

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, AMENDING OLYMPIA MUNICIPAL CODE TITLES 14 AND 18 AND ESTABLISHING A PLANNED ACTION FOR THE CAPITAL MALL TRIANGLE SUBAREA**

**WHEREAS**, the State Environmental Policy Act (SEPA) and implementing rules provide for the integration of environmental review with land use planning and project review through designation of “planned actions” by jurisdictions planning under the Growth Management Act (GMA); and

**WHEREAS**, designation of a planned action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a planned action environmental impact statement (EIS) and thereby encourages desired growth and economic development; and

**WHEREAS**, the City wants to designate a planned action for the Capital Mall Triangle Subarea; and

**WHEREAS**, the Capital Mall Triangle Subarea is a 288-acre area that surrounds the Capital Mall and is bordered by Black Lake Boulevard on the east, Cooper Point Road on the west, and on the north by Capital High School, and a low-density single family residential neighborhood, which are approximately two city blocks north of Harrison Avenue; and

**WHEREAS**, the Capital Mall Triangle Subarea is a regional shopping destination, but it has a current land use pattern that includes traditional big box retail, is auto-oriented, and has a suburban mall surrounded by large parking lots accessed by a network of five-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea; and

**WHEREAS**, the City has adopted a Comprehensive Plan complying with the state Growth Management Act, RCW chapter 36.70A; and

**WHEREAS**, the Capital Mall Triangle Subarea is designated by the Comprehensive Plan as an Urban Corridor and is singled out as one of three ‘focus areas’ for these corridors. The Comprehensive Plan states, *“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.”*; and

**WHEREAS**, the Capital Mall Triangle Subarea is one of the three areas in the City of Olympia with the High Density Neighborhoods Overlay. The Comprehensive Plan explains that the goal of this overlay is to *“Concentrate housing into three high-density Neighborhoods: Downtown Olympia, Pacific/Martin/Lilly Triangle; and the area surrounding Capital Mall.”*; and

**WHEREAS**, the Comprehensive Plan recommends the City work to *“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.”*; and

**WHEREAS**, the Comprehensive Plan states, *“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.”*; and

**WHEREAS**, consistent with the goals and policies of the Comprehensive Plan, the City has engaged in extensive subarea planning to guide the Capital Mall Triangle Subarea’s growth and redevelopment; and

**WHEREAS**, the purpose of Capital Mall Triangle Subarea Plan and planned action EIS is to facilitate the transition of the subarea, as envisioned in the Comprehensive Plan, into a complete, vibrant, and economically viable urban neighborhood; and

**WHEREAS**, on December 21, 2021, the City of Olympia entered into a grant agreement with the Washington State Department of Commerce to fund a subarea plan and a planned action EIS for the Capital Mall Triangle Subarea; and

**WHEREAS**, on June 23, 2022, the City entered into a Professional Services Agreement with Makers Architecture and Urban Design, for professional consulting services for the subarea plan and planned action EIS; and

**WHEREAS**, the City of Olympia developed a Public Participation Plan for the development and review of the subarea plan and planned action EIS; and

**WHEREAS**, the City used its Capital Mall Triangle Subarea Plan webpage for this planning proposal as a means of providing project information and updates to the public that was accessible at the public’s convenience; and

**WHEREAS**, the City used the Parties of Record contact list for the Capital Mall Triangle Subarea Plan and the City’s Enews publication as a means of providing project information and updates to the public throughout the planning process; and

**WHEREAS**, the City held public meetings and hearings as part of a coordinated Capital Mall Triangle Subarea public participation program throughout 2022, 2023, and 2024; and

**WHEREAS** the City issued E-Newsletters to all members subscribed to the Planning and Development listserv on March 31, 2022, June 29, 2022, October 11, 2022, October 24, 2022, January 25, 2023, March 30, 2023, May 3, 2023, June 7, 2023, September 28, 2023, February 5, 2024, February 26, 2024, and March 18, 2024; and

**WHEREAS** the City issued email updates to all Parties of Record for this planning process on March 18, 2022, March 31, 2022, June 29, 2022, August 2, 2022, September 30, 2022, October 21, 2022, January 25, 2023, March 27, 2023, May 3, 2023, June 7, 2023, September 28, 2023, October 19, 2023, February 5, 2024, February 26, 2024, and March 18, 2024; and

**WHEREAS** the City convened a Stakeholder Work Group and held meetings on October 4, 2022, January 11, 2023, September 20, 2023, and November 28, 2023; and

**WHEREAS** the City met with representatives of several business organizations on May 24, 2023, and held public business focused meetings on June 15, 2023, and October 12, 2023; and

**WHEREAS** the City held public community meetings on October 20, 2022, February 2, 2023, September 20, 2023, October 18, 2023, October 25, 2023, and March 7, 2024; and

**WHEREAS**, on September 12, 2022, the City completed an environmental checklist and submitted it to the Community Planning and Development Department of the City of Olympia for review; and

**WHEREAS**, on October 24, 2022, the City as lead agency issued a Determination of Significance for the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, the City as lead agency provided public comment opportunities through an EIS scoping period from October 24, 2022, to November 14, 2022; and

**WHEREAS**, the City conducted a community meeting on October 20, 2022 and provided notice to the community, including affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action, in compliance with RCW 43.21C.440; and

**WHEREAS**, the City provided a public comment period for the Draft Capital Mall Triangle Subarea Plan and draft planned action EIS from September 28, 2023, to October 30, 2023; and

**WHEREAS**, the City conducted public meetings on October 18, 2023, and October 25, 2023, to receive community input on the Draft Capital Mall Triangle Subarea Plan and draft planned action EIS; and

**WHEREAS**, on February 7, 2024, the Capital Mall Triangle Subarea Plan and final Capital Mall Triangle Subarea planned action EIS were sent to the Washington State Department of Commerce Growth Management Services as required by RCW 36.70A.106; and

**WHEREAS**, on February 8, 2024, the Capital Mall Triangle Subarea Plan and final Capital Mall Triangle Subarea planned action EIS were released to the public and placed on the project webpage; and

**WHEREAS**, on March 18, 2024, the Olympia Planning Commission received a briefing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing was provided to all Recognized Neighborhood Associations with the City of Olympia pursuant to Chapter 18.78 OMC, Public Notification, and Chapter 18.86 OMC, Neighborhood Association Recognition and Notification; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing was provided to all Parties of Record, all persons subscribed to the Planning and Development E-newsletter listserv, and all properties within 300 feet of the subarea boundary; and

**WHEREAS**, on March 22, 2024, a legal notice was published in The Olympian newspaper regarding the date of the Planning Commission's public hearing on the subarea plan; and

**WHEREAS**, on April 1, 2024, the Planning Commission held a public hearing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on April 15, 2022, the Planning Commission deliberated on the Capital Mall Triangle Subarea Plan and forwarded a recommendation to the City Council to approve the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on May 9, 2024, the Land Use and Environment Committee received a briefing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on June 11, 2024, the Olympia City Council held a study session on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on July 9, 2024, the Olympia City Council approved an ordinance adopting the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, the Capital Mall Triangle Subarea planned action EIS identifies impacts and mitigation measures associated with planned development in the Capital Mall Triangle Subarea; and

**WHEREAS**, the City has adopted development regulations and ordinances which will help protect the environment; and

**WHEREAS**, the City is adopting regulations specific to the Capital Mall Triangle Subarea which will guide the allocation, form, and quality of desired development; and

**WHEREAS**, the City is adopting regulations specific to the Capital Mall Triangle Subarea to mitigate the impacts of future desired development, as specified in the planned action EIS; and

**WHEREAS**, on December 2, 2024, the Olympia Planning Commission received a briefing on the development regulation amendments; and

**WHEREAS**, on December 23, 2024, notice of the Planning Commission public hearing was provided to Recognized Neighborhood Associations pursuant to Chapter 18.78 OMC, Public Notification, and Chapter 18.86 OMC, Neighborhood Association Recognition and Notification; and

**WHEREAS**, on December 23, 2024, notice of the Planning Commission public hearing was provided to all Parties of Record, all persons subscribed to the Planning and Development E-newsletter listserv, and all properties within 300 feet of the subarea boundary; and

**WHEREAS**, on December 27, 2024, a legal notice was published in The Olympian newspaper regarding the date of the Planning Commission's public hearing on the development regulation amendments; and

**WHEREAS**, on January 6, 2025, the Planning Commission held a public hearing on the development regulation amendments; and

**WHEREAS**, on January 6, 2025, the Planning Commission deliberated on the development regulation amendments and forwarded a recommendation to the City Council to approve an ordinance amending the development regulations; and

**WHEREAS**, on February 20, 2025, the Land Use and Environment Committee received a briefing on the development regulation amendments; and

**WHEREAS**, on March 27, 2025, the Land Use and Environment Committee received a second briefing on the development regulation amendments and forwarded a recommendation to the City Council to approve the ordinance amending the development regulations; and

**WHEREAS**, on May 20, 2025, the Olympia City Council approved the development regulation amendments; and

**WHEREAS**, the Proposed Amendments are consistent with the Olympia Comprehensive Plan and the Olympia Municipal Code; and

**WHEREAS**, the Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (October 2024) was reviewed and used by the City in objectively evaluating the proposed subarea plan; 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 OMC Section 14.00.000.** Olympia Municipal Section 14.00.000 is hereby amended as follows:

**Title 14  
ENVIRONMENTAL PROTECTION**

**Chapters:**

**14.04 Environmental Policy**

**14.06 Capital Mall Triangle Subarea Planned Action**

**Section 2. Amendment of OMC Title 14.** Olympia Municipal Title 14 hereby amended to add Chapter 14.06 to read as follows:

