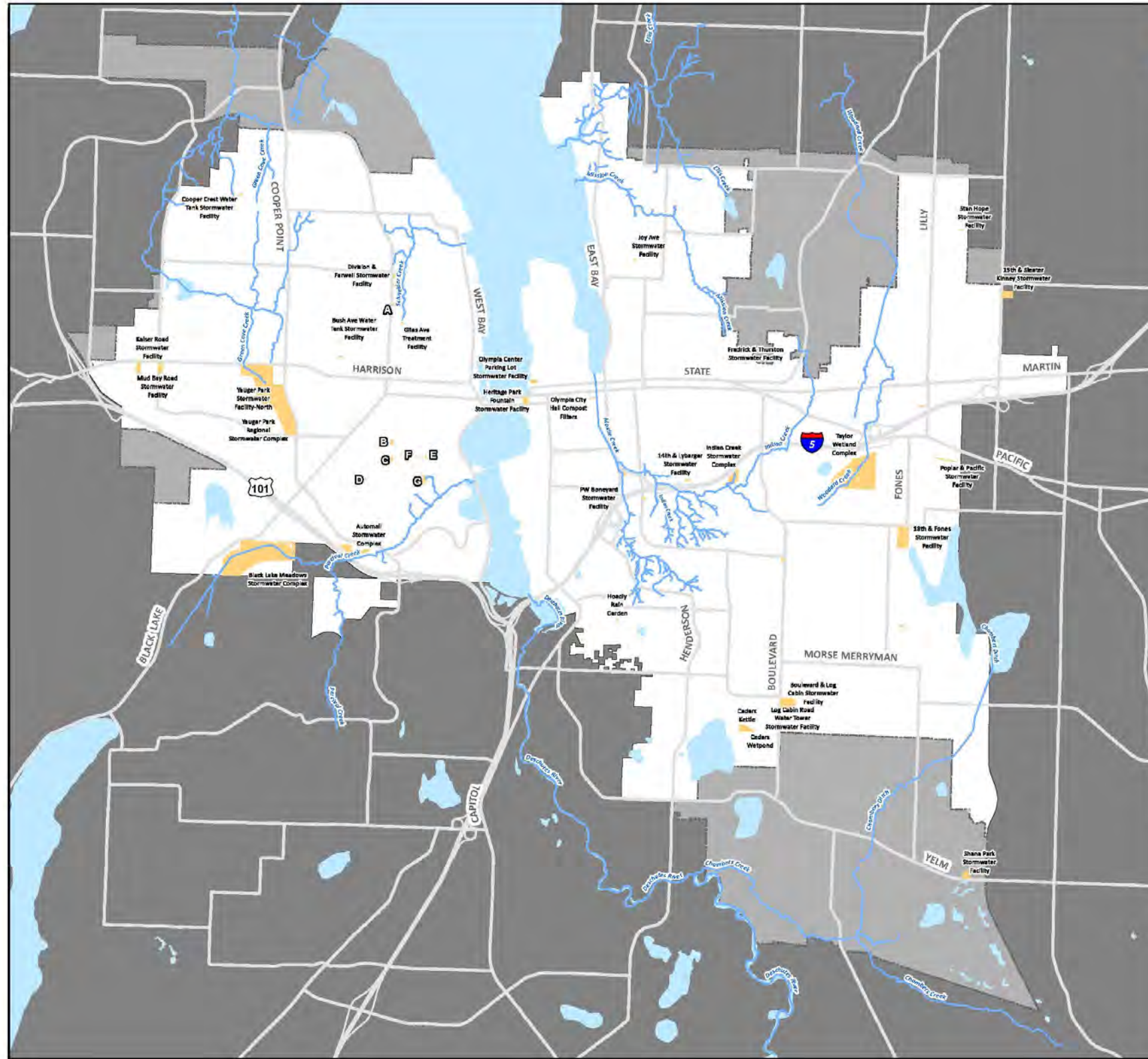
Map Code	Stormwater Facility
A	Division & Bowman Rain Garden
B	9th Ave & Milroy Storm Facility
C	11th Ave & Cushing Storm Facility
D	Fern St Storm Facility
E	11th Ave Bio-Swale
F	Decatur St Bio-Swale
G	14th Ave & Plymouth Storm Facility

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Key Waste Management Facilities

▣ Regional Waste Facilities

Counties with Key Facilities

 Clackamas

 Klickitat

 Thurston

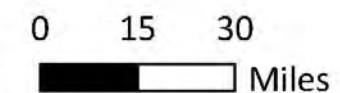
State Boundaries

 Oregon

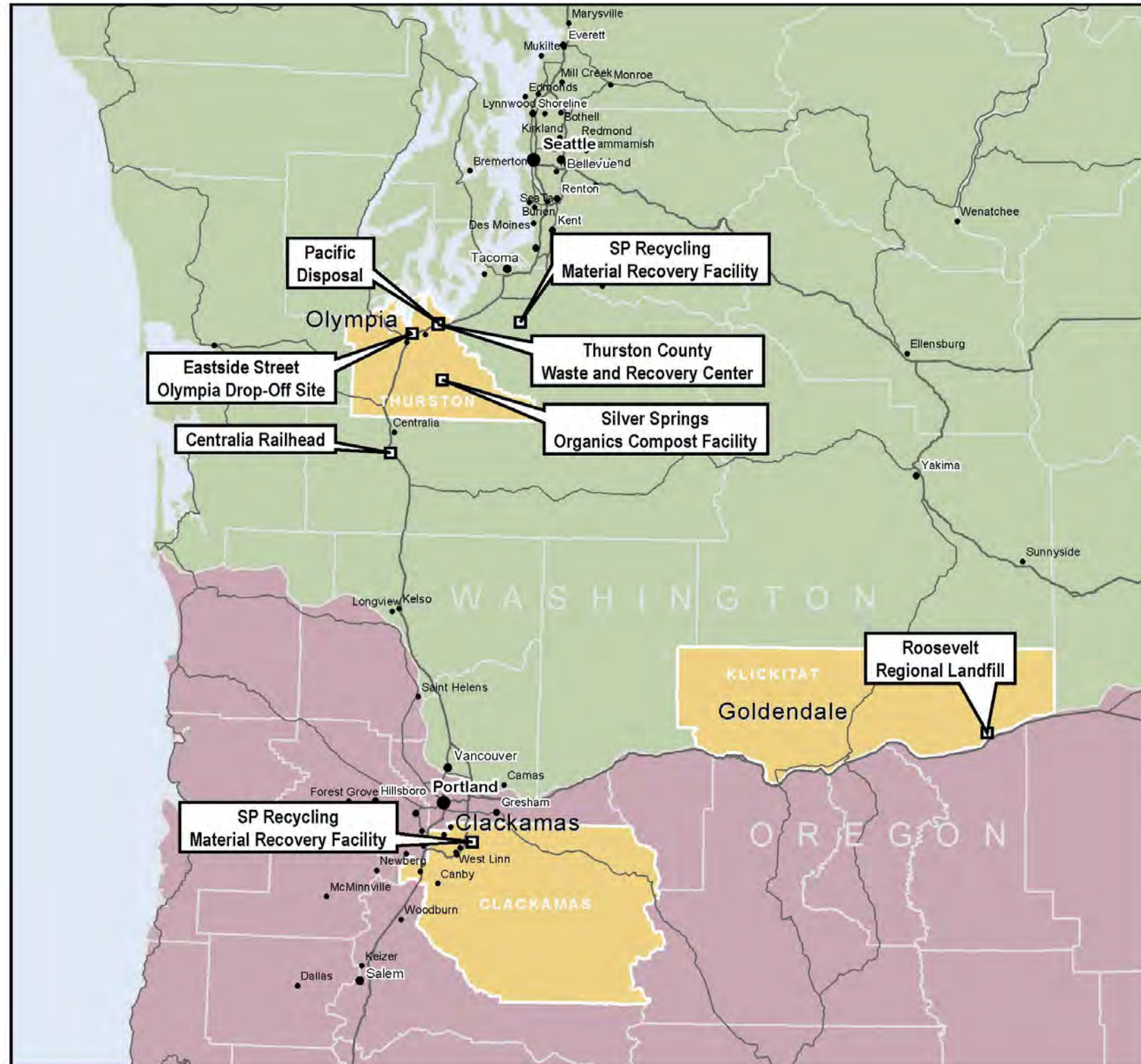
 Washington

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**Private Utilities
Electricity and Natural Gas**

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ELECTRICITY - EXISTING

- Puget Sound Energy Transmission
- ▲ Puget Sound Energy Transmission Substations
- Puget Sound Energy Distribution Substations
- BPA Main Grid Transmission
- ▲ BPA Main Grid Transmission Substations

ELECTRICITY - PROPOSED

- - - Puget Sound Energy Transmission
- ▲ Puget Sound Energy Transmission Substations
- Puget Sound Energy Distribution Substations

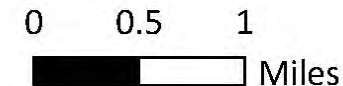
NATURAL GAS - EXISTING

- Puget Sound Energy High Pressure Lines
- Puget Sound Energy Gate Stations

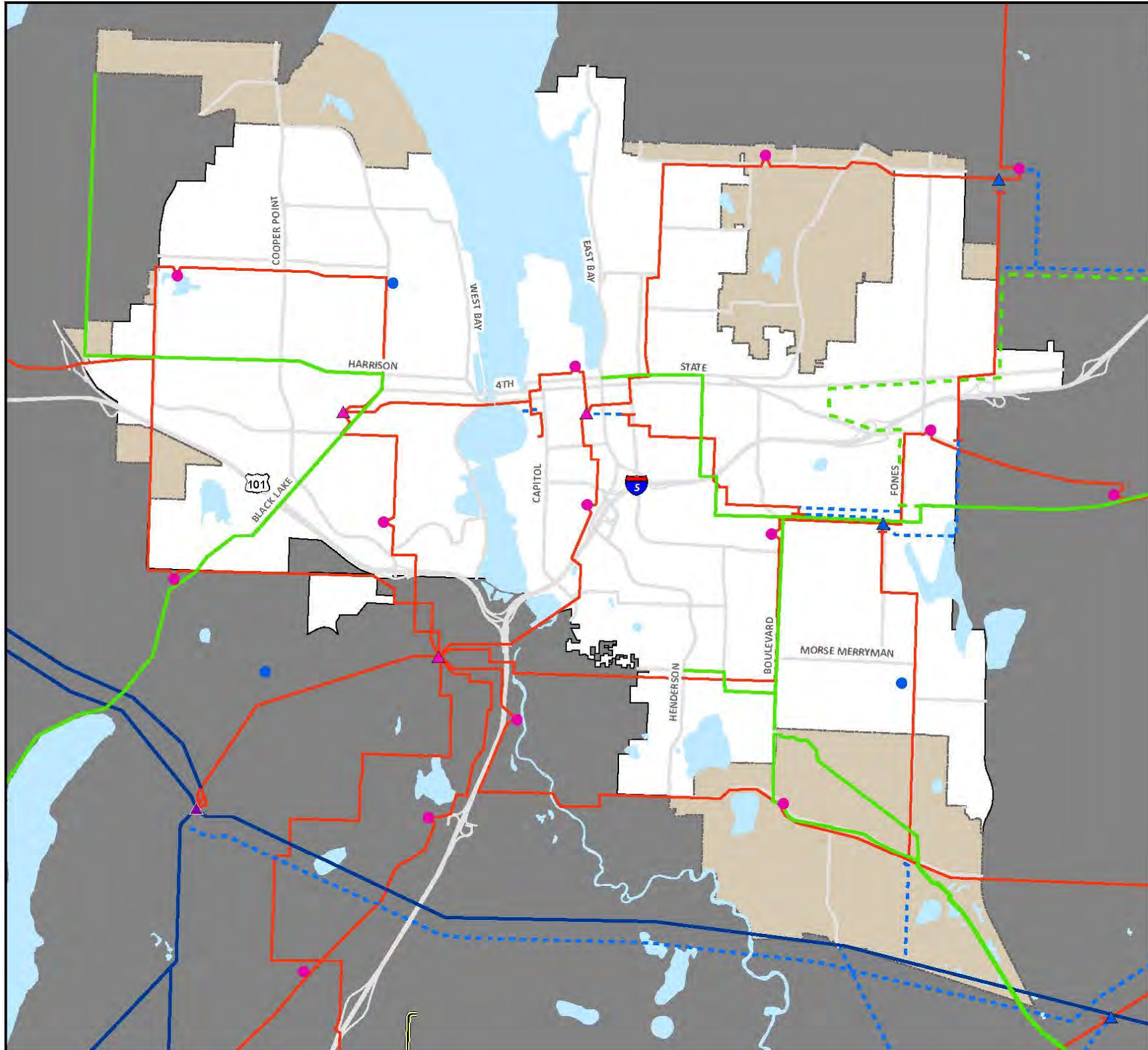
NATURAL GAS - PROPOSED

- - - Proposed High Pressure Lines
- ▲ Proposed Gate Stations

- Urban Growth Area
- City Limits



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Public Health, Arts, Parks and Recreation



Extraordinary parks, arts and recreation provide opportunities for meaningful life experiences.

What Olympia Values:

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

Our Vision for the Future:

A healthy, fun and enriching place to live.

Read more in the Community Values and Vision chapter

Introduction

Olympia's great parks, vibrant arts community, and many recreation and enrichment programs enrich our lives and strengthen our connection to the community. Public gathering places, whether a small pocket park or large playfield satisfy our need to join with others in the community. One only has to walk to a neighborhood park, search for a new skill to learn, or catch the latest downtown Arts Walk to experience this. The City, community groups, volunteers, and businesses all play a vital role in shaping parks, arts, and recreation. These facilities and programs improve

people's quality of life, promote active lifestyles, create a sense of place and contribute to the local economy. The City of Olympia takes an active role, when appropriate, in influencing regional health policy where it relates to Olympians.

