

Ordinance No. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, RELATED TO ADOPTION OF THE 2025 CMT (CAPITAL MALL TRIANGLE) ENGINEERING DESIGN AND DEVELOPMENT STANDARDS; AND AMENDING CHAPTER 12.02 OF THE OLYMPIA MUNICIPAL CODE**

**WHEREAS**, the City annually reviews and updates the *Olympia Engineering Design and Development Standards* (EDDS) to address changes in regulations or standards, improve consistency with the Olympia Comprehensive Plan, and to add clarity; and

**WHEREAS**, updates to the EDDS may occur more than once annually to ensure consistency with the Olympia Municipal Code and other adopted plans; and

**WHEREAS**, the Olympia Municipal Code (OMC) is amended simultaneously to update related code provisions for consistency with changes to the EDDS; and

**WHEREAS**, on February 8, 2024, the Final Capital Mall Triangle Subarea planned action Environmental Impact Statement (EIS) was released for the public; and

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

**WHEREAS**, on July 9, 2024, the Olympia City Council approved an ordinance adopting the Capital Mall Triangle Subarea Plan; 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**, the City of Olympia Responsible Official under the State Environmental Policy Act (SEPA), determined the Proposed Amendments to be categorically exempt under SEPA, pursuant to 197-11-800(19)(b) of the Washington Administrative Code; and

**WHEREAS**, the Proposed Amendments were sent to the Washington State Department of Commerce Growth Management Services with the Notice of Intent to Adopt Development Regulation Amendments as required by RCW 36.70A.106, and \_\_\_ comments were received from state agencies during the comment period; and

**WHEREAS**, the Land Use and Environment Committee reviewed the proposed amendments to the EDDS and OMC (the Proposed Amendments) on February \_\_, 2025; and

**WHEREAS**, a public hearing was held on March \_\_, 2025, to consider the Proposed amendments; and

**WHEREAS**, the Proposed Amendments are consistent with the Olympia Comprehensive Plan, the Capital Mall Triangle Subarea Plan, the planned action EIS, 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 Amendments; 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 12.02.020.** Olympia Municipal Code Subsection 12.02.020 is hereby amended to read as follows:

**12.02.020 Engineering design and development standards**

There is hereby adopted by reference "2025 CMT Engineering Design and Development Standards," one (1) copy of which ~~shall must~~ be kept on file in the office of the City Clerk and the Olympia Public Works Department. These standards ~~shall be considered~~ are a part of this ordinance as though fully set forth ~~herein~~ in this ordinance.

**Section 2. Amendment of Engineering Design and Development Standards Chapter 4.** Section 4B.035 Commercial Collectors Table 3 is hereby amended to read as follows:

Table 3: Street Characteristics				
Street Characteristics	Arterial Street	Major Collector	Neighborhood Collector	Local <u>Access</u> Street
Types of Traffic Served	Regional and City-wide	Sub-regional, feed Arterial traffic	Subarea and local traffic, feed Major Collector traffic	Local traffic, feed Neighborhood/Major Collector or Arterial Traffic
Traffic Volumes	14,000 - 40,000 Average Daily Traffic	3,000 - 14,000 Average Daily Traffic	500 - 3,000 Average Daily Traffic	0 - 500 Average Daily Traffic
Percent Local Traffic	0 - 15% of origins and destinations are within a one mile radius of the street	0 - 30% of origins and destinations are within a one mile radius of the street	70% - 100% of origins and destinations are within a one mile radius of the street	80% - 100% of origins and destinations within a one mile radius of the street
Average Travel Length	10 to maximum miles	2 to 15 miles	1 to 2 miles	Minimum to 2 miles
Street Spacing (1)	1 - 2 miles	1/2 - 3/4 mile	1000' - 1500'	>250'
Intersection Spacing (2)	≤500'	350' - 500'	250' - 350'	250' - 350'
On-Street Parking	No - except where parking exists and where exempt.	No - except where parking exists and where exempt. Existing parking	Yes - with bulb-outs at intersections.	Yes - one side with parking bulb-outs to define parking areas.

**Table 3: Street Characteristics**

Street Characteristics	Arterial Street	Major Collector	Neighborhood Collector	Local <u>Access</u> Street
	Existing parking may be removed for other Transportation needs. Where parking exists, intersection bulb-outs are required.	may be removed for other Transportation needs. Where parking exists, intersection bulb-outs are required.		
Driveway Access	No	No - except for existing developments	Yes	Yes
Bike Facilities	Yes -See 4D.020 for exceptions.	Yes - See 4D.020 for exceptions.	Some - See 4D.020 for exceptions	No
Planting Strips (between sidewalk and curb)	Yes	Yes	Yes	Yes
Sidewalks	Yes	Yes	Yes	Yes
Traffic Calming	No	As needed	Yes - if problem is anticipated or determined through an engineering study.	Yes - if problem is anticipated or determined through an engineering study.
Transit Shelters	Every 1/2 mile	Every 1/2 mile	None	None

Table 3 Notes:

- (1) Street spacing means the frequency of street types within the street network.
- (2) Intersection spacing means how often a cross street occurs on a particular class of street. Intersection spacing for Major Collectors within the Capital Mall Triangle Subarea (as defined in Chapter 14.06 OMC) is 300' to 400' but may be up to 500' if intervening public cross-block pedestrian, bicycle, and emergency access connections are provided.

**Section 3. Amendment of Engineering Design and Development Standards Chapter 4.** Section 4B.130 Intersections Table 7 is hereby amended to read as follows:

#### **4B.130 Intersections**

A. Traffic control will be as specified in the current edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) or as modified by the City Engineer as a result of appropriate traffic engineering studies.