**Chapter 14.06  
CAPITAL MALL TRIANGLE SUBAREA PLANNED ACTION ORDINANCE**

**14.06.000 Chapter Contents**

**Sections:**

**14.06.010 Planned Action Area**

**14.06.020 Transportation Limits**

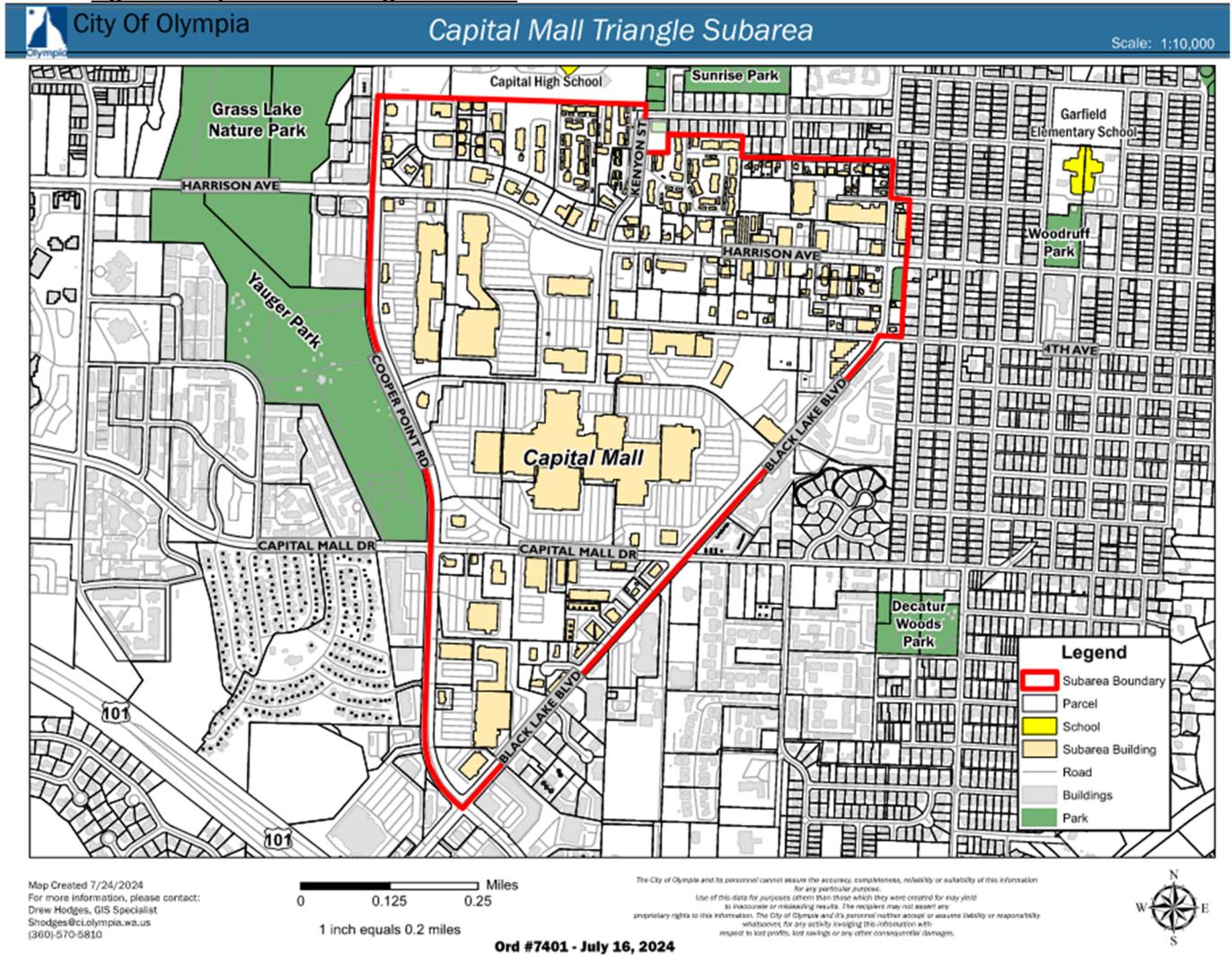
**14.06.030 Elements of the Environment**

**14.06.040 Changed Conditions**

## 14.06.010 Planned Action Area

- A. The Capital Mall Triangle Subarea Planned Action is limited to those properties located within the boundaries of the Capital Mall Triangle Subarea as shown in Figure 1. Capital Mall Triangle Subarea (the Planned Action Area).

**Figure 1. Capital Mall Triangle Subarea.**



## 14.06.020 Transportation Limits

- A. The City has identified a net new vehicle trip end cap for the Planned Action Area, as reviewed in the Preferred Alternative of the Planned Action EIS. This trip cap was developed by reviewing both the Planned Action Area trip generation assumed in previous planning studies and the Planned Action Area trip generation as assumed in the Planned Action EIS. The net new vehicle trip end cap end is: 1,025 AM peak hour trip ends, or 1,900 PM peak hour trip ends.
1. In no case may net new vehicle trip ends exceed the trip cap established for the AM or PM peak hour. The City shall conduct monitoring to determine when the trip cap is

reached. Development that results in the trip cap being exceeded will be required to conduct SEPA review in accordance with OMC Title 14 *Environmental Protection*.

2. All planned actions must be consistent with subsections (B) to (F) of this section.

## B. SEPA Requirements

1. Up until the trip cap is reached, the SEPA Responsible Official, or designee, shall require a limited trip generation and distribution analysis prepared by any Planned Action Project applicants that must include the following elements:

i. Brief project description

ii. Expected AM Peak, PM Peak, and Daily vehicle trip ends generated

1. Vehicle trip ends must account for pass-by trips and trips that are internal to the subarea. Pass-by and internal trips will not count against the trip cap.

iii. Anticipated trip distribution, including percentage of trip generation accessing US 101 via the Black Lake Boulevard interchange

iv. Assessment of site circulation and accesses that summarizes:

1. Location of accesses, including both accesses to the internal road network of the Subarea and principal accesses to the surrounding arterial streets (Cooper Point Road, Black Lake Boulevard, Harrison Avenue, and/or Capital Mall Drive).

a. Arterial access points must be confirmed in coordination with City staff

b. Layout of internal road network serving the Planned Action Project must be confirmed with City staff to ensure consistency with the alignments and access spacing documented in the Subarea Plan and the City of Olympia Comprehensive Plan.

2. Number of AM peak hour, PM peak hour and daily trips expected to enter and exit each access.

3. Anticipated turn storage lane requirements for both internal access points and arterial access points, including number of lanes and dimensions.

4. Conformity with City standards for safe and efficient circulation and site access

v. Safety analysis including crashes from the most recent complete five-year period. The number of locations to be analyzed under this safety analysis must be confirmed with City staff, but must at minimum include all proposed access points onto existing roadways and any signalized or roundabout intersection adjacent to these access points. This safety analysis must summarize the following:

1. Crashes by severity

2. Detailed crash trends for all serious or fatal crashes, including



mitigating a Planned Action Project's impacts consistent with Table E-1, the Transportation Master Plan, and City standards. The City shall condition all Planned Action Project permits to:

- a. Implement system improvements related to growth in the Subarea. A Planned Action Project applicant's responsibility to provide for system improvements is based on the payment of citywide impact fees for improvements included in the Subarea. In addition, the Planned Action Project applicant shall pay the Project's fair share of system improvements not included in the citywide impact fee in proportion to the vehicle trips generated to support necessary improvements identified in the Planned Action EIS (proportionate share).
  - b. Provide site specific mitigation consistent with City standards. The City shall require safe and efficient circulation and site access and improvements attributable to each individual Planned Action Project in order to meet City standards based on the results of the Trip Generation and Distribution analysis documented in Section 14.06.020.B(a).
3. Mitigation Measure: Where a Planned Action Project would implement new roadways internal to the Subarea, these roadways must be consistent with the alignments and access spacing requirements documented within the Subarea Plan, the Olympia Comprehensive Plan, the Olympia Transportation Master Plan, and the Engineering Design and Development Standards, or as amended by the Director of Public Works or designee. The Planned Action Project applicant shall coordinate with the SEPA Responsible Official, or designee, to confirm consistency with the most recent City plans and expectations for the Subarea.
4. Mitigation Measure: Pending the review of the site access and circulation evaluation and safety evaluation defined in section B above, the Planned Action Project applicant shall implement any necessary improvements to facilitate access or mitigate potential safety hazards identified in these studies. These mitigations can be achieved either through construction of required improvements or through a proportionate mitigation payment, to be determined by the SEPA Responsible Official, or designee, as noted in F(c), below.
5. Mitigation Measure: Where a Planned Action Project's street frontage includes an existing or planned transit stop, including those plans documented in the Planned Action EIS, such development must be conditioned to install transit stops and transit supportive infrastructure to the standards of the City and Intercity Transit.
6. Mitigation Measure: The SEPA Responsible Official, or designee, shall condition all Planned Action Projects to ensure the proposed use or development contributes to the Subarea achieving the desired reduction in vehicle travel, as documented in the Planned Action EIS.

Planned Actions must implement transportation demand management (TDM) measures consistent with the Subarea Plan and the Transportation Master Plan. The City will record conditions of approval applicable to future tenants to ensure the TDM measures are implemented.

**Table E-1. Transportation Improvements**

<u>Assumed ID</u>	<u>Project Name</u>	<u>Description</u>	<u>Mode Priority</u>
<b>CROSSWALK IMPROVEMENTS ON ARTERIALS</b>			
<u>1</u>	<u>Harrison Avenue and Kenyon Street Pedestrian Safety Improvements</u>	<u>Improve Harrison Avenue and Kenyon Street intersection for greater pedestrian safety</u>	<u>Pedestrian</u>
<u>2</u>	<u>Harrison Avenue east of Kenyon Street Mid-Block Crossing(s)</u>	<u>Add mid-block crossing(s) on Harrison Avenue east of Kenyon Street. Consider any future Bing St connection.</u>	<u>Pedestrian</u>
<u>3</u>	<u>Harrison Avenue and Division Street Pedestrian Safety Improvements</u>	<u>Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety</u>	<u>Pedestrian</u>
<u>4</u>	<u>Cooper Point Road north of Skate Park Mid-block Crossing</u>	<u>Add a mid-block crosswalk on Cooper Point Road north of the Skate Park crosswalk and south of Harrison Avenue</u>	<u>Pedestrian</u>
<u>5</u>	<u>Cooper Point Road north of Capital Mall Drive Mid-block Crossing</u>	<u>Add mid-block crossing(s) on Cooper Point Road just north of Capital Mall Drive</u>	<u>Pedestrian</u>
<u>6</u>	<u>Cooper Point Road south of Capital Mall Drive Mid-block Crossing</u>	<u>Add mid-block crossing(s) on Cooper Point Road just south of Capital Mall Drive</u>	<u>Pedestrian</u>
<b>BICYCLE FACILITIES</b>			
<u>7</u>	<u>Cooper Point Road and Harrison Avenue Bicycle Safety Improvements</u>	<u>Implement safety improvements at the Intersection of Cooper Point Road and Harrison Avenue</u>	<u>Bicycle</u>
<u>8</u>	<u>Capital Mall Drive SW Enhanced Bike Lane</u>	<u>Implement enhanced bike lane along 7th Ave SW/Capital Mall Drive/9th Ave SW between Kaiser Road SW and Fern Street SW and along Fern St between 9th Ave SW and the 11th Ave Pathway</u>	<u>Bicycle</u>
<b>ROUNDBABOUTS</b>			
<u>9</u>	<u>9th Avenue and Black Lake Boulevard Roundabout</u>	<u>Construct a roundabout at 9th Avenue and Black Lake Boulevard</u>	<u>Multimodal</u>

<u>Assumed ID</u>	<u>Project Name</u>	<u>Description</u>	<u>Mode Priority</u>
<u>10</u>	<u>Harrison Ave Roundabouts</u>	<u>Design and construct roundabouts (or other intersection improvements) as determined by the Harrison Ave corridor study.</u>	<u>Multimodal</u>
<u>11</u>	<u>Black Lake Boulevard Roundabouts</u>	<u>Design and construct roundabouts (or other intersection improvements) as determined by the Black Lake Boulevard corridor study.</u>	<u>Multimodal</u>
<u>12</u>	<u>Cooper Point Roundabouts</u>	<u>Consider designing and constructing roundabouts on Cooper Point Rd SW at Capital Mall Dr SW and Mall Loop Dr and other locations along Cooper Point Rd SW within the subarea consistent with the Transportation Master Plan.</u>	<u>Multimodal</u>

F. Discretion.

1. The City's SEPA Responsible Official, or designee, shall determine incremental and total vehicle trip generation, consistent with the version of the Institute of Transportation Engineers (ITE) Trip Generation Manual that is in effect at the date of application submittal, or an alternative method accepted by the responsible City official, or designee, at their sole discretion, for each Planned Action Project application proposed under this Planned Action.
2. The City's SEPA Responsible Official, or designee, shall condition all Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Olympia Municipal Code.
3. The City's SEPA Responsible Official, or designee, shall condition all Planned Action Project applications to either:
  - i. Pay for the full cost of implementation of pertinent mitigations identified in Table E-1 or to satisfy access or mitigate safety impacts if the SEPA Responsible Official, or designee, determines that the Planned Action Project is fully responsible for impacts necessitating the given mitigation; or,
  - ii. Pay a proportionate share of cost of the project improvements outlined in Table E-1 or to satisfy access or mitigate safety impacts. Proportionate share will be contingent on the timeline of when the project files for building permit, and shall be calculated in coordination with the SEPA Responsible Official, or designee.

