

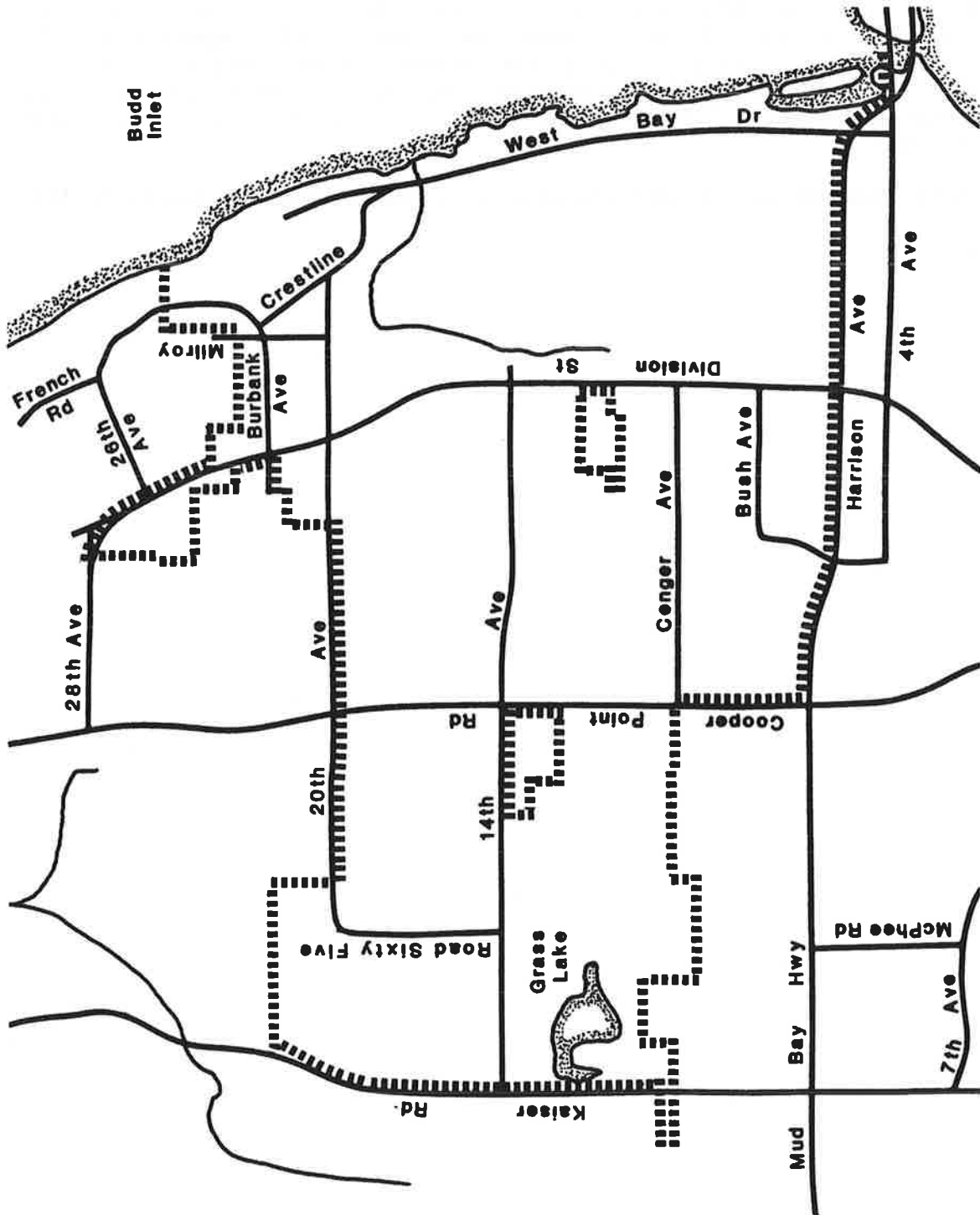
II. THE NEIGHBORHOOD PLANS

Each of our city's neighborhoods has its own unique character. Some are old, with many historic homes. Some are young, still experiencing the transition from forests and pastures to city living. In this section we discuss the nature of each neighborhood and the factors that influence its development potential. Then we set the goals for the future of each neighborhood.

Demographic data on each neighborhood can be found in the Appendix to this Plan.



Northwest



THE WESTSIDE NEIGHBORHOODS

A. NORTHWEST NEIGHBORHOOD

1. Background

Bordered by commercial development to the south, Budd Inlet to the east and wooded hills with residential development to the north and west, the Northwest Neighborhood is one of the oldest established neighborhoods in Olympia. The neighborhood is served by Brown, Garfield, and McLane Elementary Schools.

The majority of the neighborhood's terrain is level except for steep bluffs near the shores of Budd Inlet, sloping ravines to the east, and hills covering the northwest. Soil conditions that limit road and building construction in the Northwest Neighborhood are found in the northeast corner of Cooper Point Road and 14th Avenue, and along the bluffs overlooking Budd Inlet. Limiting soil conditions combined with a flood plain surround Grass Lake. Wooded areas cover the western half of the Northwest Neighborhood and the bluffs of Budd Inlet, as well as the ravine surrounding a stream that flows into Budd Inlet.

Views of Budd Inlet, Mt. Rainier and the Capitol Building can be enjoyed from West Bay Drive and the eastern edge of the Northwest Neighborhood.

All but a few developed areas are in the existing Olympia water service area. Development southeast of Cooper Point Road and 20th Avenue is supplied by private wells.

The majority of the Northwest Neighborhood lies within the existing sewer service area, although the portion of the system serving the area around Grass Lake and Goldcrest has capacity limitations which will need to be addressed before significant additional development can happen. The residential development and nursery in the vicinity of Division and 14th Avenue (and Groves and Rogers) are not within the existing sewer service area and drain into the fish bearing stream flowing to Budd Inlet. Sewer service plans have been prepared to accommodate future development needs in these areas.

About half of the land in the Northwest Neighborhood is developed, with the majority of development east of Cooper Point Road. Single-family homes are the dominant housing type in this neighborhood, accounting for 67 percent of the total in 1980. Several multifamily projects are found near Division Street, Harrison Avenue, and in the Goldcrest planned unit development. The proposed Grass Lake planned unit development would add hundreds more multifamily units to the neighborhood. The residential area is bordered by a strip of commercial development along the entire length of Harrison Avenue. The commercial development along Harrison Avenue intensifies between Division Street and Kenyon

Street. The north shore along West Bay Drive supports industrial activities including lumber and plywood mills and a steel fabricating plant. Other shoreline uses include a marina, office buildings and condominiums.

The Northwest Neighborhood road circulation network consists of over 50 access streets, six collector streets, two minor arterials, and one major arterial.

2. Recommendations

This neighborhood has seen a lot of growth during the last ten to fifteen years. It has room for a lot more growth by the end of the century. This additional growth will take place primarily along the northern and western periphery of the neighborhood. Some room still remains for infilling in older, established areas. Consistent with Policy LU 5.1, part of the duplex zoned area should be rezoned to single-family. In spite of having duplex zoning for several decades, the area east of Division Street remains overwhelmingly single-family. Duplex zoning should be used in the vicinity of Bush Avenue, east of Jefferson Middle School, and in that area east of Division Street, west of Thomas Street, and south of Madison Avenue.

Clustering techniques should be used in some areas in order to preserve more open space and facilitate the use of difficult sites without causing environmental disruption. In single-family zoned areas, such clustering should avoid creating a wall of buildings between natural areas and the rest of the neighborhood. Site plans should rely on clustered lots rather than townhouses, leaving space between individual houses. In reviewing future projects, the policies in the Environment Chapter and the regulations of the Environmentally Sensitive Areas Ordinance should be strictly enforced. The hillsides in and near Goldcrest and the wetlands associated with Grass Lake are of particular concern. In addition, development patterns should insure that the ravines and the hillsides above Budd Inlet remain predominantly as open space (see also the section on West Bay Drive below).

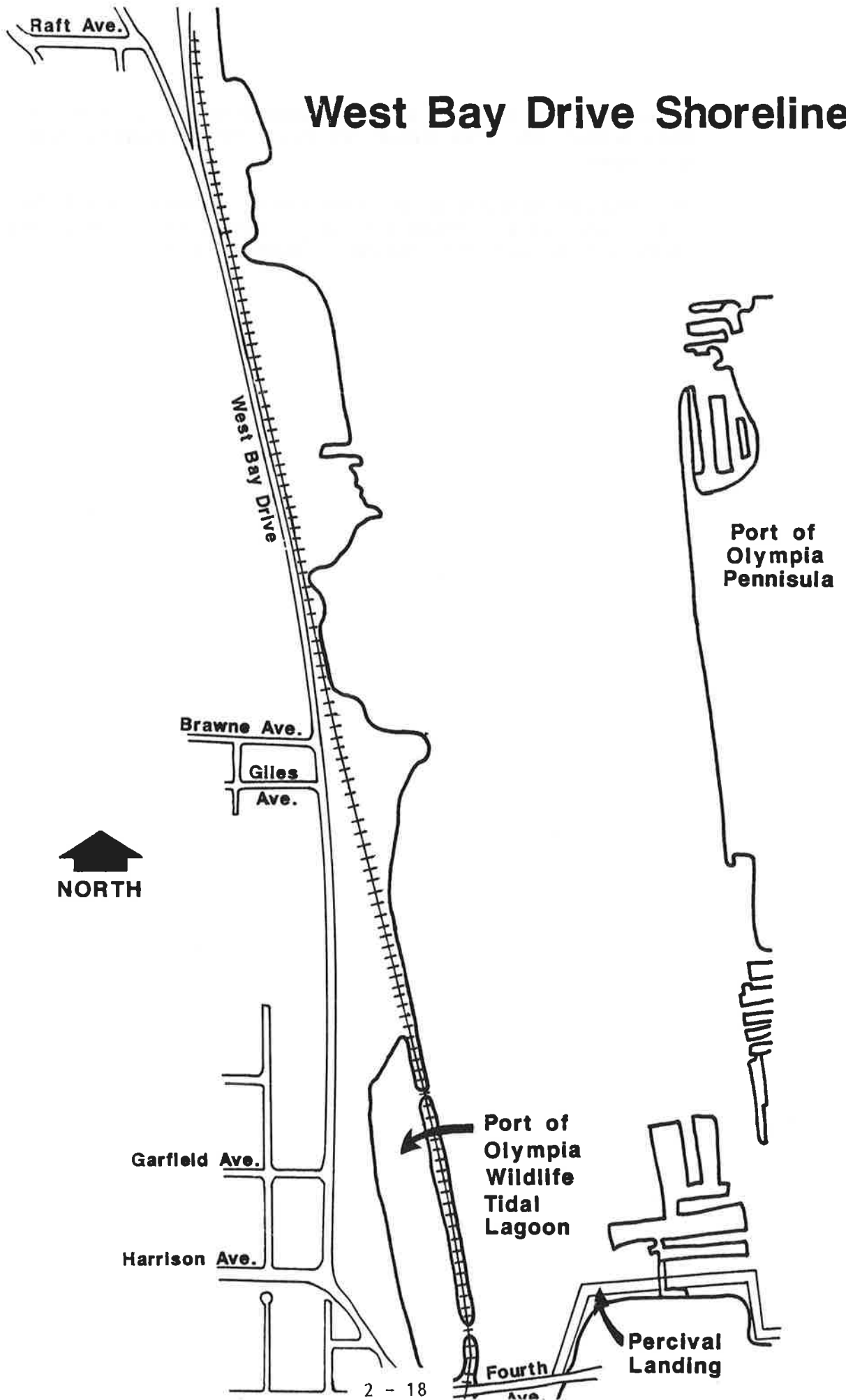
Any commercial development or redevelopment approval along Harrison Avenue should be accompanied by landscaping and signage requirements that will provide an improvement of that thoroughfare's currently negative visual impact. The commercially-zoned area along Harrison east of Division should not exceed two lots in depth except to accommodate existing commercial development, and should be zoned for community-oriented retail uses, or small offices.