B. Street intersections will be laid out so as to intersect as nearly as possible at right angles. Sharp-angled intersections will be avoided. For reasons of traffic safety, a "T" intersection (three-legged) is preferable to a crossroad (four-legged) intersection for local access streets. For safe design, the following types of intersection features should be avoided:

1. Intersection with more than four intersecting streets.
2. "Y"-type intersections where streets meet at acute angles.
3. Intersections adjacent to bridges and other sight obstructions.
4. In no case will the angle of intersection be less than 60 degrees or greater than 120 degrees. The preferred angle of an intersection is 90 degrees.

C. Spacing between adjacent intersecting streets, whether crossing or "T" should be as follows in Table 7.

<b>Table 7: Centerline Offsets</b>		
<b>When highest classification involved is:</b>	<b>Centerline offset should be:</b>	
	<b>Desirable</b>	<b>Minimum</b>
Arterial	≤500 feet	350 feet
Major Collector (1)	350-500 feet	200 feet
Neighborhood Collector	250-350 feet	150 feet
Local Access	250-350 feet	150 feet

(1) Centerline offsets for Major Collectors within the Capital Mall Triangle Subarea (as defined in Chapter 14.06 OMC) is 300' to 400' but may be up to 500' if intervening public cross-block pedestrian, bicycle, and emergency access connections are provided.

"Desirable" conditions shall be applied when sufficient space or street frontage is available.

When different class streets intersect, the higher standard will apply on curb radii. Deviations to this may be allowed by the City Engineer per Section 1.050.

D. On sloping approaches at an intersection, landings will be provided with grade not to exceed a 1-foot difference in elevation for a distance of 30 feet approaching any arterial or 20 feet approaching a collector or local access street, measured from the nearest right-of-way line (extended) of intersecting street.

**Section 4. Amendment of Engineering Design and Development Standards Chapter 4 Appendix 7.**  
Appendix 7 is hereby amended to read as follows:

## **Appendix 7 TRAFFIC IMPACT ANALYSIS (TIA) GUIDELINES FOR NEW DEVELOPMENTS**

### **TRAFFIC PRESUBMISSION CONFERENCE REQUIREMENTS**

- Description of project to include: land use with project size in residential units or building square footage.
- Site plan to include: proposed public street access, onsite parking location and internal street network.
- At the Site Plan Review Committee meeting, staff will indicate if a subsequent Traffic Impact Analysis (TIA) is required.

#### TRAFFIC IMPACT ANALYSIS SCOPING MEETING

- Retain qualified traffic engineer with a professional engineer's license.
- Prior to scoping meeting provide CP&D a TIA scoping letter to include the following:
  - a. Proposed use and size.
  - b. Trip Generation per City of Olympia Transportation Impact Fee Program Update.
  - c. Site Plan to include: proposed public street access, onsite parking location and internal street network. Indicate location of any off-site adjacent or cross street driveway or street intersections.
  - d. Provide a pm peak hour project trip assignment, based on the Thurston Regional Transportation Demand Model ( 360.741.2510). Indicate geographic distribution for north, south, east, and west.
  - e. Provide project year of occupancy.

#### TRAFFIC IMPACT ANALYSIS PRIOR TO PRELIMINARY PLAT

- This analysis must follow City of Olympia guidelines for a Traffic Impact Analysis (see following TIA Guidelines for New Development).
- All analysis will use a two-hour LOS and unsignalized intersection LOS will be determined by a weighted average of all intersection approaches. This will be explained further at the TIA Scoping Meeting.

### A. INTRODUCTION

A Traffic Impact Analysis (TIA) is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. The TIA is an integral part of the development review process. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the new development. **New development includes properties that are redeveloped.** The purpose of a TIA is to determine what impact development traffic will have on the existing and proposed street network and what impact the existing and projected traffic on the street system will have on the new development.

These guidelines have been prepared to establish the requirements for a TIA. Except as directed by other sections of the Olympia Municipal Code the Environmental Review Officer (ERO) will be the person responsible under the State Environmental Policy Act (SEPA), as well as city ordinances, for enforcing the need for a TIA. The ERO will consult with the Transportation Line of Business of the Public Works Department and, based on their recommendation, determine the need for a TIA.

## **B. WHEN REQUIRED**

To adequately assess a new development's traffic impact on the transportation system and level of traffic service, the ERO, based on the recommendation of the Transportation Line of Business, may require a TIA. The requirement for a TIA will be based on the size of the development proposed, existing street and intersection conditions, traffic volumes, accident history, community concerns, and other pertinent factors relating to traffic impacts attributable to new developments.

The ERO, based on the recommendation of the Transportation Division, will make the determination as to whether a TIA will be required. As a minimum, the following guidelines will be utilized in making this decision:

1. The new development generates more than 50 vehicles in the peak direction of the peak hour on the adjacent streets and intersections. This would include the summation of all turning movements that affect the peak direction of traffic.

Projects generating less than 50 vehicles in the peak hour on the adjacent streets and intersections will typically not be required to conduct a TIA. They will make proportionate share contributions to identified transportation facility improvement projects in the area of the development. Refer to Section D, Item Number 6, "Mitigation," as to how the proportionate share costs will be determined.

2. The new development generates more than 25 percent of site-generated peak-hour traffic through a signalized intersection or the critical movement at an unsignalized intersection.

3. The new development is within an existing or proposed transportation benefit area. This may include Latecomer Agreements, Transportation Benefit Districts (TBD), Local Improvement Districts (LID), or local/state transportation improvement areas programmed for development reimbursements.