G. Frontage Improvements: Nothing in this Chapter may be construed to mean that any project is exempt from frontage improvements required in the Engineering Design and Development Standards.

#### **14.06.030 Elements of the Environment**

A project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS will not qualify as a Planned Action Project.

#### **14.06.040 Changed Conditions**

Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official, or designee, may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

**Section 3. Amendment of OMC 18.38.100.** Olympia Municipal Code Section 18.38.100 is hereby amended to read as follows:

#### **18.38.100 Vehicular and bicycle parking standards**

- A. Required Vehicular and Bicycle Parking. A minimum number of bicycle parking spaces are required as set forth in Table 38-01 below. The specific number of motor vehicle parking spaces set forth in Table 38-01 must be provided, however the project proponent may increase or decrease by 10 percent automatically. This is not exclusive of other modifications as outlined elsewhere in the chapter. Residential uses, when parking is on site and not located in a parking lot, shall provide parking space(s) that are at least eight feet wide by 18 feet in length.
- B. Building Area. All vehicle parking standards are based on the gross square feet of building area, unless otherwise noted.
- C. Residential Provisions.
  - 1. Residential uses, such as housing for seniors or people with disabilities, that provide parking for staff or visitors, that comply with parking provisions in state law (RCW [36.70A.620](#)), shall record a covenant restricting use of the site to the approved use (e.g., seniors, people with disabilities). The covenant must be recorded prior to issuance of applicable construction permits.
  - 2. For projects outside of the Downtown Exempt Parking Area, development projects with five or more residential units shall provide at least one accessible parking space. Accessible parking shall meet the location and dimensional standards in the adopted building codes.
  - 3. For accessory dwelling units, single family homes, duplexes, townhouses on individual lots, and mobile home parks there is no maximum amount of parking allowed when all other zoning standards are satisfied (e.g. lot coverages).
  - 4. New residential development projects within the area bounded by Cooper Point Road, Black Lake Boulevard, and Harrison Avenue (known as the Capital Mall Triangle) are exempt from minimum motor vehicle parking requirements.

- D. Reserved Area for Bicycle Spaces. Where specified in Table 38.01 below, an area shall be designated for possible conversion to bicycle parking. Such reserve areas must meet the location requirements of short-term parking and may not be areas where pervious surfaces or landscaping is required. A cover is not required for such areas.

**TABLE 38.01**

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
<b>COMMERCIAL</b>			
Carpet and Furniture Showrooms	1.25 space per 1,000 square feet of gross showroom floor area. Each store shall have a minimum of 4 spaces.	1 per 16,000 square feet of showroom floor area. Minimum of 2.	1 per 8,000 square feet of showroom floor area. Minimum of 2.
Child and Adult Day Care	1 space for each staff member plus 1 space for each 10 children/adults if adequate drop-off facilities are provided. Adequate drop-off facilities must allow a continuous flow of vehicles which can safely load and unload children/adults. Compliance with this requirement shall be determined by the review authority. <u>If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratios above.</u>		
Hotel and Motel	1 space for each room or suite and 1 space per manager's unit. Hotel/motel banquet and meeting rooms shall provide 6 spaces for each 1,000 square feet of seating area. Restaurants are figured separately.	1 per 10 rooms. Minimum of 2.	1 per 1,000 square feet of banquet and meeting room space. Minimum of 2.
Markets, Shopping Centers and Large Retail/Wholesale Outlets	Less than 15,000 square feet = 3.5 spaces for each 1,000 square feet of gross floor areas. 15,001 to 400,000 square feet = 4 spaces for each 1,000 square feet of gross floor area.	1 per 6,000 square feet. Maximum of 5; minimum of 1.	1 per 3,000 square feet. Maximum of 10 per tenant; minimum of 2 within 50 feet of each customer entrance.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
	<p>More than 400,001 square feet = 4.5 spaces per 1000 square feet of gross floor area.</p> <p><u>If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratios above.</u></p>		
Medical and Dental Clinics	4 spaces per 1,000 square feet of gross floor area.	1 per 10,000 square feet. Minimum of 2.	1 per 10,000 square feet, minimum of 2 within 50 feet of each customer entrance; plus an equal reserved area for adding spaces.
<b>COMMERCIAL</b>			
Ministorage	3 spaces minimum or 1 space for every 100 storage units, and 2 spaces for permanent on-site managers.	None	None
Mixed Uses	Shared parking standards shall be used to calculate needed parking. This calculation is based upon the gross leasable area (GLA) for each shop or business and does not include atriums, foyers, hallways, courts, maintenance areas, etc. See shared parking OMC <a href="#">18.38.180</a> .	See individual use standards.	See individual use standards
Mortuaries and Funeral Parlors	1 space per 75 square feet of assembly area or 13 stalls per 1,000 square feet.	1	2
Offices, General	<p>Gross floor area up to 2,000 square feet = 1 space for each 250 square feet</p> <p>Gross floor area between 2,001 to 7,500 square feet = 1 space for each 300 square feet</p> <p>Gross floor area between 7,501 to 40,000 square feet = 1 space for each 350 square feet</p>	1 per 10,000 square feet. Minimum of 2.	1 per 10,000 square feet; plus an equal reserved area for adding spaces. Minimum of 2.

**TABLE 38.01**

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
	Gross floor area of 40,001 and greater = 1 space for each 400 square feet. <u>If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratios above.</u>		
Offices, Government	3.5 spaces per 1,000 square feet. <u>If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additionally, up to 3.5 spaces per 1,000 square feet may be provided.</u>	1 per 5,000 square feet. Minimum of 2.	1 per 5,000 square feet; minimum of 2; plus an equal reserved area for adding spaces.
Retail Uses	3.5 spaces per 1,000 square feet. <u>If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additionally, up to 3.5 spaces per 1,000 square feet may be provided.</u>	1 per 6,000 square feet. Maximum of 5; minimum of 1.	1 per 3,000 square feet. Maximum of 10 per tenant; minimum of 2 within 50 square feet of each customer entrance.
Service Station (mini-marts are retail uses)	3.5 spaces per 1,000 square feet g.f.a. or 1 space per 300 square feet.	None	None
Warehouse, Distribution	1 space for each 1,000 square foot or 1 space for each employee.	1 per 40,000 square feet or 1 per 40 employees. Minimum of 1.	None
Warehouse Storage	Gross Floor area of 0-10,000 square feet = 1 space for each 1,000 square feet Gross floor area between 10,001 – 20,000 square feet = 10 spaces plus .75 space for each additional 1,000 square feet beyond 10,000 square feet Over 20,000 square feet = 18 spaces plus .50 for each additional 1,000 square feet beyond 20,000 square feet, or 1 space for each employee.	1 plus 1 for each 80,000 square feet above 64,000 square feet; or 1 per 40 employees. Minimum of 1.	None
<b>INDUSTRIAL</b>			

**TABLE 38.01**

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
Manufacturing	1 for each 2 employees on the largest shift, with a minimum of 2 spaces.	1 for each 30 employees on largest shift. Minimum of 2.	1 for each 30 employees on largest shift. Minimum of 2.
<b>INSTITUTIONAL</b>			
Beauty Salons/Barber Shops, Laundromats/Dry Cleaners, and Personal Services		1 per 6,000 square feet. Minimum of 1.	1 per 3,000 square feet. Minimum of 2.
Educational Facilities (to include business, vocational, universities, and other school facilities).		1 per 5 auto spaces. Minimum of 2.	1 per 5 auto spaces. Minimum of 4.
Elementary and Middle School	1 stall per 12 students of design capacity.	1 per classroom.	3 per classroom.
Farmers Market		None	1 per 10 auto stalls. Minimum of 10.
High School	1 space per classroom and office, plus 1 space for each 4 students that are normally enrolled and are of legal driving age. Public assembly areas, such as auditoriums, stadiums, etc. that are primary uses may be considered a separate use.	1 per 5 classrooms, plus 1 for each 40 students (may also require 1 per 4,500 assembly seats). Minimum of 2.	1 per 5 classrooms, plus 1 for each 40 students (may also require 1 per 4,500 assembly seats). Minimum of 4.
Hospitals, Sanitariums, Nursing Homes, Congregate Care, Rest Homes, Hospice Care Home and Mental Health Facilities.	1 for each 2 regular beds, plus 1 stall for every 2 regular employees on the largest shift.	1 per 30 beds, plus 1 per 30 employees on largest shift. Minimum of 2.	1 per 30 beds, plus 1 per 30 employees on largest shift. Minimum of 2.
Libraries and Museums	1 space per 300 square feet of public floor area or 3.3 spaces per 1,000 square feet. 6 stalls either on-site or on-street directly adjacent to the property. The Director may allow pervious-type parking surfaces.	1 per 6,000 square feet of public floor area. Minimum of 2.	1 per 1,500 square feet of public floor area. Minimum of 4.

**TABLE 38.01**

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
Marinas		Minimum of 4.	1 per 10 auto stalls. Minimum of 4.
Other Facilities Not Listed		None	1 per 25 auto stalls. Minimum of 2.
Park-N-Ride Lots and Public (Parking) Garages		1 per 15 auto stalls. Minimum of 4.	2.
Parks		None	1 per 5 auto stalls. Minimum of 4.
Transit Centers		10.	10.
<b>PLACES OF ASSEMBLY</b>			
Passenger Terminal Facilities	1 space for each 100 square feet of public floor area or 10 spaces per 1,000 square feet	Minimum of 10.	Minimum of 10.
Place of Worship	1 space per 4 seats. When individual seats are not provided, 1 space for each 6 feet of bench or other seating. The Director may use a ratio of 6 stalls/1,000 square feet of assembly area where seats or pews are not provided or when circumstances warrant increased parking; e.g., large regional congregations which attract a large congregation or one which has multiple functions. See shared parking OMC <a href="#">18.38.180</a> .	1 per 10,000 square feet of gross floor area.	1 per 160 seats or 240 lineal feet of bench or other seating, and 1 per 6,000 square feet of assembly area without fixed seats. Minimum of 4.
Private Clubs or Lodges (does not include health clubs or retail warehouse)	6 spaces per 1,000 square feet	1 per 6,000 square feet. Minimum of 1.	1 per 6,000 square feet. Minimum of 2.
Theater and Auditorium	1 space for each 4.5 fixed seats. If the theater or auditorium is a component of a larger commercial development the above parking standard may be modified to account for shared parking as provided in OMC <a href="#">18.38.180</a> .	1 per 450 fixed seats. Minimum of 1.	1 per 110 fixed seats. Minimum of 4.