A buffer of multifamily or small office zoning should be established between the major commercial areas and the single-family and duplex areas, to provide a transition from more intense to less intense land uses. On Harrison Avenue east of Division Street, limiting the intensity of uses as described above will ensure an appropriate

transition. On the east side of Cooper Point Road, north of Capitol High School, the area should be zoned for apartments to provide a transition.

This rapidly growing neighborhood has significant needs for added parks, and for preservation of open space areas. These issues are addressed in the Parks and Open Space Chapter.

West Bay Drive Shoreline



B. WEST BAY DRIVE NEIGHBORHOOD

For more than a century there has been a mix of residential and industrial development along West Bay Drive. Lumber and plywood mills take advantage of both waterfront access and rail service. Employment in the neighborhood reached about three hundred workers by the mid-1970's, and about four hundred by the mid-1980's.

Residential growth also began in the last century. The historic Giles House (1885), built by a sawmill owner, is a notable survivor of those early days. So, too, are the Morrison House (circa. 1900) and the historic Land House (1891), now the Seven Gables Restaurant. In recent decades the area has attracted many new homes to its wooded ravines and hillsides with views of Budd Inlet and Mount Rainier.

There has been growth in both industrial and residential activity through the years. Industrial and residential zones immediately abut north of the Raft Avenue right-of-way. These factors have led to increasing conflict between residential and industrial uses of this area.

Both land use groups need assurances that their economic and environmental interests will be protected. Industries need the flexibility to respond to changing technology and market conditions, and the certainty that their investment of millions of dollars in plant and equipment in this location to support job growth will remain viable. Residents need several factors: peace and quiet in their homes, certainty that any changes in usage will include mitigation of environmental impacts for the adjacent residential neighborhood, and certainty that their investment in residential property will be protected. Both need adequate transportation facilities to accommodate industrial and residential traffic, and sidewalks to separate pedestrians from industrial traffic and activities.

In addition to industrial and residential uses, West Bay Drive has attracted non-industrial waterfront uses as well. Since the mid 1970's, offices, condominiums, a restaurant, and a marina have been established, with most of the growth located at the south end of the drive.

Cooperative planning is encouraged to lessen present and future conflicts. Existing industries of West Bay Drive are permitted and they should make good faith efforts to minimize adverse impacts on nearby residences. Zoning should also permit new industries which can be made compatible with nearby uses and which are either water-dependent or water-related, as defined in city zoning.

At the same time that the community acknowledges the importance of these waterfront industries, we must acknowledge the importance of our marine wildlife habitat and the limitations on future industrial growth along West Bay Drive. Olympia must take into account that nature has given us a small, shallow harbor rather than a large, deep one, placing natural limits on the potential growth of waterfront activities. Because the hillside above West Bay Drive is so steep, that area cannot be used for industrial expansion. Therefore, expansion would have to be placed

on fill, reducing the size of Budd Inlet's tidal areas. Fill along this shoreline should be limited to that which the city determines on a case-by-case basis as proposals are made to be in the overall best interest of the city and are consistent with the public's right of navigation, the fishery, and a clean environment. The city should include in its deliberations such factors as whether the proposed landfill would:

- (1) lead to increased traffic congestion; or
- (2) detract from Olympia's waterfront orientation and the potential for tourism; or
- (3) further limit the flushing action of Budd Inlet, making it harder to protect water quality, especially respective of the LOTT treatment plant outfall and recreational uses; or
- (4) intensify residential and industrial conflicts; or
- (5) reduce fish and wildlife habitat; or
- (6) impede the public's right of navigation; or
- (7) harm the environment.

Any such adverse impacts may be grounds for mitigation or denial of a proposal.

To provide further detail, the following policies are adopted regarding future activities along West Bay Drive:

1. Land Use Policies

WB 1.010 All present industrial uses are permitted. Further, the modernization, renovation and expansion of existing industrial uses is to be permitted only within upland properties currently used for industrial purposes, and any use permitted under the exceptions set forth above. Industrial modernization, renovation or expansion in the area shall satisfy federal, state, and local noise, air and water pollution standards in effect for new facilities and operations.

WB 1.020 New industrial uses are to be limited to water-dependent or water-related industrial uses (as defined by city zoning) which do not substantially diminish the existing quality of life for the adjacent residential neighborhood. In this application, "adjacent residential neighborhood" means such areas that are in close proximity to the new industrial use and are immediately and substantially impacted by noise, glare, view or air quality.

- WB 1.030 Any new construction shall take into account the views from neighboring residential properties, stressing, in particular, minimizing the height of structures, enclosing unsightly features, and controlling glare.
- WB 1.040 Low intensity office uses should be encouraged along the lower part of the hillside above West Bay Drive between the Raft Avenue right-of-way and Conger Avenue. This is to mitigate potential conflicts between industry, business, and residents, and to provide a more orderly transition from the industrial to the residential areas. Even so, environmental limitations must take precedence on this steep hillside.
- WB 1.050 Industry and business should be encouraged to make active use of the water access and the rail line along West Bay Drive as alternative methods of transporting goods and supplies. However, In the event that the rail line is abandoned, serious consideration should be given to using the southern portion of the rail line right-of-way near the wildlife tidal lagoon as a continuation of the Percival Landing and Deschutes Parkway waterfront facilities.

2. Public Access Policies

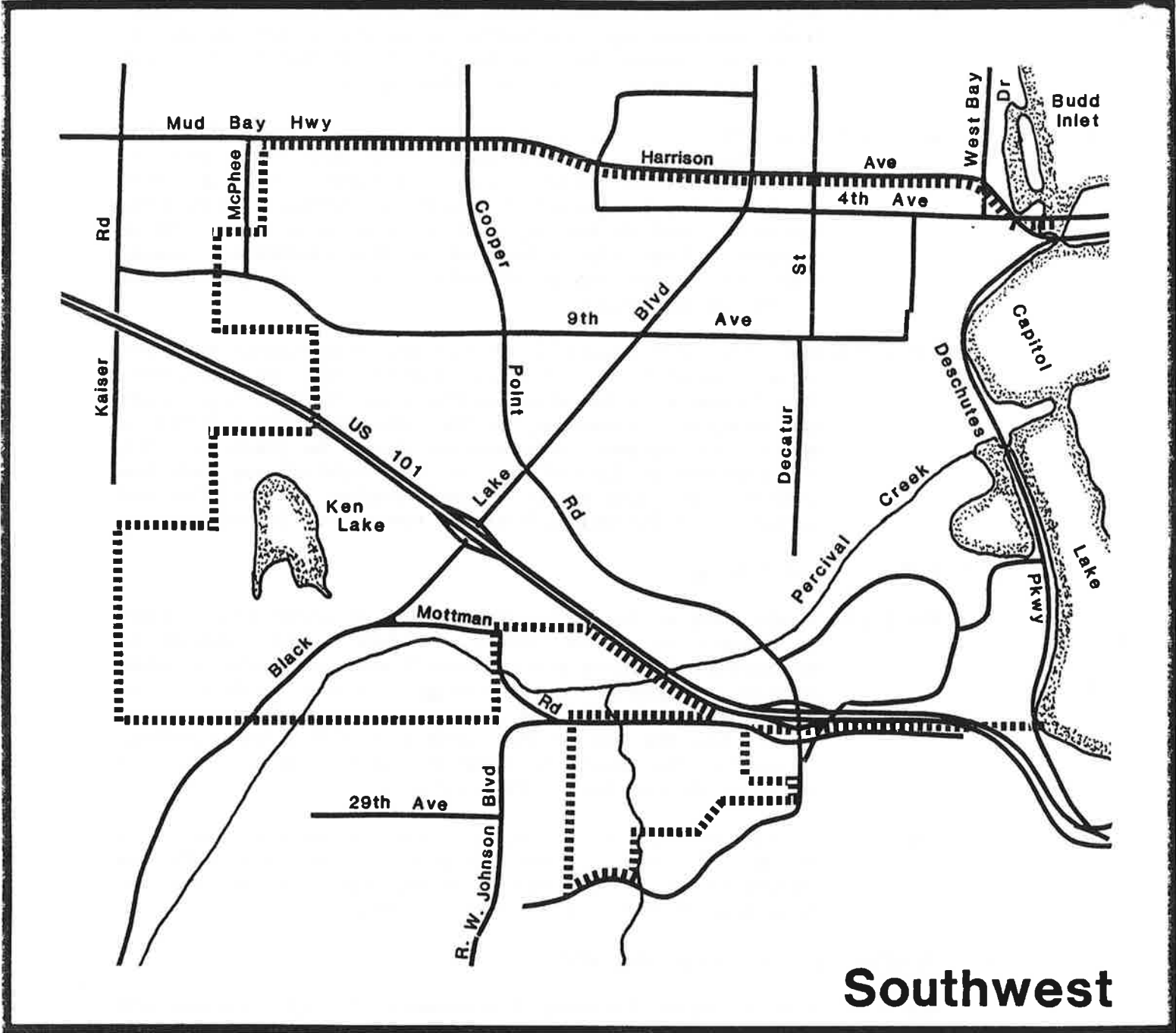
- WB 2.010 Public access should be discouraged in areas where there is danger to public safety. Public access should be encouraged in other areas where it does not infringe upon private property or endanger public safety. In particular, the city and Port should consider a viewing tower, like the one at the north end of Percival Landing, to enable the public to view the industrial activity and ships loading at the Port's berths.
- WB 2.020 Access to the Port of Olympia wildlife tidal lagoon north of the Fourth Avenue Bridge should ultimately be developed as a continuation of the Percival Landing and Deschutes Parkway waterfront facilities.

3. Neighborhood Communication Policy

- WB 3.010 The Olympia Planning Commission strongly recommends that the neighborhood establish a communication vehicle which addresses and resolves in a timely and effective manner the varied and sometimes conflicting residential, commercial and industrial interests of the neighborhood.

4. Streets and Sidewalks

Streets and sidewalks are addressed in the Transportation Chapter. Because of the mix of land uses in this neighborhood, the city will need to pay careful attention to transportation along West Bay Drive.



C. SOUTHWEST NEIGHBORHOOD

1. Background

Like the neighborhood to its north, the Southwest Neighborhood is a mixture of older homes located near downtown and newer homes in wooded settings. Views of Capitol Lake, Downtown Olympia, Mt. Rainier, the State Capitol, the Olympic Mountains, and the Black Hills are scattered throughout this neighborhood. Located in the Olympia School District service area, the neighborhood is served by Garfield and McLane Elementary Schools. The Olympia School District also has an elementary school site south of Ninth Avenue near Decatur Street in anticipation of future growth.