4. The new development may potentially affect the implementation of the street system outlined in the Transportation Element of the Comprehensive Plan, the Transportation Improvement Program, or any other documented transportation project.

5. A rezone of the subject property will require a TIA prior to rezone approval.

6. The original TIA is more than two years old or where the proposed project traffic volumes increase by more than 10 percent.

7. If there is an identified or potential hazardous traffic condition (safety concern).

8. For development within the Capital Mall Triangle Subarea, refer to OMC 14.06.

If the ERO, based on the recommendation of the Transportation Line of Business, has made the determination to require a TIA, the general guidelines for content and structure shall follow the format outlined in Section D, Scope of Work.

## **C. QUALIFICATIONS FOR PREPARING TIA DOCUMENTS**

A TIA shall be conducted under the direction of a responsible individual or firm acceptable to the ERO, based on the recommendation of the Director of the Transportation Line of Business, or Public Works Director. The TIA shall be prepared by an engineer licensed to practice in the State of Washington with special training and experience in traffic engineering and who is a member of the Institute of Transportation Engineers (ITE). The developer shall provide the ERO the credentials of the individual(s) selected to perform the TIA and review them with the Transportation Line of Business to determine if the individual or firm is qualified. Upon request, the ERO may provide the developer a list of qualified individuals to perform such work.

#### **D. SCOPE OF WORK**

The level of detail and scope of work of a TIA may vary with the size, complexity, and location of the new development. A TIA shall be a thorough review of the immediate and long-range effects of the new development on the transportation system.

##### **1. New Development Prospectus**

- a. Provide a reduced copy of the site plan, showing the type of development, street system, right-of-way limits, access points, and other features of significance in the new development. The site plan shall also include pertinent off-site information, such as locations of adjacent intersections, land use descriptions, street right-of-way limits with respect to the existing roadway, and other features of significance. Exhibit A illustrates an example site plan for reference purposes.
- b. Provide a vicinity map of the project area showing the transportation system to be impacted by the development. Exhibit B illustrates an example vicinity map for reference purposes.
- c. Discuss specific development characteristics, such as type of development proposed (single-family, multi-family, retail, industrial, etc.), internal street network, proposed access locations, parking requirements, zoning, and other pertinent factors attributable to the new development.
- d. Discuss project completion and occupancy schedule for the new development. Identify horizon years for traffic analysis purposes.

##### **2. Existing Conditions**

- a. Discuss street characteristics, including functional classification, number of traveled lanes, lane width, shoulder treatment, bicycle path corridors, and traffic control at study intersections. A figure may be used to illustrate existing transportation facilities.
- b. Identify safety and access problems, including discussions on accident history, sight distance restrictions, traffic control, and pedestrian conflicts.
- c. Obtain all available pertinent traffic data from the City of Olympia. If data is unavailable, the individual or firm preparing the TIA shall collect the necessary data to supplement the discussions and analysis in the TIA.
- d. Conduct manual peak-hour turning movement counts at study intersections, if traffic volume data is more than two years old or, if after consulting with the Transportation Line of Business, it is

recommended to the ERO that new counts should be conducted. A copy of the reduced data shall be attached to the TIA, when submitted to the ERO, who will distribute it for review.

- e. A figure shall be prepared showing existing average daily traffic (ADT) and peak-hour traffic volumes on the adjacent streets and intersections in the study area. Complete turning movement volumes shall be illustrated as shown in Exhibit C. This figure shall represent the base-line traffic volumes for analysis purposes.

### 3. Development Traffic

This element of the TIA shall be conducted initially to identify the limits of the study area. The study area shall include all pertinent intersections and streets impacted by development traffic. The limits of the study area shall be representative of the specific conditions outlined in Section B of these guidelines.

A threshold requirement of development traffic exceeding 20 vehicles in the peak direction of the peak-hour traffic on the adjacent streets and intersections shall apply. The threshold requirement of the development generating 25 percent or more of site traffic through a signalized intersection or the critical movements at an unsignalized intersection shall also apply. Each intersection and street impacted as described shall be included in the study area for analysis purposes.

The individual or firm preparing the TIA shall submit to the ERO a figure illustrating the proposed trip distribution for the new development. The trip generation shall be included in a table format on the figure with peak-hour traffic volumes assigned to the study area in accordance with the trip distribution. Once approved by the ERO, based on the recommendation of the Transportation Planner, a formal scoping of the development proposal shall be conducted to clearly identify the study area and contents expected in the TIA. Exhibit D shows an example figure for reference purposes.

The methodology and procedures used in preparing the trip generation and trip distribution elements of the TIA are as follows:

#### a. Trip Generation

Site traffic shall be generated for either or all daily, morning, and afternoon peak-hour periods, using the most current Transportation Impact Fee Rate Study Addendum—Table 3 New Trip Rate. The new trip rate accounts for “passer-by” traffic volume discount and is based on the ITE trip generation edition that is consistent with the Transportation Impact Fee (TIF) rate schedule. Variations of trip rates will require approval from the ERO, based on the recommendation of the Transportation Line of Business.

For multi-use and/or “phased” projects, a trip generation table shall be prepared showing proposed land use, trip rates, and vehicle trips for daily and peak-hour periods and appropriate traffic volume discounts, if applicable, per phase. Traffic impact will be based on the cumulative effect of each phase.