**TABLE 38.01**

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
Theater and Auditorium without fixed seats	1 space for each 3 permitted occupants. Maximum building occupancy is determined by the Fire Marshal.	1 per 300 permitted occupants. Minimum of 1.	1 per 75 permitted occupants. Minimum of 4.
<b>RECREATION/AMUSEMENT</b>			
Bowling Alleys	5 spaces for each alley.	1 per 12 alleys. Minimum of 1.	1 per 4 alleys. Minimum of 4.
Health Club	4 spaces for each 1,000 square feet.	1 per 5,000 square feet. Minimum 1.	1 per 2,500 square feet. Minimum of 4.
Skating Rinks and Other Commercial Recreation	5 spaces per 1,000 square feet.	1 per 8,000 square feet. Minimum of 1.	1 per 4,000 square feet. Minimum of 4.
<b>RESIDENTIAL</b>			
Accessory Dwelling Unit	None	None	None
Single Family Home, Duplex, and Townhouses on individual lots	Minimum of 0.5 spaces per unit. See OMC 18.38.100(C).	None	None
Bed and Breakfast	1 space in addition to space(s) required for the residential unit.	1 per 10 rooms. Minimum of 1.	None
Collegiate Greek system residences and dormitories	1 space for every 3 beds, plus 1 space for the manager.	1 per 14 beds. Minimum of 2.	10 per dormitory, or Collegiate Greek system residence
Community Club Houses		None	1 per 10 auto stalls. Minimum of 2.
Cottage Housing	Minimum of 0.5 spaces per unit.	1 per 5 units, or 1 per 3 units if no on-street parking. Minimum of 2.	1 per 10 units, or 1 per 6 units if no on-street parking. Minimum of 2.
Elder Care Home	1 space in addition to space(s) required for the residential unit.	Minimum of 2.	Minimum of 2.
Group Home	1 space for each staff member plus 1 space for every 5 residents. Additionally, 1 space shall be provided for each vehicle used in connection with the facility.	1 per 10 staff members plus 1 per 30 residents. Minimum of 1. Additional spaces	None

**TABLE 38.01**

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
		may be required for conditional uses.	
Home Occupations	None, except as specifically provided in this table.	None	None
Mobile Home Park	0.5 spaces per lot or unit, whichever is greater. If recreation facilities are provided, 1 space per 10 units or lots. See OMC 18.38.100(C).	None	None
Multifamily Dwellings (3 units or more)	0.5-1.5 spaces per unit.	1 storage space per unit	1 per 10 units. Minimum of 2 per building.
Any residential development within half a mile of frequent transit routes (transit service 4 times per hour for 12 or more hours per day)	0-1.5 spaces per unit.	For projects with 3 or more units: 1 storage space per unit.	For projects with 3 or more units: 1 per 10 units. Minimum of 2 per building.
Short-Term Rental	1 additional space when there are more than 2 bedrooms rented in 1 dwelling unit, and 1 additional space when there are 2 vacation rentals on 1 parcel and 1 is a single-family home. EXCEPTION: A short-term rental in existence prior to September 26, 2021, need not provide the additional parking spaces required by the preceding sentence, provided all other applicable requirements are met and provided the unit is continuously operated as a short-term rental.	None	None
Residential units for seniors or people with disabilities, when located within one quarter mile of a transit stop that receives transit service at least 4	None for the units. Staff and visitor parking may be required at a ratio of 1 space per every 4 units. The City may require more parking in areas with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that		

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
times per hour for 12 or more hours per day	would make on-street parking infeasible for the units.		
<b>RESTAURANT</b>			
Cafes, Bars and other drinking and eating establishments.	10 spaces <u>per 1,000 square feet. If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratio above.</u>	1 per 2,000 square feet; minimum of 1.	1 per 1,000 square feet; minimum of 1.
Car Hop	1 for each 15 square feet of gross floor area.	1 per 300 square feet; minimum of 1.	1 per 150 square feet; minimum of 1.
Fast Food	10 spaces per 1,000 square feet plus 1 lane for each drive-up window with stacking space for 6 vehicles before the menu board.	1 per 2,000 square feet; minimum of 1.	1 per 1,000 square feet; minimum of 1.

**Section 4. Amendment of OMC 18.06.080.** Olympia Municipal Code Section 18.06.080 Table 6.02 is hereby amended to read as follows:

**18.06.080 TABLES: Commercial Districts’ Development Standards**

**TABLE 6.02**

**COMMERCIAL DISTRICTS’ DEVELOPMENT STANDARDS**

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
MINIMUM LOT SIZE	7,200 Sq. Ft.	No minimum, except 1,600 = cottage 3,000 = zero lot 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse 6,000 sq. ft. = duplex 7,200 sq. ft. = multifamily 4,000 = other	No minimum, except 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse	No minimum, except 1,600 = cottage 3,000 = zero lot 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse 6,000 sq. ft. = duplex 7,200 sq. ft. = multifamily 4,000 = other	No minimum, except 1,600 = cottage 3,000 = zero lot 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse 6,000 sq. ft. = duplex 7,200 sq. ft. = multifamily 4,000 = other	No minimum, except 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse	No minimum, except 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse	See also 18.06.100(D) for regulations on existing undersized lots of record.
FRONT YARD SETBACK	See Chapter 18.110, Basic Commercial Design Criteria	10' maximum, if located in a High Density Corridor; 10' minimum otherwise.	5' minimum for residential otherwise none.	0-10' See 18.130	0-10' See 18.130	0-10' See 18.130	0-10' See 18.130	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
								requirements, Section <a href="#">18.40.060(C)</a> . 3. Must comply with site design standards, Chapter <a href="#">18.100</a> .
REAR YARD SETBACK	15' minimum.	10' minimum; Except: 1. Next to an R 4, R 4-8, or R 6-12 district = 15' minimum + 5' for each bldg. floor above 2 stories. 2. Next to MR 7-13, MR 10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories.	10' minimum; Except: 1. Next to single- family use or an R 4, R 4-8, or R 6-12 district = 15' minimum + 5' for each bldg. floor above 2 stories. 2. Next to MR 7-13, MR 10-18, RM-18, RM-24 or RMH district (refer to 1 above if adjacent use is single-family) = 10' minimum + 5' for each bldg. floor above 2 stories.	10' minimum; Except: 1. Next to an R4, R4-8, or R6-12 district = 15' minimum + 5' for each bldg. floor above 2 stories; 10 ft. where an alley separates HDC-1 from the above residential district. 2. Next to MR7- 13, MR 10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg.	10' minimum; Except: 1. Next to an R4, R4-8, or R6-12 district = 15' minimum + 5' for each bldg. floor above 2 stories; 10 ft. where an alley separates HDC-2 from the above residential district. 2. Next to MR7- 13, MR 10-18, RM-18, RM-24, or RMH district = 10' minimum + 5' for each bldg.	10' minimum; Except: 1. Next to single- family use or an R4, R4-8, or R6- 12 district = 15' minimum + 5' for each bldg. floor above 2 stories. 2. Next to MR7- 13, MR10-18, RM-18, RM-24 or RMH district (refer to 1 above if adjacent use is single-family) = 10' minimum + 5' for each bldg. floor above 2 stories.	10' minimum; Except: 1. Next to single- family use or an RLI, R4, R4-8, or R6-12 district - 15' minimum + 5' for each bldg. floor above 2 stories. 2. Next to MR7-13, MR10-18, RM-18, RM-24 or RMH district (refer to 1 above if adjacent use is single- family) = 10' minimum + 5' for each bldg. floor above 2 stories.	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with site design standards, Chapter <a href="#">18.100</a> .

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
				floor above 2 stories.	floor above 2 stories.			
SIDE YARD SETBACK	15' minimum.	No minimum on interior, 10' minimum on flanking street; Except: 1. Next to R 4, R 4-8, or R 6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR 7-13, MR 10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures: 5' except 6' on one side of zero lot.	No Minimum; Except: 1. Next to R 4, R 4-8, or R 6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR 7-13, MR 10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures: 5' except 6' on one side of zero lot.	No minimum on interior, 10' minimum on flanking street; Except: 1. Next to R4, R4-8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7-13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures: 5'	No minimum on interior, 10' minimum on flanking street; Except: 1. Next to R4, R4-8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7-13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each building floor above 2 stories. 3. Residential excluding mixed use structures: 5'	No Minimum; Except: 1. Next to R4, R4-8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7-13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures; 5' except 6' on one side of zero lot.	No Minimum; Except: 1. Next to RLI, R4, R4-8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7-13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures; 5' except 6' on one size of zero lot.	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle requirements, Section <a href="#">18.40.060(C)</a> . 3. Residential sideyards can be reduced consistent with 18.04.080(H)(5). 4. Must comply with site design standards, Chapter <a href="#">18.100</a> .

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
				except 6' on one side of zero lot.	except 6' on one side of zero lot.			
MAXIMUM BUILDING HEIGHT	35'	Up to 35', if any portion of the building is within 100' of R 4, R 4-8, or R 6-12 district; Up to 60' otherwise.	Up to 35', if any portion of the building is within 100' of R 4, R 4-8, or R 6-12 district; Up to 60' otherwise; or up to 70', if at least 50% of the required parking is under the building; or up to 75', if at least one story is residential.	The portion of a building within 100' of land zoned for maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60' otherwise.	The portion of a building within 100' of land zoned for maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60' otherwise.	The portion of a building within 100' of land zoned for maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60' otherwise; or up to 70', if at least	The portion of a building within 100' of land zoned for maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60' otherwise; or up to 70', if at least 50% of the required parking is under	<ol style="list-style-type: none"> <li>1. Not to exceed height limit set by State Capitol Group Height District, 18.10.060, for properties near the State Capitol Campus.</li> <li>2. Must comply with site design standards, Chapter <a href="#">18.100</a>.</li> <li>3. HDC-1 and HDC-2 additional story must comply with OMC 18.06.100.A.6.</li> <li>4. In a Downtown Design Sub-District, see 18.120.220 and 18.120.440 for upper story step back requirements.</li> <li>5. If located within the <a href="#">Capital Mall Triangle Subarea</a> see OMC <a href="#">18.06.100.A.7</a>.</li> </ol>

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
				<p>Provided that one additional story may be built for residential development only.</p>	<p>Provided that one additional story may be built for residential development only.</p>	<p>50% of the required parking is under the building; or up to 75', if at least one story is residential. <u>Up to 75' for HDC-3 zoned properties located within the Capital Mall Triangle Subarea.</u></p>	<p>the building; or up to 75', if at least one story is residential. <del>See 18.130.060 Significant Building Entry tower exemption (allows an additional 30' for a tower element at Capital Mall).</del> Up to 75' for HDC-4 zoned properties where the proposed project provides for the development of replacement dwelling units in a development agreement and the project site is all or part of an area of 40 acres or more that was in</p>	

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
							contiguous common ownership in 2009. <u>Up to 105' for HDC-4 zoned properties located within the Capital Mall Triangle Subarea. Up to 130' for HDC-4 zoned properties located within the Capital Mall Triangle Subarea and within the Affordable Housing Height Bonus Overlay (see OMC 18.06.100.A.7.)</u>	
MAXIMUM BUILDING COVERAGE	45%	70%, except 55% for residential only structures	70%; or 85% if at least 50% of the required parking is under the building.	70% for all structures	70% for all structures	70% for all structures, 85% if at least 50% of the required	70% for all structures. 85% of the site if at least 50% of the required parking is	For projects in the GC and HDC-4 zones west of Yauger Way, limitations of building

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
						parking is under the building.	under the building. On redeveloped sites, 85% if at least 50% of new required parking is under the building or in a structured parking form. 85% for HDC-4 zoned properties where the proposed project provides for the development of replacement dwelling units in a development agreement and the project site is all or part of an area of 40 acres or more that was in contiguous common ownership in 2009.	size per 18.06.100(C) and 18.130.020 apply.