Parks, Arts and Recreation Programs and Facilities

Parks and recreation programs support healthy lives, and those healthy individuals and families help sustain a healthy community. City programs offer opportunities to exercise and reduce stress, as well as support personal growth and emotional well-being.

Some recreational amenities are regional in nature and a regional approach to their implementation can be effective. As it developed this plan, the City looked at opportunities for coordinating with other local and regional governments to develop more parks and recreational facilities. For example, community parks lend themselves to a regional approach, particularly if a potential site is located near a border with Lacey, Tumwater, or Thurston County. Other regional efforts could include an Art Center, a regional trail network, recreational programming, or even an ice skating rink or swimming pool. The City will continue to explore these opportunities.

The following goals and policies apply to all parks, arts and recreation programs, and facilities.

GR1 Unique facilities, public art, events, and recreational programming encourage social interaction, foster community building, and enhance the visual character and livability of Olympia.

PR1.1 Continue to provide extraordinary parks and community programs that contribute to our high quality of life and attract tourism and private investment to Olympia.

PR1.2 Promote City parks, arts, and recreation programs and facilities so they are used and enjoyed by as many ~~citizens~~ community members as possible.

PR1.3 Be responsive to emerging needs for programs, facilities, and community events.

GR2 The City leverages its investments in parks, arts and recreation programs and facilities.

PR2.1 Seek non-profit organization and ~~citizen~~community member partnerships, sponsorships, grants, and private donations for park and facility acquisition, development, operation, programming, and events.


PR2.2 Use creative problem-solving and cost-effective approaches to development, operations, and programming.

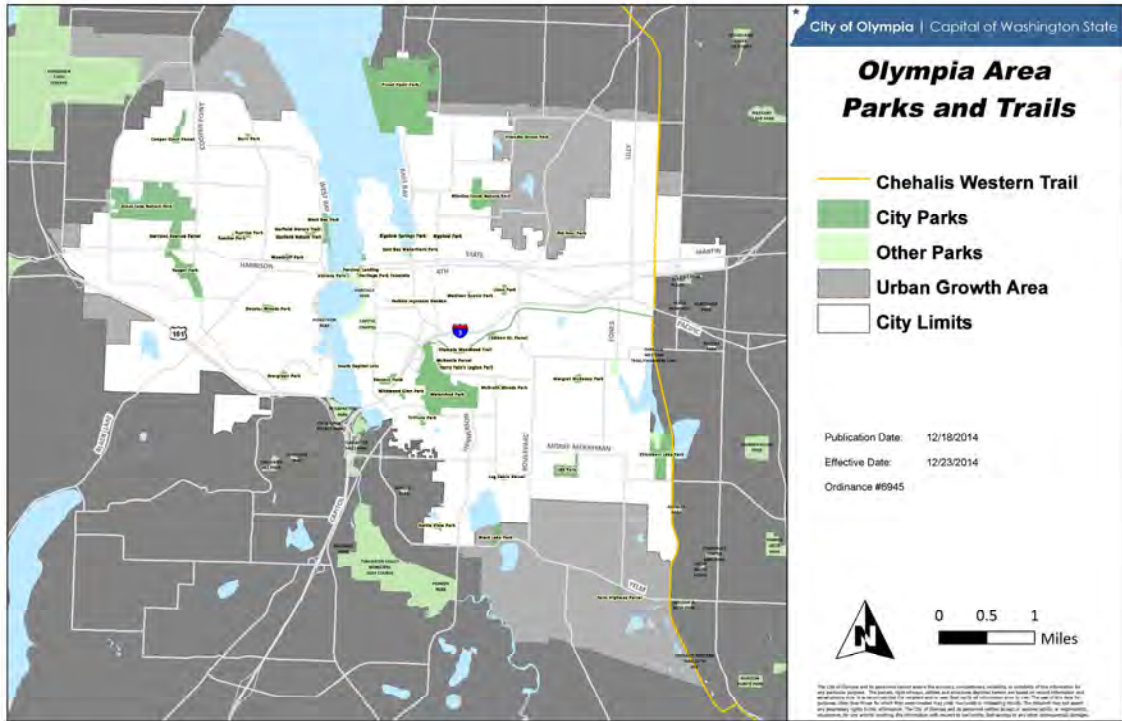
PR2.3 Continue the Joint Use Agreement between the City and the Olympia School District to provide recreation facilities and programming for the community.

PR2.4 Seek opportunities to increase revenues generated by users of park facilities and concessions.

PR2.5 Search for opportunities for mixed-use facilities and public/private partnerships.

Parks

There are 52 parks and open spaces in the City of Olympia that give us a variety of opportunities to enjoy the outdoors from hiking in Watershed Park, to keeping cool in the Heritage Park Fountain, to strolling along Percival Landing, to getting married in the Rose Garden at Priest Point Park. Despite the number of parks we have, however, there are still unmet needs, such as soccer fields, dog parks, community gardens, bike and nature trails, and open space. For a complete inventory of all existing park, recreation and open space lands in Olympia see the [Parks, Arts and Recreation Plan](#) .



View Map – Olympia Area Parks and Trails

Over the next 20 years, Olympia will face a number of challenges as it works to meet the demand for parks and open space:

- **Funding for Large Capital Projects.** Current funding is not adequate to complete the Percival Landing project and the Isthmus gateway, acquire and develop a 40-acre community park, and complete the West Bay Park and Trail. These are all multi-million dollar projects.
- **Acquiring Land for New Parks.** As our population increases we will need more parks and open space to maintain the same level of service standards yet less land and fewer large parcels will be available.
- **Maintaining an Aging Infrastructure.** As Olympia’s park infrastructure ages, it becomes more important, and more expensive, to maintain.

Maintaining the quality of Olympia's parks and recreation system

Level of Service Standards

The Parks and Recreation Plan:

Every six years, the City undertakes an extensive public outreach effort to update its [Parks, Arts and Recreation Plan](#). During this time, ~~citizens~~ community members have an opportunity to share what they want from our park system, and our arts and recreation needs, which are used to update Olympia's park level of service standards. These standards -- the ratio of developed park land per 1,000 residents --- are used to evaluate the need to acquire more park land or build more recreation facilities.

The Capital Facilities Plan:

The [Capital Facilities Plan](#) describes how the City finances new park acquisition and development, which is funded by a variety of sources including the two percent private utility tax, park impact fees, Washington's State Environmental Policy Act (SEPA) mitigation fees, grants and donations. While most of the park projects proposed in the [Parks, Arts and Recreation Plan](#) already have identified funding sources, some do not.

Neighborhood Parks

A Neighborhood Park is usually a small playground and open area designed primarily for non-supervised, non-organized recreational activities. A typical Neighborhood Park might include a children's playground, a picnic shelter, a restroom, and open grass areas for passive and active use. These parks also may include trails, tennis courts, basketball courts, skate courts, public art, and community gardens. Since each Neighborhood Park is unique, residents will often travel throughout the City to experience a variety of them. The service area for Neighborhood Parks is thus the entire City and its Urban Growth Area.



Neighborhood parks such as Lion's Park provide nearby places to be active.

There are currently 26 Neighborhood Parks in Olympia totaling 72 acres. As Olympia's population grows, some of our Neighborhood Parks are nearing capacity. To address this, the City estimates that it needs to acquire ten additional Neighborhood Park sites totaling approximately 20 acres within 20 years. This is also consistent with the goal expressed in the [Parks, Arts and Recreation Plan](#) of having a neighborhood park within walking distance to most residences.

For more information on the Neighborhood Park standard see the [Parks, Arts and Recreation Plan](#).

Community Parks

Community Parks are designed to serve the larger community, and are either athletic fields or sites that have a special focus.

Athletic field space can range from a single field at a park to a multiple-field complex. Large athletic field complexes are the most cost-effective for efficient scheduling and maintenance. Though they are designed for organized activities and sports, individual and family activities are also encouraged. Athletic field complexes bring large groups together and require more facilities, such as parking, restrooms and picnic shelters. Olympia's three existing athletic field complexes are: LBA Park, Yauger Park and Stevens Field. Combined, these parks total 75 acres.

Other Community Parks may have a special focus, such as a waterfront, garden, or water feature. Some examples include the Heritage Park Fountain, Yashiro Japanese Garden, and Percival Landing.




Community parks add to Olympia's vitality (Percival Landing).

Olympia provides athletic fields through a combination of City parks and school fields. But there still is a need for additional rectangular fields. In recent years, soccer groups have been turned away and have used fields available in other jurisdictions. Some athletic fields have been so over-used that they cannot recover for the following season, which is leading to long-term deterioration. While the City will continue its efforts to acquire large parcels for future athletic field complexes, it recognizes that with very few large undeveloped parcels available, it may be necessary to meet the future athletic field need with single fields at multiple parks.


Community Parks also can have special features such as off-leash dog areas, bicycle courses, freshwater swim beaches, waterfront access and community gardens. Based on community needs, Olympia will also need to add additional Community Park acreage to provide for these desired recreational amenities.

For organized sports, it matters less where the player lives, but rather where a game is scheduled. Much like a transit system or library system that is "area-wide", Community Parks serve the entire Olympia urban growth area. Thus the service area for Community Parks is defined as being all of Olympia and all of Olympia's urban growth area.

The City estimates that it needs to acquire an additional 84 acres of community parks to meet the demand for Community Parks within 20 years. For more information on the Community Park standard see the [Parks, Arts and Recreation Plan](#) .

Open Space

Open Space is defined as primarily undeveloped land set aside for ~~citizens~~ community members to enjoy nature and to protect the natural character of Olympia's landscape. It may include trails; wetlands; wetland buffers; stream or river corridors and aquatic habitat; forested or upland wildlife areas; ravines, bluffs, or other geologically hazardous areas; prairies/meadows; and undeveloped areas within existing parks. Trail development to allow passive recreation such as nature observation and hiking is encouraged in these areas, except in cases where wildlife conservation is the primary function. Parking and trailhead facilities such as restrooms, information kiosks and environmental education facilities are also appropriate.

(Note that the term "Open Space" as used in this chapter has a more specific meaning than as used in the [Natural Environment](#) Chapter pursuant to RCW [36.70A.160](#) .



Open spaces such as Mission Creek Nature Park provide opportunities to experience nature within the city.

Research has shown that residents are willing to travel across town looking for the special and unique features associated with one Open Space in particular. For instance, Watershed Park provides walking trails in a stream and wetland complex while Priest Point Park provides saltwater beach access and old growth forests. Much like a transit system or library system that is “area-wide”, Open Spaces serve the entire Olympia urban growth area. Thus the service area for Open Space is defined as being all of Olympia and all of Olympia’s urban growth area.

Open Space has a very high value to Olympia residents. In a series of neighborhood workshops conducted for a recent update to the Parks, Arts and Recreation Plan, one of the most dominant themes was “Buy open space/natural areas – provide nearby access to nature.”[🔗](#)

313 acres of Open Space acquisition are proposed for the next 20 years. These acquisitions will meet the Open Space Level of Service Standard and will address the impact of projected population growth on the Open Space system. For more information on the Open Space standard see the [Parks, Arts and Recreation Plan](#) [🔗](#).

The level of service standards outlined above and the following goals and policies will guide Olympia's park system towards achieving its vision over the next 20 years.

Goals and Policies

GR3 A sustainable park system meets community recreation needs and Level of Service standards.

PR3.1 Provide parks in close proximity to all residents.

PR3.2 Ensure that Olympia's park system includes opportunities for ~~its citizens~~ community members to experience nature and solitude as a healthy escape from the fast pace of urban life.

PR3.3 Preserve and enhance scenic views and significant historic sites within Olympia's park system.

PR3.4 Identify and acquire future park and open space sites in the Urban Growth Area.


PR3.5 Beautify entry corridors to our City and our neighborhoods, giving priority to street beautification downtown and along Urban Corridors.

PR3.6 Continue to collect park impact fees within the Olympia City Limits and SEPA-based mitigation fees in the Olympia Urban Growth Areas so new development pays its fair share to the park and open space system based on its proportionate share of impact. Work with Thurston County to devise an alternative system for funding parks and open space in the unincorporated Urban Growth Area.

PR3.7 During development review, if consistent with park level of service standards or other needs, encourage developers to dedicate land for future parks, open space, and recreation facilities.

PR3.8 Develop parks or plazas near Urban Corridors.

GR4 An urban trails system interconnects parks, schools, neighborhoods, open spaces, historical settings, neighboring jurisdictions' trails systems, important public facilities, and employment centers via both on- and off-street trails.

PR4.1 Coordinate with adjacent jurisdictions and State agencies to build a regional trail network and coordinated trail signage program that is consistent with the [Thurston Regional Trails Plan](#) .

PR4.2 Use existing rail, utility, and unopened street rights-of-way, alleys, streams (where environmentally sound), and other corridors for urban trails.

PR4.3 Preserve unimproved public rights-of-way for important open space, greenway linkages, and trails.

PR4.4 Encourage walking and bicycling for recreation and transportation purposes by linking parks to walking routes, streets and trails.


PR4.5 When located in areas where future trails are shown on the adopted map, ensure that new development provides appropriate pieces of the trail system using impact fees, the SEPA process, trail Right-of-Way dedication, or other means.

GR5 A lively public waterfront contributes to a vibrant Olympia.

PR5.1 Complete Percival Landing reconstruction and West Bay Park construction.

PR5.2 Encourage creation of a public shoreline trail as property north of West Bay Park is developed.

PR5.3 Develop a West Bay trail alignment that follows the shoreline and connects to Deschutes Parkway to the south.

PR5.4 Designate waterfront trails and important waterfront destinations as the "Olympia Waterfront Route" as outlined in the [Thurston Regional Trails Plan](#) .

PR5.5 Encourage the acquisition of saltwater shoreline property and easements to create more public access to the waterfront.

PR5.6 Preserve street rights-of-way when they extend to shorelands and install signs that indicate public access.

GR6 Olympia's parks, arts and recreation system investments are protected.