#### b. Trip Distribution

The trip distribution for a new development shall be approved by the ERO, based on the recommendation of the Transportation Planner, prior to the formal scoping of the TIA. The methodology shall be clearly defined and discussed in detail in the TIA. Information on transportation modeling,



regional distribution models, transportation analysis zones, and employment density areas are available from the Thurston County and City of Olympia Planning Departments. Available information can be used to assist in the preparation of the trip distribution model. A regional trip distribution map may be required by the ERO, based on the recommendation of the Transportation Planner, for large-scale development projects. Exhibit E shows an example figure for reference purposes.

The TIA shall identify other transportation modes that may be applicable, such as transit use, bicycle, and pedestrian facilities. New developments are encouraged to implement transportation demand management practices, such as flex-time for employees and ridesharing programs, including car pools, van pools, shuttle buses, etc.

#### **4. Future Traffic**

##### **a. Future Traffic Conditions, Not Including Site Traffic**

Future traffic volumes shall be estimated using information from transportation models or applying an annual growth rate to the base-line traffic volumes. The future traffic volumes shall be representative of the horizon year for project development. The ERO will work with the Transportation Planner to determine an appropriate growth rate, if that option is utilized.

In addition, proposed on-line development projects shall be taken into consideration, when forecasting future traffic volumes. The increase in traffic from proposed on-line projects shall be compared to the increase in traffic by applying an annual growth rate.

If modeling information is unavailable, the greatest traffic increase, from either the on-line developments or the application of an annual growth rate or a combination of an annual growth rate and on-line developments, shall be used to forecast the future traffic volumes.

##### **b. Future Traffic Conditions, Including Site Traffic**

The site-generated traffic shall be assigned to the street network in the study area, based on the approved trip distribution model. The site traffic shall be combined with the forecasted traffic volumes to show the total traffic conditions estimated at development completion. A figure will be required showing daily and peak-period turning movement volumes for each traffic study intersection. Exhibit F shows an example figure for reference purposes. In addition, a figure shall be prepared showing the base-line volumes with site-generated traffic added to the street network. This figure will represent site-specific traffic impacts to existing conditions.

#### **5. Traffic Operations**

The Level of Service (LOS) and capacity analysis shall be conducted for each pertinent intersection in the study area, as determined by the ERO, based on the recommendation of the Transportation Line of Business. The methodology and procedures for conducting the capacity analysis shall be consistent with the guidelines specified in the most current version of the Highway Capacity Manual. The individual or firm preparing the TIA shall calculate the intersection LOS for each of the following conditions:

- a. Existing peak-hour traffic volumes (figure required).

- b. Site-generated traffic (figure required).
- c. Future traffic volumes, not including site traffic (figure required).
- d. Future traffic volumes, including site traffic (figure required).
- e. LOS results for each traffic volume scenario (table required).

The LOS table shall include LOS results for morning and afternoon peak periods, if applicable. The table shall show LOS conditions with corresponding vehicle delays for signalized intersections and LOS conditions for the critical movements at unsignalized intersections. For signalized intersections the LOS conditions and average vehicle delay shall be provided for each approach and the intersection as a whole. All analysis will use a two hour LOS and unsignalized intersection LOS will be determined by a weighted average of all intersection approaches.

The capacity analysis for existing signalized intersections shall include existing phasing, timing, splits, and cycle lengths in the analysis, as observed and measured during the peak-hour traffic periods. All traffic signal system operational data will be made available by the City of Olympia.

If the new development is scheduled to be completed in phases, the TIA shall conduct an LOS analysis for each separate development phase. The incremental increases in site traffic from each phase shall be included in the LOS analysis for each preceding year of development completion. A figure will be required for each horizon year of phased development.

If the new development impacts a traffic signal coordination system currently in operation, the ERO, based on the recommendation of the Transportation Line of Business, may require the TIA to include operational analysis of the system. Timing plans and proposed modifications to the coordination system may be required.

The capacity analysis will be conducted using computer software compatible with the Transportation Line of Business's software package. **The individual or firm preparing the TIA shall use SYNCHRO (coordinated systems) or SIDRA (roundabouts) for capacity analysis of study intersections. For unsignalized intersections, the Highway Capacity Manual methodology will be used.** A software copy of the capacity analysis worksheets will be submitted concurrently with the TIA document to the Public Works Transportation Line of Business.

**Other computer software packages used for capacity analysis applications will not be accepted.**

## 6. Mitigation

The TIA shall include a proposed mitigation plan. The mitigation may be either the construction of necessary transportation improvements or contributions to the City for the new development's fair share cost of identified future transportation improvements. **LOS "E" and "F" shall be used as the threshold for determining appropriate mitigating measures on roadways and intersections in the study area. Mitigating measures shall be required to the extent that the transportation facilities operated at a LOS "D" condition or better. Inside the high density residential corridor and core areas LOS "E" condition is acceptable.**

The following guidelines shall be used to determine appropriate mitigating measures of traffic impacts generated by new developments.

a. On transportation facilities where the need exists to construct improvements by the horizon year of the new development, the cost for the mitigation will be entirely borne by the new development. However, in the event the ERO officer and the Transportation Line of Business identify more than one development under simultaneous review, accumulative impacts and distribution of mitigation costs may be considered. A Latecomers Agreement could be formulated by the new development for reimbursement of mitigation costs.

b. On transportation facilities identified for new improvements that are funded for by impact fees, the adverse traffic impacts of the new development will be considered mitigated by payment of the City's Transportation Impact Fees. Provided the new development creates traffic impacts beyond forecasted growth in the City's Concurrency Report or the period of time between the occupancy of the new development and construction of improvements significant traffic impacts are identified by the City Traffic Engineer, the new development will be required to construct the improvement. The new development may request to be reimbursed for construction cost equal or less than the funds listed in the City's CFP.

c. On transportation facilities identified for new improvements that are developer-funded as part of the City's Capital Facilities Program (CFP), Six-Year Transportation Improvement Program, or as part of an identified need determined through a TIA for a project of record, the adverse traffic impacts of the new development will be considered mitigated by providing a proportionate share contribution of the costs for the proposed improvements. The proportionate share costs for the improvements will be based on the percentage of new afternoon peak-hour development traffic from the total six years of growth identified by the regional model. This would include any trips that enter or pass through any intersection along the project.