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
MAXIMUM IMPERVIOUS SURFACE COVERAGE	50%	70%	85%	85% for all structures	See OMC <a href="#">18.06.100(D)</a> .			
MAXIMUM HARD SURFACE	70%	85%	100%	100%	100%	100%	100%	Hard Surfaces are treated as impervious, unless shown workable through an approved design (complies with DDECM), which requires adequate underlying soils.
ADDITIONAL DISTRICT-WIDE DEVELOPMENT STANDARDS	Maximum building size (gross sq. ft.): 3,000 for single use; 6,000 for mixed use.	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> and Figure 6-3). In a Downtown Design Sub-District, see Chapter <a href="#">18.120</a> for	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> ). In a Downtown Design Sub-District, see Chapter <a href="#">18.120</a> for	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> ).	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> ).	Building Floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> ).	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> ). <u>If located within the HDC-4 zone district and within the Capital Mall</u>	For properties in the vicinity of Kaiser Road and Harrison Ave NE, also see Pedestrian Streets Overlay District, Chapter <a href="#">18.16</a> . For retail uses over 25,000 square feet in gross floor area, see Section <a href="#">18.06.100(G)</a> Large Scale Retail Uses. EXCEPTION: Section <a href="#">18.06.100(G)</a>

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
		upper story stepbacks.	upper story stepbacks.				<u>Triangle Subarea:</u> <u>Building floors</u> <u>above 6 stories</u> <u>which abut a street</u> <u>or residential</u> <u>district must be</u> <u>stepped back a</u> <u>minimum of 8 feet.</u> <u>A step back is not</u> <u>required below 6</u> <u>stories. Mass</u> <u>tinber/cross</u> <u>laminated tinber</u> <u>constructed</u> <u>buildings are not</u> <u>required to have a</u> <u>step back.</u>	shall not apply to motor vehicle sales. In a Downtown Design Sub-District, see Chapter <a href="#">18.120</a> . If located within the Capital Mall Triangle Subarea see OMC Section <a href="#">18.06.100.B.3</a> .

LEGEND

NR = Neighborhood Retail  
 GC = General Commercial

PO/RM = Professional  
 Office/Residential Multifamily

HDC-1=High Density Corridor-1  
 HDC-2=High Density Corridor-2  
 HDC-3=High Density Corridor-3  
 HDC-4=High Density Corridor-4

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	UW	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
MINIMUM LOT AREA	7,200 Sq. Ft.	No minimum.	No minimum.	No minimum.	7,200 Sq. Ft. if bldg. height is 35' or less. 12,500 Sq. Ft. if bldg. height is over 35'.	No minimum.	
FRONT YARD SETBACK	10' maximum.	No minimum; however, see Chapter <a href="#">18.100</a> for design guidelines for pedestrian access and view corridors. In a Downtown Design Sub-District: 12' from the curb on Type A and B Streets, 10' from curb for Type C Streets.	No minimum. In a Downtown Design Sub-District: 12' from the curb on Type A and B Streets, 10' from curb for Type C Streets.	No minimum. In a Downtown Design Sub-District: 12' from the curb on Type A and B Streets, 10' from curb for Type C Streets.	No minimum.	30' minimum for buildings; 15' for other structures except signs	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle requirements, Section <a href="#">18.40.060(C)</a> . 3. See Design Guidelines, Chapter <a href="#">18.100</a> .
REAR YARD SETBACK	15' minimum; If next to a residential zone, 15' minimum plus 5' for every story over 3 stories.	No minimum; however, see Chapter <a href="#">18.100</a> for design guidelines for pedestrian access and view corridors.	No minimum.	No minimum.	5' minimum if building has 1 or 2 stories. 10' minimum if building has 3 or more stories.	15' minimum.	50' minimum from property line for agriculture buildings (or structures) which house animals other than pets.

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	UW	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
SIDE YARD SETBACK	10' minimum; 15' minimum plus 5' for every story over 3 stories if next to a residential zone.	No minimum; however, see Chapter <a href="#">18.100</a> for design guidelines for pedestrian access and view corridors.	No minimum.	No minimum.	5' minimum if building has 1 or 2 stories. 10' minimum if building has 3 or more stories; AND the sum of the 2 side yards shall be no less than 1/2 the building height.	5' minimum for buildings and 15' minimum for other structures from flanking streets.	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle requirements, Section <a href="#">18.40.060(C)</a> . 3. See Design Guidelines, Chapter <a href="#">18.100</a> .
MAXIMUM BUILDING HEIGHT	75'; except hospitals, which may exceed that height.	See 18.06.100(A)(2) and Figure 6-2, Urban Waterfront District Height Limits Exceptions: 1) In the portion of the area Downtown with a height limit of 65', two additional residential stories may be built. See 18.06.100. 2) In the portion of the area on West Bay Drive with a height limit of 42' to 65', the taller height limit is conditioned upon	Refer to Figure 6-2 and 6-2B for specific height and building configurations required on specific blocks. In a Downtown Design Sub-District, see view protection measures in 18.06.100 and Chapter <a href="#">18.120</a> .	75'; PROVIDED, however, that two additional stories may be built, if they are residential. For details, see 18.06.100(A)(4), Downtown Business District. There are restrictions around Sylvester	75' Exception: Up to 100' may be allowed with conditional approval by the City Council, upon recommendation of the Hearing Examiner. For details, see 18.06.100(C)(5), Height, Commercial Services-High Density. In a Downtown	40' accessory building limited to 20'.	Not to exceed height limit set by State Capitol Group Height District, 18.10.060, for properties near the State Capitol Campus.

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	UW	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
		the provision of certain waterfront amenities. See 18.06.100(A)(2)(c).		Park (see 18.100.080.)	Design Sub-District, see view protection measures in 18.06.100 and Chapter <a href="#">18.120</a> .		
MAXIMUM BUILDING COVERAGE	50%	60% for properties between the shoreline and the nearest upland street. 100% for properties not between the shoreline and the nearest upland street. See also Chapter <a href="#">18.100</a> for design guidelines for pedestrian access and view corridors.	100%	No requirement.	No requirement.	85%	
MAXIMUM IMPERVIOUS SURFACE COVERAGE	60%	100%	100%	100%	100%	85%	See OMC <a href="#">18.06.100(D)</a> .
MAXIMUM HARD SURFACE	80%	100%	100%	100%	100%	100%	Hard Surfaces are treated as impervious, unless shown workable through an approved design (complies with DDECM), which

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	UW	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
							requires adequate underlying soils.
ADDITIONAL DISTRICT-WIDE DEVELOPMENT STANDARDS	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(F)). Residential uses (Section 5 of Table 6.01) may not be constructed within 600 feet of Lilly Road except in upper stories of mixed use building; all other development standards are	Street ends abutting the water shall be preserved to provide views of and public access to the water, pursuant to Section <a href="#">12.16.050(D)</a> OMC. Section <a href="#">18.06.100(A)(2)(c)</a> for West Bay Drive building height and view blockage limits; and Chapter <a href="#">18.100</a> for West Bay Drive view corridors. See also Chapter <a href="#">18.100</a> for Downtown design guidelines for Pedestrian Access and View Corridors and Waterfront Public Access; Chapter <a href="#">18.100</a> for Port Peninsula design guidelines for Pedestrian Connections and View Corridors; Section <a href="#">18.06.100(A)(2)(c)</a> for West Bay Drive building height and view blockage limits; and Chapter <a href="#">18.100</a> for West Bay Drive view corridors.	Street ends abutting the water shall be preserved to provide views of and public access to the water, pursuant to OMC Section <a href="#">12.16.050(D)</a> .		Residential uses must comply with High Rise Multi-family (RM-H) development standards.	6' of sight-screening buffer shall be provided along north, east, and west district boundaries. See Olympia Park Replat covenants for access, and other standards applicable to replat lots.	For properties in the vicinity of the Downtown, also see the Downtown Design Guidelines in 18.120. For retail uses over 25,000 square feet in gross floor area, see Section <a href="#">18.06.100 (C)</a> Large Scale Retail Uses. EXCEPTION: Section <a href="#">18.06.100 (C)</a> shall not apply to motor vehicle sales.

**TABLE 6.02**

**COMMERCIAL DEVELOPMENT STANDARDS**

<b>STANDARD</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>CS-H</b>	<b>AS</b>	<b>ADDITIONAL REGULATIONS</b>
	the same as for commercial uses.						

**LEGEND**

MS = Medical Services

DB = Downtown Business

CS-H = Commercial Services - High Density

UW = Urban Waterfront

UW-H = Urban Waterfront-Housing

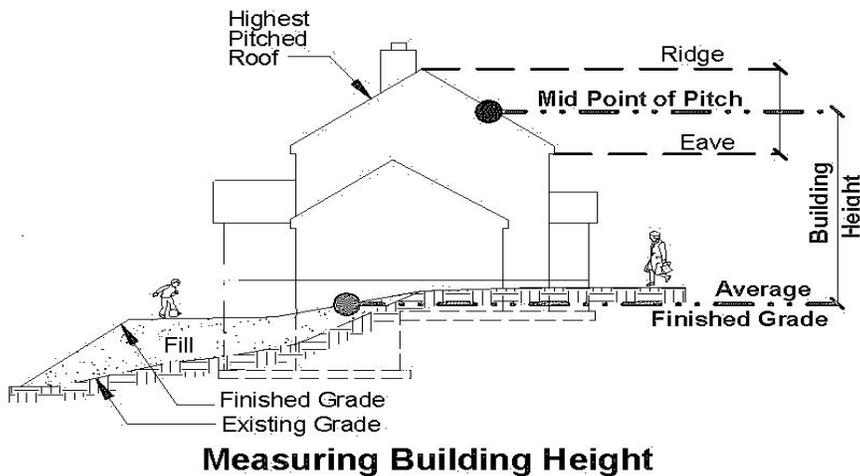
AS=Auto Services

**Section 5. Amendment of OMC 18.06.100.** Olympia Municipal Code Section 18.06.100 is hereby amended to read as follows:

**18.06.100 Commercial districts' development standards--Specific**

A. Height.

1. Roof structures for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire or parapet walls, skylights, towers, flagpoles, chimneys, smoke stacks, wireless masts, T.V. antennas, steeples and similar structures may be erected above the height limits prescribed in this Title, provided that no roof structure, feature or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space. This height exception does not apply to the additional story provision for residential development described in OMC 18.06.100.A.6. Provided, further, that no roof structure or architectural feature shall be erected more than eighteen (18) feet above the height limit of the district, whether such structure is attached to it or free-standing.



**FIGURE 6-1A**

2. Urban Waterfront (UW) District.

- a. Allowed building heights in the Urban Waterfront (UW) District are specified in Figure 6-2.
- b. Bonus for residential development.
  - i. In the area labeled sixty-five (65) feet on Figure 6-2, up to two additional stories may be built (except as limited in subsection d below), if the project is located in the downtown, and if the added stories are stepped back from the street wall at least eight

(8) feet, and if an equivalent floor area (equal to the amount from the added stories) is provided for residences, as follows:

- (a) In the same building--i.e., it is a residential or a mixed use building; or
- (b) With commercial and residential uses in separate buildings on the same site; or
- (c) With commercial and residential uses on separate sites within the Urban Waterfront (UW) district.

ii. Occupancy. Housing provided under this bonus provision as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.

iii. Conversion. Housing provided under this bonus provision shall not be converted to commercial use.

iv. Source of housing units. Housing provided under this bonus provision may be:

- (a) New construction,
- (b) Adaptive reuse of a formerly non-residential structure, or
- (c) Rehabilitation of existing housing.

c. West Bay Drive building height and view blockage limits.

i. In order to retain public and private view access to Budd Inlet from hillside sites above West Bay Drive, the maximum building height in the West Bay Drive portion of the Urban Waterfront (UW) District labeled " 42'-65' " on Figure 6-2 shall be up to a maximum of 42 feet, except as provided in subsections (iii) and (iv) below.

ii. In order to retain public view access of Budd Inlet from street level in the West Bay Drive portion of the Urban Waterfront (UW) District labeled " 42'-65' " on Figure 6-2, view blockage shall be limited as follows:

- (a) Views of the water will be defined as area without obstruction by buildings or major structures measured between 45 and 90 degrees to West Bay Drive, as illustrated in Figure 6-2A.
- (b) Said view blockage shall be limited to 45 percent of the views of the water from West Bay Drive by buildings or major structures located between West Bay Drive and the mean high water line.
- (c) Exceptions are provided in subsections (iii) and (iv) below.

iii. Development shall be subject to the alternate standards for building height and view blockage, if alternate waterfront view access is provided through public amenities as follows:

<b>Amenity Provided</b>	<b>Limits on Horizontal View Blockage and Height</b>
Waterfront Trail	70% up to 42 ft., OR 45% up to 65 ft.
Expanded Waterfront Trail Corridor Facility (or small waterfront park area).	50% up to 42 ft., OR 45% up to 50 ft.
Both	70% up to 65 ft.

Any development over 42 feet shall be required to include a minimum of 20% of the usable building area for residential purposes.

iv. Criteria for approval of alternate waterfront view access.

(a) Waterfront Trail.

(1) Trail right-of-way consistent with City trail standards shall be dedicated to the City.

(2) The trail shall be designed consistent with City standards and requirements, or as otherwise approved by the Olympia Parks, Arts and Recreation Department. Because the trail passes by different land uses, it may take a different character in different locations, for reasons of safety, privacy, or environmental protection.

(3) The developer shall design, build, and dedicate the facility to the City.

(4) An analysis of recreation needs shall be provided by the Olympia Parks, Arts and Recreation Department. An analysis of environmental impacts, hazardous waste risks, and engineering issues sufficient to determine the design and location for the trail facility shall be approved by the Olympia Parks, Arts and Recreation Department but provided by the developer. All analysis shall be complete prior to approval.

(b) Expanded Waterfront Trail Corridor Facility or Small Waterfront Park.

(1) The developer shall build and dedicate the facility and its site to the City.

(2) The expanded waterfront trail corridor facility or small park area shall be designed consistent with City and other applicable government standards and requirements, or as otherwise approved by the Olympia Parks, Arts and Recreation Department. The expanded waterfront trail corridor facility or small park may vary in size from City park standards and could include additional

right-of-way for the expanded trail, landscaping, habitat enhancement, benches, lighting, parking, restrooms, garbage receptacles, telephones, interpretive signs and other park facilities.

(3) An analysis of environmental impacts, hazardous waste risks, trail improvements, and engineering issues sufficient to design the expanded waterfront trail corridor facility or small park area shall be approved by Olympia Parks, Arts and Recreation Department but provided by the developer. All analysis shall be complete prior to approval.

(4) The expanded waterfront trail corridor facility or small park shall have a publicly accessible connection to West Bay Drive, designed, constructed, and dedicated for public use by the developer.

v. The view blockage rules shall be applied on a project-wide basis and not for each lot or parcel in a project, thus allowing projects providing more views on some lots to have more view blockage on other lots as long as the overall project meets the view blockage requirements.

d. Landmark Views: In order to protect designated landmark views from public observation points, the height bonus allowed in subsection b, above, is limited as follows:

i. Block 14 Height Bonus: A view analysis of the proposed development shall be submitted that demonstrates the view of the Capitol Drum and Dome will remain visible from the East Bay Lookout after the development occurs. This may prohibit use of the height bonus, or restrict which portions of the block are eligible to use the bonus. Block 14 is bounded by Olympia Avenue, Adams Street, Thurston Avenue, and Jefferson Street.



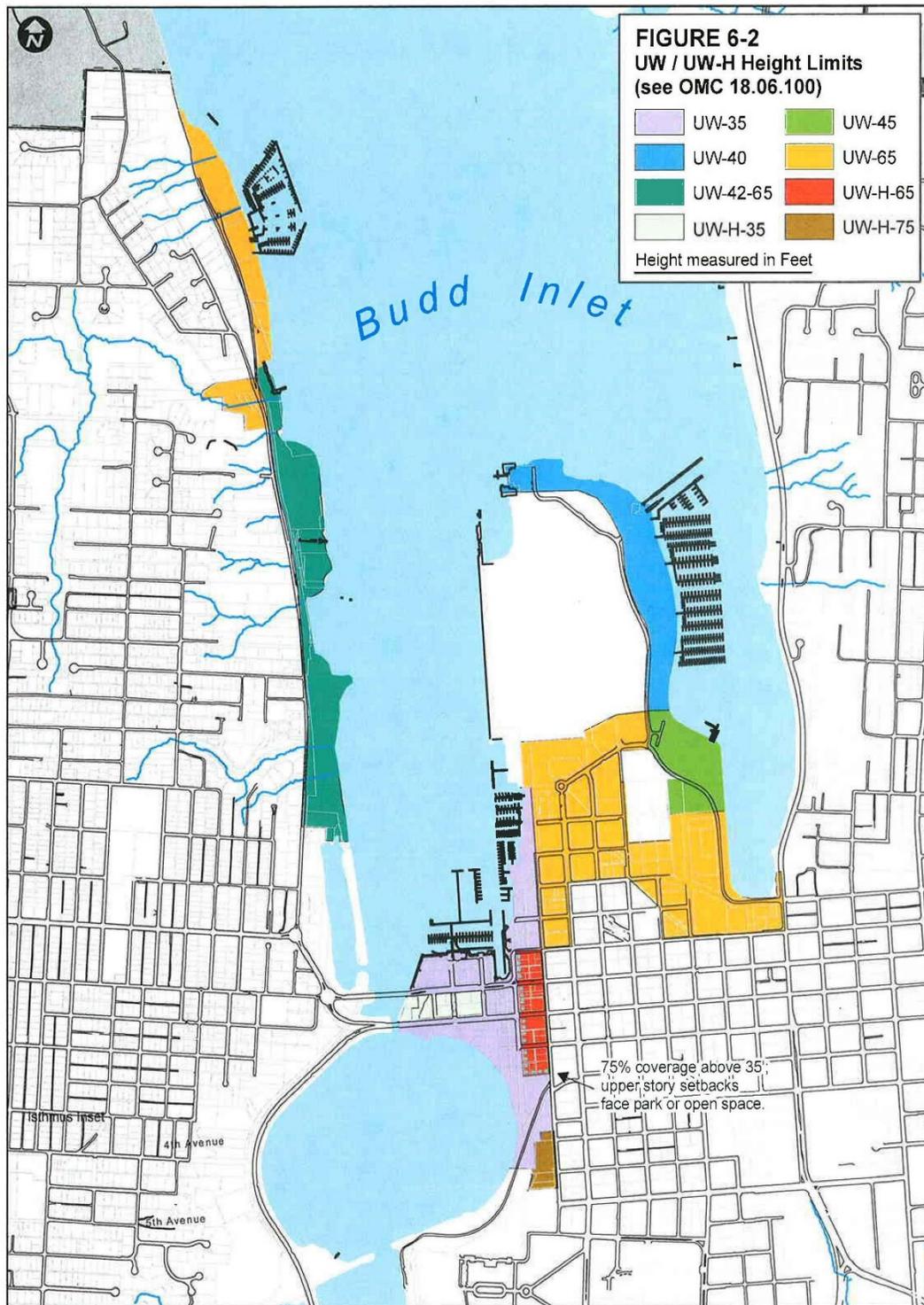
ii. Block 122: Height bonus is limited to one additional story, up to a maximum height of 75 feet. Block 122 is bounded by Olympia Ave, Jefferson Street, and Marine Drive.



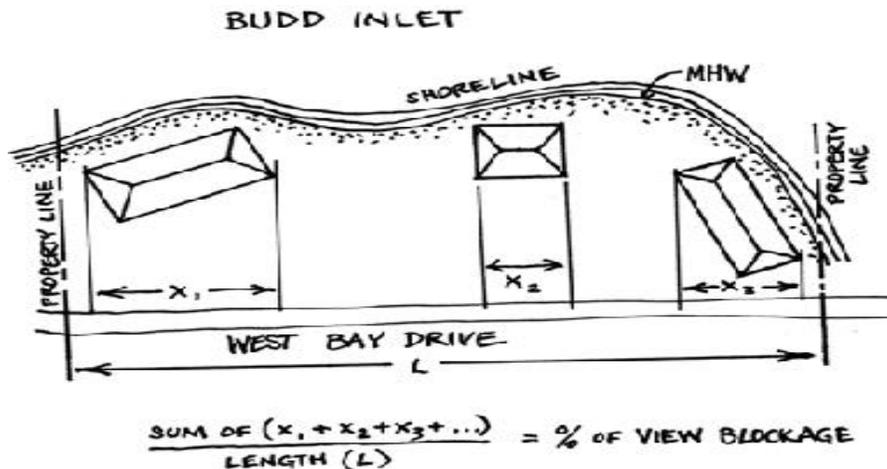
iii. Block 123: The bonus height provision is not applicable in this location. Block 123 is bounded by Corky Avenue and Market Street to south and industrial uses to the north.



Figure 6-2 Urban Waterfront and Urban Waterfront Height Limits\*



\* See 18.06.100(A)(2) for height limitations that apply to Blocks 14, 122, and 123 in order to protect adopted landmark views from specific observation points.



**FIGURE 6-2A**

**Calculating View Blockage in a portion of the Urban Waterfront District along West Bay Drive.**

3. Commercial Services-High Density. The maximum building height allowed is one hundred (100) feet. Provided, however, that no building or structure may exceed seventy-five (75) feet in height without conditional review and approval by the Hearing Examiner. Approval of structures exceeding seventy-five (75) feet in height shall meet the following criteria:

- a. The building design shall be compatible with or enhance the physical characteristics of the site, the appearance of buildings adjacent to the site and the character of the district.
- b. The site plan shall facilitate efficient and convenient circulation, shall include landscaping that creates a pleasing appearance from both within and off the site and shall be an asset to the community at large.
- c. Enhancement of public view access or direct public access to usable open space areas shall offset any potential upland view loss which may occur as a result of the proposal.

4. Downtown Business District.

- a. Building height allowed outright in the DB zone is seventy-five (75) feet.
- b. Bonus for residential development.
- c. Enhancement of public view access or direct public access to usable open space areas shall offset any potential upland view loss which may occur as a result of the proposal.
  - i. Buildings may exceed the height allowed outright (75 feet) by up to two (2) stories, if the added stories are stepped back from the street wall at least eight (8) feet, and if floor area equal to the amount from the added stories is provided for residences:
    - (a) In the same building--i.e., it is a residential or a mixed use building; or

(b) With commercial and residential uses in separate buildings on the same site;  
or

(c) With commercial and residential uses on separate sites within the Downtown Business (DB) zone.

ii. Occupancy. Housing provided under this bonus provision as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.

iii. Conversion. Housing provided under this bonus provision shall not be converted to commercial use.

iv. Source of housing units. Housing provided under this bonus provision may be:

(a) New construction,

(b) Adaptive reuse of a formerly non-residential structure, or

(c) Rehabilitation of existing housing.

5. Urban Waterfront - Housing.

a. Allowed building heights in the Urban Waterfront-Housing District are specified in Figure 6-2.

b. Required step backs and placement of step backs over 35 feet on specific blocks are specified in Figure 6-2.

6. High Density Corridor (HDC - 1 and HDC - 2).

a. Building height allowed outright in the HDC-1 and HDC-2 zones as outlined in OMC [18.06.080](#), Table 6.02.

b. Additional story for residential development.

i. Additional story can only be allowed for those development that do not provide a mechanical "penthouse" room as allowed under the provisions of OMC [18.06.100.A](#). However, the additional story can be occupied with both residential development and mechanical equipment.

ii. Buildings may exceed the height allowed outright in OMC [18.06.080](#), Table 6.02, by one (1) story. The additional story cannot exceed fourteen (14) feet above the maximum allowable height requirement as specified in OMC [18.06.080](#), Table 6.02.