Most of the neighborhood's terrain is level except for steep bluffs along Capitol Lake, the Percival Creek ravine, and the slope of the Black Hills (the highest point of the city at 360 feet). Severe limitations for the development of roads and buildings exist in these three areas.

Flood plains lie west of Cooper Point Road south to Ninth Avenue then along Cooper Point Road to Black Lake Boulevard. Ken Lake and Percival Creek are surrounded by flood plains. Wooded areas cover the steep slopes of Capitol Lake, Percival Creek, the Black Hills, and southeast of Black Lake Boulevard and Ninth Avenue. Percival Cove is being used as a fish rearing pond for salmon by the Washington State Department of Fisheries.

All but one developed area in the neighborhood lies within the existing Olympia water service area. The majority of the Southwest Neighborhood lies within the existing sewer service area.

The developed land covering about half of the neighborhood is a mixture of commercial and residential uses. Extensive retail such as a regional shopping mall and four large shopping plazas lie between Cooper Point Road and Black Lake Boulevard. Various types of commercial development border the northern limit of the neighborhood along Harrison Avenue and a small amount of commercial office use is located in Evergreen Park, at the southeast portion of the neighborhood. A cluster of commercial office development is located along Black Lake Boulevard south of Ninth Avenue and a new automobile dealership mall is found at the southern end of Cooper Point Road adjacent to Percival Creek. The Southwest Neighborhood residential areas are mostly single-family homes with older established homes in the northeast of the neighborhood and newer homes surrounding Ken Lake and south of Mottman Road. Apartments are located along Black Lake Boulevard, Cooper Point Road east of Black Lake Boulevard, and in Evergreen Park. There is a large mobile home park west of Cooper Point Road, south of Capital Mall Drive.

South Puget Sound Community College is in this neighborhood just south of Mottman Road. The Black Hills Community Hospital and adjacent medical offices are found at Capital Mall Drive and Yauger Way, at the western edge of the neighborhood.

The Southwest Neighborhood road circulation network consists of over 60 access streets, four collector streets, two minor arterials, one major arterial, and Highway 101.

2. Recommendations

With good access to transportation facilities and commercial services, various undeveloped parts of this neighborhood should continue to be available for future multifamily housing. In particular, the area west of Yauger Park on the north side of Capital Mall Drive is a suitable area for apartments and mixed housing densities. The area south of Capital Mall Drive and west of Cooper Point Road now has a large mobile home park, which could be expanded. North of the auto mall, along both sides of Fern Street, is a large area of largely undeveloped land which should be developed into multifamily housing.

Very little new growth will take place in the older, established part of the neighborhood which is north of Ninth Avenue and east of Cushing Street, since it is virtually full. Consistent with Policy LU 5.1, the city should encourage a trend toward renovation by owner-occupants by decreasing the area zoned for duplexes. The area north of Fourth Avenue and west of Thomas Street should remain zoned for duplexes because of its proximity to the commercial areas along Harrison and Division. The neighborhoods surrounding Decatur and Plymouth Streets south of Ninth Avenue should be developed in low density housing.

The Percival Creek Valley and the steep hillsides above Percival Cove and Capitol Lake should remain as wooded open space. Development in the vicinity of Yauger Park and its nearby wetlands should be done in a way that protects the hydrologic and biologic functioning of this intermittent tributary to Percival Creek. Additional policies regarding these environmentally sensitive areas may be found in the Environment Chapter and in the Percival Creek Corridor Plan.

Continued commercial development is appropriate in the Cooper Point Road and Black Lake Boulevard corridors, although south of Highway 101 it should be confined to uses compatible with the adjacent residential areas, such as neighborhood commercial services and small offices. The area along both sides of the Black Lake Drainage Ditch should therefore be developed in low-rise offices or multifamily. Development practices here should be designed to protect the natural systems, as specified in the Environment Chapter of this Plan and in the policies and standards of the Percival Creek Corridor Plan. The auto mall should develop under the zoning presently in force. The city is to abide by its

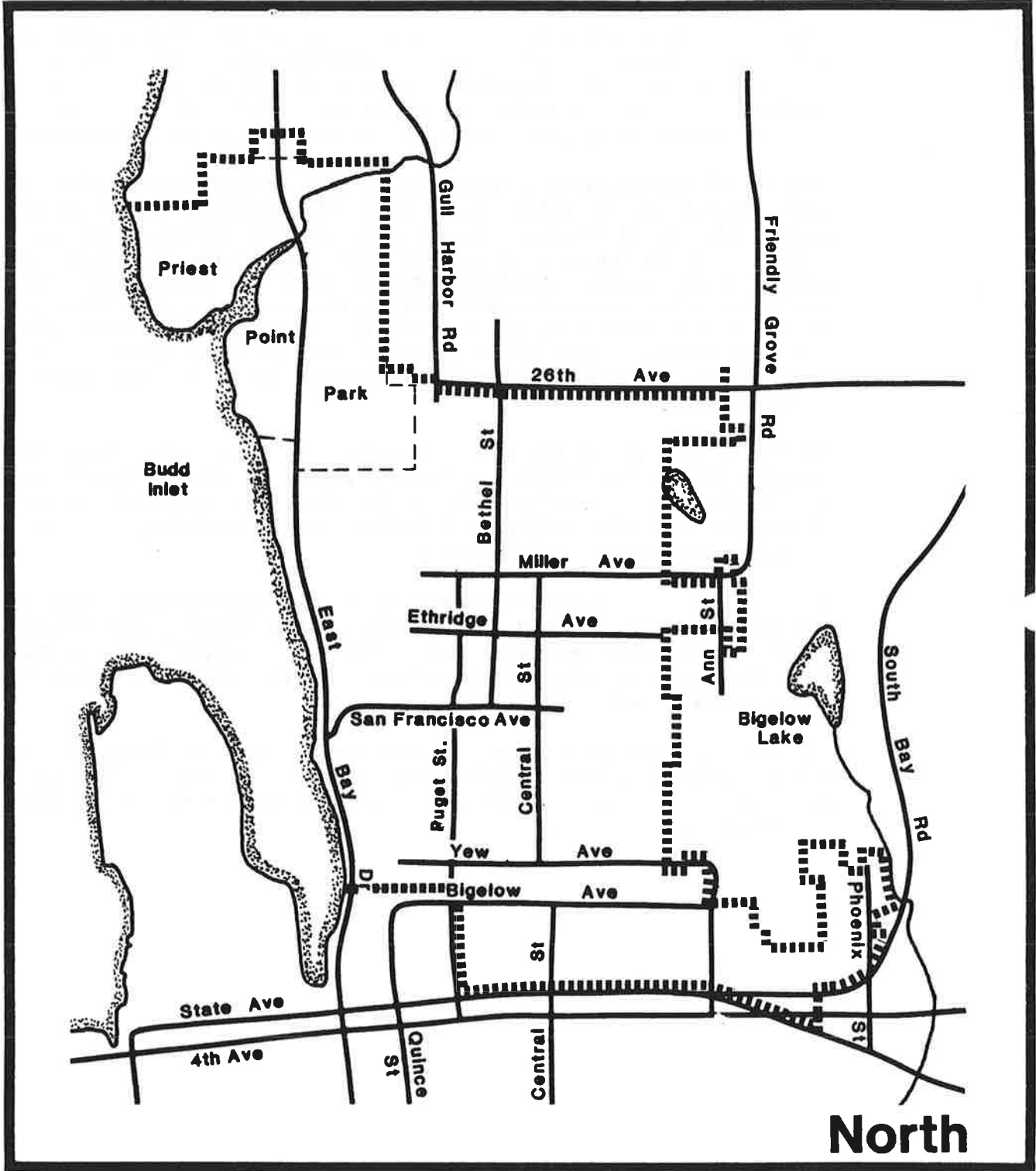
agreement not to open up Decatur Street to through traffic. Along Harrison Avenue the commercial uses should be community-oriented retail and services, or small offices. This commercial area should extend no more than two lots deep in order to remain compatible with the adjacent residential neighborhood. Any commercial development or redevelopment approval should be accompanied by landscaping and signage requirements that will provide an improvement of that thoroughfare's currently negative visual impact.

Instead of encouraging a strip commercial development pattern, the goal should be to establish a relatively compact urban activity center on the Westside. Retail and service activities should be clustered in the vicinity of Capital Mall, Black Lake Boulevard, and Cooper Point Road. Moving outward from the retail core, there would be office and multifamily development nearby, with convenient access to the arterials, such as along Capital Mall Drive and along Mud Bay Road. Major office parks of five or more acres should be encouraged to develop here, particularly to serve the needs of large tenants.

As in the vicinity of St. Peter Hospital, the area around Black Hills Hospital should be devoted to health-related services. Development standards here should be designed to achieve an environment low in congestion and with substantial buffers and greenbelts, in order to enhance recuperation and therapy.

Warehousing and light industrial uses are appropriate along the Burlington Northern rail line south of the Black Lake Drainage Ditch, if properly screened and buffered. Policies and standards regarding site development practices for this area are detailed in the Percival Creek Corridor Plan.

As the neighborhood grows in the area south of Ninth Avenue, there will be a need for park facilities in the vicinity of Decatur or Fern Streets. These needs are discussed more fully in the Parks and Open Space Chapter.



THE NORTHSIDE NEIGHBORHOODS

D. NORTH OLYMPIA NEIGHBORHOOD

1. Background

The North Olympia Neighborhood consists of both older and newer homes, many with views of Budd Inlet, the Black Hills and the Olympics. The neighborhood is served by two elementary schools, Roosevelt and Rogers. The latter primarily serves students from outside the city.

The majority of the neighborhood's terrain is level except for steep bluffs near the shores of Budd Inlet. Many of these slopes and the flood plains around Setchfield Lake and Central Street have severe limitations for road and building construction due to poor soil conditions or unstable slopes. Woodlands cover Priest Point Park to the north and much of the area in the northeastern part of the neighborhood.

Two areas in the neighborhood containing a small amount of development are not in Olympia's existing water service area.

The majority of the residential development is within the existing sewer service area. However, the less dense development in the northern and eastern parts of the neighborhood uses private septic systems.

Most of the land in this neighborhood is residential except for Priest Point Park, some undeveloped land to the north and east, and along the bluffs above Budd Inlet. Commercial and retail uses dominate the area between State Avenue and Olympia Avenue along the southern border of the North Olympia Neighborhood. Other neighborhood commercial sites are scattered throughout the area.

The North Olympia Neighborhood road circulation network consists of over 50 access streets, six collector streets, one minor arterial and one major arterial.