For those projects not required to conduct a TIA, but generating between 20 and 50 vehicles in the peak direction of the peak hour on the adjacent streets and intersections, the City will determine the proportionate share contributions for the developer. If the developer disagrees with the values calculated, the developer may, at its own cost, hire an individual or firm to recalculate the proportionate share contributions and submit them to the City for consideration.

d. If the transportation facility currently operates less than LOS "D" (LOS "E" within high density residential corridors and core areas), the new development shall be required to make interim facility improvements to maintain the existing level of service operation on the facility and to identify future facility improvements five years beyond the horizon year of the new development. The cost of the interim improvements will be deducted from the new development's proportionate share of costs for the identified future facility improvements, only if the cost of interim improvements is less than the ultimate proportionate share. If the interim improvements cannot be incorporated into the ultimate improvements identified in the CFP or an identified TIA for the transportation facility, there will be no reimbursement for interim costs incurred. The new development also has the option to wait until the improvements are implemented by the City or other developments.

e. Unsignalized intersections that currently operate at less than a LOS "D" condition (LOS "E" within core areas) shall be analyzed for traffic signal and intersection improvements (i.e., exclusive left,

through, or right lanes; acceleration or deceleration lanes; three- or four-way stops; etc.). Unsignalized intersection LOS will be determined by the weighted average of the control delay from all movements (see Highway Capacity Manual equation 17-40 and 17-41). Provided a single lane approach is failing and the vehicle queue is four or more vehicles, exclusive turn lanes will be required. If three or more traffic signal warrants are satisfied (minimum warrant 1, condition A or B must be met), signal and intersection improvements will be required as a mitigating measure for the new development.

If at least three traffic signal warrants are not satisfied by the new development's horizon year, the TIA shall determine if traffic signal warrants and intersection improvements would be needed within a five-year period, after the new development's horizon year. The new development would be required to provide a proportionate share cost towards future traffic signal and intersection improvements constructed to City standards, if warranted within the five-year period.

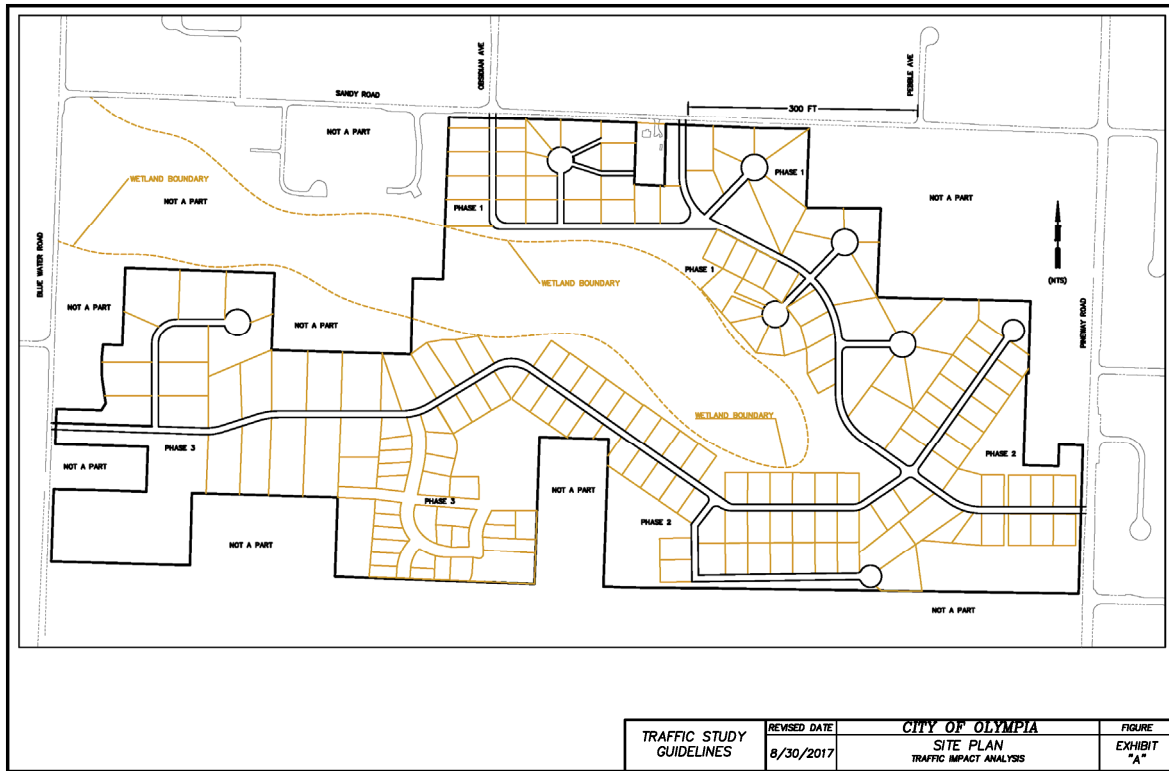
In addition, if intersection LOS mitigation is needed, exclusive left-turn lane warrants will be analyzed and required, as part of the intersection improvement.

f. In intersections where the projected LOS condition is at "D" but where one or more of the LOS conditions on the approaches fall below LOS "D," mitigating measures may be required to improve the capacity and traffic operations at the intersection. The City reserves the right to review all adverse traffic impacts at these intersections and to determine appropriate mitigating measures.