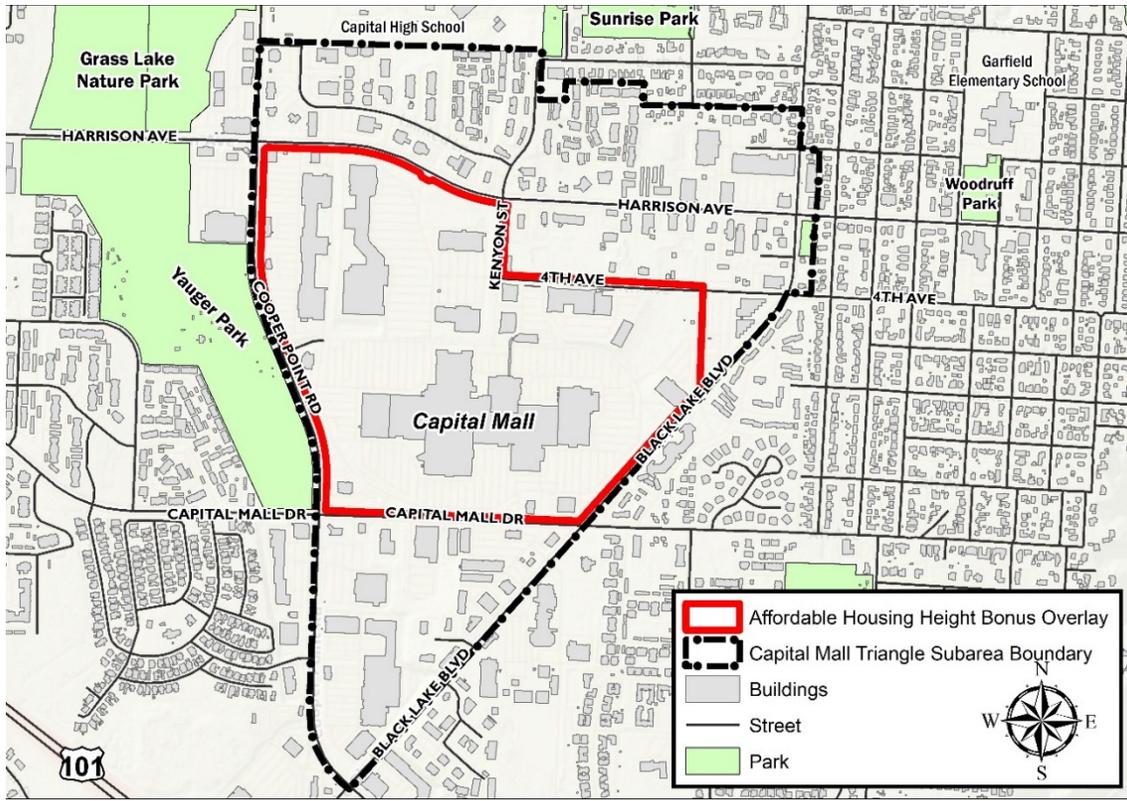
iii. The additional story must be stepped back at least eight (8) feet from any abutting street or any abutting residential zoning district. See OMC [18.06.100.B.2](#).

- iv. Housing provided under this additional story as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.
- v. Housing provided under this additional story provision shall not be converted to commercial use. Except that the residential units may conduct business activities under the provision for home occupations. See OMC [18.04.060.I](#).
- vi. Housing provided under this bonus provision may be:
  - (a) New construction;
  - (b) Adaptive reuse of a formerly non-residential structure, or
  - (c) Rehabilitation of existing housing.
- vii. This additional story is not available and will not be approved within 100 feet of a designated historic district.

7. High Density Corridor (HDC - 3 and HDC - 4) within the Capital Mall Triangle Subarea.

- a. For properties located within the HDC-3 zone and within the Capital Mall Triangle Subarea the maximum building height is 75 feet.
- b. For properties located within the HDC-4 zone and within the Capital Mall Triangle Subarea the maximum building height is 105 feet.
- c. Maximum building height is 130 feet for development that meet all of the following requirements:
  - i. Located within the Capital Mall Triangle Subarea; and
  - ii. Located within the Affordable Housing Height Bonus Overlay as shown in Figure 6-2B; and
  - iii. At least 30 percent of the dwelling units are affordable for at least 50 years for those whose income is 80 percent or less of the area median income.

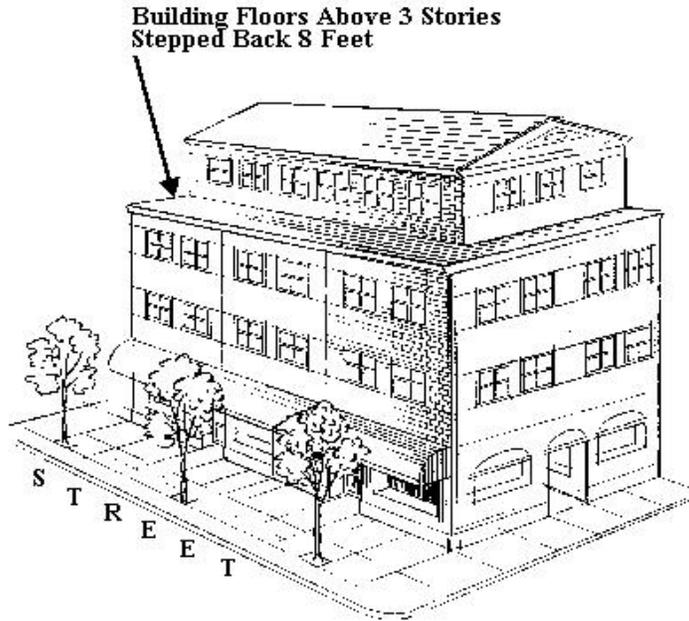
**Figure 6-2B Affordable Housing Height Bonus Overlay**



B. Upper Story StepBacks.

1. High Density Corridor-1 (HDC-1), Community Retail (CMR), High Density Corridor-2 (HDC-2), General Commercial (GC), High Density Corridor-4 (HDC-4), Medical Services (MS), and Professional Office/Residential Multifamily (PO/RM) District Requirements:

Building floors above three (3) stories which abut a street or residential district must be stepped back a minimum of eight (8) feet (see Figure 6-3).



**FIGURE 6-3**

2. Additional Story Provision for HDC-1 and HDC-2. Projects within the HDC-1 and HDC-2 zoning districts which use the additional story provisions for residential development as outlined in OMC 18.06.100.A.6, must step the additional story back by a minimum of eight (8) feet. The step back is required for the additional story which abuts a street or residential district.

3. If located within the HDC-4 zone district and within the Capital Mall Triangle Subarea, building floors above six stories which abut a street or residential district must be stepped back a minimum of eight feet. A step back is not required below the sixth floor.

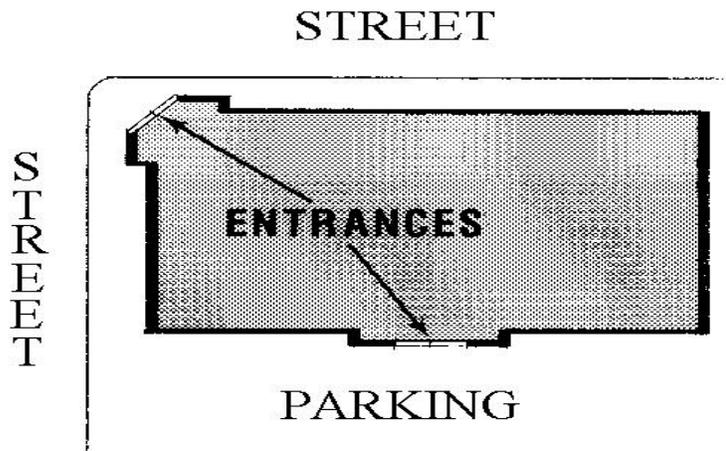
a. Mass timber/cross laminated timber constructed buildings are not required to have a step back.

C. Large Scale Retail Uses. Retail uses over twenty-five thousand (25,000) square feet in gross floor area under common ownership or use shall meet the design requirements of this section. For purposes of this section, a retail use under common ownership or use shall mean a single establishment which shares checkstands, management, a controlling ownership interest, or storage areas, e.g., a plant nursery or a grocery store associated with a general merchandise store, such as a home improvement store.

In General Commercial and HDC-4 zones west of Yauger Way, single story or single use commercial retail space shall not occupy more than 60,000 square feet of enclosed building space on the ground floor, unless a development agreement is approved. These buildings shall be designed and oriented to provide for pedestrian and bicycle circulation throughout the site and to adjacent buildings and properties. A building larger than 60,000 square feet can be allowed when it is not directly adjacent to a street designated as an "A" street in the Pedestrian Street Overlay and if a development agreement is approved that at a minimum addresses:

- 1) Building orientation, massing, and use of high quality materials
- 2) Parking is located to the rear or side of the building, or is separated from the street by additional retail buildings
- 3) Pedestrian, bicycle, and vehicular circulation on site and connections to adjacent properties
- 4) Community assets, such as the multi-use trail identified in the Kaiser Harrison Opportunity Area Plan

1. Customer entrances. Customer entrances shall be provided on each facade that faces an abutting street, customer parking, or a public park or plaza, up to a maximum requirement of three customer entrances per business occupancy. If there are two or more facades facing abutting streets, at least two such facades must provide a customer entrance. An entrance on a corner of the building may count as serving two facades. Such entrances shall provide both ingress and egress, and shall be double doors, not just single units. See Figure 6-4.

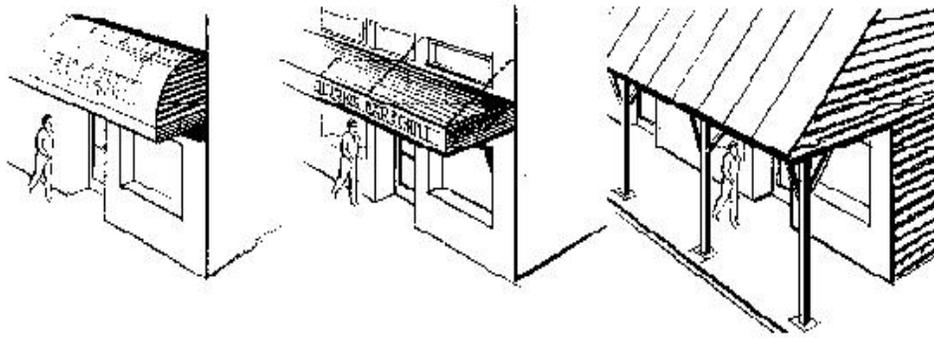


**Customer Entrances must be provided on facades facing abutting streets and parking. Example shows corner entrance serving two street facades, plus entrance serving parking.**

**FIGURE 6-4**

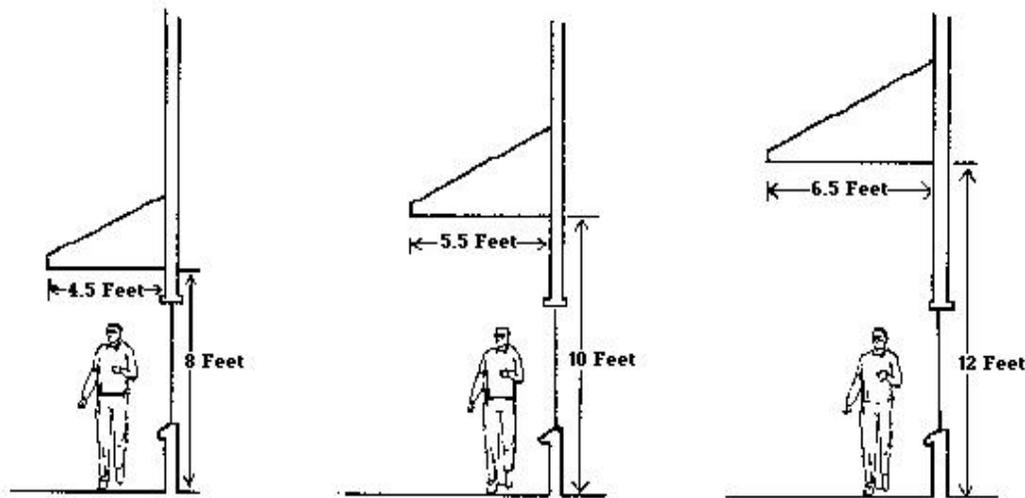
2. Rain protection. Awnings, canopies, marquees, arcades, building overhangs or similar forms of pedestrian weather protection, at least four and one half (4 1/2) feet wide, shall be provided over a pedestrian walkway along at least eighty (80) percent of any facade with a customer entrance. See Figure 6-5. Such weather protection shall be placed no less than eight (8) feet above the walkway. If placed more than eight (8) feet above the walkway, such weather protection shall be at least an additional six (6) inches in width for each additional foot of height, or portion thereof. See Figure 6-6.

Development in the HDC-4 Capital Mall Area shall use design standards established for this area instead of the above rain protection regulation. See 18.130.050-060 HDC 4-Capital Mall.



Rain Protection (L to R): Awning, Marquee, Arcade

FIGURE 6-5



Width of Rain Protection is determined by height above walkway.

FIGURE 6-6

3. Wall articulation. Facades greater than fifty (50) feet in length shall incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending in the aggregate at least twenty percent (20%) of the length of the facade. No uninterrupted length of any such facade shall exceed fifty (50) horizontal feet. EXCEPTION: This requirement shall not apply to walls which:

- a. have no customer entrance; and
- b. are only visible from service areas, and not from nearby residences or from the customer parking lot or an abutting street.

Development in the HDC-4 Capital Mall Area shall use design standards established for this area instead of the above wall articulation regulation. See 18.130.050-060 HDC 4-Capital Mall.

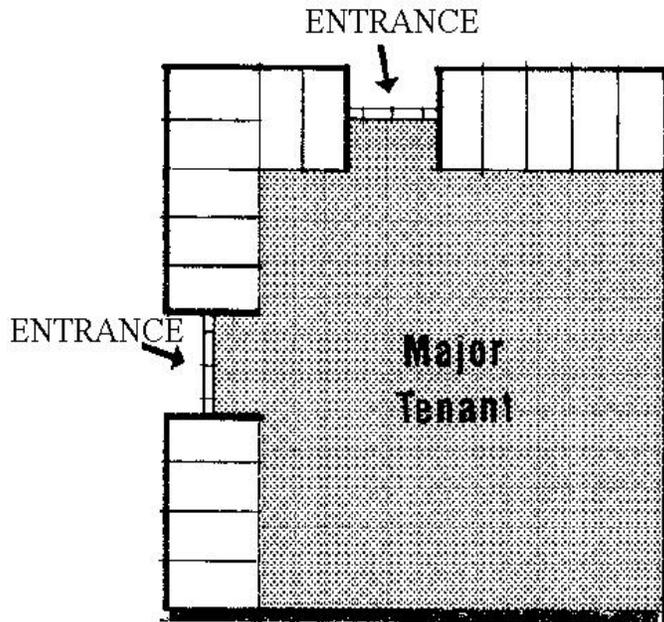
4. Frontage limit. The frontage per business occupancy shall be limited to one hundred (100) feet along any facade facing an abutting street, unless sixty percent (60%) or more of the facade between two (2) and eight (8) feet above the sidewalk is in transparent glazing; i.e., transparent windows, display windows, or transparent store doors (staff note: this would allow a major tenant to have lots of its own display windows, or to lease peripheral space to lots of small tenants, or to look like it was doing so, or to build added stories to get added floor area). See Figures 6-7 through 6-12. EXCEPTION: This requirement shall not apply to that portion of a facade where the average grade level of the sidewalk of the abutting street is 4 feet or more above or below the adjacent floor level of the building. See Figure 6-13.

Development in the HDC-4 Capital Mall Area shall use design standards established for this area instead of the above frontage limit. See 18.130.050-060 HDC 4-Capital Mall.



Example of building with 100' frontage, hence exempt from transparent glazing requirement.

FIGURE 6-7



Frontage limited by placing small shops on periphery of building, plan view.



FIGURE 6-8

Small shops on periphery of building, elevation view.

FIGURE 6-9



150-foot frontage with 60% of facade between 2' and 8' in transparent glazing.



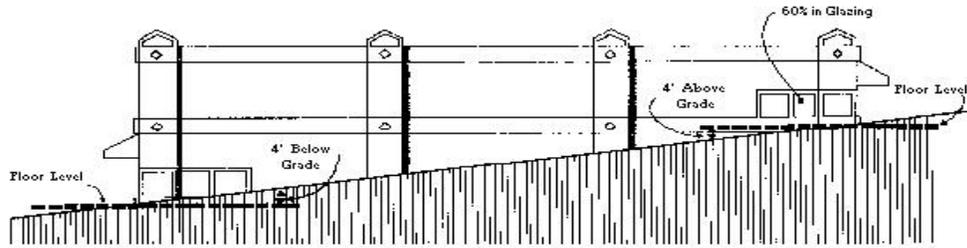
FIGURE 6-10

25,000 square foot 1-story building with 150 feet of frontage



FIGURE 6-11

50,000 square foot building on 2 stories with 150 feet of frontage



**FIGURE 6-12**

**Transparency requirement does not apply to the portion of a facade with a floor level over 4' above or below grade.**

**FIGURE 6-13**

5. Very Large Scale Retail Facilities. Retail uses under common ownership or use, which exceed size thresholds set forth in subsection (a) below for the zone in which the retail uses are proposed, shall meet the additional development and design requirements specified in subsections (a)(ii)-(iv). Those which exceed size thresholds set forth in subsection (b) below for the zone in which the retail uses are proposed shall be subject to the requirements for Conditional Use approval provided in subsection (b)(ii).

a. Added development and design requirements for Very Large Scale Retail Facilities

i. Thresholds for requirements

District	Size (gross floor area)
GC	60,000 sq. ft.
HDC-2	40,000 sq. ft.
HDC-3	50,000 sq. ft.
HDC-4, except Capital Mall Area	60,000 sq. ft.
UW	40,000 sq. ft.
UW-H	25,000 sq. ft.
DB	25,000 sq. ft.
UC	50,000 sq. ft.

ii. Adaptability for Reuse/Compartmentalization. The building design shall include specific elements that facilitate the structure's adaptation for multi-tenant reuse. Such elements may include but are not limited to compartmentalized construction, including plumbing, electrical service, heating, ventilation and air conditioning. The building design shall also allow for all of the following:

(1) Subdivision of the interior of structure into separate tenancies. The design for interior subdivision shall accommodate multiple potential tenancies, each no larger than fifty percent (50%) of the size threshold for the district defined in subsection (i) above. Example A: An applicant designs a 120,000 sq. ft. Very Large

Scale Retail Use in the GC district to accommodate reuse by four potential tenancies of 30,000 sq. ft. each. Example B: An applicant designs the same building to accommodate two potential tenancies of 30,000 sq. ft., and four potential tenancies of 15,000 sq. ft.

(2) Facades that readily adapt to multiple entrances without compromising the structural integrity of the building, and adapt to entrances on at least two sides of the building; or, if the building is designed to have only one front facade, all potential tenancies shall be designed for access from the front facade.

(3) Parking lot designs that are shared by establishments or are linked by safe and functional pedestrian connections.

(4) Landscaping schemes that complement the multiple entrance design.

(5) Design and placement of loading docks/loading bays to accommodate multiple potential tenancies.

(6) Other elements of design which facilitate the multi-tenant reuse of the building and site.

iii. Parking Design.

(1) Parking lots with over one acre in paving shall be designed for on-site infiltration of the stormwater generated on site. This may be accommodated by underground infiltration vaults, porous paving, or other techniques permitted by the City of Olympia Stormwater Drainage Manual, and subject to the approval of the Department of Public Works.

(2) Bicycle parking shall meet all requirements of the City's bicycle parking regulations, in particular Sections [18.38.100](#) Vehicular and Bicycle Parking Standards, and [18.38.220](#) Design Standards - General.

iv. Site Design.

(1) The site design shall include a plan for pedestrian circulation with logical connections between buildings, between buildings and adjacent streets, and from buildings to parking areas. (See also Sections [18.110.030](#), [18.120.110](#), and [18.150.030](#).)

(2) Pedestrian walkways within the development shall be differentiated from driving surfaces through a change in materials, and shall be designed to accommodate persons with disabilities, such as wheelchair users.

b. Conditional Use Approval

i. Thresholds for Conditional Use Approval

District	Size (gross floor area)
GC	125,000 sq. ft.
HDC-2	60,000 sq. ft.
HDC-3	75,000 sq. ft.
HDC-4, except Capital Mall Area	125,000 sq. ft.
UW	60,000 sq. ft.
UW-H	40,000 sq. ft.
DB	40,000 sq. ft.
UC	100,000 sq. ft.

ii. Conditions for Approval. The following requirements apply to all Very Large Scale Retail Facilities subject to conditional use approval.

(1) The Hearing Examiner shall determine that the proposed facilities meet the development and design requirements of subsection (a) above, and all other requirements of this Title.

(2) The Hearing Examiner shall determine that the proposed facilities will not be detrimental to the health, safety, or welfare of the general public, nor injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

(a) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

(b) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

(c) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor; and

(d) The treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.

(e) The impact upon public facilities or public services.

6. Additional Regulations. Refer to the following Chapters for additional related regulations:

- a. Chapter [18.36](#), Landscaping and Screening
- b. Chapter [18.38](#), Parking and Loading
- c. OMC [18.70.180](#), Conditional Uses
- d. Chapter [18.100](#), Design Review

- e. Chapter [18.110](#), Basic Commercial Design
- f. Chapter [18.120](#), Downtown Design Criteria
- g. Chapter [18.130](#), Commercial Design Criteria High Density Corridor (HDC)
- h. Chapter 18.150, Port Peninsula

D. Impervious Surface Coverage

On development sites incorporating ‘vegetated roofs,’ the impervious surface coverage limits of Neighborhood Retail, Professional Office/Residential Multifamily and Medical Service districts shall be increased one square foot for each square foot of vegetated roof area up to 5% of the total site area if adequate assurance is provided that the proposed vegetated roof will provide substantial stormwater management benefits for a period of at least 30 years.

**Section 6. The City Clerk shall make** copies of this ordinance available on the City of Olympia website.

**Section 7. 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 8. 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 is unaffected.

**Section 9. Ratification.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

**Section 10. Effective Date.** This Ordinance takes effect on June 13, 2025.

  
 \_\_\_\_\_  
 MAYOR

ATTEST:

*Sean Krier*  
 \_\_\_\_\_  
 CITY CLERK

APPROVED AS TO FORM:

*Michael M. Young*  
 \_\_\_\_\_  
 SENIOR DEPUTY CITY ATTORNEY

**PASSED:** June 3, 2025

**APPROVED:** June 3, 2025

**PUBLISHED:** June 8, 2025