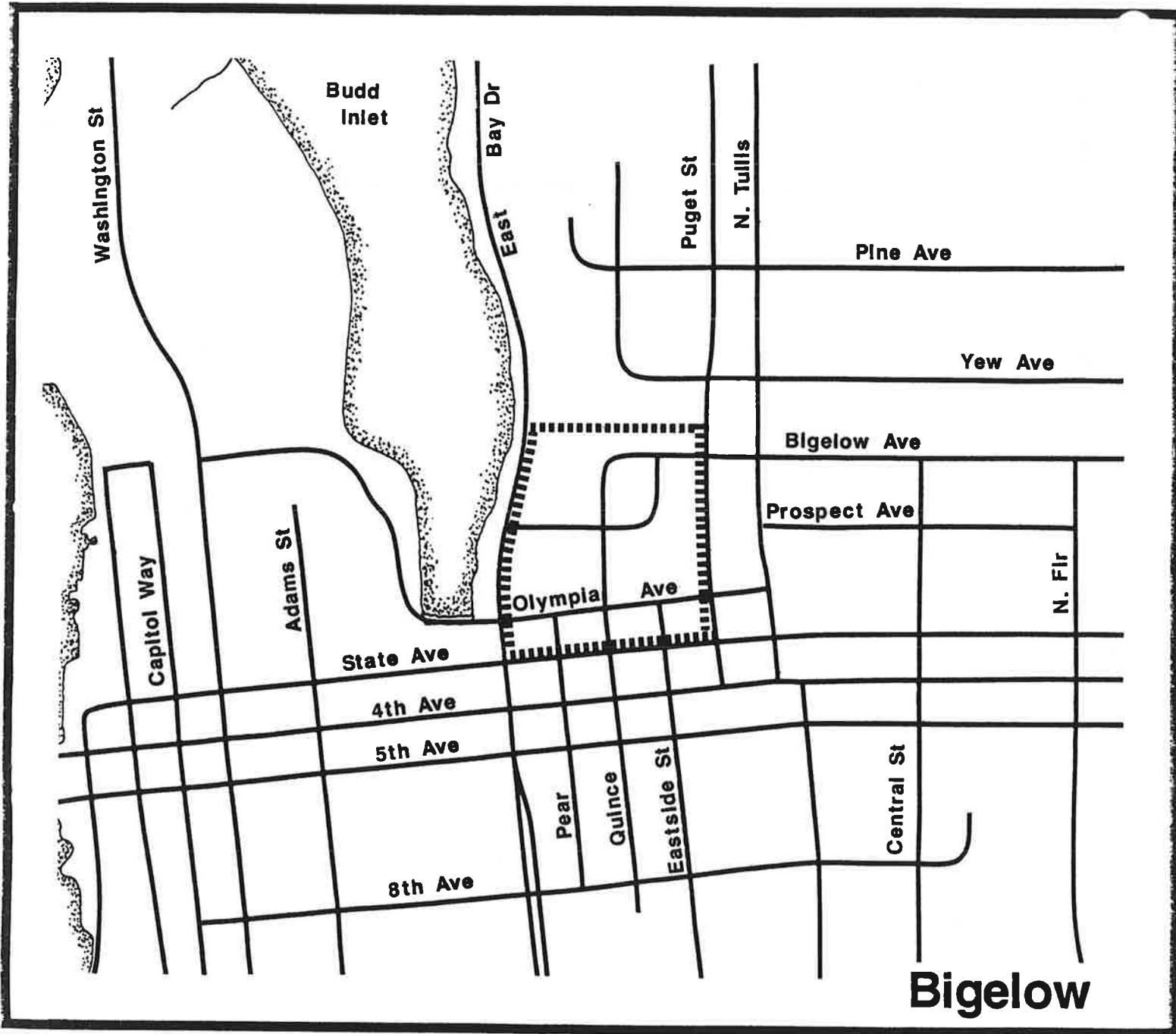
3. Recommendations

The growth potential of this neighborhood is moderate, with room to accommodate the current modest growth rate for many years. This neighborhood should support a variety of building types and densities. There should be multifamily units along East Bay Drive no further north than the East Bay Harbor Condominiums, single-family densities generally north of San Francisco Avenue, and duplex densities in between. Areas with environmental limitations should remain mostly in open space. Development that does take place near environmentally sensitive areas should be of a low density, have a low site coverage, and incorporate design features that would minimize adverse environmental impacts. Limitations such as hillside seepage should be resolved before development is allowed.

East Bay itself should be recognized as an environmentally sensitive open space. Viewpoints and recreational use of the bay should be encouraged where appropriate. Further landfills on East Bay, except as minimally required to stabilize the shoreline or provide recreational access, should not be allowed. This policy will help to protect marine habitat and marine open space.

The State and Fourth Avenues arterial corridor provides the major commercial center for the neighborhood. Generally, east of Fir Street this area should be developed in retail and service-oriented uses, while west of Fir Street it should be developed in low-rise offices and apartments. Neighborhood-oriented convenience commercial uses are also found in several locations through the neighborhood, and their continued vitality should be encouraged. Such uses are defined as uses and services which are in daily use by residents of the neighborhood. In order to minimize the impacts of high intensity commercial and office areas on nearby residential neighborhoods, the Olympia Zoning Ordinance should provide for transitional areas, especially along the north side of State Avenue.

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E. BIGELOW NEIGHBORHOOD

1. Background:

The Bigelow Neighborhood is bordered by the lots north of Bigelow Avenue on the north, State Avenue on the south, Puget Street on the east, and East Bay Drive on the west.

The Bigelow Neighborhood is one of Olympia's oldest residential areas, established in 1854 with the land claim of Daniel Richardson Bigelow, later signed by President Lincoln.

Daniel Bigelow was a distinguished member of the Washington Territorial Legislature, and served as County Treasurer, Auditor, Prosecuting Attorney, and Superintendent of Schools. The Bigelow Neighborhood was also home to numerous other prominent public figures in the early days of Washington's statehood.

The Bigelow, Reinhart, Rudkin and Funk houses are but a few examples of the architecturally significant homes in the area owned by historically important Olympians. Other homes scattered throughout the Bigelow Neighborhood exemplify different 19th and 20th century building styles. Gothic, Queen Anne, Federal, Builder, English Brick, English Shingle, Mediterranean, Bungalow, and a variation of Vernacular Greek Revival are all represented. However, the significance of the Bigelow Neighborhood can best be appreciated when viewed in the aggregate. Its most imposing structures are enhanced by the scattering of already mentioned styles in addition to the neighborhood's 14 Bungalow and 25 Pioneer, Decorated Pioneer and Pioneer Box residences.

The south half of the neighborhood is relatively flat, while the north half slopes westwardly toward Budd Inlet. Approximately 40 percent of the lots have views of the downtown, Capitol dome, Black Hills, Budd Inlet and Olympic Mountains. The neighborhood's close proximity to downtown provides convenient access to retail shops, entertainment, and work locations.

Over 90 percent of the Bigelow Neighborhood is developed. The majority of the area consists of single-family homes with scattered pockets of duplex and multifamily dwellings. Scattered professional offices uses are found along State Avenue. The neighborhood has excellent access to the downtown shopping areas and Port facilities.

The Bigelow Neighborhood road circulation network consists of eight access streets, one collector street, and two arterials.

2. Recommendations:

Many older neighborhoods nation-wide are experiencing rejuvenation as families buy and rehabilitate affordable homes in inner city neighborhoods. Numerous restorations have occurred since 1975, and the recognition of this trend has attracted many rehabilitation

minded residents into the Bigelow Neighborhood. The March 9, 1983 Report of the Olympia Historic Preservation Committee identified the Bigelow Neighborhood as a candidate for designation as a historic residential district.

The process has been totally self-initiated and self-financed, in keeping with the Bigelow Neighborhood's pioneer origins. While the rebirth has contributed greatly to the city's tax base, no public funds have been expended. Consequently, the restoration process should be encouraged by taking steps to enhance the attractiveness and stability of the area as a historic residential neighborhood, a place for people to buy and own their own homes.

The strategy to accomplish this goal should be to first preserve the neighborhood's single-family living environment. Consistent with policy LU 5.010, that portion of the neighborhood now zoned duplex should revert to single-family zoning. Low rise, low density multifamily zoning should be allowed on East Bay Drive, and professional offices should be allowed on State Avenue.

Trees should be planted along East Bay Drive, State Avenue and Puget Street as a visual and noise screen to preserve the existing single-family residential character of the neighborhood. Along East Bay Drive, such trees should be of species which do not obscure views.

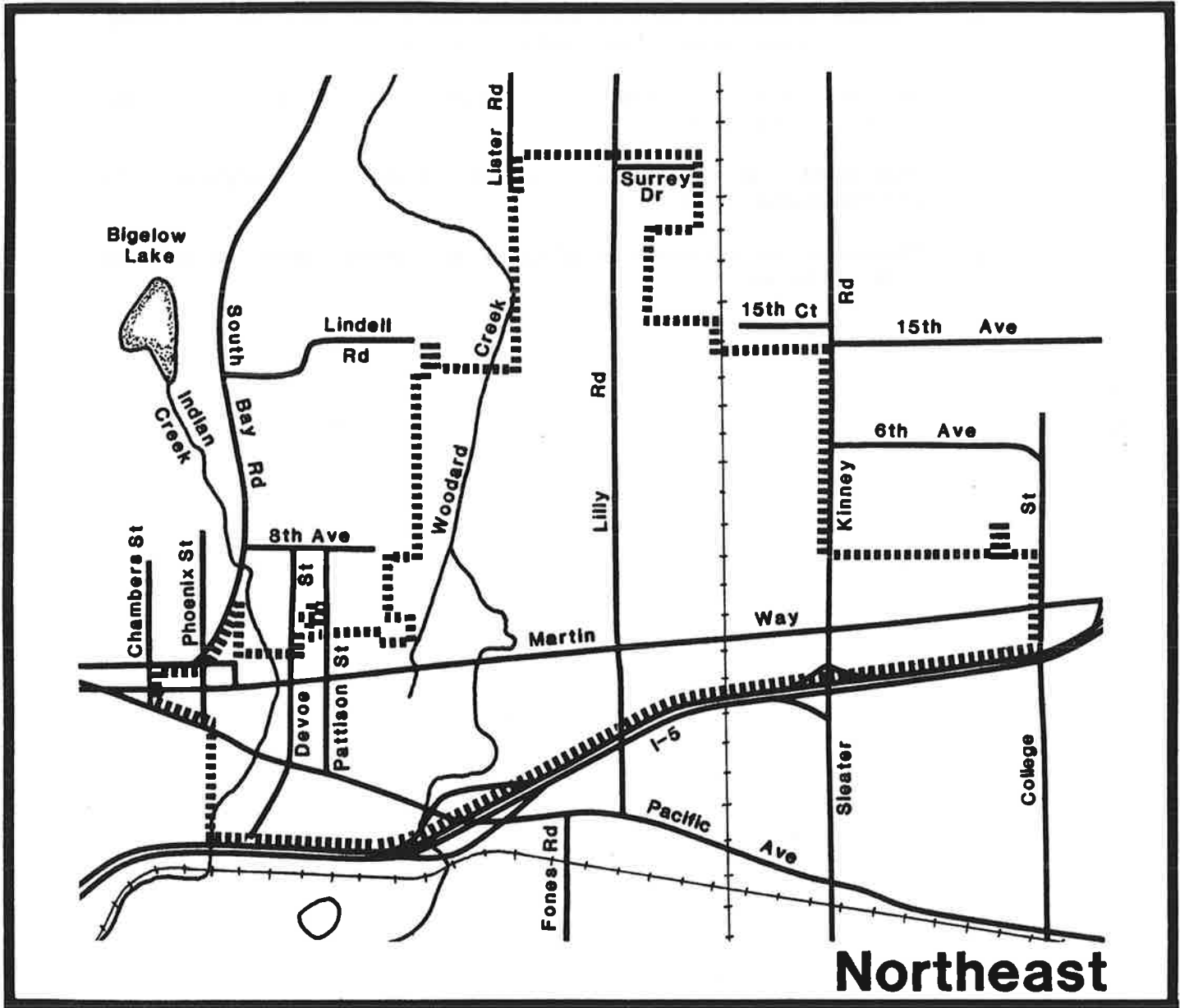
In conjunction with the above, there is a need to preserve open space within the Bigelow Neighborhood. There currently is no public open space. However, excellent sites, of benefit to the whole community, are available. A waterfront park overlooking Budd Inlet could be sited south of Glass on East Bay Drive. Similarly, an historical park could be sited on Bigelow Hill overlooking the Bigelow National Historical Site and city center.

Continued rehabilitation of this historic neighborhood would be an invaluable benefit to the city in several ways. It would help to portray the origins of our community. Because of the neighborhood's nearness to the downtown, its rehabilitation would complement the opportunities for recreation and tourism associated with Port development and downtown revitalization. The Bigelow Neighborhood should, therefore, be identified by ordinance as a special historic redevelopment zone. Such a designation should involve consideration by the city (in order of priority) of such measures as:

- a. Discouraging vehicular access from the north and east on local streets to reduce non-neighborhood traffic and promote pedestrian tourism.
- b. Encouraging special landscaping and design features for new construction to ensure compatibility with existing neighborhood character.

- c. Creation of an historic park, as designated in the Parks Plan.
- d. Taking advantage of any available subsidies and tax incentives for approved renovations and restorations.
- e. Identification and promotion of the zone to real estate and lending institutions.
- f. Placement of Victorian street lights throughout the neighborhood, and
- g. Placement of informative plaques at various sites to promote walking tours.





F. NORTHEAST NEIGHBORHOOD

1. Background

This neighborhood has a wide variety of land uses. They range from single-family homes to light manufacturing, highway commercial facilities to offices, apartments to medical clinics and a major hospital, which includes a helicopter landing pad. Three major streets define the character of the neighborhood: Martin Way, Pacific Avenue, and Lilly Road. The first two are heavily traveled arterials with continuous or intermittent strip commercial development along most of their length. Since St. Peter Hospital moved to Lilly Road in 1971, it has been the focal point for an explosive growth in medical clinics and apartments.

The Northeast Neighborhood is divided by two school districts--Olympia and North Thurston--and served by four elementary schools--Roosevelt, South Bay, Olympic View and Lacey.

Most of this neighborhood is level or gently undulating. It is split by two major wetland areas, one in the drainage system of Indian Creek, the other in that of Woodard Creek. The wetlands of Woodard Creek have been partially filled, and have some steep sloped areas surrounding them. Recent studies of Woodard Creek have shown that the water quality is greatly improved by passage through the wetland areas. This is due to the natural ability of wetlands to filter out pollutants and silts. Both wetlands are subject to seasonal high water table, both have severe limitations for roads, buildings, and septic tanks. Between Sleater-Kinney Road and the Chehalis-Western Railroad tracks there is a small, swampy lake with settling problems and soils with severe limitations for roads, buildings, and septic tanks. Soils with limitations for septic tanks are found in this neighborhood south of Martin Way to the east of Woodard Creek drainage area, and to the north and east of Martin Way and Sleater-Kinney Road. Since sewers are generally available here, soil limitations for septic tanks should not be a very significant development factor.

The growth potential for this neighborhood remains very high because of the character of development. The 1980 population of 2,376 could grow to 3,000 or more, largely depending on the mix of dwelling unit types. Presently there are older single-family homes scattered throughout the neighborhood and some subdivisions of newer homes along Lilly Road north of the hospital and along Sleater-Kinney. Several hundred apartment units have recently been built or are committed, mostly along the east side of Lilly Road south of the hospital and along Martin Way and the eastward extension of Ensign Road in the same vicinity. As mentioned, strip commercial development characterizes Martin Way and Pacific Avenue, but also extends from Martin Way a few blocks north on Lilly Road. Light industrial uses (mostly utility company equipment storage yards, warehouses, and so on) are found on South Bay Road, Martin Way, Pacific Avenue, Devoe Street, and Stoll Road. Mobile home parks are found along Martin Way, Pacific Avenue, and Stoll Road.

The Northeast Neighborhood road circulation network consists of over 50 access streets, no collector streets, 3 minor arterials, 2 major arterials, and Interstate 5.

2. Recommendations

The two wetland areas should remain primarily in their existing condition. This will protect the hydrologic and biological functioning of Indian and Woodard Creeks. It will also provide a greenbelt in what will eventually become a very intensely developed part of the city. Annexation of the Woodard Creek basin north of Martin Way should be encouraged so that the city can coordinate sensitive development of the area. Utilities should be made available to help protect the natural systems and simultaneously allow developers of the area to realize the maximum development potential of the upland areas. Benefits of wetlands include their ability to cleanse the urban storm water polluted areas, soften the effect of the flood flows in the creek, provide aquifer recharge areas, and preserve natural functions. Roadway and utility crossings of Woodard Creek and its associated wetlands should be kept to a minimum and should be located at the site of existing crossings. Development of the upland areas adjacent to them should nevertheless be appropriate given adequate setbacks and buffering.

The steep slope areas which form the rim of the Woodard Creek basin may have some severe limitations for construction and should be carefully analyzed. Given the many unique and valuable natural features of the area adjacent to Woodard Creek, it is advisable to use a special environmental management area such designations are provided for in the Olympia Environmentally Sensitive Area Ordinance to provide performance standards for development of the area. Included in this so-called "zoning overlay" could be elements such as appropriate setback/buffering requirements, standards for any filling to be allowed, storm water management standards, and others.

Storm water management for upland development will be of critical importance, due to the close proximity to the creek and the common presence of wells in the area.

Also of some significance, will be the need to integrate new development well with the existing homes in the area between South Bay Road and Lilly Road. Most importantly, the low density, rural residential atmosphere currently seen northwest of the neighborhood must be respected.

When designing standards for development of this neighborhood, care must be taken to strike a reasonable balance between protection of the unique natural features of the area (including the flood plains) and the need of a developer to make cost-effective use of the uplands areas. In doing so, some consideration could be given for allowing more intensive use of the buildable uplands

areas, as a trade-off for preservation of the natural features. Further, encouragement should be given to the owners to explore cost-saving measures for preserving the open space areas, such as open space taxation, dedication to a public agency, and others.

Along Martin Way, commercial establishments will continue to be the most appropriate land uses from the Woodard Creek basin west. In order to avoid the continuation of the "strip commercial" appearance and related traffic problems, enough commercial property north of Martin Way in the Woodard Creek basin should be included to allow for development of a small commercial center. Naturally, strict vehicular access control will need to be included along Martin Way and driveways should instead enter Ensign Road, which must be extended west through this property to connect with Martin Way. A mixture of medical service uses and residential, low to high density, including multifamily uses would be appropriate for the area west of the hospital, provided they are designed to respect the existing development patterns and the unique natural features discussed above, and provided further that Ensign Road be extended westerly and southerly from its intersection with Lilly Road until a junction with Martin Way. Low-impact light industrial land uses should continue in the vicinity of Pacific Avenue and on Stoll Road, provided adequate buffers and screening are established between them and nearby residential uses. Low to moderate density residential uses are appropriate north of the hospital area, and along Sleater-Kinney Road. Bikeways and new connecting roadways should be planned for as indicated in the Transportation Chapter.

The Chehalis-Western railroad right-of-way should be acquired for both recreational and circulation needs. The right-of-way can be the basis for a trail network connecting the city and the countryside, from the bustling commercial areas of Lacey and Olympia to the placid waters of Henderson Inlet. This right-of-way is wide enough to provide not only for pedestrian paths and bike trails, but also for small recreation facilities such as pocket parks or even tennis courts. There would also be room for the extension of Ensign Road to enter this right-of-way where necessary to skirt the eastern end of the Casa Del Arbolar apartments. For further discussion of these recreational and transportation needs, see the chapters on Parks and on Transportation.

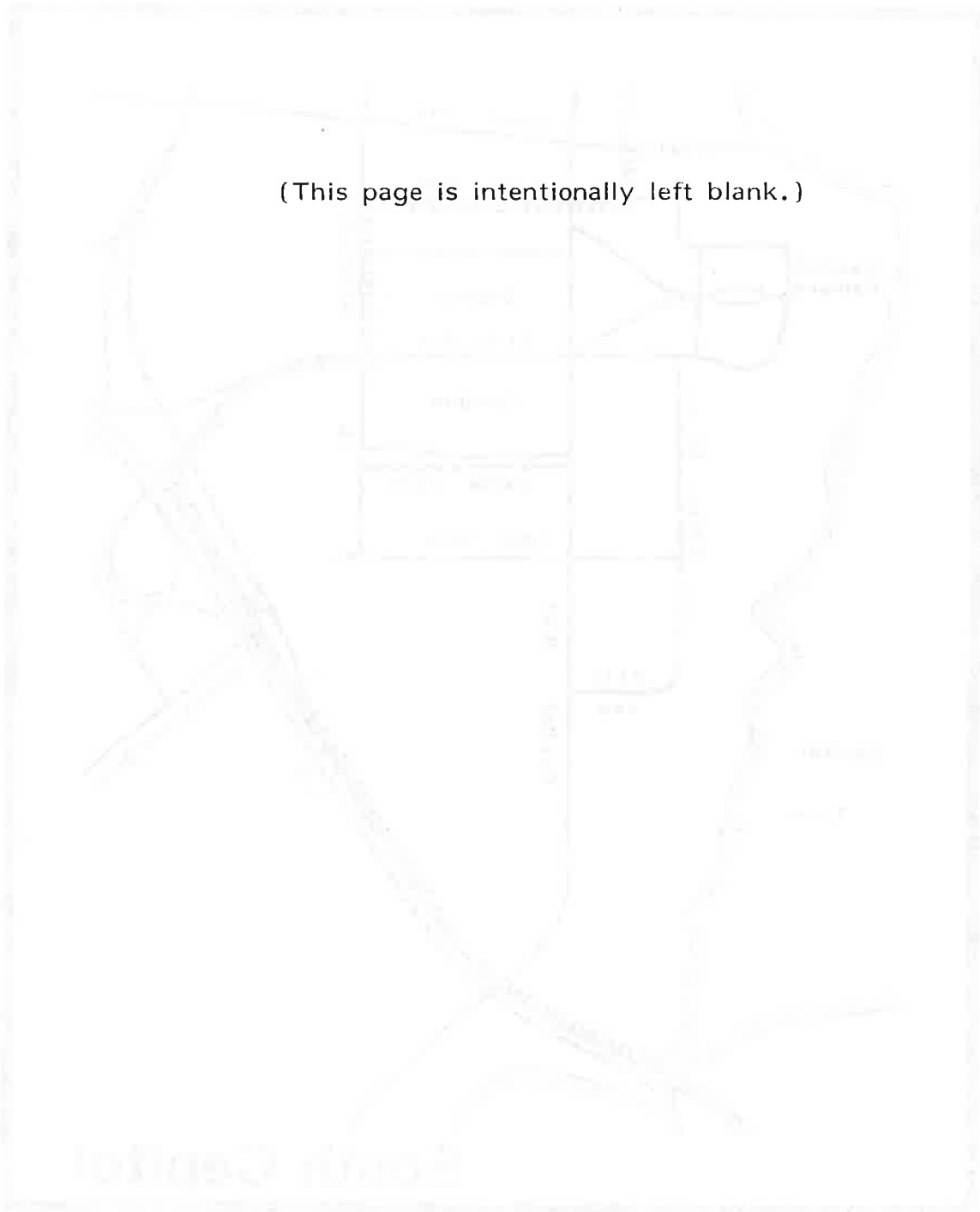
The regional medical complex along Lilly Road is an area which serves a special purpose, has special needs, and should be protected by special land use controls. The highest and best use of this area is that of health-related services. Therefore the environment of this area should enhance recuperation and therapy. Traffic noise and congestion should be at a minimum, a goal which requires that heavy traffic generating land uses be strictly limited both in the immediate vicinity of the medical clinics and to the north and west of them. Future multifamily development should be planned carefully to avoid potential adverse impacts, and it should be located in the rear portions of the parcels fronting on Lilly Road. A small amount of convenience commercial services should be

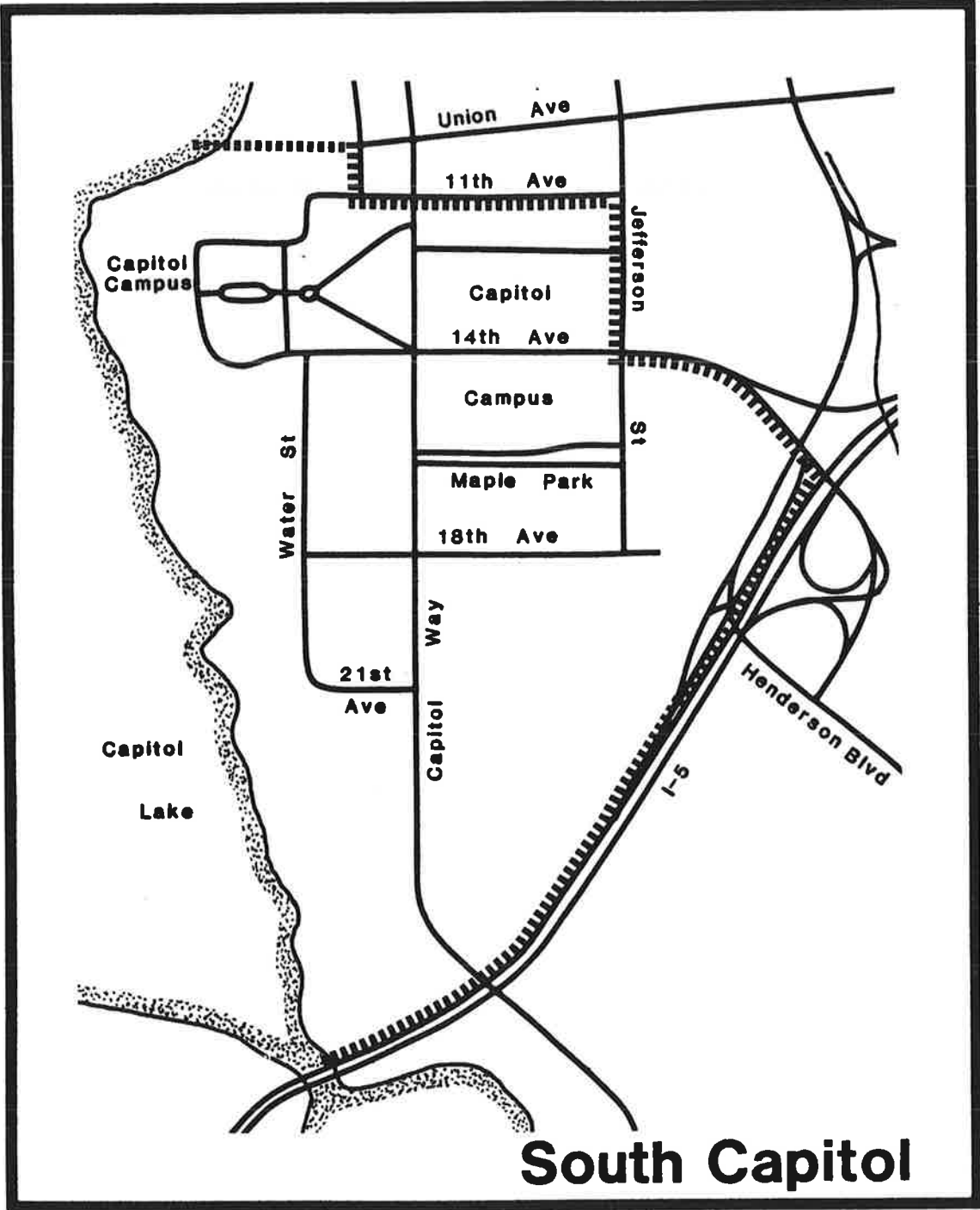
acceptable. Higher standards for lot sizes, setbacks, buffers, and greenbelts should be established for this area. Further discussion of appropriate land uses within the medical services environment is available in the definition of terms for the Optimal Land Use Map at the end of this chapter.

Due to the unique topography of the wetlands areas of the Woodard Creek basin, utility planning will be somewhat complex. Care should be taken in the design of those systems, in particular sanitary sewer, so that the most efficient system is built. When constructed, a majority of the systems will likely be turned over to the city for continued maintenance and operation, so the costs associated with that ongoing work should be carefully considered in the design phases.

As one of the gateways to Olympia, as well as a major arterial, Martin Way needs the following items: sidewalks, bike lanes, street trees, underground utilities, raised median dividers (preferably a planting strip), crosswalks with pedestrian walk signals, auxiliary roads, and left turn lanes. Signage and landscaping ordinances need to be enforced. A "Welcome to Olympia" sign with landscaping is also needed at the city limits.

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THE SOUTHSIDE NEIGHBORHOODS

G. SOUTH CAPITOL NEIGHBORHOOD

1. Background

Virtually all of the land in the South Capitol Neighborhood is developed. The neighborhood is characterized by a mixture of duplexes and older single-family residences, with a scattering of apartments and professional offices, two churches, a school, and a small neighborhood grocery and several bed-and-breakfast houses. The South Capitol Neighborhood is served by Lincoln Elementary School.

The terrain of the South Capitol Neighborhood consists of a plateau about 140 feet above sea level, bounded by steep, wooded slopes above Capitol Lake on the west and Interstate 5 on the east and south. The steep slopes have severe limitations for road and building construction.

The entire neighborhood lies within the existing water and sewer service areas.

Census data on means of transportation to work show that in 1980, 36 percent of the workers in the neighborhood walked to work, taking advantage of their proximity to the Downtown and the State Capitol.

The South Capitol Neighborhood road circulation network consists of over 20 access streets, five collector streets, and one major arterial.