PR6.1 Continue to implement and refine the City-wide Asset Management Program to make sure the City's public facilities remain functional and safe for as long as they were designed for.

PR6.2 Establish a dedicated and sustainable funding source for maintaining City parks, landscape medians, roundabouts, entry corridors, street trees, City buildings, and other landscaped areas in street rights-of-way.

PR6.3 Protect the City's investment from damage by vandalism, encampments, and other misuse in a manner that preserves the intended purpose.

PR6.4 Consider regional approaches to funding major recreational facilities, such as swimming pools, regional trails, art centers, and tournament-level athletic fields.

PR6.5 Establish a strategy for funding maintenance and operation of new park facilities before they are developed.

Arts

Olympia is now home to approximately 2,500 individual artists and almost 100 arts organizations and venues. Our resident artists are musicians, writers, actors, and visual artists who are both nationally known and emerging. Olympia hosts award-winning theater, ground breaking music performances, the Procession of the Species, and a strong visual arts community that ranges from informal artists to those with nationwide gallery representation.



Arts Walk is one of the largest public events in the community and a source of civic spirit and pride.

Over the next 20 years, Olympia will face two challenges:

- **Creating an Arts Center.** In 1989, the City first identified a need for a regional arts center with exhibition space, working studios, and rehearsal space for regional artists.
- **Retaining Artists.** Social and economic factors such as cost of living, affordable housing, and stable economy may make it harder for Olympia to retain its artists.

Goals and Policies

GR7 Permanent and temporary public art is located in parks, sidewalks, roundabouts, public buildings, alleys and other public spaces.

PR7.1 Include diverse works of art.

PR7.2 Ensure opportunities and participation by local, regional and national artists.

PR7.3 Use public art to create unique community places and visible landmarks.

PR7.4 Incorporate art into public spaces such as sidewalks, bridges, parking meters, tree grates, buildings, benches, bike racks and transit stops.

PR7.5 Encourage community participation at all levels of the public art process.

PR7.6 Ensure our public art collection is regularly maintained so it retains its beauty and value.

PR7.7 Encourage art in vacant storefronts.

PR7.8 Encourage neighborhood art studios.

PR7.9 Support art installations that produce solar or wind generated energy.

PR7.10 Help artists, organizations and businesses identify possible locations in commercial areas for studios and exhibition space.

PR7.11 Establish an "art in city buildings" program that would host rotating art exhibits.

GR8 Arts in Olympia are supported.

PR8.1 Pursue a regional community arts center.

PR8.2 Pursue affordable housing and studio/rehearsal space for artists, including support for, or participation in, establishing or constructing buildings or sections of buildings that provide living, work and gallery space exclusively for artists.

PR8.3 Encourage broad arts participation in the community.

PR8.4 Provide opportunities for the public to learn about and engage in the art-making process.

PR8.5 Provide opportunities that highlight the talent of visual, literary and performing artists.

PR8.6 Provide technical support to art organizations.

PR8.7 Establish and promote a theater and entertainment district in downtown Olympia.

PR8.8 Create a range of opportunities for the public to interact with art; from small workshops to large community events.

PR8.9 Encourage early arts education opportunities.

Recreation

The City's recreation programs promote physical and mental well-being, bring ~~citizens~~ community members together in a positive, supportive, and fun atmosphere, and create memorable experiences for individuals and families. The City offers traditional programs such as sports leagues, youth camps and clinics, and special interest classes. It also responds to emerging recreational interests, such as the Ultimate Frisbee league, high-energy dance classes, and community gardens. Each year, approximately 400 teams participate in City sports leagues, more than 4,000 ~~citizens~~ community members take a leisure recreation class, and more than 1,500 youth participate in camp programs. In addition to enhancing participants' wellness, people who participate in these programs also gain a sense of belonging to the community.



Recreation Programs foster community health and wellness ("Kids Love Soccer" Program).

Olympia's recreation programs face the following challenges:

- **Activating our Community.** Our sedentary lifestyles are contributing to health problems. The City must find places and

programs that can compete with the ease and simplicity of TV and computers for our time and attention

- **Connecting with Nature.** Our electronic toys and indoor jobs have created a culture less connected to nature. If our residents are not connected to nature it will become increasingly difficult for them to understand or embrace environmental stewardship
- **An aging population that's ready for action:** Between 2010 and 2030, Olympia's senior population is projected to double. But the seniors of the future are likely to be more active and adventurous than in prior generations. Olympia's recreation programs need to embrace this trend.

Goals and Policies

GR9 Olympians enjoy lifelong happiness and wellness.

PR9.1 Provide opportunities that promote a mentally and physically active lifestyle and healthy food choices, including participation in local food production.

PR9.2 Provide programs and facilities that stimulate creative and competitive play for all ages.

PR9.3 Provide programs, facilities, and community events that support diverse self-expression.

PR9.4 Provide opportunities for bringing balance, relaxation, and lifelong learning into one's life.

GR10 Families recreate together.

PR10.1 Enhance recreation opportunities for the Olympia area's physically and mentally disabled populations.

PR10.2 Provide recreational opportunities for all family structures.



PR10.3 Work towards providing recreation programs that are affordable and available to all ~~citizens~~ community members.

PR10.4 Provide parks and programs to serve people of all ages, and with many different abilities, and interests.

PR10.5 Develop programs and design park facilities that encourage activities people can do together regardless of their age.

PR10.6 Provide convenient, safe, active, outdoor recreation experiences suited for families.

For More Information

- [Parks, Arts and Recreation Plan](#) 
- Olympia's [Capital Facilities Plan](#)  shows how park projects will be funded during a six year period
- For a complete list of all of Olympia's parks and trails, see [Parks and Trails](#) 
- For a comprehensive look at regional trail planning, see the [Thurston Regional Trails Plan](#) 
- Information on the City's Public Art Collection can be found at [Public Art](#)
- In 2007, the Art's Commission participated in an [Arts Center Feasibility Study](#) 
- To learn more about the City of Olympia's recreational programs and classes, see [Recreation](#)

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Olympia Area Parks and Trails

-  Chehalis Western Trail
-  City Parks
-  Other Parks
-  Urban Growth Area
-  City Limits

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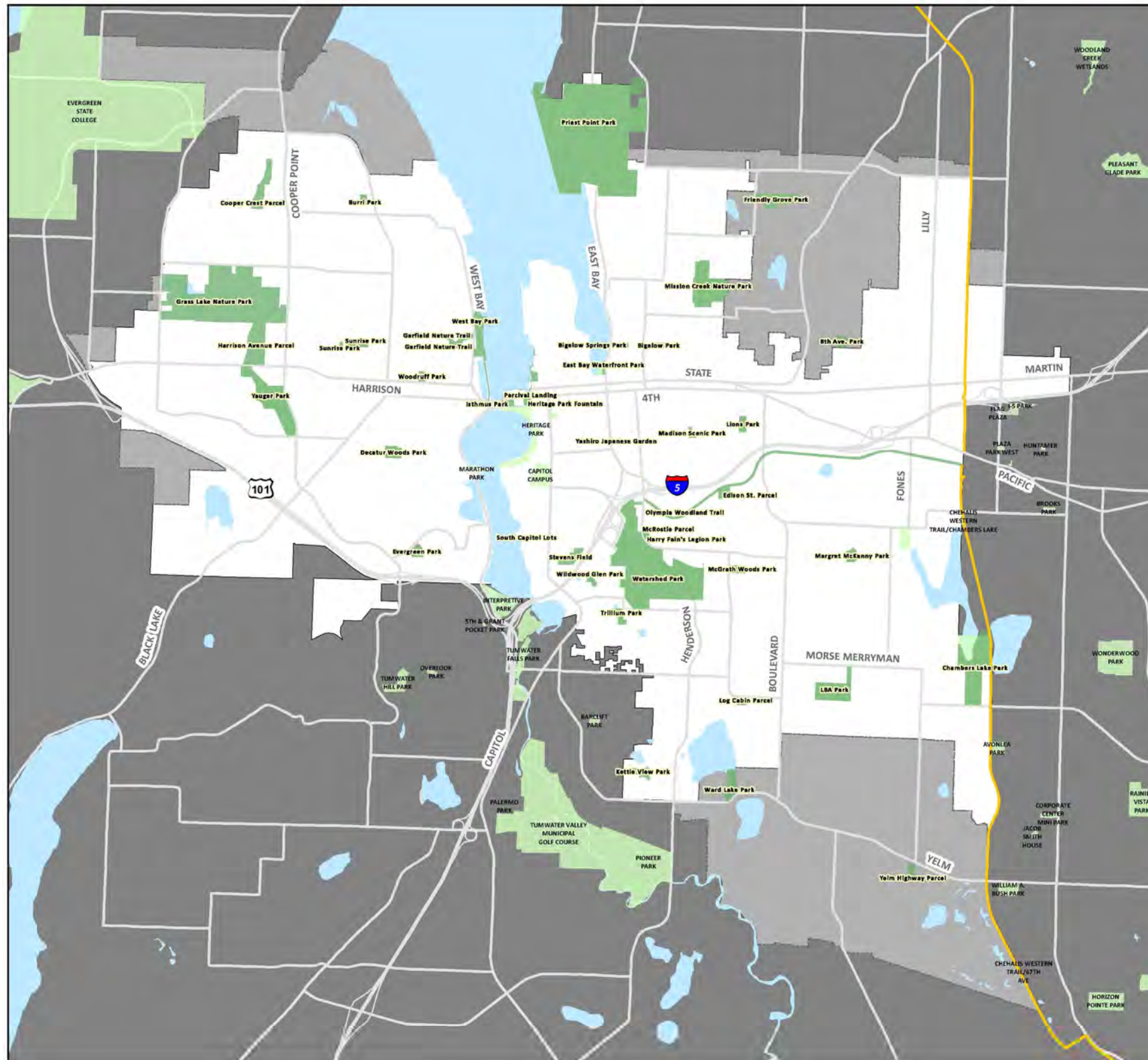
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Economy



An employee at Olympia local business, Olykraut.

What Olympia Values:

Olympians recognize the value of a healthy economy that is stable and sustainable. The health and welfare of the community depends upon there being a range of employment opportunities so that we are not dependent on just one sector for our economic welfare. Local businesses should have access to quality infrastructure so that they have what they need in order to engage in commerce. ~~Citizens~~ Community Members should have access to a broad range of locally produced goods and services so that they can be assured that their money is spent in ways that sustain our community. Our community should continue to be an active center for arts and recreation – and grow and foster their development. Education and health care are also critical to a stable and sustainable economy – our community is graced with several premier institutions in each of these sectors and we collaborate with them on projects of mutual benefit.

Our Vision for the Future:

Olympia's economy is diverse and balanced. Family wage jobs and career opportunities are available to our ~~citizens~~ community members from multiple sectors, including government and manufacturing, health care, education, and service sector employment. A significant and ever increasing amount of our goods, services and food is locally sourced. We emphasize sustainable business practices and environmentally friendly development.

Read more in the [Community Values and Vision chapter](#)

Introduction

The strength of Olympia’s economy is what determines whether we are able to pay for the public services that help to make our community a great place to live. A diverse and healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. The quality of the community is the most powerful economic engine we have for attracting and maintaining high quality job opportunities.

We have been told by Olympians they value an economy where:

- There are plentiful living-wage jobs.
- Consumers and the City support local entrepreneurs.
- Residents and businesses want many of their goods and services to come from local sources.
- A highly educated workforce, entrepreneurial spirit and culture of innovation energize our economy.
- Art projects, art events, and support for the arts are integral to the community and its economy.

A healthy economy must provide jobs that pay a living wage, usually defined as a wage that allows a household to meet its basic needs without the need for public assistance. The level of a living wage will vary based on the size and makeup of the household.

See the links in the “For More Information” section at the end of this chapter for more information about what constitutes a living wage in our community, cost burdened households and middle income housing affordability.

Olympia’s Economic Profile

Cities play a critical role in supporting local economic activity. Without municipal services, economic activity and development is simply not possible. In turn the commerce that takes place in our community is responsible for much of the revenue that the City receives by way of taxes and fees that are used to help to support our quality of life. In the economic development arena, Olympia has the following roles:

- Using its land-use authority to provide places for businesses to locate.
- Maintaining an efficient, fair, transparent, and predictable permitting process that reduces business-cost and timeline uncertainties.

- Collaborating with other public and private entities that have a more direct role in economic development, such as ports, business associations, and economic development associations.
- Developing and maintaining the infrastructure healthy businesses and neighborhoods need.
- Investing in traditional infrastructure, such as roads, sewer and water service, as well as in schools, parks, arts, and the natural environment.
- Commissioning reports, such as the “2013 Investment Strategy: Olympia’s Opportunity Areas” and the Downtown Olympia “Community Renewal Area Feasibility Study,” to provide information for the community to make informed decisions about its economic future.

Olympia’s Three Top Employers:

Government:

Olympia is the capital of Washington and seat of Thurston County. The State, County, and City provide many local jobs. Government was the largest employer in Thurston County in 2010, contributing nearly 36,000 jobs. The Olympia School District is one of the largest single employers within the City. Many of these government jobs are tied to our more diverse, statewide economy, which helps to shield our community from economic swings. However, fluctuations in state government affect our local economy.

Given that our state’s population is projected to grow significantly, it is very likely that employment with the state of Washington will continue to contribute in a positive way to our local economy in the long-term. State employment helps to sustain our skilled and well educated workforce, which in turn provides an attractive labor force for private sector companies to draw from as they make decisions about where to locate.

The state has also been moving away from leasing private space to house its employees. A new 200,000 square foot office building is in the planning stages for the Capital Campus block located at the northwest corner of Capitol Way and 11th Avenue. This will likely mean that there will continue to be an excess of office space available for rent in the greater Olympia area. Other issues like school funding mandates may also impact the size of the State’s workforce and its leasing practices.

The Investment Strategies report calls out that almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for

residential housing within Thurston County, regardless of the overall size of state government. A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council's Sustainable Thurston report suggests that the "millennial" generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia's workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more downtown multifamily housing, senior services and senior-oriented activities. These changes provide opportunities for quality growth in our future.