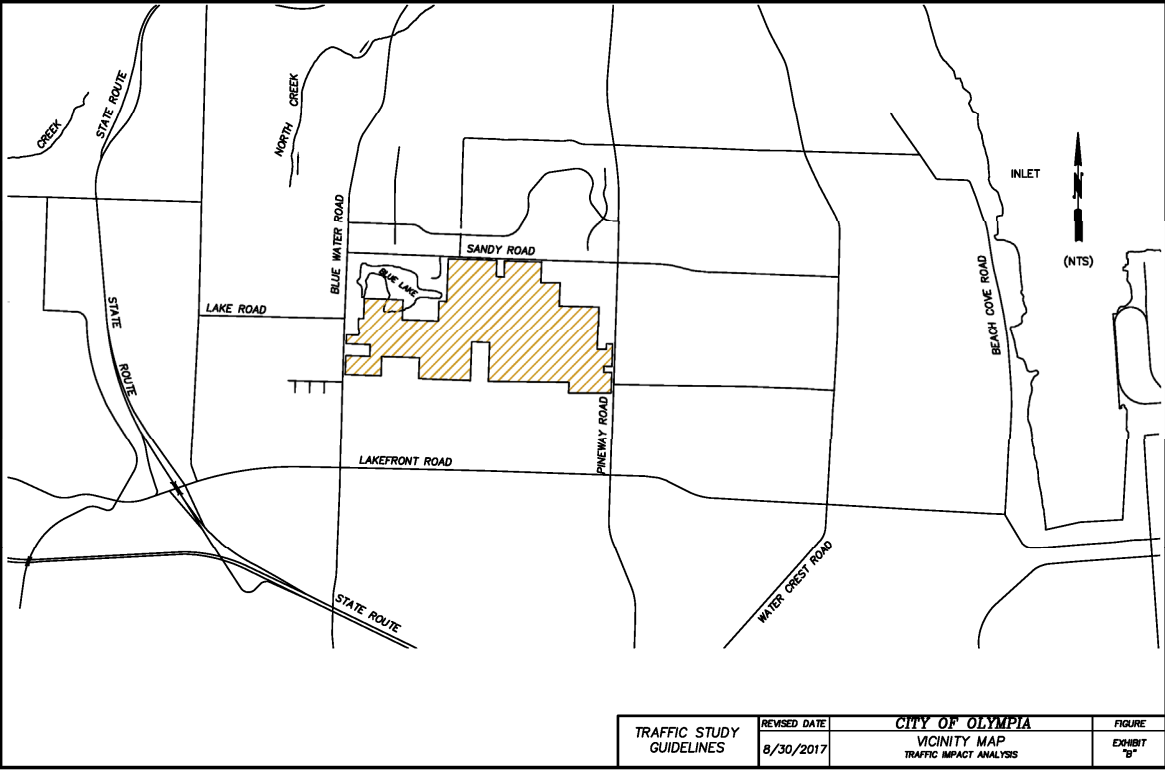
g. Other conditions which should be considered for mitigation:

- Facilities for pedestrian and bicycle needs should be provided as identified in the Engineering Design and Development Standards or Comprehensive Plan.
- The need for transit stops, bus pullouts, and shelters shall be identified if applicable. The developer may be required to install a shelter for transit riders.
- If a safety hazard is identified for either pedestrians or vehicles, appropriate mitigating measures shall be identified to correct the deficiency.
- If a new development will adversely impact an adjacent neighborhood, measures to mitigate these impacts shall be identified.

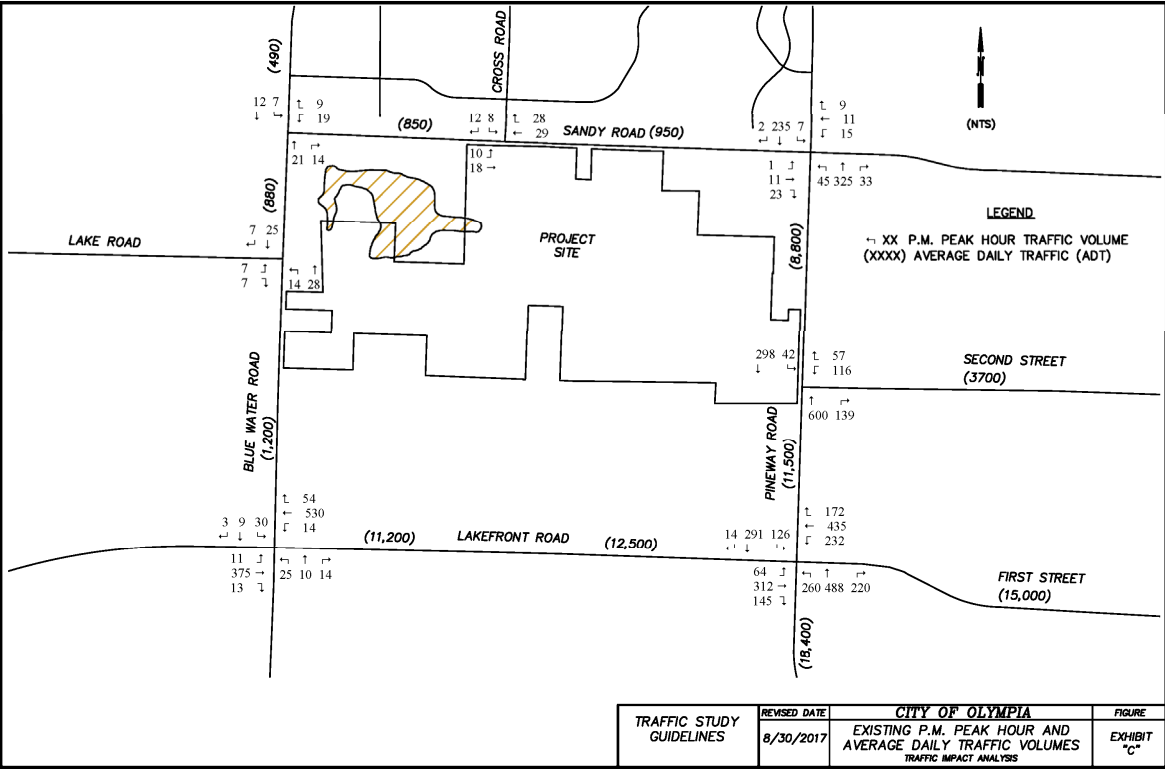
## EXHIBIT "A" – SITE PLAN TRAFFIC IMPACT ANALYSIS