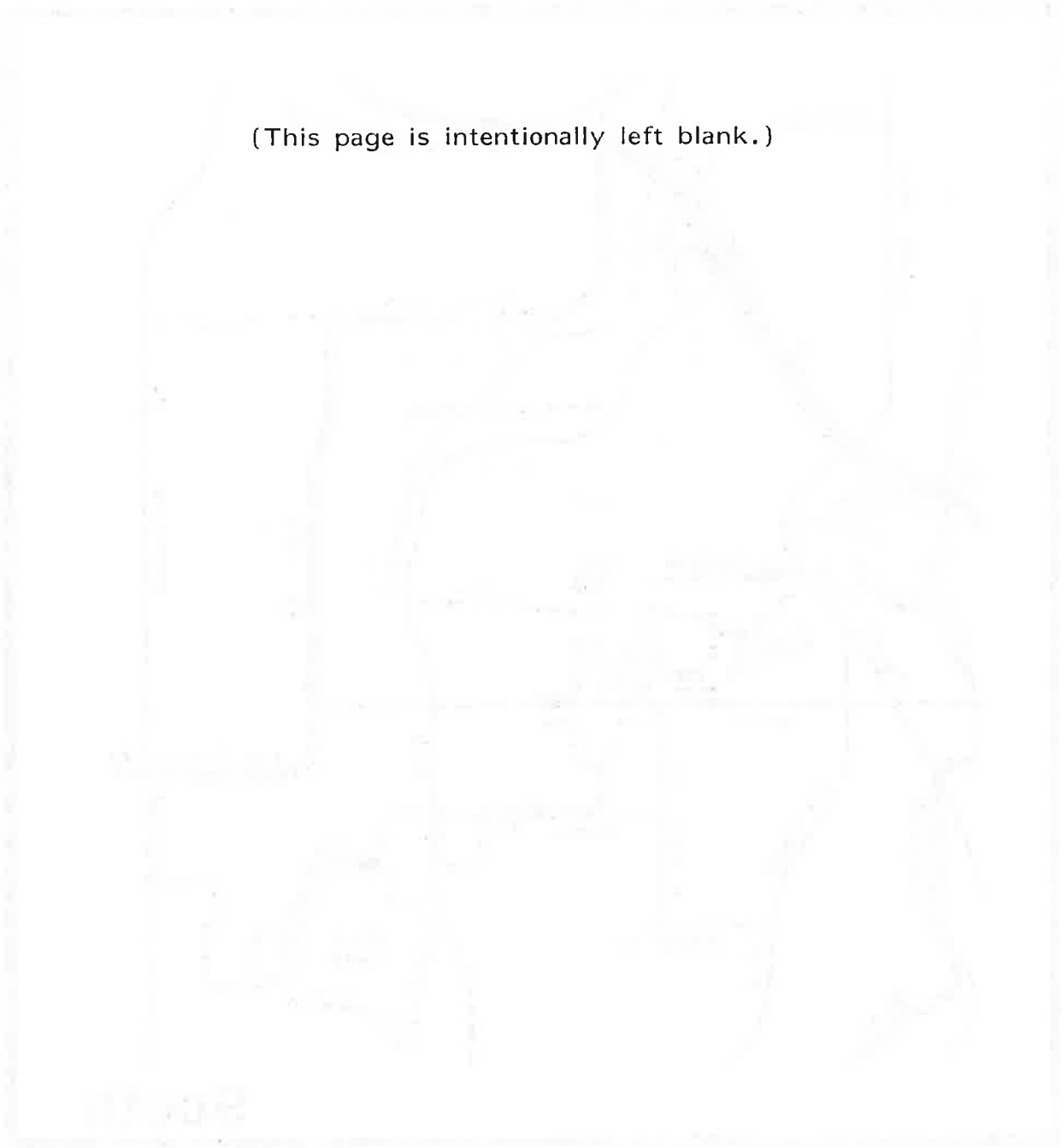
2. Recommendations

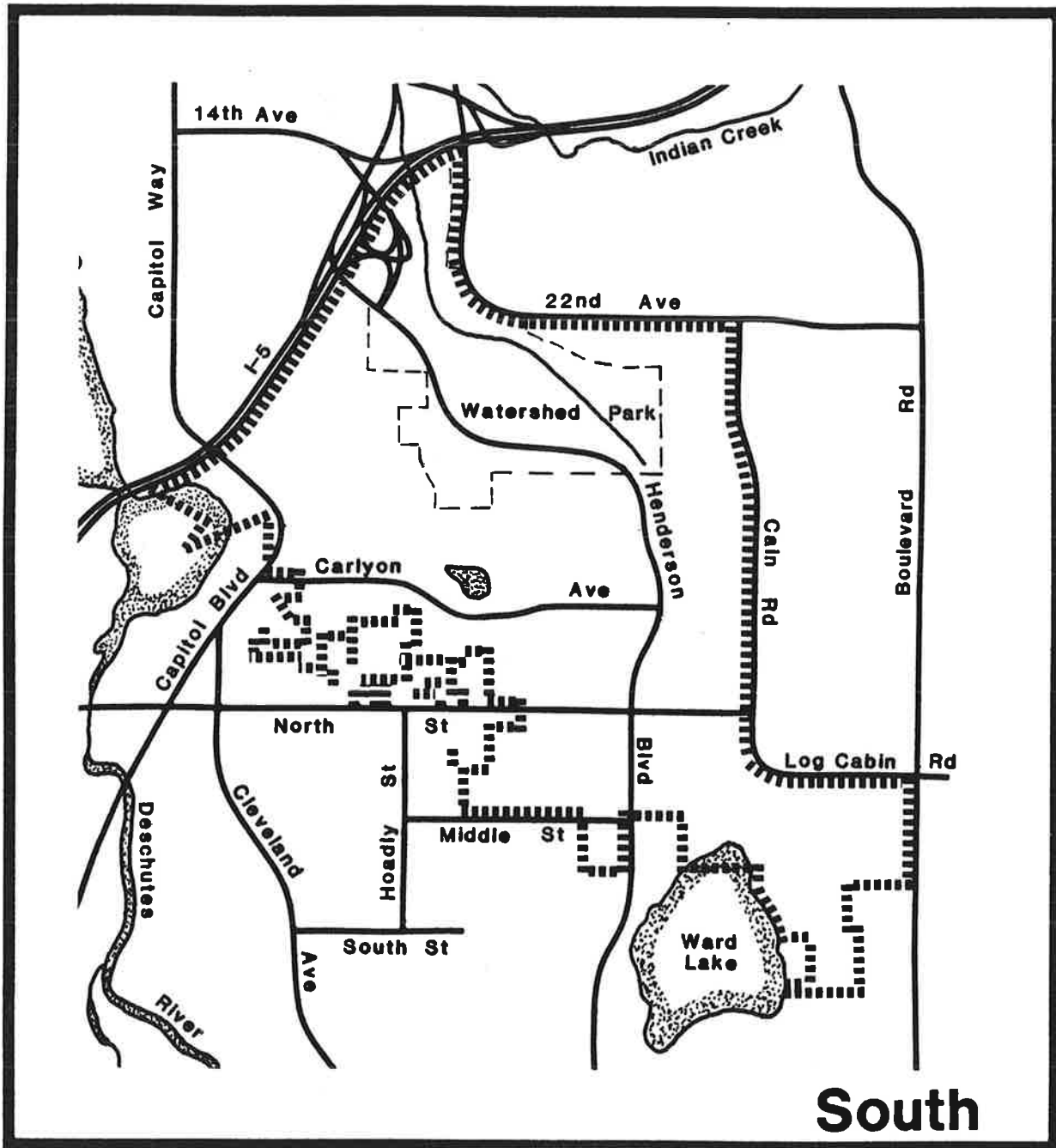
Little new construction can be expected in the South Capitol Neighborhood. The steep, wooded hillsides overlooking Capitol Lake should remain as open space. The stability of the South Capitol neighborhood should be protected by preventing further southward encroachments of the State Capitol Campus, or of any other commercial development. There should be no new office development south of the existing State Capitol Campus. Only those existing convenience commercial services that are designated in this Comprehensive Plan should remain. This area should remain primarily in moderate density development, that is; duplexes and single-family homes. Lincoln Elementary School is an important focal point in the neighborhood, and the school district should be encouraged to keep it and other schools open. Similarly, Stevens Field is an important neighborhood resource, and at least part of it should be kept continually available for local children, even at times when the rest of it may be in use by adults for such things as major softball tournaments. The Parks and Open Space Chapter notes the need for a new field to which to relocate tournaments.

Because of the impacts on the neighborhood of any major development on the Capitol Campus, the city and the state must continuously work together to be sensitive to those impacts and take all necessary steps to mitigate them. At the same time, the value to the neighborhood of the gracious and expansive park-like Capitol Campus grounds deserves recognition; this major neighborhood amenity is one of the factors which makes this neighborhood one of the most desirable in the city.

This neighborhood has a wealth of charming historic homes. Because of this resource, the area should be considered for an historic district. For more information, see Chapter Ten--Historic Preservation.

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H. SOUTH OLYMPIA NEIGHBORHOOD

1. Background

This quiet residential neighborhood consists of both contemporary and older homes. The older homes are mostly to the west and the newer ones to the east of Henderson Boulevard. Olympia's slice of wilderness, the city watershed, is located in the South Olympia Neighborhood. The neighborhood is served by Lincoln Elementary School for students northwest of O'Farrell Avenue and Galloway Street, while the majority of the neighborhood is served by Pioneer Elementary School, which shares its campus with Olympia High School.

The terrain of the South Olympia Neighborhood is characterized by a level surface speckled with deep depressions, the large ravine of the city watershed, and the bluff of Capitol Lake. These areas, including the developed shores of Ward Lake, have limited road and building construction capabilities due to existing soil conditions and flood plains. Most of the depressions and steep slopes are wooded and not developed.

The entire neighborhood is within the existing Olympia water service area. All but the southeast corner adjacent to Ward Lake lies within the existing sewer service area.

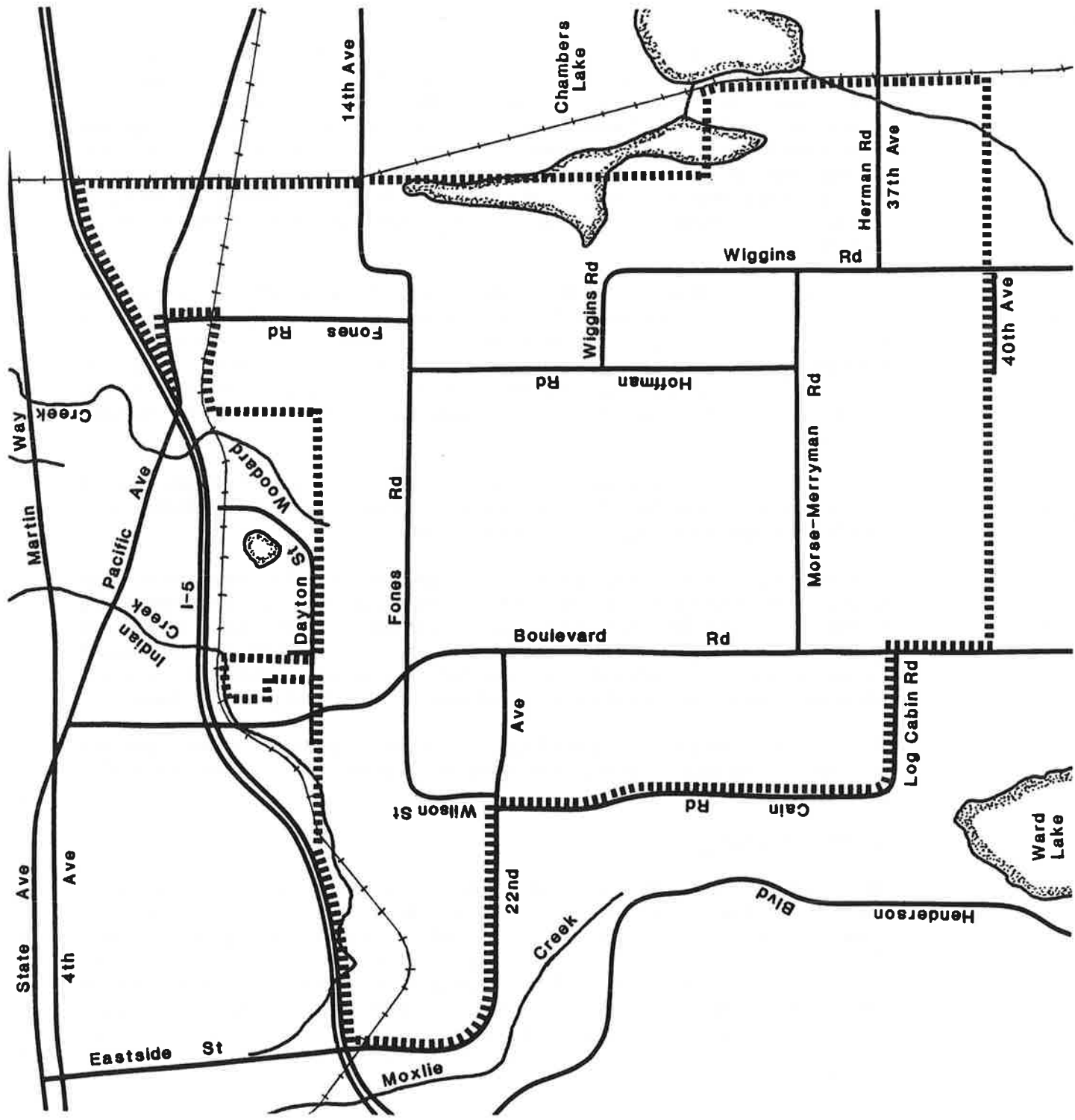
The majority of the neighborhood is developed excluding areas with limiting environmental conditions. The land use is predominately single-family residential with some multifamily dwellings (duplexes) scattered throughout the neighborhood. The only neighborhood retail center is located on Capitol Boulevard although several shopping areas are located just outside of the Olympia city limits.

The South Olympia Neighborhood road circulation network consists of over 40 access streets, one collector street, five minor arterials, and one major arterial.

2. Recommendations

This neighborhood has a small growth potential. It has room for a few more homes on as-yet unbuilt lots, and for a few new subdivisions on some modestly sized undeveloped parcels. New development should be of a low density compatible with the pattern of existing development. The depressions--located near Governor Stevens Avenue, Eskridge Boulevard, Carlyon Avenue, and Cain Road--are important neighborhood assets and should be preserved in open space. The city should investigate their potential as parks.

Because of the many schools in this neighborhood, traffic facilities should emphasize internal circulation needs within the South and Southeast Neighborhoods, rather than emphasizing through traffic from other communities. The Transportation Chapter discusses these issues in greater detail.



Southeast

I. SOUTHEAST NEIGHBORHOOD

1. Background

The Southeast Neighborhood is characterized by rolling farmland, dense woodlands and residential development. Much of this neighborhood is more rural than urban. The majority of the neighborhood lies within the Olympia School District and is served by McKinley and Pioneer Elementary Schools. A small eastern portion of the neighborhood is in the North Thurston School District and is served by Lacey and Lakes Elementary Schools.

The Southeast Neighborhood's terrain consists of rolling hills, a ravine to the northwest and depressions with a tendency of flooding. Chambers Lake with its surrounding wetlands is located on the eastern edge of the neighborhood and severely limits road and building construction. Other areas with limited development potential due to poor soil conditions or flooding include isolated depressions distributed throughout the neighborhood and the Indian Creek ravine. The majority of the neighborhood's woodlands lie east of Boulevard Road with the exception of the Indian Creek ravine.

While over a third of the neighborhood's area lies outside of the existing water service area, the majority of the development is served. Only a small number of residential dwellings are on private water systems.

The area west of Boulevard Road and that adjacent to 28th Avenue lies within the existing sewer service area. The remainder of the neighborhood uses other means of sewage disposal. Although the majority of development outside of the existing sewer service area is residential, other uses include a small amount of retail, commercial, and industrial activities. Proposed sewer service extends from Pacific Avenue through the residential and non-residential areas of the neighborhood south to the city limits.

The major land use in this neighborhood is residential with some retail, commercial and industrial activities near Pacific Avenue. The city has recently approved a 160,000 square foot grocery shopping center on Pacific Avenue west of Fones and Lilly Roads. A neighborhood convenience retail service is located on the corner of Boulevard Road and Fones Road. The majority of residential development is single-family detached homes, with mobile home parks located in the northeast section of the neighborhood. Multifamily dwellings are distributed throughout the neighborhood.

The Southeast Neighborhood road circulation network consists of over 60 access streets, four collector streets, six minor arterials, one major arterial, and Interstate 5.

2. Recommendations

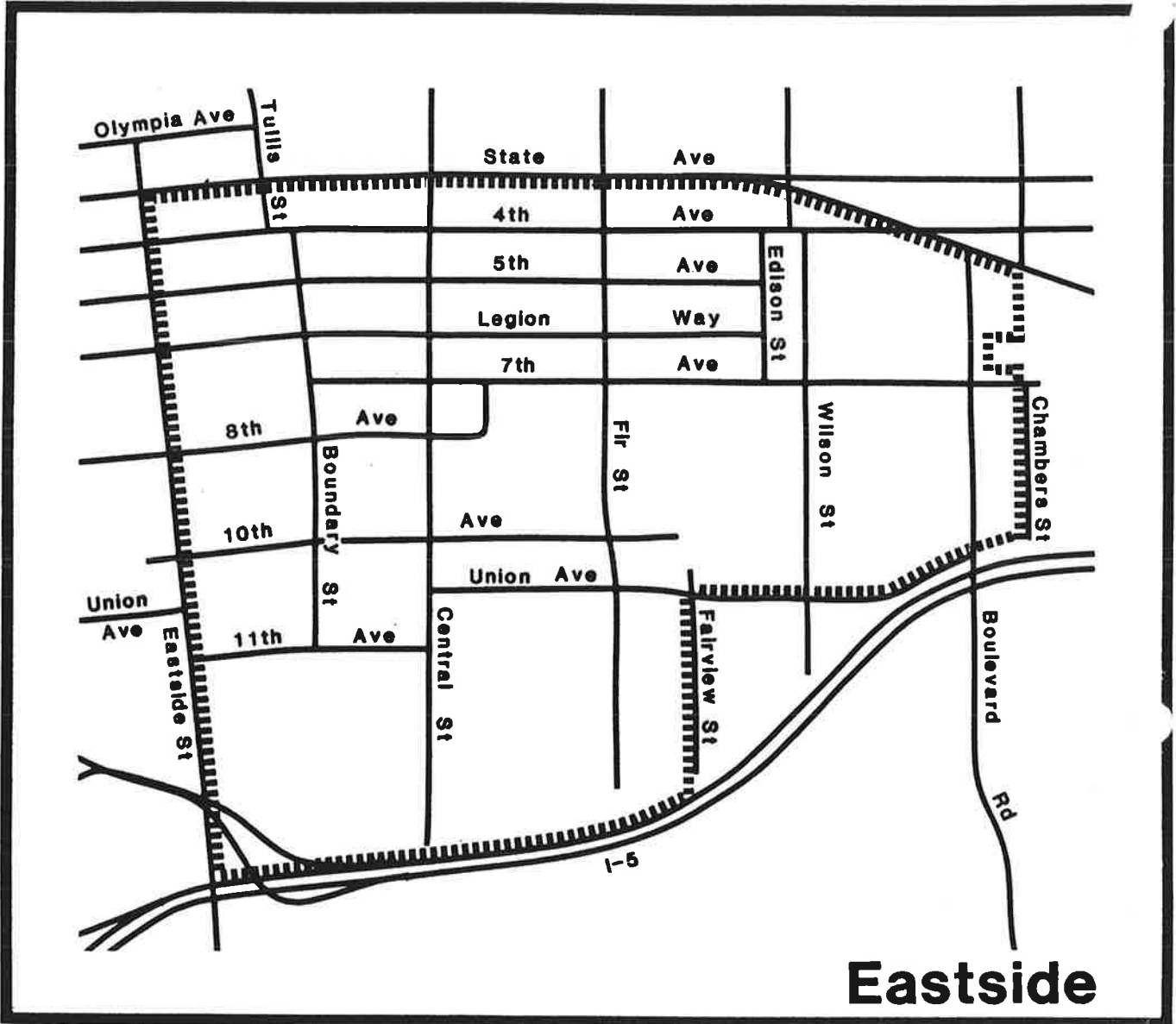
This neighborhood is an ideal area in which to encourage a large proportion of Olympia's future growth. This would draw off some of the development pressures on the urban fringe and in areas with greater land capability problems. This would also reduce sprawl and permit a more efficient provision of municipal services. Residential development here should be on sewers and should be mostly of low to moderate urban density. Sewers and road improvements (see the Transportation Chapter) should be provided at the earliest possible time, in preference to providing them to the urban fringe, which would encourage sprawl. Adequate buffers should be provided between the Fones Road industrial area and any adjacent residential uses. Commercial infilling is appropriate along Pacific Avenue. The residential area next door to the north should be adequately buffered from it and protected from incompatible commercial uses. A small office and apartment zone should be considered for a strip along the east side of Lilly Road to buffer the remaining residential area from the new shopping center to the west.

The attractiveness of this neighborhood for future development is largely due to its many forested tracts. The neighborhood quality should be maintained by preserving these trees during development, to the maximum extent possible. As the neighborhood develops, we should ease the transition from rural to urban by keeping or requiring buffers and wildlife habitats. Areas with severe environmental limitations should form the basis for a system of greenbelts. There are several areas in particular which should be considered for designation as special environmental management areas, as provided in the Olympia Environmentally Sensitive Area Ordinance.

- a. The vicinity of Indian Creek
- b. The steep, wooded ravines west of Wilson Street and 18th Avenue SE
- c. The vicinity of Chambers Lake

As this neighborhood grows, there will be a need for additional park facilities of various scales. The abandoned Chehalis-Western railroad right-of-way abuts this neighborhood as well, offering an outstanding potential recreation facility. For more discussion, see the section on the Northeast Neighborhood, above, and the chapter on Parks and Open Space.

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THE EASTSIDE NEIGHBORHOODS

J. EASTSIDE NEIGHBORHOOD

1. Background

The Eastside Neighborhood is a community of quiet streets and older, affordable homes. Many of the homes have beautiful views of downtown, the State Capitol Campus, and the Black Hills in the distance. The area also has many historic homes. This neighborhood's close proximity to the downtown area provides its residents with convenient access to downtown retail shops, sources of entertainment, and downtown and Capital Campus work locations.

Because most of the housing in this neighborhood is quite old and many of the residents are of modest means, the city invested roughly \$1 million in renovation and maintenance projects using Federal funding sources during the early and mid-1980's. This investment has spurred many other renovation projects by surrounding residents, and it appears that the level of maintenance and owner-occupancy in the neighborhood has improved.

The east half of the Eastside Neighborhood is relatively flat while the west half slopes westwardly to the downtown. Although the western slopes are fairly steep throughout, only in the area between Central Avenue and Fir Street south of Seventh Avenue are there problems of geologic instability and severe soil limitations for road and building construction. Wooded areas and a stream are found in the south portion of the neighborhood.

The entire Eastside Neighborhood lies within the existing sewer and water service area. Even so, many homes are not yet served by sewer, and many older water lines are substandard.

Over 90 percent of the Eastside Neighborhood is developed. The majority of the neighborhood consists of single-family homes with scattered multifamily dwellings and a strip of commercial development between State Avenue and the alley south of Fourth Avenue. The neighborhood has excellent access to the downtown and Fourth Avenue shopping areas.

The Eastside Neighborhood road circulation network consists of over 25 access streets, two collector streets, one minor arterial, and two major arterials.

2. Recommendations

Many older neighborhoods nation-wide are experiencing rejuvenation as young singles, couples, and families are buying and rehabilitating affordable, older homes in inner-city neighborhoods. This process appears to be under way now in the Eastside neighborhood, encouraged by city housing rehabilitation programs.

The process should be encouraged to continue by taking steps designed to enhance the attractiveness and stability of the area as a residential neighborhood, a place for people to buy and own their own homes.

The first strategy should be preservation of the neighborhood's predominantly single-family living environment. Consistent with Policy LU 5.1, the zoning boundary between single-family and duplex districts should be relocated. It should move from McCormick Street at the top of the Eastside Hill, to Boundary Street at the bottom. The area between Eastside and Boundary Streets should remain in its current zoning (mostly duplex), as a transitional area between the downtown and the single-family neighborhood to the east.

On the north side of the neighborhood, the boundary between residential and commercial zoning should follow the alley between Fourth and Fifth Avenues to prevent business encroachment into the neighborhood from the north.

A buffer strip of trees and shrubs along the I-5 corridor (the neighborhood's southern boundary) should be established as a visual and noise screen. Again, these measures are to preserve the existing single-family residential characteristic of the neighborhood.

In conjunction with the above recommendation, there is a need to preserve additional open space in the Eastside Neighborhood. Due to the high density of the neighborhood, very few areas (especially those greater than one half acre) are available for open space--small parks/playgrounds, wildlife, community gardens, etc. One small neighborhood park and two ballfields adjacent to local schools are the only dedicated open space in the neighborhood. There is a need to identify and protect some of the few remaining open spaces within the neighborhood. Along these lines, the city should develop additional dedicated open space.

View property on the hillside west of McCormick Street is ripe for development, but is also a natural resource for residents and friends of the Eastside. Therefore, a park has been developed at the Olympia School District property bordered by 8th, 10th, McCormick, and Lybarger Streets. This allows the preservation of some open space, provides some quiet area in the neighborhood and allows the entire city to enjoy a view from the Eastside Hill. Other open spaces along the hillside and throughout the neighborhood should be examined and considered for dedicated open space.

It is the goal of the city to promote traffic patterns which encourage safe, efficient passage of autos within the neighborhood by residents, while at the same time discouraging through traffic from outside the neighborhood. Detailed recommendations on traffic flow are found in the Transportation Chapter.