The Olympia School District is another significant governmental employer with approximately 1,300 employees providing K-12 education to approximately 9,000 students. The school district's Capital Facility Plan includes over \$178,000,000 in construction projects and another \$11,680,000 in small works projects. The Olympia School District's operating budget is over \$92,000,000. Future plans include a new middle school in Southeast Olympia.

Health care:

Olympia is also a regional medical center, serving Thurston, Mason, Gray's Harbor and Lewis counties. Health care is the Thurston County's second largest employment sector, with an estimated 11,595 jobs and is projected to continue growing in the future.

Retail:

Olympia's shopping mall, auto mall, and downtown business core make it the region's largest retail center, providing significant sales tax revenue. Retail provides an estimated 11,076 jobs in 2010 and is the county's third largest employment sector. However, unlike our government and health care employers, retail provides an average living wage that is just under what the City estimates is needed for a single adult in Olympia.

The *Investment Strategy* report adds, "The City of Olympia is projected to accommodate an estimated additional 18,000 jobs by 2035.ⁱ Of those, almost 75% of new jobs in Olympia will be in commercial sectors. Jobs in industrial sectors (10%) and government (15%) will make up the remainder of new employment. Countywide, the sectors with the largest forecasted new jobs are professional and business services. However, Thurston Regional Planning Council's forecasts have construction employment growing substantially with total construction employment more than doubling by 2040 from 5,620 in 2010 to 12,700. Manufacturing employment is also forecasted to increase but at a

much slower rate adding about 500 jobs from 2010 to 2040.”

The Port of Olympia

Olympia is also the only city in Thurston County with a deep water harbor. The Port of Olympia operates a marine import and export terminal, the largest recreational boating marina on South Puget Sound, and a state-of-the-art boatyard. The Port is also the home of many private, marine-related businesses, the Batdorf & Bronson Roasting House, the Olympia Farmers’ Market, and many professional offices and retail businesses.

Among our partners in economic development, the Port of Olympia has the closest relationship to Olympia’s economy, and its mission is to grow the Thurston County economy, move people and goods, and improve the County’s recreation options and environment. The Port is a special-purpose district, and its boundaries are the same as Thurston County’s.

The Port owns 200 acres along Budd Inlet near Olympia’s central business district. The Comprehensive Scheme of Harbor Improvements, the Port’s development plan for its Olympia properties, includes industrial uses in the vicinity of the Marine Terminal, recreational boating uses at the Swantown Marina and Boatyard, and mixed uses in the Market, North Point, and East Bay Districts. Recreational uses are envisioned throughout its mixed-use districts and the Marina. For example, the East Bay District is a significant investment and downtown redevelopment opportunity, home to the Hands On Children’s Museum and East Bay Plaza.

Although a smaller factor in our local economy than state government, the Port’s potential is significant and gives the City an opportunity to further diversify its economy.

Education, Entertainment, and Geography

Olympia is the region’s restaurant, art, and entertainment center. There are three nearby colleges, The Evergreen State College, St. Martin’s University, and South Puget Sound Community College, which have a major impact on the culture of our community and our high average level of education.

As a result of The Evergreen State College, the City of Olympia has become home to many innovative entrepreneurs and artists that were originally attracted to our community to go to school. Evergreen is widely acknowledged as one of the nation’s premier liberal arts institutions and its location here provides an opportunity for continued and expanded collaboration on entrepreneurial

development. Evergreen hosts three masters programs – in public administration, teaching and environmental studies. Each of these programs provides an opportunity to collaborate with the college to attract and foster complementary research and development activities. Our community serves as a learning laboratory for students and potentially an international destination for learning and cultural exchange. The City should continue to seek opportunities for direct partnerships with the college on program development, capital facilities planning and student housing. A physical presence in our downtown could create opportunities for both the City and the College

In addition, Olympia is well-served by its highway network, which includes Interstate 5 and Highway 101, with links to State Route 8 and the Olympic and Kitsap Peninsulas. All of this means Olympia's location provides easy access to a variety of recreational opportunities - from bike trails and kayaking within our city limits, to skiing and hiking in the mountains, to beachcombing along the coast and regional customers for the area's retail businesses and health care providers.

Thurston County benefits from regional economic growth and activity in the Puget Sound region that filters down to the County as the region grows. Joint Base Lewis-McChord has increased demand for housing in the region, particularly in Lacey.

There are growing signs of an urban infill market in Olympia in part driven by a changing demographic oriented towards urban living. In the last ten years, most recent building activity in Olympia has focused on rehabilitation or remodeling of existing space with limited new development. As growth has rebounded, multifamily development has been the first sector to recover. Builders are taking advantage of sites that are easily developable and/or high amenity areas. Continued population growth in the region will generate demand for additional housing and commercial services, such as general services, retail, and health care. To be competitive Olympia must understand the strengths and weaknesses of its market.

A Healthy Economy Enhances our Quality of Life

Olympia enjoys a relatively healthy economy and stable revenue base, making it possible for it to invest in public improvements and services. These include the Washington Center for the Performing Arts, The Olympia Center, Percival Landing, the Farmers Market, new sewer capacity, new roads, and other needed infrastructure. All of this makes Olympia increasingly attractive to private investors, which will further increase our revenue base, and make more

community improvements possible. However, the City should not make these sorts of investments without also considering the long-term maintenance and operations costs it will also incur.

Downtown Olympia

Downtown Olympia is a special place. For many years it has served as Thurston County's only downtown. It has the only urban waterfront in the region, attracting recreational boaters from throughout Puget Sound. It has the only performing arts center, is the region's banking sector and is the recreational hub for the region.

Downtown Olympia is also home to the state's largest farmers operated farmers' market. The Olympia Farmers' Market serves as a link to a substantial network of small family-owned farms and businesses. The market serves as a tourist attraction and destination and a place for local residents to purchase local food. Farmers Markets have proven to be a good way to foster the development and expansion of locally owned businesses. In recent years small neighborhood markets are beginning to appear in Olympia with the hope of fostering more neighborhood centers and even more accessibility to locally grown and produced products.

Thursday, Friday and Saturday evenings see the streets of downtown come alive with theater patrons, diners and live music fans. Recent enhancements such as the Hands on Children's Museum, East Bay Plaza, LOTT Clean Water Alliance's WET Center and Percival Landing reconstruction add to downtown's status as a destination.

The proximity of the Capital Campus to downtown creates a strong relationship between the campus and downtown that is enhanced by the presence of the Dash Shuttle, an Intercity Transit bus that operates on 10 minute headways. This free link between the downtown and the state campus is helpful for downtown commerce and a convenience to workers and visitors that come to Olympia to participate in the State Legislative sessions.

Downtown remains a work in progress and the City has invested heavily from both a capital facilities and services perspective. From 2012 to 2014 the City has used an action oriented program known as the Downtown Project to effect change. The Downtown Project has included key elements such as enhancing the downtown walking patrol, replacing parking pay stations, creating a Downtown Ambassador program, establishing an Alcohol Impact Area, and construction of parklets to name just a few.

The City has initiated a Community Renewal Area (CRA) planning process for downtown. The Community Renewal Area law was created by the state specifically to give communities the tools that they need in order to help areas such as the downtown move forward. Washington law (RCW 35.81) allows cities to establish a Community Renewal Area through the designation of a geographic area that contains blight and the creation of a Community Renewal Plan for addressing that blight. Many Washington cities have used CRA to develop and implement redevelopment plans, including Vancouver, Shoreline, Everett, Bremerton, and Anacortes.

Olympia's downtown is the urban center for the entire region - residents and business owners would all benefit from a more active, vibrant downtown. However, parts of downtown are widely recognized as "blighted", with several condemned or obsolete buildings occupying key properties. Soil contamination, excessive amounts of surface parking, soils subject to liquefaction and rising seas also contribute to the blight. Redevelopment is stuck despite the area's unparalleled assets. The City has an interest in improving the downtown and enhancing its economic productivity in a manner consistent with the rest of this plan. The creation of a CRA may be one way to accomplish this objective.

In 2013 the City initiated an economic development planning process to consider creating a Community Renewal Area in downtown and to provide an assessment of the broader real estate market. This process resulted in the preparation of two key reports: "Investment Strategy: Olympia's Opportunity Areas" and the Downtown Olympia "Community Renewal Area Feasibility Study". These reports will help to refine the City's approach to economic development over the coming years and underpin the City's Community Renewal Area planning process.

The Investment Strategy report provided a community wide assessment of key redevelopment opportunity areas. In addition to downtown, six geographic areas were examined in detail:

- Kaiser/Harrison - Potential for neighborhood commercial/mixed-use/retail district on large single-ownership tract;
- Olympia Landfill - City-owned, potential major retail site adjacent to existing major retail area;
- Division/Harrison - Potential neighborhood center adjacent to established neighborhoods;
- Headwaters - Large multi-ownership parcel with wetland amenity and infrastructure challenges;
- K-Mart Site - (currently vacant) on major close-in retail corridor.

Downtown Focus Area for Community Renewal Area Planning

The Investment Strategy report recommends that the City manage its development area assets as a portfolio that adheres to the community vision. This approach includes: (1) strategically investing in infrastructure improvements, such as roadways, streetscape improvements, and property acquisition; (2) making necessary or desired regulatory adjustments, such as zoning changes; and (3) creating partnerships with developers and property owners to generate development returns that remain sensitive to market demand.

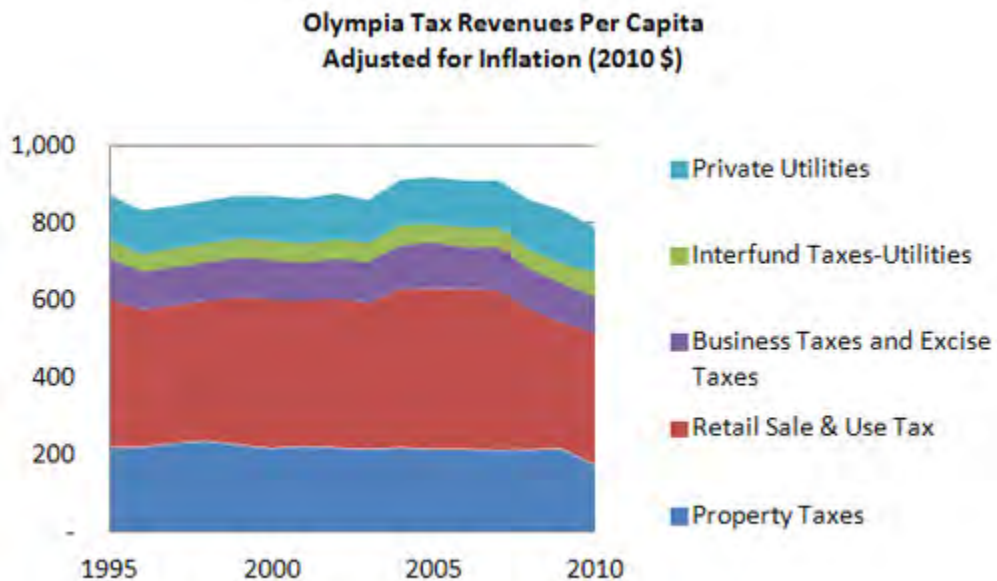
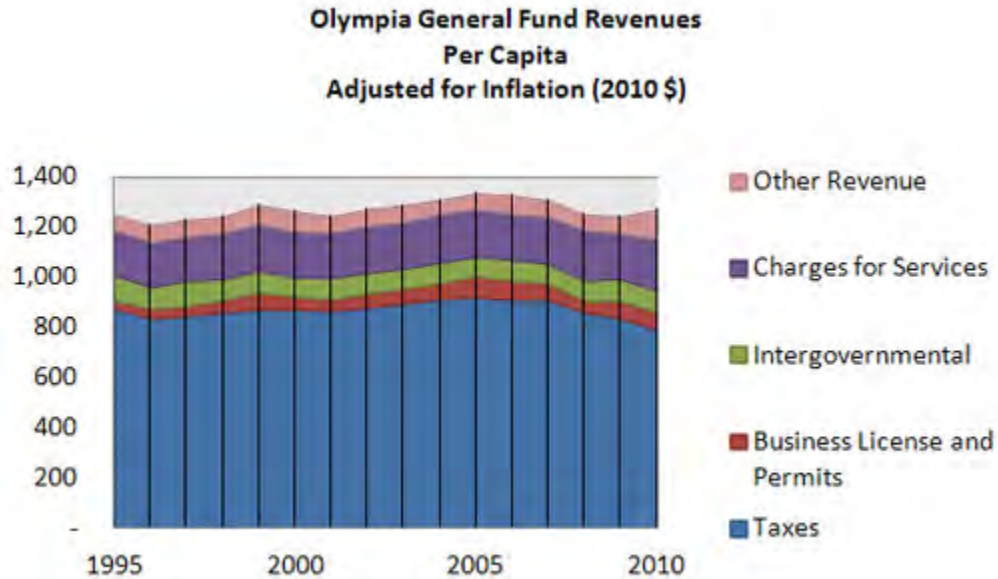
The CRA Feasibility Study provides the outline and support materials for the ultimate creation of a CRA in Downtown Olympia.

Key findings related to downtown from the Feasibility Study include:

- Demand from those users who need to be downtown (such as state government, the Port, and related uses) is not a growing part of the economy.
- The redevelopment hurdle downtown is higher than other locations because of higher land and construction costs.
- Commercial rents are not yet high enough to justify new commercial construction in Downtown Olympia.
- Office rents have decreased as vacancies have increased.
- Retail rents are more stable, but have also decreased.
- Low vacancy rates and modest rent increases for apartments citywide, as well as some anecdotal evidence suggest that there is near-term demand for multifamily housing.
- Over \$100 million of public investment has been made downtown by the City and Port of Olympia in new buildings and parks, including a new City Hall, the Hands On Children's Museum, LOTT Clean Water Alliance offices, East Bay Plaza, and Percival Landing.