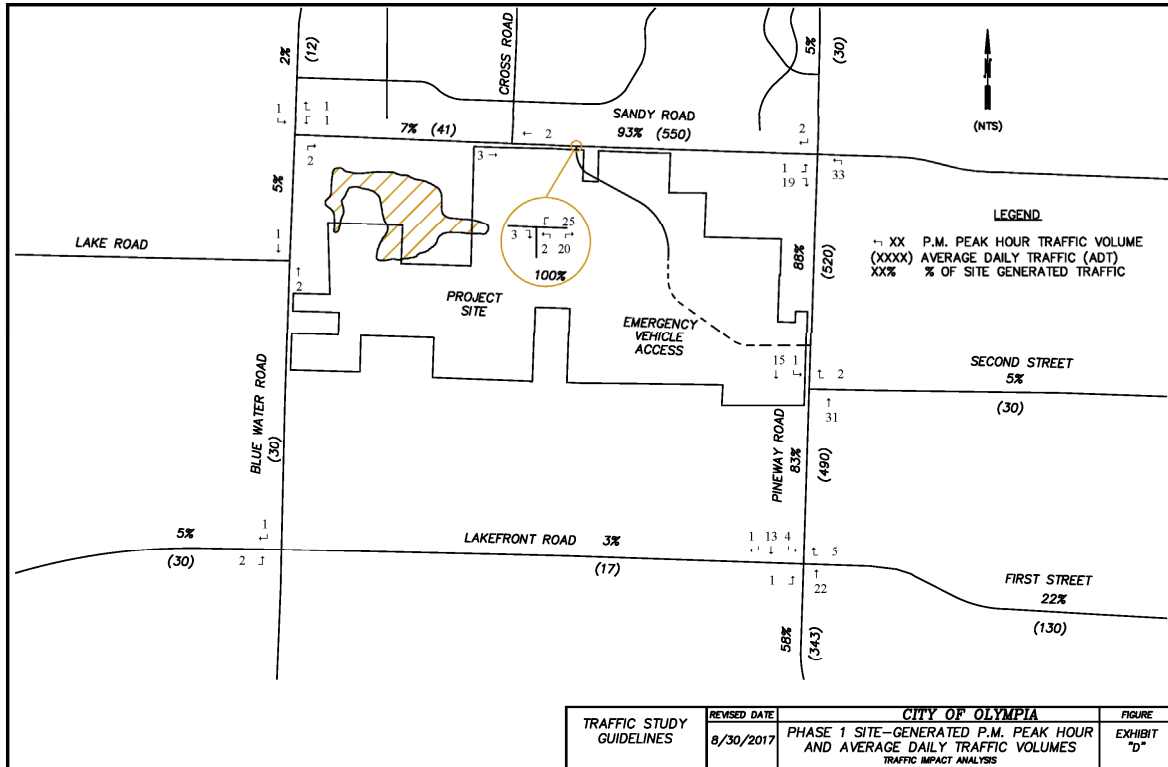
**EXHIBIT "B" – VICINITY MAP TRAFFIC IMPACT ANALYSIS**