Although these public facilities help to improve our quality of life, public facilities cost money to operate and maintain. Unless they directly contribute to commerce they become a burden and are difficult to sustain within the City's general fund budget. In order to protect and enhance our quality of life it will be critically important for the City to make public investments and form public private partnerships that increase commerce in ways that are consistent with the community's values. The City should not make these sorts of investments without also considering the long-term maintenance and operations costs it will incur.

Supporting Revenue Sources Olympia General Fund Revenues Per Capita



Olympia's revenue comes from a mix of taxes and fees. The Olympia General Fund Revenues Per Capita table shows the sources of the City's General Fund revenues, over the last 15 years on a per capita basis. Olympia's largest revenue

source is taxes, which represents well over half of the General Fund's revenue. The Olympia Tax Revenues Per Capita table provides a breakdown of taxes by various categories. Significant tax revenues come from commercial hubs such as the auto mall and regional shopping areas, construction and construction related industries.

While taxes on a per-capita basis have generally increased during the last few decades, our revenue from sales, business and property taxes fluctuates with the economy. Revenue from sales tax falls when consumers spend less. The property tax we collect per capita falls when property tax levies don't keep pace with population growth. In recent years property de-valuation has constrained the City's capacity to incur debt. Finally, property taxes have been limited by Initiative 747, passed by Washington voters in 2001, which limits growth in property tax revenue to 1 percent per year. This is a rate that generally lags well behind the increasing costs of providing those services. According to the Bureau of Labor Statistics the consumer price index for the western United States has averaged 2.27% for the past 10 years.

Major City services depend on these tax revenues. City residents, as well as workers and shoppers coming to Olympia, require maintained streets, police and fire protection, water and sewer service, and more. Growing neighborhoods require these same services, plus parks (provided by the City) and schools (provided by the school district). The challenge is to provide these services at high quality for the best cost, and meet those standards when City revenues decline, by finding new revenue options or cutting services.

Maintaining and improving Olympia's infrastructure puts another large demand on the City's funds, made even more challenging as federal and state assistance has declined. Adequate and dependable infrastructure is critical to our ability to serve residents and businesses.

Community Investment

Private investment can expand a community's economy and strengthen its material prosperity. But basic infrastructure needs to be in place, or underway, in order to interest quality private businesses in locating or expanding in Olympia. For this reason, it's critical for our community to invest resources in capital facilities that will support a healthy local economy and its values and vision for the future.

Recent capital investments have included:

- Olympia's new City Hall and the reopening of Percival Landing (Phase 1) in 2011, together an investment of over \$60 million.
- In the East Bay area, the LOTT Clean Water Alliance's WET Science Center, East Bay Plaza, and the Hands On Children's Museum are providing more family activities downtown.
- New sidewalks and transportation corridors at Boulevard Road and Harrison Avenue now make it easier to get around by foot, bike, bus or car.
- Our new Fire Station 4 has lowered 911 response times.
- Planned upgrades to our water supply will help to ensure an adequate and high quality water supply for decades to come.

All of these projects are examples of how our investments have improved our public spaces and quality of life and have provided the impetus for more private investment to follow.



Crown Beverage Packaging's 115 employees make 1.5 billion beverage cans each year from recycled aluminum. They have been part of Olympia since 1959.

Over the next 20 years, Olympia must continue to make judicious "up-front" investments that bring development to targeted areas, using its partnerships as effectively as possible. To keep them affordable, such investments will need to be located in the downtown, Investment Strategy Report opportunity areas or

Urban Corridors. Projects that "leap-frog" to remote sites outside of our existing infrastructure can be prohibitively expensive to develop.

The Investment Strategy report recommends that the City should proactively:

- **Review changing market dynamics** to identify new barriers and opportunities to allow the City to invest in the most market-feasible projects.
- **Develop relationships with property owners and other stakeholders to learn about their interests and short-term and long-term development goals.** Given the barriers to development described in the report, the City will need to establish new partnerships with property owners and developers if it wishes to achieve development in the opportunity areas that is compatible with the City's Comprehensive Plan. Community and neighborhood stakeholders are also critical to this process.
- **Continue and improve community conversations to better clarify and articulate desired development outcomes and coordinate stakeholders' visions for development.** This work would help to refine the City's policy goals for the opportunity areas and other areas through the comprehensive planning process. Given long-term demographic shifts, the City should support higher density, infill development to achieve multiple public policy goals.
- **Take advantage of opportunities when they present themselves,** which may mean that the City would focus on new opportunity areas, or move forward with actions in existing opportunity areas ahead of schedule.
- **Coordinate funding opportunities with other public stakeholders** (the County, transit agency, the Port of Olympia, the State of Washington, others) with the City's CFP for major infrastructure investments that move the implementation forward.
- **Coordinate with planning and implementation in key opportunity areas.** Some initial steps toward implementation are already underway, including the Martin Way Corridor Study and the Comprehensive Plan update. The Martin Way Corridor Study is evaluating infrastructure investments that can improve access and safety for all transportation modes, and spur higher density development. The City could consider combining subarea planning efforts with the comprehensive planning process for the Kaiser/Harrison and Division/Harrison areas.

In addition to the City's work on the Community Renewal Area Olympia has recently established a Section 108 Loan Program. This program leverages the City's annual CDBG Allocation to create a loan pool to promote economic

development opportunities within our community. These funds must be used in a manner consistent with the Department of Housing and Urban Development's regulations. Generally these funds can be used to support economic development projects that create jobs for low to moderate income people or support reinvestment in areas such as downtown where low to moderate income people live.

Economic development efforts must be consistent with growth management goals and not strain the capacity of our natural resources. They must be consistent with the efficient and appropriate use of land. The impact of new business must not compromise the local environment. While growth can improve a community's quality of life, economic development must be carefully planned. Our investment today in new buildings and streets should not damage the ability of future generations to meet their needs.

Goals and Policies

GE1 Olympia has a stable economy that provides jobs that pay a living wage.

PE1.1 Provide a desirable setting for business investment and activity.

PE1.2 Develop or support programs and strategies that encourage living-wage jobs.

GE2 Olympia has a strong revenue base.

PE2.1 Encourage retail, office, medical and service activities for their value in providing employment and tax revenues.

PE2.2 Identify major revenue-generating sectors and identify actions the City can take to help maintain their economic health.

PE2.3 Ensure that the total amount of land planned for commercial and industrial uses is sufficient for expected demand.

PE2.4 Diversify the local economy in a way that builds on our stable public sector base, and by supporting businesses that can reduce reliance on goods and services from outside the community.

PE2.5 Encourage employers to export goods and services to regional, national or international markets, but keep jobs and dollars in Olympia.

PE2.6 Regularly review the development market to identify changing circumstances that create barriers or opportunities for investment in our community.

PE2.7 Use the City's Section 108 Loan program to promote economic investment and job creation and redevelopment activity that benefits low to moderate income people in our community.

GE3 A vital downtown provides a strong center for Olympia's economy.

PE3.1 Support a safe and vibrant downtown with many small businesses, great public places, events, and activities from morning through evening.

PE3.2 Support lively and active downtown parks and waterfront attractions.

PE3.3 Promote high-density housing downtown for a range of incomes.

PE3.4 Protect existing trees and plant new ones as a way to help encourage private economic development and redevelopment activities.

PE3.5 Support continuation of the Dash Shuttle as a means of linking the Capital Campus and downtown.

PE3.6 Use tools such as the Downtown Project, Community Renewal Area downtown plan and other planning processes and tools to improve the economic and social health of downtown.

GE4 The City achieves maximum economic, environmental and social benefit from public infrastructure.

PE4.1 Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors, and creating a pattern of development we can sustain into the future.

PE4.2 Stimulate and generate private investment in economic development and redevelopment activities as recommended in the Investment Strategy Report.

PE4.3 Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.

PE4.4 Consider whether the public cost of new or improved infrastructure can be recovered through increased revenues the City can expect from the private investment the improvement will attract.

PE4.5 Identify and take advantage of infrastructure grants, loans, and other incentives to achieve the goals of this Comprehensive Plan.

PE4.6 Economic uncertainty created by site contamination can be a barrier to development in downtown and elsewhere in our community; identify potential tools, partnerships and resources that can be used to create more economic certainty for developments by better characterizing contamination where doing so fulfills a public purpose.

PE4.7 Identify where new and upgraded utilities will be needed to serve areas zoned for commercial and industrial use, and encourage the development of utilities to service these areas.

PE4.8 Investigate the feasibility of the City providing telecommunications infrastructure, high speed internet connectivity or other new forms of infrastructure.

PE4.9 Collaborate with public and private partners to finance infrastructure needed to develop targeted commercial, residential, industrial, and mixed-use areas (such as Downtown Investment Strategy Report opportunity areas and along Urban Corridors) with water, sewer, electricity, street, street frontage, public parking, telecommunications, or rail improvements, as needed and consistent with the Comprehensive Plan.

PE4.10 Encourage new development in areas the City has designated for infill before considering proposals to expand land-use areas, or adding new ones.

PE4.11 Serve sites to be designated for industrial or commercial development with required utilities and other services on a cost-effective basis and at a level appropriate to the uses planned for the area and coordinated with development of the site.

PE4.12 Avoiding building lengthy and expensive service extensions that would cost more than could ever be recovered from revenues.

GE5 The City has responsive and efficient services and permitting process.

PE5.1 Maintain the City's high quality customer service and continuously seek to improve it.

PE5.2 Use regulatory incentives to encourage sustainable practices.

PE5.3 Improve the responsiveness and efficiency of the City's permit system, in part by identifying and removing waste, lack of clarity, duplication of efforts and other process inefficiencies that can occur in the development review process.

PE5.4 Create more predictability in development review process to reduce costs, without eliminating protections.

PE5.5 Eliminate redundancy in review processes, and create clearer rules.

PE5.6 Create a review process that is easy for all parties to understand at every stage and that invites input from affected parties as early as possible in the development process.

PE5.7 Use tools such as Form Based Codes, Subarea Plans, Focus Area Plans, Community Renewal Area planning and other proactive planning processes and tools to define and develop a shared redevelopment vision for specific areas within the community such as those identified in the Investment Strategy Report and elsewhere in this plan.

GE6 Collaboration with other partners maximizes economic opportunity.

PE6.1 Support appropriate economic development efforts of our neighboring jurisdictions, recognizing that the entire region benefits from new jobs, regardless of where they are.

PE6.2 Collaborate with neighboring jurisdictions to develop a regional strategy for creating a sustainable economy.

PE6.3 Look for economies of scale when providing services at the regional level.

PE6.4 Prepare preliminary studies for priority development sites (such as Downtown, Investment Strategy Report opportunity areas or Urban Corridors) in advance, so the City is prepared for development applications, and the process can be more efficient.

PE6.5 Collaborate with local economic development organizations to create new and maintain existing living-wage jobs.

PE6.6 Work closely with state and county governments to ensure their offices and facilities are in the City of Olympia, which is both the state's capitol and the county seat. Continue to work with the State of Washington on its Preferred Leasing Areas Policy and collaborate with Thurston County government to accommodate the needs for county courthouse-related facilities.

PE6.7 Collaborate with The Evergreen State College, St. Martin's University, and South Puget Sound Community College on their efforts to educate students in skills that will be needed in the future, to contribute to our community's cultural life, and attract new residents.

PE6.8 Encourage The Evergreen State College, St. Martin's University, and South Puget Sound Community College to establish a physical presence in downtown.

PE6.9 Collaborate with hospitals and other health care providers to identify actions the City could take to support their role in ensuring public health and their vitality as a major local employment base and to establish a physical presence in downtown.

PE6.10 Work with the Thurston Economic Development Council to identify businesses that support the health care sector, and identify what the City can do to help them to succeed.

PE6.11 Support our neighboring jurisdictions in their role as the regional center for other activities, such as manufacturing, freight transportation, and air transportation.

PE6.12 Collaborate with the Port in its role of facilitating economic development, while continuing to exercise regulatory control over Port development and operations.

PE6.13 Balance the Port's need for truck and rail transportation corridors, while minimizing conflicts with other traffic needs and land use goals.

PE6.14 Coordinate funding opportunities with other public stakeholders (the County, Intercity Transit agency, the Port of Olympia, the State of Washington, Olympia School District, others) with the City's CFP for major infrastructure investments to maximize the impact of those investments.

Community and Economy

Several recent studies suggest that a sense of “place” – a sense of authenticity, continuity and uniqueness – is the key to a community’s future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, walkability, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define “sense of place.”

In 2009, Olympia was selected as one of the Top 10 Best Cities in the nation, by Kiplinger’s Personal Finance Magazine. While identifying state government as the “keystone of Olympia’s economy,” it called Olympia itself a “cultural diamond in the rough” where a thriving visual and performing arts scene is celebrated. It is our individuality as a community -- and our quirkiness -- that sets us apart from other communities, and which makes Olympia such a great place to live and start a business.

According to the 2011 Thurston County Creative Vitality Index, more than 650 “creative jobs” were added to the community between 2006 and 2009. These include public relations specialists, writers, librarians, photographers, architects, and others in “creative occupations.”



Downtown Olympia's shops, restaurants and theaters are a draw for citizens residents and visitors alike.

Olympia has received many awards for livability over the years. In 2010, Olympia was recognized as the most secure mid-sized city in the U.S by Farmers Insurance, based on factors that included crime statistics, weather, risk of natural disasters, housing depreciation, environmental hazards, and life expectancy. In 2010, the *Gallup-Healthways Well-Being Index* ranked Olympia in the top 20% of cities in Washington State. Its survey categories included life evaluation, emotional health, physical health, healthy behaviors, work environment, clean water, and general satisfaction with life and work.

Those same qualities that contribute to the strong emotional bonds many residents form with Olympia also appeal to visitors. Visitors contribute to our economy by shopping, dining, taking in a performance in one of our theaters, and spending the night in a hotel. According to the Thurston Visitor and Convention Bureau, in 2013, Thurston County businesses received an estimated \$250 million from visitor spending. This activity generated an estimated \$19 million in state and local taxes that year, and employed an estimated 3,000 people.



According to the Thurston County Creative Vitality Index, Performing Arts revenue grew 1.4% between 2008 and 2009.

Olympia's arts community is also a draw for tourism, and one of its beneficiaries.

Music

According to findings from a study completed by students at The Evergreen State College for the Olympia Arts Commission, the music industry in Olympia generated an estimated \$27 million in total business revenues --including manufacturing, retail, and venue receipts-- in 2008, contributing approximately \$2.5 million in local and state taxes for that year.

Theater

The Arts Alliance of Downtown Olympia determined that in 2009, local theaters brought 167,000 people downtown to attend more than 500 live performances, primarily in the evenings and Sunday matinees. The industry had a \$3.8 million operating budget, and brought in an estimated \$1.6 million to the community in local pay and benefits.

Artists as business owners

As of January 2010, State Senate District 22, which includes Olympia, was home to 410 arts-related businesses that employed 1,374 people, according to a report published by the national organization, *Americans for the Arts*. According to the report, "'Arts-centric' businesses play an important role in building and sustaining economic vibrancy. They employ a creative workforce, spend money locally, generate government revenue, and are a cornerstone of tourism and economic development."

Small businesses

According to the Thurston Economic Development Council, an estimated 14,000 small businesses are registered in Thurston County, and 92% of them employ 10 or fewer people. Small businesses include service providers, small manufacturers, farmers, artists, and many of the retail businesses that set our community apart from others.



Olykraut is a small artisan company, turning local produce into value-added product since 2008.

In order for these businesses to provide a living wage [for their owners and employees], they need a strong customer base. Since 2007, the Olympia-based volunteer organization, *Sustainable South Sound* has hosted a “Buy Local” program, which encourages citizens-community members to shop at local farms and businesses. The program has an education and outreach program that shows people where their dollars go, based on where they shop, and a savings book with incentives to shop at more than 140 participating farms, businesses and organizations. They also help businesses find local sources for the goods and services they need for their own operations. Business training and support is available through our local colleges and university, the Thurston Economic Development Council, and Olympia-based *Enterprise for Equity*, which helps people with limited incomes start and sustain small businesses.

Goals and Policies

GE7 Public and private investors are aware of Olympia’s advantages.

PE7.1 Actively promote economic activities that are consistent with the values expressed in this Comprehensive Plan.

PE7.2 Market Olympia's advantages to local and out-of-town businesses that may be considering expansions or new facilities in the area.

PE7.3 Define a more active City role in stimulating development, and influencing the design and type of development.

PE7.4 Continue to coordinate and partner with the Thurston County Economic Development Council to promote Olympia's economic redevelopment opportunities.

GE8 Historic resources are used to promote economic stability in the City.

PE8.1 Strengthen economic vitality by helping to stabilize and improve property values in historic areas through the continued support of the Heritage Commission and planning to protect and promote our historic resources.

PE8.2 Encourage new development to harmonize with existing historic buildings and areas.

PE8.3 Protect and enhance the City's ability to attract tourists and visitors through preservation of historic resources.

PE8.4 Renovation, reuse and repair of existing buildings is often preferable to new construction and should be done in a manner that protects and enhances the resource when historic properties are involved.

PE8.5 Help low- and moderate-income individuals rehabilitate their historic properties.

GE9 Tourism is a community revenue source.

PE9.1 Provide or support, services and facilities to help visitors enjoy our community's special events and unique character, and work to fully capture the potential economic benefits of their visits.

PE9.2 Continue to support efforts to restore, maintain and improve Olympia's local museums and other attractions.

PE9.3 Support continued tree plantings as a way to continually improve on Olympia's natural beauty and attractiveness to tourists – and to help create a network of scenic roadways and streets.

PE9.4 Implement strategies to enhance heritage tourism opportunities.

GE10 Olympia is a regional center for arts and entertainment.

PE10.1 Continue to provide programs and services that support visual and performing arts activities in Olympia.

PE10.2 Support local art galleries, museums, arts and entertainment facilities, live music venues, arts organizations, and businesses.

PE10.3 Examine the feasibility of establishing an arts center for the community.

GE11 Small businesses contribute to Olympia's economic diversity.

PE11.1 Promote the concept that buying from local businesses is a way to strengthen the local economy.

PE11.2 Provide support for start-up businesses. Develop local awareness of the need for business incubator facilities, and allow for more home-based businesses.

For More Information



- [Knight Soul of the Community Project](#) studies that sense of "place" that attached people to their communities
- [Port of Olympia Comprehensive Scheme of Harbor Improvements](#)
- [Port of Olympia 2013-2025 Strategic Plan Vision 2025](#)
- [The Profile](#) is the Thurston County Regional Planning Council's flagship document that provides demographic, statistical and mapping information
- [Thurston Economic Vitality Index](#) provides both a trend analysis and snapshot of Thurston County's economy based upon a series of key indicators
- [Washington State County Travel Impacts 1991-2009](#) examines the economic significance of the travel industry in the 39 counties of Washington state from 1991-2009
- [Investment Strategy – City of Olympia Opportunity Areas](#)
- [Downtown Olympia Community Renewal Area Feasibility Study](#)
- [Poverty in America Living Wage Calculator](#)

- [Sustainable Thurston's Creating Spaces Preserving Places: A Sustainable Development Plan for the Thurston Region](#)

⁴Source: Washington Department of Personnel, 2013

⁴Thurston County Employment Forecast Allocations, 2013: Thurston Regional Planning Council

Public Services



Olympia Fire Department ladder truck during a training exercise

What Olympia Values:

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

Our Vision for the Future:

Responsive services and affordable housing for all.

Read more in the [Community Values and Vision chapter](#).

Introduction

A stable community requires only that minimum needs are met for food, shelter, and safety. But for a community to thrive, it must also focus its public services on healthy and educated children, social service needs, responsive public safety systems, and strong neighborhoods. If we are to achieve these goals in Olympia, the City will continue to develop its meaningful partnerships with non-profits, neighborhoods, and regional governments.



Olympia youth eat together at a community food event.

Schools Shape Minds and Neighborhoods

Schools are centers of learning for our children, and their health and vitality can affect the health and vitality of the surrounding neighborhood. While the City doesn't manage schools, it can help ensure the safety of children and work on facility planning with the school districts. In fact, this Comprehensive Plan must identify potential sites for future schools, as they are "lands needed for public purposes."

Olympia is served by Olympia School District No. 111, and a small portion is served by North Thurston School District No. 3. We are also fortunate to have opportunities for continuing education at South Puget Sound Community College, St. Martin's University, and The Evergreen State College.

Goals and Policies

GS1 Schools are well located.

PS1.1 Include the needs of schools, such as pedestrian safety and a quiet environment, when making land-use decisions for nearby areas.

PS1.2 Build schools in central locations within areas they serve and on sites that will allow children to walk safely to school.

PS1.3 Locate schools on (or near) a neighborhood collector street to minimize the impact of school bus and other traffic on the surrounding neighborhoods.

PS1.4 Link new residential developments to school capacity.

PS1.5 Coordinate with school officials when planning and prioritizing sites for future schools and historic preservation efforts.

GS2 Neighborhoods are strong due to partnerships between residents and schools.

PS2.1 Encourage school districts to retain their existing sites, as the schools are critical to maintaining a strong and healthy neighborhood.

PS2.2 Promote sharing school facilities for neighborhood parks, recreation, and open space.

PS2.3 Support safe walking and bicycling routes for students.

Affordable Housing for All

Adequate and affordable housing is critical to a healthy community. It must be located near jobs and services or on bus routes. It also must be safe and well-maintained.

The City addresses housing needs for our most vulnerable ~~citizens~~ community members through its [Consolidated Plan](#), which is updated every three years. The Consolidated Plan identifies Olympia's priority housing, shelter, social service, economic development and public facility

needs. The City works with other jurisdictions, private industry and nonprofit organizations to find solutions to low-income housing needs.

Goals and Policies

GS3 Affordable housing is available for all income levels throughout the community.

PS3.1 Promote a variety of residential densities and housing types so that housing can be available in a broad range of costs.

PS3.2 Encourage preservation of existing houses.

PS3.3 Take steps to ensure housing will be available to all income levels based on projected community needs.

GS4 Deteriorating residential areas within the City are revitalized.

PS4.1 Support efforts to preserve the historic features or character of historic properties in City housing rehabilitation programs.

PS4.2 Provide assistance and incentives to help low-income residents rehabilitate properties they cannot afford to maintain.

GS5 Special needs populations, such as people with developmental disabilities, the homeless, the frail elderly, and others who have difficulty securing housing, have adequate, safe, and affordable housing.

PS5.1 Disperse housing for low-income, moderate-income, and special-needs residents throughout Olympia and its **Urban Growth Area**, and discourage concentration of such housing in any one geographic area.

PS5.2 Support the *Fair Share Housing* allocation process and work with other jurisdictions to monitor progress toward achieving agreed upon goals.

PS5.3 Evaluate the possibility of providing density bonuses to builders who provide low-income housing in market-rate developments, and of tying the bonus to affordability.

PS5.4 Encourage new housing on transportation arterials and in areas near public transportation hubs.

PS5.5 Encourage self-help housing efforts in which people earn home equity in exchange for renovation or construction work, such as "sweat equity" volunteer programs.

PS5.6 Retain existing subsidized housing.

Social Services Fulfill a Vital Need

There are many reasons why community members may sometimes need extra help. The loss of a job or a serious illness can leave many of our residents without the means to meet their basic needs. Currently, the social safety net in our community is made up of a network of religious and charitable organizations that partner with local government to provide services to vulnerable ~~citizens~~ community members.

GS6 Our community is safe and welcoming and social services are accessible to all who need them.

PS6.1 Support non-profit and faith-based charitable organizations that provide funding and/or oversight for social service funding.

PS6.2 Work with other local governments to provide financial support and oversight of social service funding.

PS6.3 Support programs and projects that assist low-income people and those at risk of homelessness with public funding.

PS6.4 Identify barriers to social service, shelter and housing resources for low-income people and those at risk of becoming homeless.

GS7 There is enough emergency housing, transitional housing, permanent housing with supportive services, and independent affordable housing.

PS7.1 Encourage a strong network of emergency shelter resources for homeless and at-risk families with children, childless adults, unaccompanied youth, and victims of sexual and domestic violence.

PS7.2 Take a regional approach with other jurisdictions so that support for a broad range of social services and resources, including shelter and housing, can be maximized.

PS7.3 Encourage businesses, charitable non-profit organizations, and faith-based community organizations to provide shelter and housing services.

PS7.4 Support coordinated service delivery models to maximize the best use of public, charitable, and privately-funded shelter and housing resources.

PS7.5 Support best practices that reflect current standards of care, and incorporate emerging models that optimize the use of public and charitable resources.

PS7.6 Encourage shelter and housing providers and programs to locate in the greater Olympia area, or near transportation arterial hubs, so residents can easily access them.

PS7.7 Work toward making the community more aware of homelessness in Olympia and how it can be prevented as a way to encourage charitable support and involve ~~citizens~~community members.

PS7.8 Use data to continually assess the community's need for shelter and housing and who it is serving. Use this data to continually improve these services.

PS7.9 Revise policies that limit or prevent the community from providing shelter and housing resources.

PS7.10 Coordinate land use, housing, transportation, and capital facility planning to support all aspects of shelter and housing resources, including emergency shelter, transitional housing, permanent housing with supportive services, and low-income housing.

PS7.11 Integrate group homes into all residential areas of the community. Set zoning standards to ensure group home sizes (number of residents and staff) are compatible with allowed densities and that transportation and other services are available.

PS7.12 Evaluate regulations so the City can be more flexible in locating shelters and increasing capacity.

GS8 The existing low-income housing stock is preserved.

PS8.1 Continue to fund the repair and rehabilitation of single-family and multi-family housing using federal, state, and local funding sources.

PS8.2 Support applications by the Housing Authority of Thurston County and other non-profit housing developers to construct or purchase existing units for low-rent public housing.

PS8.3 Support applications from eligible non-profits to federal and state funding sources to build new, or rehabilitate existing housing to meet low-income housing needs.

PS8.4 Encourage and provide technical assistance to private developers and non-profits applying for below-market-rate state or federal loans to construct or rehabilitate low-income, multifamily rental housing.

PS8.5 When Community Development Block Grant or Housing and Urban Development-funded buildings are at risk of being converted to market-rate status, inform the tenants of any purchase and relocation options available. When possible, help the Housing Authority of Thurston County and non-profit organizations buy such housing.

PS8.6 Enforce policies* that provide financial and relocation help to people who are displaced from their homes as a result of construction and development projects using federal funds.

**(Per section 104(d) of the Housing and Community Development Act of 1974 as amended, requiring the replacement of low- and moderate-income housing units that are demolished or converted to another use, in connection with a Community Development Block Grant project.)*

GS9 New low-income housing is created to meet demand.

PS9.1 Continue to support projects funded by low-income tax credits and revenue bonds.

PS9.2 Investigate and support appropriate multi-jurisdictional support for the Housing Authority of Thurston County bond sales.

PS9.3 Promote partnerships between public and private non-profit organizations to increase housing and home ownership opportunities for people with special needs, and for low- and moderate-income households.

PS9.4 Continue to encourage development of single-room occupancy units downtown, along urban corridors, and in other areas where high-density housing is permitted. This could include encouraging alliances between public, private, and nonprofit organizations.

PS9.5 Evaluate the possibility of supporting a program that would allow low-income tenants of manufactured home parks to jointly purchase and renovate permanent sites for their manufactured homes. Consider funding programs to subsidize the interest rates, loan origination fees, and/or other costs of acquiring the land.

PS9.6 Help low-income and special needs residents find ways to purchase housing, such as shared or limited-equity housing, lease-purchase options, co-housing, land trusts, and cooperatives.

PS9.7 Work with jurisdictional partners through the county-wide Home Consortium, to fund affordable housing projects that serve low- and very low-income residents.

PS9.8 Continue to administer the Housing Tax Credit program to develop both market-rate and low-income housing.

PS9.9 Support non-profit and faith-based organizations in their efforts to provide emergency homeless shelters.

Code Enforcement Promotes Neighborhood Livability

Code Enforcement is a City program that allows ~~citizens~~ community members and others to report violations of city code relating to health, safety, and welfare on private property. The program will investigate, for example, complaints about noise, trash, graffiti, signs, abandoned vehicles, overgrown noxious weeds, dangerous buildings, and encampments. As our communities grow, age, and become more dense, the program is becoming increasingly important to maintaining public safety and our high

quality of life. The City expects that Code Enforcement will be collaborating even further in the future with Olympia's Police, Fire, Public Works, Building, and Legal Departments as well as with neighborhood associations, not-for-profit organizations, businesses, and regional government agencies, such as Thurston County Animal Control.

Goals and Policies

GS10 The City rarely resorts to issuing citations as a way to bring code offenders into compliance.

PS10.1 Direct efforts toward compliance first and penalties only when necessary.

PS10.2 Reduce the amount of time ~~citizens~~ community members are allowed to achieve compliance.

GS11 Neighborhoods are involved in effective and efficient code enforcement.

PS11.1 Educate neighborhoods about code enforcement and other City services, and how they can best interact with them.

PS11.2 Communicate regularly with neighborhoods.

GS12 Complaints and resolutions are tracked and reported consistently.

PS12.1 Provide ~~citizens~~ community members who submit complaints with timely information on current code enforcement activities.

PS12.2 Monitor and regularly report on how the program's enforcement practices are working, so they can be improved or refined, if needed.

PS12.3 Communicate with ~~citizens~~ those who submit complaints and alleged violators in a predictable and timely manner.


Fire Services Prevent Harm to People and Property



An Olympia Fire Department vehicle.

The Olympia Fire Department is an organization of highly trained and prepared professionals who use the best technology available to protect the community and themselves.

The City's Fire Department is also a part of the Thurston County Medic One System, whose paramedics and fire fighters can respond to injured ~~citizens~~ people within six minutes of an alarm. Normally, Olympia's fire fighters respond just ahead of the paramedic unit then continue to assist. But they also can respond to basic life support calls on their own.

The department's approach to fire prevention and protection is in the [Master Plan for Fire Protection](#)  which identifies the challenges facing the City and recommends specific solutions.



A City of Olympia fire fighter salutes in his formal uniform.

Goals and Policies

GS13 The community has a high level of fire protection, emergency medical services and disaster management services, equal to or exceeding the industry standard.

PS13.1 Continue to manage fire protection functions, paramedic services, and City emergency services by planning, organizing, directing, and controlling the resources available.

PS13.2 Continue to provide a highly skilled and adequately staffed fire fighting force to respond to fire, medical, and hazardous material emergencies, and to protect life and property.

PS13.3 Continue to provide fire prevention and inspection services to minimize damage from fires.

PS13.4 Continue to provide paramedic and basic life support care to the City of Olympia, as part of the Thurston County Medic One System.

PS13.5 Upgrade the fire flow capacity of Olympia's water system where needed to meet current safety standards.

PS13.6 Model best practices in the local fire service community in areas like fire fighter safety, command practices, training and equipment maintenance.

PS13.7 Coordinate the City's preparation, mitigation, response and recovery to disasters through an all-hazard Emergency Management program that includes planning for major catastrophic events.

PS13.8 Continue to serve as the coordinating agency for post-disaster recovery through the coordination of disaster cost recovery, and the facilitation of our community's short- and long-term recovery goals and objectives.

PS13.9 Educate ~~citizens~~ community members on how to sustain their households without outside assistance for a minimum of 72 hours during an emergency event, and that some events, such as a severe earthquake, may require them to sustain themselves for five to ten days or more.

PS13.10 Address the severe and extended impacts of a Cascadia Subduction Zone earthquake in the City's emergency response plans and preparations.

PS13.11 Continue to gather best available information on the impact a Cascadia Subduction Zone earthquake would have on the community, including the potential magnitude, impacts of vertical movements, and tsunamis.

Police Services Promote Public Safety

Public safety is key to our high quality of life. Our most beautiful neighborhoods, streets, and parks would not be desirable if there was always the threat of a crime. We cannot consider our streets to be walkable if people do not feel safe.

There are many ways to deliver police services. Every police organization has an individual "personality." It is shaped by the community's values and expectations, the personal characteristics of its leaders, geography, demographics, and cultural heritage.

The City Council is ultimately responsible for providing the leadership needed to ensure a high quality of policing services. In Olympia, ~~citizens~~ community members tend to be very involved in local government, and leadership comes from them as well.

Goals and Policies

GS14 Police services are delivered in a manner consistent with the values of the ~~citizens~~ community members of Olympia.

PS14.1 Deliver police services in a professional, timely, objective, and impartial manner.

PS14.2 Understand and respect the diversity of our community. Strive to reflect that diversity in the composition of the Police Department.

PS14.3 Interact respectfully with everyone in the community to earn their respect, using force only when needed. All levels of the agency must display the humility, cordiality, and courtesy needed to help community members see themselves as allies of their police force.

PS14.4 Encourage a spirit of cooperation that balances the collective interests of all ~~citizens~~ community members with the personal rights of individuals.

PS14.5 Maintain a departmental environment that is open, accessible, responsive, and seeks feedback in a way that is consistent with the small-town feeling of the community.

PS14.6 Provide strong and effective responses to serious criminal behavior, and use discretion and alternative sanctions for minor offenses.

GS15 The ~~citizens~~ community members of Olympia are empowered as partners in solving community problems.

PS15.1 Form interdisciplinary partnerships with individuals and groups in the community to address policing issues.

PS15.2 Involve ~~citizens~~ community members as we look for ways to reduce repeat crimes, and use education to prevent crime.

PS15.3 Emphasize the need for our police force to have positive, day-to-day interaction with the public that encourages collaboration on problem-solving, rather than responding only to crises. Regular contact between

the police and ~~citizens~~community members helps strengthen working relationships and makes policing more effective.

GS16 Police services are provided in a manner consistent with Olympia's values and that is cost-effective.

PS16.1 Provide a high quality of service in the traditional police agency functions.

PS16.2 Develop alternative ways to respond to calls for service when sworn officers are not required. This will free-up more time for our officers to develop strategies for preventing crime in our community.

PS16.3 Whenever possible, make full use of non-sworn employees, volunteers, and referrals to other agencies so the City can respond to service requests cost-effectively.

PS16.4 Focus on the quality of service provided to ~~citizens~~community members with non-emergency calls, rather than the speed of response.

PS16.5 Use satellite stations and regular patrol beats to improve ~~citizen~~community member access to, and interaction with, the Police Department.

PS16.6 Measure the Department's level of service not by inputs (such as officers per capita), but by outcomes such as problems eliminated and ~~citizen~~community member satisfaction with the quality of officer interaction.

PS16.7 Regularly track how police workloads are generated and find ways to reduce them, or allocate work more efficiently, both in and outside the Police Department. External entities which generate police workload should share responsibility for providing ways to manage it.

PS16.8 Use technology to improve the City's efficiency at completing necessary but time-consuming activities, such as report filing, data management, communication, and administrative tasks.

PS16.9 Use data management technology to improve access to information, both for police personnel and ~~citizens~~community members.

PS16.10 Provide specialized police units and services important to maintaining Olympia's quality of life.

GS17 The community participates in identifying policing priorities and solving policing problems.

PS17.1 Enlist the support of other public agencies and community service groups to help solve policing problems, and to evaluate the effectiveness of police services.

PS17.2 Ensure regular communication and cooperation between the Police Department and other City departments, at both the managerial and line levels.

PS17.3 Maximize the City's efforts to recruit community volunteers and use them effectively.

PS17.4 Communicate with Olympia's diverse population to seek input on how best to meet their needs.

GS18 The effectiveness of Olympia's police services is maximized by communicating openly and by being accessible and responsive to feedback.

PS18.1 Communicate with the public on a regular basis to gain public understanding and consensus on the community's policing needs.

PS18.2 Seek opportunities to inform the public of Police Department programs and activities.

PS18.3 Communicate with the community and the media about incidents on a timely basis.

PS18.4 Provide open and accessible ways for the public to receive information about incidents.

PS18.5 Provide both police personnel and the public with clearly articulated Police Department values that provide a clear sense of the City's focus and direction.

PS18.6 Ensure that the Police Department, and particularly the Chief, is active and visible in City government and in the community.

GS19 The effectiveness of Olympia's police services is maximized by collaborating with other service providers.

PS19.1 Work with social service providers to explore potential mutual strategies to address social problems.

PS19.2 Build good working relationships with other agencies and social service providers, identifying divisions of responsibility and ways to cooperate effectively.

PS19.3 Avoid using jails and the criminal justice system to address non-criminal social problems, whenever possible. Work with the courts to find alternatives to imprisonment, such as dispute resolution, substance abuse treatment, and other strategies that address underlying problems.

PS19.4 Take steps to improve cooperation and communication among police, prosecutors, defenders, judges, and corrections agencies. Work with them on process improvements that will improve the effectiveness of our criminal justice system.

PS19.5 Combine resources with other law enforcement agencies when a joint approach to law enforcement and crime prevention makes sense, such as central dispatch, drug enforcement, and SWAT teams.

PS19.6 Look for creative ways to build relationships with private security firms, Animal Control, and other organizations, so they can help extend the capability of our Police Department.

PS19.7 Build relationships with other police agencies to gain from their experiences and expertise.

GS20 The conduct of police officers is held accountable to defined community expectations.

PS20.1 Ensure that Olympia's accountability system includes accessibility, integrity, legitimacy, learning, and reasonable cost.

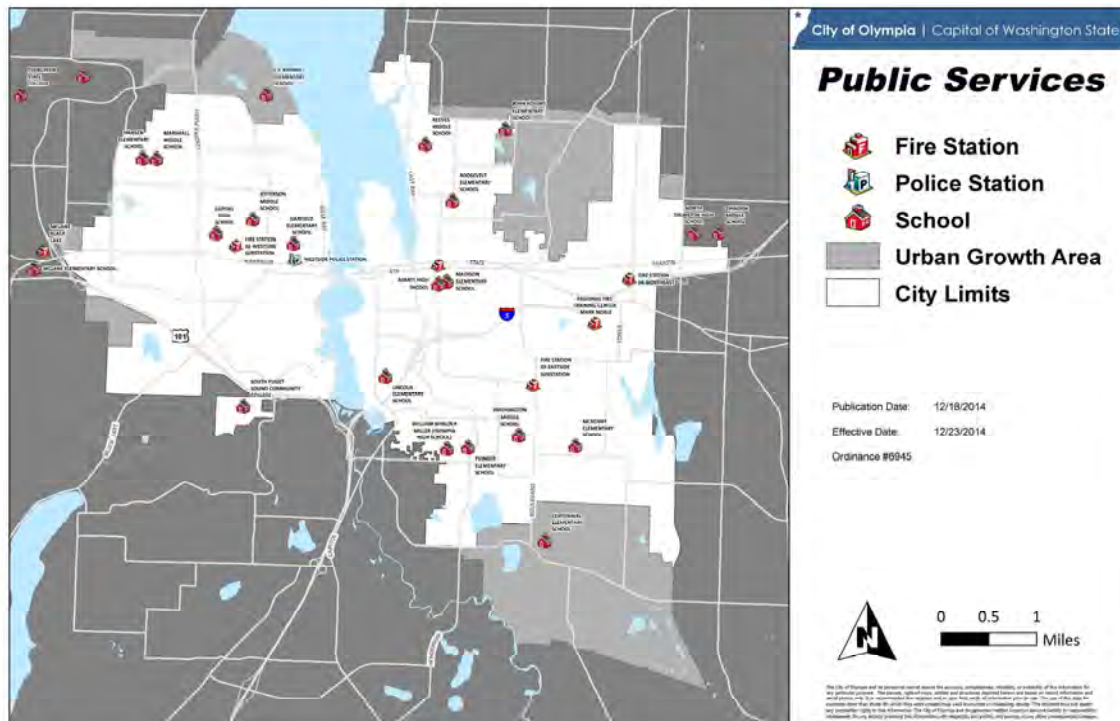
PS20.2 Ensure that Olympia's accountability system meets the interests of the City Council, City Manager, Police Department management, affected labor unions and the community in collaboratively providing accountability and support systems (like training, counseling, and feedback) that meet the policies of the Comprehensive Plan.

GS21 City of Olympia is a model sustainable city.

PS21.1 Use energy-efficient designs and environmentally responsible materials and techniques in City facilities and construction projects. Work to reduce energy usage in existing City facilities.


PS21.2 Use the City's purchasing power to support sustainable business and manufacturing practices, including support for businesses that provide living-wage jobs.

PS21.3 Support local businesses by buying locally whenever possible.



Public Services map

For More Information

- [Thurston Regional Transportation Plan](#)
- [Community Development Block Grant Consolidated Plan](#) 
- [Growth Management Act](#) 
- [Master Plan for Fire Protection](#) 
- [Natural Hazards Mitigation Plan for Thurston Region](#)
- [Olympia School District Master Plan](#) 

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Public Services

 Fire Station

 Police Station

 School

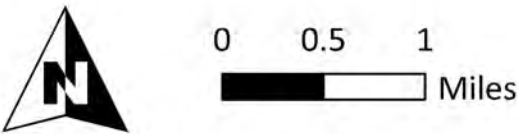
 Urban Growth Area

 City Limits

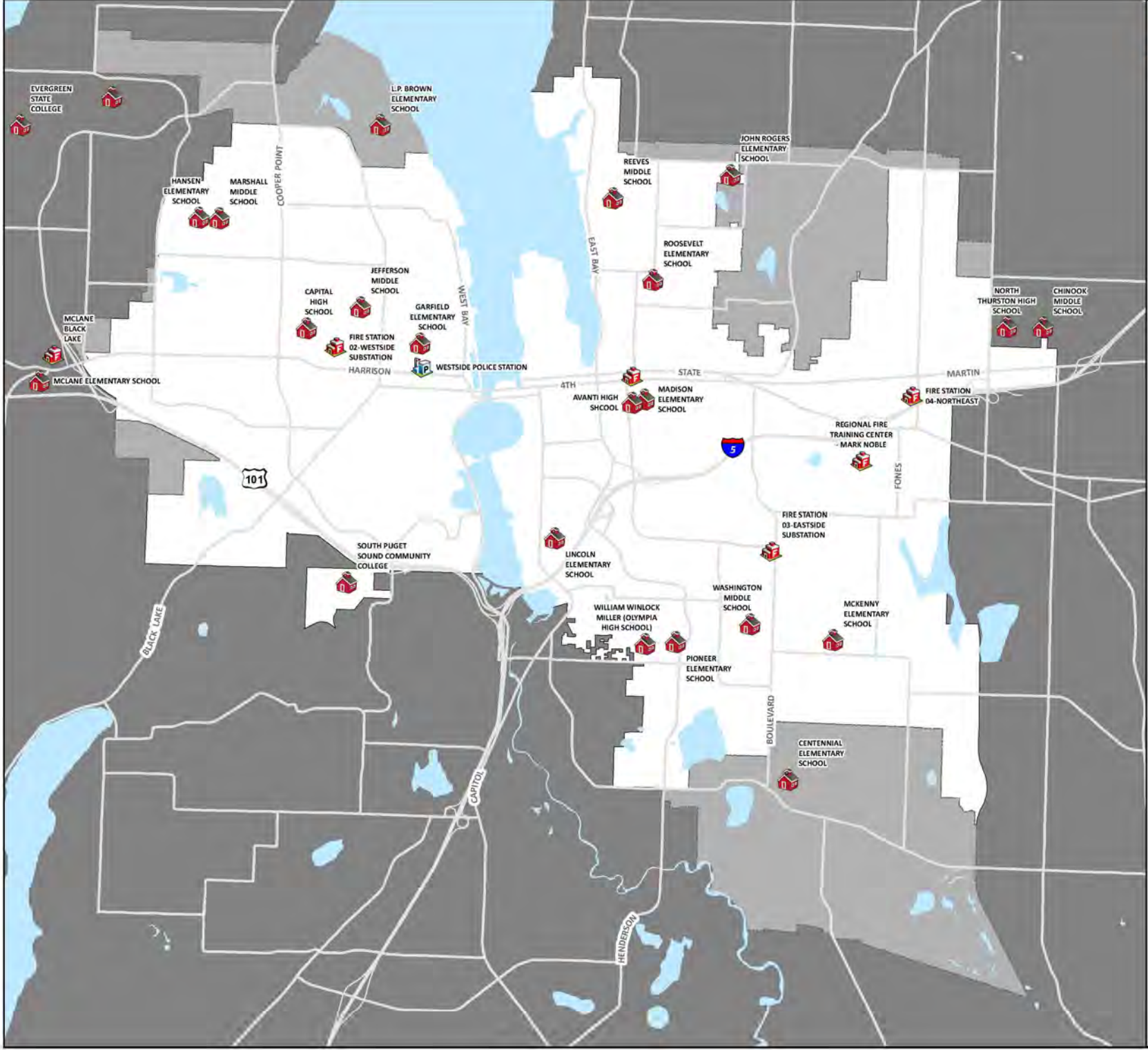
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Ordinance #6945



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Capital Facilities Plan



City project manager checks in on a capital facilities project.

The [Capital Facilities Plan](#) (CFP) is the mechanism by which the City schedules the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation in other Comprehensive Plan chapters. It includes City of Olympia parks, transportation, utilities and general capital projects. The 6-year financing plan for capital projects is amended annually.

Note: This page is NOT the proposed Capital Facilities Plan. The Capital Facilities Plan (CFP) is reviewed and updated annually. It is included as part of the Olympia Comprehensive Plan by reference. View the ~~2018-2023~~ [2021-2026 Capital Facilities Plan](#).

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Comprehensive Plan Glossary

Term/Language	Definition
Access control	Changing roadway designs to limit the number of driveways and intersections on major streets.
Accessory Dwelling Unit (ADU)	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, sanitation and sleeping.
Accountability system	A system in which standards for employee conduct are clearly stated and members of a department are held responsible for meeting those standards.
Annexation	The process by which jurisdiction over land within the urban growth area is transferred from the county to the city.
Arterial	The largest local streets intended to move the most traffic.
Bonded indebtedness	In general, the debt owed after a municipality issues bonds to finance public facilities. This includes the amount of the bond plus interest.
Bulb Out	Extensions of the sidewalk into the parking lane, in order to shorten the pedestrian crossing distance. Bulb outs make the pedestrian more visible to drivers and cars more visible to pedestrians.
Bus Corridor	The main bus routes in Olympia. Bus corridors are on major streets with high-quality, frequent transit service.
Capacity	The maximum level of designed use for a structure (such as a street or utility line).
Class A reclaimed water	Reclaimed, or "recycled" water is produced from the water we use and discard every day. It is ideal for many non-drinking purposes. Reclaimed water allows communities to stretch their water supplies and match the type of water they use to actual needs. Class A Reclaimed Water, the highest quality of reclaimed water.
Community Development Block Grant	A federally funded program designed primarily to support low- to moderate-income households.
Complete Streets	Streets designed to accommodate diverse modes including walking, cycling, and public transit and automobile use.
Concurrency (replaces current definition in glossary)	A governmental policy requiring the availability of public services (water, sewer, roads, schools, etc.) before a new development is approved for construction.
Conservation Easement	A nonpossessory interest in real property imposing limitations or affirmative obligations, the purpose of which include retaining or protecting natural, scenic, or open space values of real property; assuring its availability for agricultural, forest, recreational or open space use; protecting natural resources; or maintaining air or water quality.
Consolidated Plan	A strategic plan that outlines objectives for Community Development Block Grant funding.
Crossing Island	Islands in the middle of a street that allow the pedestrian to cross one half of the street at a time. Pedestrians are able to more easily find gaps in traffic, and reduce their exposure to a large number of cars at one time.
<u>Culturally Inclusive</u>	<u>Recognizes, supports, and promotes diverse housing types, strong arts and historic preservation; and the contributors of diverse Olympians to the building environment and to our cultural heritage.</u>
Engineering Design and Development Standards (EDDS)	Standards used to govern new construction (City and private development) within the city of Olympia. Standards apply to transportation, storm drainage, drinking water, reclaimed water, wastewater, and solid waste facilities.
Fair Share Housing	A policy to ensure the availability of affordable housing for all incomes and needs and ensure that each community includes a fair share of housing for all economic segments of the population.
General facility charges	One-time permit fees charged for new construction at the time of connection to the public infrastructure system.
Greywater	Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream that includes human wastes.
Group homes	A place of residence for the handicapped, physically or mentally disabled, developmentally disabled, homeless, or otherwise dependent persons. Group Homes are intended to provide residential facilities in a home-like environment. Such homes range from licensed establishments operated with 24 hour supervision to non-licensed facilities offering only shelter.

Term/Language	Definition
Growth Management Act (GMA)	A series of laws passed by the Washington State Legislature in the early 1990's to guide population and employment growth in the state. The "GMA" is outlined in RCW 36.70A .
Heritage Register	An official list of places (sites, buildings, and structures) important to the history of Olympia and worthy of recognition and preservation. The Register was established in May 1983 by the Olympia City Council, and in 2002 includes more than 200 properties.
HOME Consortium	Interlocal Board that receives and administers on behalf of Thurston County federal funds distributed to the County under the HOME Investment Partnership Program. Formed in June 2002 by Intergovernmental Agreement with the cities of Olympia, Lacey, Tumwater, Yelm, Tenino, Bucoda, Rainier, and Thurston County.
Human Scale	Design and construction considerations based upon the scale of a human being which imbue occupants and users of the built environment with a sense of comfort and security.
Hydrology	A science dealing with the properties, distribution, and circulation of water on and below the earth's surface and in the atmosphere
Impervious surface	Pavement, including but not limited to, asphalt, concrete, and compacted gravel, roofs, revetments, and any other built surfaces which substantially impede the infiltration of precipitation.
Infill	Land that is largely vacant and underdeveloped within areas that are already largely developed.
Latecomer fees	Developer reimbursements that finance infrastructure to support the new development.
Level of Service	An indicator of the degree of service provided by a public facility based on the operational characteristics of that facility.
Local Access Street	Local access streets carry local traffic within a neighborhood and may provide connections to collectors or arterials.
Local Improvement Districts	Local Improvement Districts (LIDs) in the City of Olympia are created to finance development infrastructure such as roads and streets, drainage improvement, and the installation of water or sewer lines. Within the City there is one active Local Improvement District. Not all property within the City is included in this district.
Major Collector	Major collectors provide connections between arterials and concentrations of residential and commercial activities.
MGD	Million Gallons per Day
Mitigation	<p>Mitigation means countering the negative environmental impacts that developing the land can have on wetlands, rivers, streams, lakes, and other habitats in the following order of preference:</p> <ol style="list-style-type: none"> 1. Avoiding the impact altogether by not taking a certain action or parts of an action; 2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; 3. Rectifying the impact by repairing, rehabilitating or restoring the affected environment; 4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; 5. Compensating for the impact by replacing, enhancing or providing substitute resources or environments; 6. Monitoring the impact and taking appropriate corrective measures. <p>Mitigation for individual actions may include a combination of the above measures.</p>
Mixed Use	The use of a parcel or structure by two or more different land uses, such as a combination of residential, office, manufacturing, retail, public, or entertainment in a single or physically integrated group of structures.
Mobility	Mobility refers to the movement of people or goods.
Moratorium	A temporary halting or severe restriction on specified development activities.
Multimodal	Referring to various modes -- walking, cycling, automobile, public transit, etc. -- and connections among modes.
Neighborhood Collector	Neighborhood collectors collect and distribute traffic between a residential neighborhood and an arterial or major collector.
Net loss (Shoreline Master Program)	A standard designed to halt the introduction of new impacts to shoreline ecological functions resulting from new development.
Pathway	Neighborhood pathways are short connections for bicyclists and pedestrians that connect streets to parks, schools and other streets where no motor vehicle connection exists.

Term/Language	Definition
Pedestrian Scale (same as human scale)	Design and construction considerations based upon the scale of a human being which imbue occupants and users of the built environment with a sense of comfort and security.
Permeable materials	Porous materials that allow rainwater to pass through to soak back into the ground.
Planter Strip	A strip planted with trees, shrubs, or other vegetation between the sidewalk and the curb.
Sense of Place	A sense of place is a unique collection of qualities and characteristics - visual, cultural, social, and environmental - that provide meaning to a location.
STEP systems	STEP stands for Septic Tank Effluent Pump. Most customers' household waste goes directly into our sewer collection pipes; waste from customers on STEP systems doesn't. Instead, household wastewater spends time in a STEP sewer system before heading out to the main sewer collection lines. There is a "STEP in-between" flushing your toilet and wastewater being transported to the treatment plant.
Stewardship	Careful and responsible management
Strategy Corridors (replaces current definition in glossary)	Streets where widening is not a preferred option to address congestion problems. This may be because the street is already at the maximum five-lane width, or that adjacent land uses are either fully built out or are environmentally sensitive.
Street Hierarchy	The system by which roads are classified according to their purpose and the travel demand they serve.
Street Spacing	How often different types of streets are planned or built within a street layout.
Street Standards	Design standards that guide the uniform development of public streets to support present and future multimodal transportation. Standards define the specific features and dimensions of different classes of streets.
Streetscape	The elements that make up a street and that define its character, including building frontage, street furniture, landscaping, awnings, signs and lighting.
Sustainable	A sustainable community is one that persists over generations and is far-seeing enough, flexible enough and wise enough to maintain its natural, economic, social and political support systems. <u>Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, reuse, and adaptability of existing buildings.</u>
SWAT Teams	A multi-agency "Special Weapons and Tactics" response team that assists with the safe and successful resolution of critical incidents, such as dealing with armed and dangerous subjects, hostage incidents, large public disturbances, barricaded suspects and the execution of high-risk warrants.
Taking	Regulating or limiting the use of property under the government's police power authority in such a way as to destroy one or more of the fundamental attributes of ownership, deny all reasonable economic use of the property, or require the property owner to provide a public benefit rather than addressing some public impact caused by a proposed use.
Transfer of Development Rights	A process to gain credit for unused development rights that can be sold and transferred to another property. Development rights may be used to allow specific density changes in urban areas.
Transit Queue Jump Lanes	A bus lane combined with traffic signal priority enabling buses to by-pass waiting queues of traffic.
Transportation Demand Management	Measures that encourage the use of alternatives to driving alone or that reduce the need to travel altogether.
Unincorporated	An area within the county that is not within city or town jurisdiction.
Urban Corridor	Selected major streets and the planned high-density, mixed land uses that surround them.
Urban Growth Area	Area designated by the County, in coordination with cities, within which urban growth is encouraged. "Urban growth" makes intensive use of land for the location of buildings, structures, and impermeable surfaces such that it is incompatible with the primary use of land for agriculture and other rural uses and development, as defined in RCW 36.70A . Growth can occur outside of the "UGA" only if it is not urban in nature.
Village	A small, compact center of predominantly residential character but with a core of mixed-use commercial, residential, and community services. A village typically has a recognizable center, discrete physical boundaries, and a pedestrian scale and orientation. Olympia's village sites are shown on the Future Land Use Map.
Wayfinding	Signs, markings, maps, electronic devices and other features that help people navigate through an area.
Wellhead Area	Surface and subsurface area surrounding a water well or well field supplying a public water supply system.