# **EXHIBIT "C" – EXISTING P.M. PEAK HOUR AND AVERAGE DAILY TRAFFIC VOLUMES TRAFFIC IMPACT ANALYSIS**

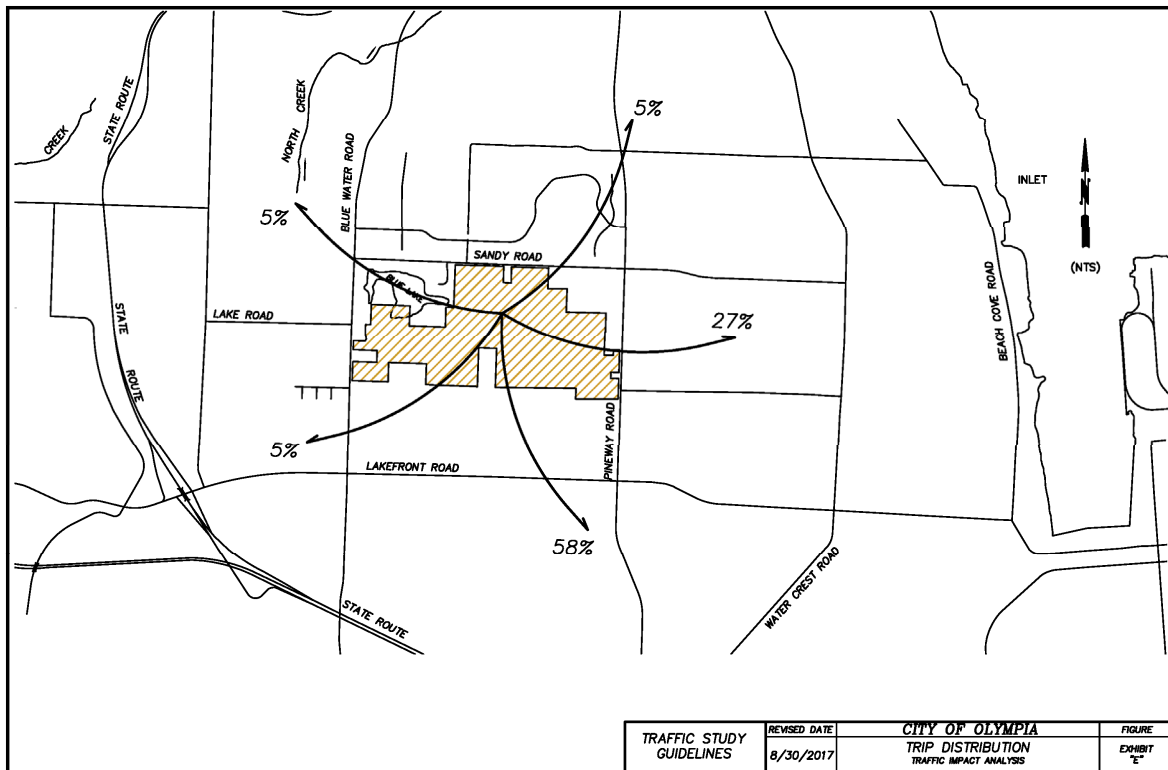


**EXHIBIT "D" – PHASE 1 SITE-GENERATED P.M. PEAK HOUR AND AVERAGE DAILY  
TRAFFIC VOLUMES TRAFFIC IMPACT ANALYSIS**

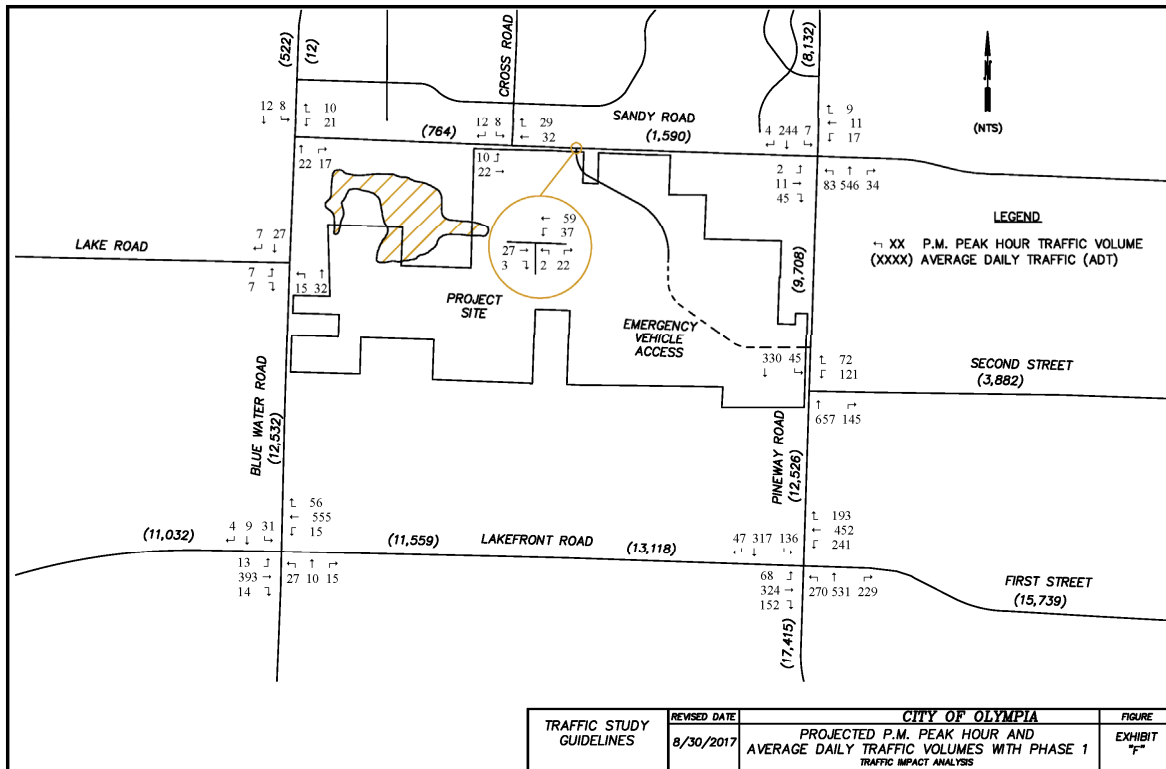




## EXHIBIT "E" – TRIP DISTRIBUTION TRAFFIC IMPACT ANALYSIS



**EXHIBIT "F" – PROJECTED P.M. PEAK HOUR AND AVERAGE DAILY TRAFFIC VOLUMES WITH PHASE  
1 TRAFFIC IMPACT ANALYSIS**



**Section 5.** The City Clerk shall make copies of the Engineering Design and Development Standards available on the City of Olympia website.

**Section 6. 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 7. 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 8. Ratification.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

**Section 9. Effective Date.** This Ordinance takes effect on \_\_\_\_, 2025.

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MAYOR

ATTEST:

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CITY CLERK

APPROVED AS TO FORM:

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DEPUTY CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED: