



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8447

Meeting Agenda City Council

Monday, November 3, 2014

7:00 PM

Council Chambers

Monday Meeting Due to Election Day

1. ROLL CALL

1.A ANNOUNCEMENTS

1.B APPROVAL OF AGENDA

2. SPECIAL RECOGNITION

2.A [14-1061](#) Update on Downtown Project

Attachments: [Downtown Project 3 Task List](#)

[Downtown Project 1 & 2 Task List](#)

3. PUBLIC COMMUNICATION

(Estimated Time: 0-30 Minutes) (Sign Up Sheets are Provided in the Foyer)

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

COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)

4. CONSENT CALENDAR

(Items of a Routine Nature)

4.A [14-1074](#) Approval of October 28, 2014 Special Study Session Meeting Minutes

Attachments: [Minutes](#)

4.B [14-1077](#) Approval of October 28, 2014 City Council Meeting Minutes

Attachments: [Minutes](#)

4.C [13-0864](#) Approval of Sublease Agreement with Fiddlehead Marina for a Portion of Percival Landing

Attachments: [Agreement](#)
[DNR Consent Letter](#)
[Location Map](#)

4.D [14-1049](#) Authorization to Apply for a Department of Ecology Grant for Stormwater Retrofits on Harrison Avenue

4.E [14-1060](#) Approval of Interlocal Agreement between the Cities of Lacey and Tumwater and Thurston County for the Thurston Narcotics Task Force
Attachments: [TNT Interlocal](#)

4.F [14-1062](#) Approval to Use \$95,071 from Asset Forfeiture Funds for Purchase of a Replacement Video System for the City Jail

4.G [14-1070](#) Approval of Percival Landing F-Float Grant Amendment
Attachments: [1. Grant Agreement](#)
[2. Amendment](#)

4.H [14-1072](#) Consideration of Resolution Concerning the Use of Neonicotinoid Pesticides by the City of Olympia
Attachments: [Neonicotinoid Resolution](#)
[Neonicotinoid Letter](#)

4. SECOND READINGS

4.I [14-0983](#) Approval of Ordinance Amending Olympia Municipal Code to Discontinue the Acceptance of a Bond in Lieu of Payment for Fines, Fees and Charges Due for Unpaid Parking Citations
Attachments: [Immobilization and Impoundment Ordinance](#)

4. FIRST READINGS - None

5. PUBLIC HEARING

5.A [14-1057](#) Public Hearing on Final Draft of the Comprehensive Plan
Attachments: [Table of Council edits to Draft Comprehensive Plan](#)
[Draft Comprehensive Plan Update website](#)
[Fact Sheet on Alleys](#)
[Pros and Cons of Alleys](#)

6. OTHER BUSINESS

6.A [14-1045](#) Community Renewal Area (CRA) Process - Next Steps
Attachments: [CRA CERC 10 28 2014 Process Summary.IV](#)
[CRA FAQ 10.21.2014](#)

[CRA Principles](#)**6.B** [14-1050](#) Continued Discussion of the 2015 Operating Budget

Attachments: [LTAC Memo](#)
 [LTAC Recommendations Chart](#)
 [Proposed Rate Increases](#)
 [Residential Bill](#)
 [GFCs](#)
 [UAC Rate and GFC Recommendations](#)
 [Impact Fees](#)

7. CONTINUED PUBLIC COMMUNICATION

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

8. REPORTS AND REFERRALS**8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS****8.B CITY MANAGER'S REPORT AND REFERRALS****9. ADJOURNMENT**

The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Council meeting, please contact the Council's Secretary at 360.753-8244 at least 48 hours in advance of the meeting. For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.



City of Olympia

City Council

Update on Downtown Project

Agenda Date: 11/3/2014
Agenda Item Number: 2.A
File Number: 14-1061

Type: recognition **Version:** 2 **Status:** Recognition

Title

Update on Downtown Project

Recommended Action

Committee Recommendation:

N/A - Update Only

City Manager Recommendation:

N/A - Update Only

Report

Issue:

The Downtown Project is moving toward completion of its third program year. Council will be briefed on program updates and what to expect moving forward.

Staff Contact:

Brian Wilson, Downtown Liaison, Community Planning & Development, 360.570.3798

Presenter(s):

Brian Wilson, Downtown Liaison, Community Planning & Development

Background and Analysis:

One of City Council's four priorities is to "Champion Downtown" with goals including developing partnerships, increasing commerce and increasing safety and cleanliness. In an effort to accomplish these multi-pronged goals, Council established the Downtown Project.

The Downtown Project includes several smaller programs intended to target specific opportunities in downtown Olympia. These programs include placemaking efforts, Crime Prevention Through Environmental Design, leveraging resources with stakeholders and the establishment of the Downtown Ambassador Program, Walking Patrol Program and the Alcohol Impact Area.

Staff will present a brief update on the above items as well as discuss what to expect in 2015.

Neighborhood/Community Interests (if known):

The Downtown Project involves partnering with several local stakeholder groups and using existing

Type: recognition **Version:** 2 **Status:** Recognition

resources to create a clean and safe environment in downtown Olympia.

Options:

N/A - Update Only

Financial Impact:

Varies depending on specific program.



Downtown Project Phase III Task List

Last Updated November 2013



- Scoping of Downtown Master Plan
- Complete Community Renewal Area Process
- Complete Washington Center Repairs
- LED Street Light Conversion
- Alleyway Lighting
- Downtown Tree Trimming
- Crime Prevention Through Environmental Design (CPTED) Analysis
- Expansion of Walking Patrol Program
- Expansion of the Clean Team
- Bars/Tavern Owners League Meetings
- Downtown Marketing Consultation
- Community Stakeholder Collaboration
- Downtown Neighborhood Association Formalization
- Completion of Artesian Commons
- Block Watch (DNA)
- Alcohol Impact Area (AIA)
- Pedestrian Wayfinding
- Downtown Waste Management Assessment
- Fifth Avenue Overlay Project

SCOPING OF DOWNTOWN MASTER PLAN

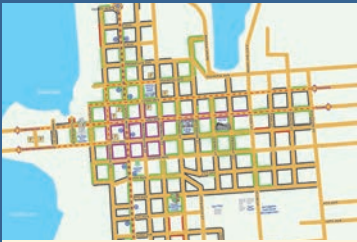


- Internal Partners:**
- All Departments

- Ideal External Partners:**
- Planning Commission
 - PBIA
 - ODA
 - CNA
 - DNA
 - UAC

The Downtown Master Plan (DMP) will be a stand-alone planning document visioning the future of downtown. The creation of the DMP will involve an extensive public input process. The scoping of the DMP is scheduled to begin in the Fall of 2014.

COMPLETE COMMUNITY RENEWAL AREA PROCESS



- Internal Partners:**
- CP&D

- Ideal External Partners:**
- Citizen Advisory Committee
 - General Public

A Community Renewal Area (CRA) empowers cities, towns and counties to undertake and carry out community renewal projects with an emphasis on long-standing blighted properties. The CRA is a tool that has been successfully utilized by several municipalities in the Pacific Northwest including Vancouver, Shoreline, and Kent.

COMPLETE WASHINGTON CENTER REPAIRS

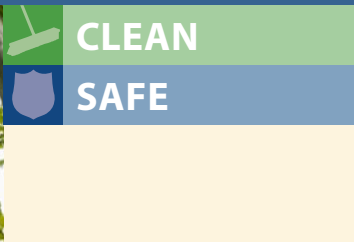


- Internal Partners:**
- Public Works

- Ideal External Partners:**
- Washington Center for Performing Arts

The Washington Center for Performing Arts is receiving a much-needed facelift. Beautiful external facades, enhanced canopy, glass doors, marquee sign, and a new ticket window are a few of the upgrades included in this project. This project will be completed in early 2014.

LED STREET LIGHT CONVERSION



- Internal Partners:**
- Public Works

- Ideal External Partners:**
- PSE

Downtown Olympia will get a lot brighter in early 2014! The City is in the process of converting city-owned streetlights from high pressure sodium bulbs to more cost effective and sustainable LED bulbs. LED lighting creates a broader lighting spectrum leading to increased visibility and a safer nighttime environment.

ALLEYWAY LIGHTING



CLEAN

SAFE

Internal Partners:

- CP&D
- Police
- Public Works

Ideal External Partners:

- Downtown Building owners

The City is in the process of applying for a \$50,000 alleyway lighting improvement project through their Section 108 loan program. This project would light up 18-20 alleyways most frequently used as pedestrian walkways. All lighting fixtures will be cost-effective LED bulbs. Estimated installation: Summer, 2014.

DOWNTOWN TREE TRIMMING



CLEAN

SAFE

Internal Partners:

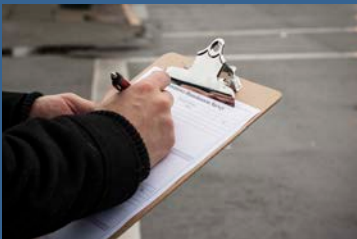
- CP&D
- Public Works
- Parks, Arts & Rec

Ideal External Partners:

- none

We are lucky to have a downtown lined with beautiful street trees. Due to previous budget cuts, some of these trees have grown to a size that compromises the performance of our street lights. The City will complete a downtown tree assessment and trim trees that currently obstruct street lighting.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) ANALYSIS



CLEAN

SAFE

ECONOMIC

PLACEMAKING

Internal Partners:

- Police Department
- CP&D
- Public Works

Ideal External Partners:

- PBIA
- ODA
- DNA

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. A group of staff and community members will complete a block-by-block CPTED analysis in 2014 and identify specific changes that can be made to make downtown a safe environment for everyone.

EXPANSION OF WALKING PATROL



SAFE

Internal Partners:

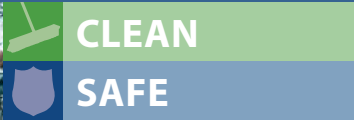
- Police Department

Ideal External Partners:

- none

In Summer of 2013, we saw the return of the Downtown Walking Patrol in a very limited capacity. In January of 2014, the Walking Patrol presence will double in downtown Olympia. This program not only creates more eyes on the street but also increases the connection between the police department and the downtown community.

EXPANSION OF THE CLEAN TEAM



Internal Partners:

- CP&D

Ideal External Partners:

- PBIA
- Capital Recovery Center

The Downtown Ambassador Clean Team is a 5-day a week cleaning crew in downtown Olympia. Primary duties include trash and recycling pickup, graffiti abatement, and pressure washing. This year will bring additional staffing to the clean team leading to an exponential increase in productivity. To report a situation that needs clean team attention, call 360-570-3900.

BAR/TAVERN OWNERS LEAGUE MEETINGS



Internal Partners:

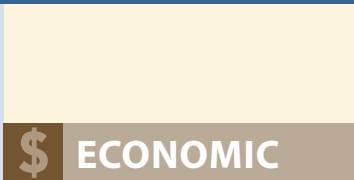
- Police Department
- CP&D

Ideal External Partners:

- PBIA
- Bar/Tavern Owners

Downtown Olympia is an 18-hour downtown where people come to eat, shop, and play. It is important that communication between the police and open-late bar/tavern owners happens frequently and effectively. This year, police will organize regular meetings with bar/tavern owners to discuss on-going safety issues.

DOWNTOWN MARKETING CONSULTATION



Internal Partners:

- CP&D

Ideal External Partners:

- PBIA
- ODA
- VCB
- DNA
- Port

Downtown Olympia has numerous groups that all work hard to promote the place they love. Creating partnerships and a marketing plan that emphasizes shared goals is paramount for telling the "downtown story" to a broad audience. Staff plans to approach several of these groups in an effort to leverage marketing resources moving forward. Teamwork!

COMMUNITY STAKEHOLDER COLLABORATION



Internal Partners:

- CP&D

Ideal External Partners:

- PBIA
- ODA
- VCB
- DNA
- Port
- many more...

Similar to working toward leveraging marketing efforts, it is important that downtown stakeholder groups stay informed in the current projects and plans of each organization. Communication and partnerships are power. The creation of a Downtown Group involving a representative from all of these organizations can lead to previously unknown partnership opportunities.

OFFICIAL ESTABLISHMENT OF THE DOWNTOWN NEIGHBORHOOD ASSOCIATION



	CLEAN
	SAFE
	ECONOMIC
	PLACEMAKING

Internal Partners:

- CP&D

Ideal External Partners:

- Downtown Residents

An engaged neighborhood is a successful neighborhood. The formation of the Downtown Neighborhood Association will make it easy for police to work with downtown residents in creating a safe and welcome environment for all users of downtown.

COMPLETION OF ARTESIAN COMMONS



OLYMPIA
ARTESIAN WELL

	CLEAN
	SAFE
	ECONOMIC
	PLACEMAKING

Internal Partners:

- Police Department
- CP&D
- OPARD



Ideal External Partners:

- PBIA
- Arts Commission

In 2013, City Council, staff and community members worked hard to conceptualize the future of the downtown Artesian Well parking lot. After a thorough public process, a design has been approved that includes in installation of food trucks, seating, stage, murals, and kids play features. Construction of the park will begin in early 2014.

ESTABLISHMENT OF DOWNTOWN BLOCK WATCH



	CLEAN
	SAFE

Internal Partners:

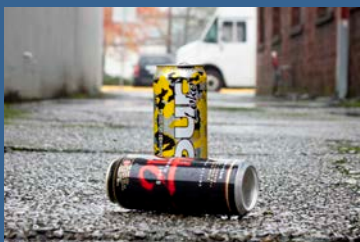
- Police Department



Ideal External Partners:

- Downtown Residents
- Downtown Business Owners

An engaged neighborhood is a successful neighborhood. The formation of the Downtown Neighborhood Association will make it easy for police to work with downtown residents in creating a safe and welcome environment for all users of downtown.

IMPLEMENTATION OF ALCOHOL IMPACT AREA



	CLEAN
	SAFE

Internal Partners:

- Police Department
- CP&D

Ideal External Partners:

- none

In December, 2013, the Washington State Liquor Control Board will decide whether or not to approve a state-recognized Alcohol Impact Area (AIA) in Downtown Olympia. The AIA will ban the sale of cheap, high-alcohol content beverages in retail locations in the downtown core. AIAs have proven to be a successful tool in other Washington State Cities.

PEDESTRIAN WAYFINDING



Internal Partners:

- Public Works Transportation
- CP&D

Ideal External Partners:

- PBI
- ODA
- BPAC
- Intercity Transit

Creating a safe environment that encourages alternate modes of transportation is an important value held by many downtown stakeholders. This pedestrian based wayfinding project will involve creating a downtown map that contains information to help pedestrians easily find shopping, eating, parking, bus stops, and parks in downtown Olympia.

DOWNTOWN WASTE MANAGEMENT ASSESSMENT



Internal Partners:

- Public Works
- CP&D

Ideal External Partners:

- Business Owners

Public Works Waste Resources and Code Enforcement staff will assess several hotspot waste deposit areas in downtown. The goal is to identify potential improvements on blocks where several businesses contribute toward the overall creation of waste. Dumpster consolidation and partnerships between businesses can lead to a better aesthetic in downtown while keeping it more clean.

FIFTH AVENUE OVERLAY PROJECT



Internal Partners:

- Public Works Transportation

Ideal External Partners:

Public Works will move forward with a project that will resurface 5th Avenue between Capitol Way and Water St. This project will improve surface conditions, slow down traffic in the core, and install pedestrian-friendly bulb outs.



Land Use and Environment Committee

DOWNTOWN PROJECT PHASE I TASK LIST:



Establishment of the Downtown Ambassador Program



Establishment of Best Management Practices for Bars/Taverns



Establishment of an Alcohol Impact Area



Installation of two parklets



Art installation at Artesian Well



Installation of two tree benches



Survey of Downtown Users



Review of Pedestrian Interference Ordinance



DOWNTOWN PROJECT PHASE II TASK LIST:

1. CLEAN:

- Expansion of Clean Team
- Downtown Olympia Graffiti Abatement Coordination
- Expansion of Downtown Pedestrian Recycling Program



2. SAFE:

- Expansion of Downtown Ambassadors
- Downtown Proactive Policing
- Coordinating Social Services
- Expanding Restroom Availability
- Alcohol Impact Area (AIA) Implementation
- Formalize Bars/Taverns BMP Review Guidelines
- Strengthen Downtown Neighborhood Association



3. ECONOMIC DEVELOPMENT:

- Downtown Marketing - "Telling our story"
- Parking Makeover
- Formation of Community Renewal Area
- Marketing Department of Fish & Wildlife Property
- Facilitating Housing Construction
- Council Gives Direction on Downtown Master Plan
- Washington Center for Performing Arts Repairs



4. PLACEMAKING:

- Artesian Court Design Council Presentation
- Alley Improvement Project Proposal
- Alley Naming Project
- Installation of more Parklets
- Installation of more Tree Benches
- Public Art Installation (PBIA Funded)





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City of Olympia

City Council

Approval of October 28, 2014 Special Study Session Meeting Minutes

Agenda Date: 11/3/2014
Agenda Item Number: 4.A
File Number:14-1074

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

Title

Approval of October 28, 2014 Special Study Session Meeting Minutes



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Meeting Minutes - Draft City Council

Information: 360.753.8447

Tuesday, October 28, 2014

5:30 PM

Room 207

Special Study Session

1. ROLL CALL

Present: 6 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

Excused: 1 - Councilmember Julie Hankins

OTHERS PRESENT

Community Planning and Development Director Keith Stahley
Deputy Director Leonard Bauer
City Manager Steve Hall
Assistant City Manager Jay Burney
Deputy City Attorney Darren Nienaber
Parks, Arts and Recreation Director Paul Simmons
Pacifica Law Group Partner Jay Reich
ECONorthwest Senior Planner Lorelei Juntune
Planning Commissioners Roger Horn and Judy Bardin

2. BUSINESS ITEMS

2.A [14-1045](#) Community Renewal Area (CRA) Process - Next Steps

Mayor Buxbaum introduced the topic and reviewed the purpose of the study session.

Mr. Stahley outlined how the distributed proposal document "Moving Forward With CRA" can support City Council to capitalize on current momentum for developing downtown.

Ms. Juntune discussed how the process of bringing the issue to the public might unfold in order to support deeper engagement with the community. She explained the proposal and discussed approaching developers with requests for proposals and quotes (RFP/Q).

Mr. Reich shared his experience working with other municipalities and elaborated on how the process for Council decision making can be supported at critical junctures. He outlined how the CRA provides the City with new tools to pair with the Grow

Olympia Fund to encourage private sector participation and shape development to increase commerce.

Discussion:

- Examples from other municipalities.
- Citizen advisory committee participation in Burien.
- Questions about the volume of proposals.
- Role and responsibility of market feasibility studies.
- Public sector involvement and code integration.
- Premature development of ordinances and planning without certainty of a Downtown Plan.
- A need for more time to discuss private/public intersection and possibilities.
- Mitigation of risk with informed scoping process.
- How processes can respond and feed into goals of both a CRA and a Master Plan.
- Potential of missing opportunities which coincide with current downtown development.
- Clarification of the purpose of the resolution.
- Lack of clarity around Council role and responsibility.
- Selection of site specific areas for redevelopment.
- Need for greater use of imagination regarding ideas and participation with developers.
- Mechanism for bringing economically viable private interest and resources.
- Inadequate community engagement around a Downtown vision.
- Regulatory framework of Downtown Plan is not site specific for development.
- Taking action by the end of the year with an ordinance/resolution in order to proceed with a Downtown Master Plan.
- High level values for blighted buildings.
- Using the RFP process for important scoping around a Downtown Master Plan.
- Pear Blossom Place is an example of past success.
- Chapter 35.81 RCW requirements.
- Council commitment to commerce downtown and public perception of lack of follow through.
- Budget considerations.

Mayor Buxbaum expressed appreciation to the presenters.

The work session was continued to the Special Study Session on Monday, November 3.

3. ADJOURNMENT

The meeting was adjourned at 6:43 p.m.



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601 4th Avenue E.
Olympia, WA 98501
360-753-8447

City of Olympia

City Council

Approval of October 28, 2014 City Council Meeting Minutes

Agenda Date: 11/3/2014
Agenda Item Number: 4.B
File Number:14-1077

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

Title

Approval of October 28, 2014 City Council Meeting Minutes



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8447

Meeting Minutes - Draft City Council

Tuesday, October 28, 2014

7:00 PM

Council Chambers

1. ROLL CALL

Present: 6 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

Excused: 1 - Councilmember Julie Hankins

1.A ANNOUNCEMENTS

Mayor Buxbaum spoke about the Marysville high school shooting tragedy.

1.B APPROVAL OF AGENDA

The agenda was approved.

2. SPECIAL RECOGNITION - None

3. PUBLIC COMMUNICATION

The Council heard comments from Terrence Zander, Yahcob Kropotkin, Charles West, Dana Walker, Ron Nesbitt and Esmerelda Osmarati.

COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)

City Manager Steve Hall said he hadn't heard about the busking issue and will be happy to speak with the persons involved.

Police Chief Ronnie Roberts said the Scott Yoos issue was adjudicated long ago.

4. CONSENT CALENDAR

Mayor Pro Tem Jones pulled Item **4F - Shoreline Master Program Update - Response to Comments Received by Department of Ecology** - for discussion following the Consent Calendar.

- 4.A** [14-1048](#) Approval of October 20, 2014 Minutes of Special City Council Meeting with Squaxin Island Tribal Council

The minutes were adopted.

- 4.B [14-1046](#) Approval of October 21, 2014 City Council Meeting Minutes

The minutes were adopted.

- 4.C [14-1047](#) Approval of October 22, 2014 Special City Council Meeting Minutes

The minutes were adopted.

- 4.D [14-0999](#) Approval of Interlocal Agreement between LOTT Clean Water Alliance and the City of Olympia for Maintenance and Repair Mutual Aid Services

The contract was adopted.

- 4.E [14-1016](#) Approval of the Public Works Trust Fund Loan Repayment Date Amendments on Three Loan Agreements

The contract was adopted.

4. SECOND READINGS

- 4.G [14-1042](#) Proposed Permanent Retail Cannabis Regulations Ordinance

The ordinance was adopted on first and final reading.

4. FIRST READINGS

- 4.H [14-0983](#) Approval of Ordinance Amending Olympia Municipal Code to Discontinue the Acceptance of a Bond in Lieu of Payment for Fines, Fees and Charges Due for Unpaid Parking Citations

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

Approval of the Consent Agenda

Councilmember Cooper moved, seconded by Councilmember Langer, to adopt the Consent Calendar, minus item 4F. The motion carried by the following vote:

Aye: 6 - Mayor Buxbaum, Mayor Pro Tem Jones, Councilmember Cooper, Councilmember Langer, Councilmember Roe and Councilmember Selby

Excused: 1 - Councilmember Hankins

ITEM PULLED FROM CONSENT CALENDAR

- 4.F [14-1051](#) Shoreline Master Program Update - Response to Comments Received by Department of Ecology

Mayor Pro Tem Jones said he disagreed with comments regarding marine flooding, storm surge and sea level rise.

After discussion, Mayor Pro Tem Jones moved, seconded by Councilmember Roe, to insert the following language in the column entitled "Local Government Response and Rationale" for Comment 9, related to flooding: The City of Olympia is not clear on whether our draft Shoreline Management Plan document adequately addresses the flood damage prevention requirements of the Shoreline Management Act. We seek advice of the Department of Ecology to know if the requirements of the Shoreline Management Act, relative to this issue, have been met through the content of our draft Shoreline Master Plan. The motion carried by the following vote:

Aye: 3 - Mayor Pro Tem Jones, Councilmember Cooper and Councilmember Roe

Nay: 2 - Mayor Buxbaum and Councilmember Langer

Excused: 1 - Councilmember Hankins

Abstained: 1 - Councilmember Selby

Councilmember Roe moved, seconded by Mayor Pro Tem Jones, to direct staff to respond to the Department of Ecology as reflected in Attachment 1 of the staff report. The motion carried by the following vote:

Aye: 4 - Mayor Pro Tem Jones, Councilmember Cooper, Councilmember Roe and Councilmember Selby

Nay: 2 - Mayor Buxbaum and Councilmember Langer

Excused: 1 - Councilmember Hankins

5. PUBLIC HEARING

5.A 14-0842 PUBLIC HEARING - Engineering Design and Development Standards Update

Assistant City Engineer Steve Sperr provided a briefing on the Engineering Design and Development Standards (EDDS). He provided highlights of proposed changes, stakeholder feedback, a brief look ahead to 2015, and next steps.

The Public Hearing was opened at 8:35 p.m.

Ms. Karen Messmer, President of the Olympia Safe Streets Campaign, PO Box 1423, said the City still needs to work more on this process. She said Oly Speaks is not a good venue for this. She suggested staff set an early deadline, distribute comments and make deliberation on those comments. She also suggested discussion on the EDDS return to the Land Use and Environment Committee to consider changes to the LED streetlights.

Mr. Jim Lazar, 1063 Capitol Way #202, spoke on the brightness of LED streetlights and how this affects wildlife. He asked Council to send this issue back to the Land Use and Environment Committee to receive comments from experts on the effects of bright lights on wildlife.

The Public Hearing was closed at 8:43 p.m.

Council discussed the calvin temperature on the LED streetlights. Councilmember Langer recommended inserting a range of 3400 to 4300. Council agreed to bring the amended ordinance forward on November 18.

Councilmember Cooper asked for a referral to the Land Use and Environment Committee next year to discuss installing conduit for fiber optic cable anytime a ditch is opened. The Committee's recommendation could then come back to Council for the next update on the EDDS. Council agreed.

The public hearing was held and will come back to the Council for first reading on November 18 with the proposed amendment.

- 5.B** [14-1027](#) Approval of Ordinance Extending for an Additional Six Months the Moratorium on Medical Marijuana Collective Gardens and Other Cannabis Related Uses not Addressed by I-502 (First and Final Reading)

Code Enforcement Officer Chris Grabowski provided a briefing on this issue.

The public hearing was opened at 9:14 p.m. No one testified, so the public hearing was closed at 9:14 p.m.

Mayor Pro Tem Jones suggested the Mayor write a letter to the City's legislative delegation urging them to pass this. Council agreed.

Councilmember Langer moved, seconded by Councilmember Selby, to suspend Council's usual Guideline and adopt on first and final reading the ordinance extending the moratorium on medical marijuana collective gardens for an additional 6 months, to a total of 729 days. The motion carried by the following vote:

Aye: 6 - Mayor Buxbaum, Mayor Pro Tem Jones, Councilmember Cooper, Councilmember Langer, Councilmember Roe and Councilmember Selby

Excused: 1 - Councilmember Hankins

6. OTHER BUSINESS

- 6.A** [14-1043](#) Presentation of the 2015 Preliminary Operating Budget

City Manager Steve Hall said the goal is to adopt a sustainable budget and he then

reviewed issues that need to be addressed in order to obtain sustainability. He said the 2015 budget is balanced and there are no service or program cuts and no layoffs. He then reviewed the key features of the budget and said this budget does not include funding for the Downtown Plan or an Economic Development Coordinator.

Administrative Services Director Jane Kirkemo said the total budget is \$122,494,485. She reviewed expenses, revenues, taxes, the cost for services, proposed rate increases, impact fee increases, and General Facilities Charge increases. She also reviewed major efficiencies realized this past year.

Mr. Hall noted the Council recently passed an ordinance that would impose B&O Tax on Providence St. Peter Hospital and he reviewed the options for this additional revenue.

Councilmember Roe asked the Council to consider providing \$25,000 for two minimum wage jobs for at-risk youth which could be coordinated with Community Youth Services..

The report was received.

7. CONTINUED PUBLIC COMMUNICATION

8. REPORTS AND REFERRALS

8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

Councilmembers reported on committees and events they attended.

Mayor Buxbaum referred the Council to a letter to Thurston County and a resolution he distributed regarding neonicotinoids. Council agreed to put this on the November 3 agenda under Consent. Councilmember Cooper asked to amend the resolution to add language to encourage citizens to plant trees, shrubs, and flowers that attract pollinators.

Council also agreed to continue discussions on the Community Renewal Area at next week's Special Study Session.

8.B CITY MANAGER'S REPORT AND REFERRALS

Mr. Hall reported solar panels are being installed on the roof of City Hall this week.

9. ADJOURNMENT

The meeting adjourned at 10:42 p.m.



City of Olympia

City Council

Approval of Sublease Agreement with Fiddlehead Marina for a Portion of Percival Landing

Agenda Date: 11/3/2014
Agenda Item Number: 4.C
File Number:13-0864

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

Title

Approval of Sublease Agreement with Fiddlehead Marina for a Portion of Percival Landing

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve the Sublease Agreement with the Fiddlehead Marina and authorize the City Manager to sign the Agreement.

Report

Issue:

Determine whether to renew a Sublease Agreement with the owner of Fiddlehead Marina for a small area of land over which an existing segment of the Percival Landing boardwalk is constructed.

Staff Contact:

Dave Okerlund, Parks, Arts and Recreation Department, Planning & Design Manager, 360.570.5855

Presenter(s):

None.

Background and Analysis:

Two small segments of the existing Percival Landing boardwalk (totaling approximately 224 square feet) are constructed over an area that the City has subleased from Fiddlehead Marina since 1984. The City's sublease area is included in a larger area that Fiddlehead Marina leases directly from the Washington State Department of Natural Resources (DNR). The City's current sublease expires on November 7, 2014.

The new Sublease Agreement was prepared utilizing the standard DNR format for subleases of aquatic lands. The term of the new sublease agreement begins on November 8, 2014 and will expire on June 30, 2032, concurrent with the expiration of Fiddlehead Marina's Master Lease with DNR. The DNR has approved the draft sublease agreement and issued its consent letter on September 11,

2013 (see attached). City Legal staff has reviewed the new Sublease Agreement, and the legal description has been reviewed by the City Surveyor.

Neighborhood/Community Interests (if known):

None identified.

Options:

Option 1. Approve the Sublease Agreement with Fiddle Head Marina and authorize the City Manager to sign the agreement.

Implications: The continued use of segments of Percival Landing boardwalk will not be jeopardized.

Option 2. Do not approve the Sublease Agreement with Fiddlehead Marina and do not authorize the City Manager to sign the agreement.

Implications:
The continued use of segments of Percival Landing boardwalk might be jeopardized.

Financial Impact:

There is no fee associated with this Sublease Agreement, as DNR does not charge a fee to the Fiddlehead Marina for the area that is subleased to the City.

CONSENT TO SUBLEASE EXHIBIT A

SUBLEASE OF AQUATIC LANDS LEASE NO. 22-A02559

FIDDLEHEAD MARINA, INC. ("SUBLESSOR")

AND

CITY OF OLYMPIA ("SUBLESSEE")

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EXHIBIT A: MASTER LEASE

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EXHIBIT C: SUBLEASED AREA LEGAL DESCRIPTION

SUBLEASE OF AQUATIC LANDS LEASE NO. 22-A02559
FIDDLEHEAD MARINA, INC. ("SUBLESSOR")

AND

CITY OF OLYMPIA ("SUBLESSEE")

THIS SUBLEASE OF AQUATIC LANDS LEASE NO. 22-A02559 (the "SUBLEASE") is dated for reference purposes as of _____, 201~~4~~⁴ and is made by and between FIDDLEHEAD MARINA, INC., a Washington corporation, whose address is 611 Columbia St. NE Olympia, WA 98501 ("Sublessor"); CITY OF OLYMPIA, a Washington municipal corporation, whose address is P.O. Box 1967, Olympia, Washington 98507-1967, ("Sublessee") (individually Sublessor and Sublessee are referred to herein as "Party" and collectively as "Parties").

FAW

RECITALS

- A. Fiddlehead Marina, Inc. is the Tenant pursuant to Aquatic Lands Lease No. 22-A02559, which commenced on July 1, 2002 (the "Master Lease"), attached hereto as Exhibit "A". The State of Washington, acting through the Department of Natural Resources ("State") is the landlord under the Master Lease. The Master Lease covers certain state-owned aquatic lands more particularly depicted in Exhibit "B" ("~~20~~²²Sublease of Aquatic Lands Lease No. 20-A02559 – Master Lease Area and Sublease Area Map").
- B. In consideration for the mutual benefits created herein and other good and valuable consideration, Sublessor desires to sublease a portion of the Leased Property to Sublessee, which portion of the Leased Property is more particularly described in Exhibit "C" ("~~20~~²²Sublease of Aquatic Lands Lease No. 20-A02559 – Sublease Area Legal Description").
- C. For the term of this sublease, Sublessee is hereby authorized to construct, place and maintain upon the above-described property a boardwalk and parking facilities, all in accord with the design drawings for Percival Landing North. This authority includes the authority to temporarily occupy and use adjacent property necessary for the construction or repair of the above-mentioned facilities.
- D. It is agreed that the property hereby subleased shall be used for the benefit of the public and that Sublessor shall not interfere with the right of any member of the public to lawfully use the above-mentioned facilities. Sublessee shall maintain said facilities in a reasonable manner and shall make necessary repairs thereto in a timely fashion. Sublessee's occupancy and use shall not unreasonably interfere with the business of the Sublessor.
- E. The parties agree that the parking facilities within the area subleased shall be open to the public on a first come, first served basis. Sublessor hereby authorized Sublessee to enforce reasonable parking restrictions in said parking area, provided that Sublessee may not establish time limits for parking nor may Sublessee install parking meters in said area. Sublessor shall not in any manner reserve any or all of said parking spaces for any person(s) or type(s) of vehicles to the exclusion of others.

FAW

FAW

- F. The term for said sublease shall run for Nineteen (19) years until June 30, 2032. Sublessor may terminate this sublease prior to the end of said term only if Sublessee abandons the area described above and no longer uses same as a boardwalk and/or sidewalk.
- G. Sublessor retains the right to maintain and upgrade its existing utility lines and facilities which are currently located on the property.
- H. It is intended by both parties that this sublease shall continue for the term set forth in Paragraph F above and shall be an encumbrance on Sublessor's Harbor Lease No. 22-A02559 with the State of Washington, Department of Natural Resources, dated August 21, 2002. Should Sublessor move to convey or transfer its leasehold interest under lease No. 22-A02559, it shall notify Sublessee of its intention to do so at least twenty (20) days prior to executing said conveyance or transfer. Furthermore, any such conveyance or transfer shall include as a condition thereof a provision that the conveyance or transferee shall be bound by the terms of this sublease.
- I. This Sublease shall be contingent and conditioned upon consent from State and pursuant to the terms and condition of the Consent to Sublease.
- J. Sublessee shall indemnify and hold sublessor harmless from any claims, suits, actions, damages or liability which may arise as a result of Sublessee's use of the property. Provided that Sublessor shall indemnify and hold Sublessee harmless from any claims, suits, actions, damages or liability which arises as a result of Sublessor's actions or those of its officers or agents.
- K. Sublessor shall not further sublease the property in a manner or to an extent which interferes with the use of said property by Sublessee or the general public under this Sublease Agreement.

AGREEMENT

THEREFORE, in consideration of the above recitals and the mutual promises set forth in this Agreement, and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows:

1. **RELATIONSHIP OF THE PARTIES.** It is acknowledged that Sublessor is a Tenant of the State. Sublessee acknowledges that no privity of contract exists between Sublessee and State. The Sublessor assumes no liability for any willful misconduct, gross negligence or negligence of State and Sublessor covenants only to deliver such services, if any, as are provided in this Agreement. Sublessee's sole remedy for Sublessor's failure to deliver such services is rescission. The Sublessee further agrees to observe and follow all terms and conditions promulgated by State.

2. **SUBLEASED PROPERTY.** Sublessor hereby subleases to Sublessee and Sublessee hereby subleases from Sublessor for the Term, as hereinafter defined, and upon all of the terms and conditions set forth herein, that certain Sublease Property described in Exhibit "C", subject to the terms of the Master Lease as further provided therein, except as otherwise provided herein. The Sublease Property comprises approximately 0.005 acres and represents approximately .24%, ("Sublessee's Proportionate Share") of the total Leased Property, 2.12 acres.

3. **TERM.**

a) Term. The term of this Sublease shall be for a term commencing on the effective date of State's consent as defined in the Consent to Sublease ("Commencement Date") and ending on the expiration date, June 30, 2032, or earlier termination of the Master Lease ("Term").

b) Delay in Commencement. Notwithstanding the Commencement Date, if for any reason Sublessor cannot deliver possession of the Sublease Property to Sublessee on the Commencement Date, Sublessor shall not be subject to any liability therefore, nor shall such failure affect the validity of this Sublease or the obligation of Sublessee hereunder. The Term shall not be extended as a result of any such delay. Sublessee shall not be obligated to pay the Rent described below until possession of the Sublease Property is tendered to Sublessee; provided however, if Sublessor shall not have delivered possession of the Sublease Property within sixty (60) days from the Commencement Date, Sublessee may, upon providing written notice to Sublessor, cancel this Sublease, in which event the Parties shall be discharged from all obligations contained in this agreement.

4. **RENT. NONE**

5. **USE.**

a) Sublessee shall use and occupy the Sublease Property only for those purposes specifically authorized pursuant to the terms of the Consent to Sublease. The Sublease Property shall be used for no other purposes. Any other use or the failure to obtain necessary consents shall be deemed a material breach of this Sublease.

b) Sublessee shall not do or permit anything to be done in or about the Sublease Property nor bring or keep anything therein that will increase the existing rate for insurance or cause a cancellation of any insurance policy covering the Sublease Property or the Leased Property.

c) Sublessee shall, at Sublessee's expense, comply at all times with all applicable statutes, ordinances, rules, regulations or other laws during the Term relating to Sublessee's use and occupancy of the Sublease Property. Sublessee shall not use or permit the use of the Sublease Property in any manner that will tend to create waste or a nuisance. Sublessee and Sublessee's employees, contractors and invitees shall conduct themselves in a responsible manner while on the Sublease Property and shall not violate any laws. Failure to comply with the terms of this paragraph shall be deemed a material breach of this Sublease.

6. **CONDITION OF THE SUBLEASED PROPERTY.** Sublessee acknowledges that, except as expressly provided herein, Sublessor has not and does not make any representation or warranty to Sublessee concerning the physical condition, value, permitted uses or any other attributes or qualities of the Sublease Property. Sublessee, for itself and its representatives, successors and assigns, accepts the Sublease and takes possession of the Sublease Property in its "AS-IS," "WHERE-IS" condition, and shall make no claim, demand or notice against Sublessor on account of the condition of the Sublease Property. **SUBLESSEE ACKNOWLEDGES AND AGREES THAT: (A) SUBLESSEE IS RELYING SOLELY ON ITS OWN INVESTIGATIONS, EXAMINATIONS AND INSPECTIONS AND THOSE OF SUBLESSEE'S REPRESENTATIVES AND CONSULTANTS, AND ITS OWN JUDGMENT AS TO SUCH MATTERS; (B) SUBLESSEE IS NOT RELYING ON ANY REPRESENTATION OR WARRANTY, DIRECT OR INDIRECT, MADE BY SUBLESSOR OR ON SUBLESSOR'S BEHALF, ORAL OR WRITTEN, EXPRESS OR IMPLIED, TO SUBLESSEE OR ANY AGENTS, REPRESENTATIVES OR EMPLOYEES OF SUBLESSEE, WITH RESPECT TO THE CONDITION OF THE SUBLEASE PROPERTY, ITS COMPLIANCE WITH ANY LAWS, ANY**

RESTRICTIONS RELATED TO THE DEVELOPMENT OF THE SUBLEASE PROPERTY, THE SUITABILITY OF THE SUBLEASE PROPERTY FOR ANY PURPOSES WHATSOEVER, THE APPLICABILITY OF OR COMPLIANCE OF THE SUBLEASE PROPERTY WITH ANY GOVERNMENTAL REQUIREMENTS, INCLUDING, BUT NOT LIMITED TO ZONING, LAND USE AND ENVIRONMENTAL REQUIREMENTS PERTAINING TO, THE SUBLEASE PROPERTY, ANY INCOME, EXPENSES, CHARGES, LIENS, ENCUMBRANCES, RIGHTS, CLAIMS ON OR AFFECTING OR PERTAINING TO THE SUBLEASE PROPERTY, OR TO ANY OTHER MATTER OR THING AFFECTING OR RELATING TO THE SUBLEASE PROPERTY OR THIS SUBLEASE; AND (C) THAT SUBLESSOR MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, OR ARISING BY OPERATION OF LAW, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF CONDITION, HABITABILITY, MERCHANTABILITY, OR FITNESS FOR A PARTICULAR PURPOSE, WITH RESPECT TO THE SUBLEASE PROPERTY.

Any and all alterations or improvements constructed by Sublessee shall be removed prior to the end of the Term unless Sublessor and State specifically agree otherwise. Sublessee shall have no right to make alterations or improvements to any portion of the subleased property except as expressly otherwise provided in the Consent to Sublease.

7. MASTER LEASE.

a) Subject to Master Lease. This Sublease is subject to and subordinate to all the provisions, terms covenants, and condition of the Master Lease. Sublessee acknowledges receipt of a copy of the Master Lease. In the event of a conflict between the Master Lease and this Sublease the terms of the Master Lease shall control. As between Sublessor and Sublessee the terms, conditions and respective obligations of Sublessor and Sublessee to each other under this Sublease shall be the terms and conditions of the Master Lease except for those provisions of the Master Lease that are specifically excluded or are inconsistent with the terms of the Sublease. Therefore, for the purpose of this Sublease, the term Tenant in the Master Lease is deemed to mean Sublessee herein and the term State in the Master Lease is deemed to mean Sublessor herein.

b) Master Landlord Consent. Neither Party shall have any rights or obligations under this Sublease unless and until the written consent of the State for this Sublease in a form acceptable to the Parties (the "Master Landlord Consent") is obtained and delivered to Sublessor and Sublessee as required under the Master Lease. If Master Landlord Consent is not obtained by _____, 2013, then upon notice from either Party to the other delivered prior to the obtaining of the Master Landlord Consent, this Sublease shall terminate. In addition, to the extent the Assumed Master Lease Obligation (defined below) requires Sublessee to obtain the consent or approval of State, those obligations shall be deemed to require the consent or approval of both Sublessor and State. Once Sublessor's consent or approval is obtained, Sublessor shall cooperate with Sublessee's efforts to obtain State's consent or approval.

c) Duties and Obligations under Master Lease. Sublessee assumes, agrees to perform, and observe all provisions, terms covenants, and conditions of Sublessor under the Master Lease as the same relate to the Sublease Property and to Sublessee's use and occupancy of the Sublease Property during the Term, except as may be expressly provided to the contrary herein (collectively, the assumed obligations are referred to herein as the "Assumed Master Lease Obligations").

d) Master Lease Time Periods. When, pursuant to the Assumed Master Lease Obligations, Sublessee is required to perform some act or to make some payment within a given number

of days after an event, in each such instance the given number of days shall be deemed reduced by the lesser of (a) one-half of the number of days specified in the Master Lease; or (b) five business days, so that Sublessor shall have an opportunity (but not an obligation) to cure any default of Sublessee under the Assumed Master Lease Obligations before a default occurs under the Master Lease. If the resulting number of days is not a whole number, it shall be deemed rounded up to the nearest whole number of days.

e) No Knowledge of Default under Master Lease. Sublessor warrants and represents that Sublessor has received no notice, and has no knowledge of any default or material breach by Sublessor of any of its obligations under the Master Lease.

f) Modifications of Master Lease. Sublessor agrees to refrain from entering into any amendment to or modification of the Master Lease that would conflict with or limit the rights granted to Sublessee by this Sublease.

g) State's Obligations. Sublessor's only obligation to Sublessee with respect to the enforcement of State's obligations under the Master Lease shall be to use Sublessor's good faith efforts to do so, but Sublessor may elect not to enforce its right under the Master Lease without incurring any liability to Sublessee whatsoever if enforcing such rights, in the reasonable judgment of Sublessor, would be detrimental to the overall relationship between Sublessor and State.

h) Sublessee's Obligations. Sublessee shall hold Sublessor free and harmless of and from all liability, judgments, costs, damages, claims or demands, including reasonable attorneys' fees arising out of Sublessee's failure to comply with or perform Sublessee's obligations hereunder.

8. **ASSIGNMENT AND SUBLETTING**. Sublessee shall not assign, mortgage, pledge, hypothecate, or otherwise encumber this Sublease, or any interest herein or any right or privilege appurtenant hereto. Sublessee may not sublet all or any portion of the Sublease Property. Any assignment, transfer or sublease made in violation of this Section shall be void. Any such subletting or assignment of this Sublease or the Sublease Property shall be a material breach of this Agreement and result in an immediate termination of the Sublease.

9. **ENTRY AND INSPECTIONS**. Sublessor reserves the right to enter the Sublease Property at any time to inspect the Sublease Property. Sublessor shall not be liable in any manner for any inconvenience, disturbance, loss of business, nuisance, interference with quiet enjoyment, or other damage arising out of Sublessor's entry on the Sublease Property as provided in this section, except damage, if any, resulting from the negligence or willful misconduct of Sublessor or its authorized representatives.

10. **INDEMNIFICATION OF SUBLESSOR**. Sublessee shall hold Sublessor harmless from any claims arising from Sublessee's use and occupancy of the Sublease Property or from any activity permitted by Sublessee in or about the Sublease Property, and any claims arising from any breach or default in Sublessee's performance of any obligation under the terms of this Sublease or the Master Lease. If any action or proceeding is brought by reason of any such claim in which Sublessor is named as a Party, Sublessee shall defend Sublessor therein at Sublessee's expense by counsel reasonably satisfactory to Sublessor. The Sublessor and its agents shall not be liable for any damage to property, nor for loss or damage to any property by theft or damage, nor from any injury to or damage to persons or property resulting from any cause whatsoever, unless caused by or due to the negligence

or willful misconduct of Sublessor, its agents or employees.

11. INSURANCE.

a) Sublessee shall assume the risk of damage to any fixtures, goods, inventory, merchandise, equipment, improvements, and Sublessor shall not be liable for injury to Sublessee's business or any loss of income relative to such damage. The Sublessee shall, at all times during the Term, and at its own cost, procure and continue in force insurance coverage in accordance with the terms of the Master Lease. Sublessee shall deliver to Sublessor prior to occupancy of the Sublease Property copies of the policies of insurance required of sublessor under the terms of the Master Lease, and naming Sublessor and State as additional named insureds.

b) Waiver of Subrogation. As long as their respective insurers so permit, Sublessor and Sublessee each hereby waive any and all rights of recovery against the other for any loss or damage occasioned to such waiving Party or its property of others under its control to the extent that such loss or damage is insured against under any fire or extended coverage insurance policy that either may have in force at the time of such loss or damage. Each Party shall obtain any special endorsement, if required by their insurer, to evidence compliance with this waiver.

12. SUBLESSOR'S REMEDIES UPON DEFAULT.

Except as expressly otherwise provided in this Sublease, if Sublessee:

a) fails to deliver possession of the Sublease Property upon termination of this Sublease in the condition it is required to be delivered under the terms of the Master Lease upon the expiration or earlier termination of the Master Lease, or as otherwise specifically provided in the Consent to Sublease;

b) defaults under the Assumed Master Lease Obligations as the same may be modified by the terms of this Sublease;

c) fails to pay any Annual Rent within five (5) business after the same is due or fails to pay any other sum payable under this Sublease or the Master Lease when due; or

d) fails to perform or observe any other covenant, term, provision, or condition of this Sublease, which failure continues for ten (10) business days after written notice from Sublessor to Sublessee describing such failure, then in each instance, Sublessee shall be in default under this Sublease and Sublessor shall be entitled to all the right and remedies available to State under the Master Lease following an event of default by the tenant thereunder and to any other rights and remedies available to a landlord under applicable law.

13. BROKERS. Sublessor and Sublessee each warrant that they have not involved a Broker in this Sublease and that no commissions or other fees of any kind are owed to any individual or entity. Further, both Parties hereby agree to indemnify and hold harmless the other Party for any and all claims for any real estate commissions or other compensation.

14. ATTORNEY'S FEES. If either Party brings an action to enforce the terms of this Sublease or to otherwise declare rights hereunder, the prevailing Party in said action, on trial and appeal, shall be entitled to recover reasonable attorneys' fees from the non-prevailing Party(s) as fixed

by the Court.

15. **WAIVER.** No failure of the either Party to enforce any term of this Agreement shall be deemed to be a waiver.

16. **NOTICES.** Any notice that either Party hereto may, or is required to, give shall be given by mailing the same to:

SUBLESSOR: FIDDLEHEAD MARINA, INC.
Attention: Mr. Bob Wubbena
611 Columbia St. NW
Olympia, WA 98501

SUBLESSEE: CITY OF OLYMPIA
P.O. Box 1967
Olympia, WA 98507-1967

Each Party will notify the other promptly of any change in address. The additional provisions of Notice in the Master Lease and Consent to Sublease shall control.

17. **RECORDING.** Sublessee shall record this Sublease in accordance with the terms of the Master Lease and shall provide such recording information to Sublessor and State upon completion.


18. **SEVERABILITY.** If any provision of this Agreement is found invalid or unenforceable under judicial decree or decision, the remainder shall remain valid and enforceable according to its terms. Without limiting the previous, it is expressly understood and agreed that each and every provisions of this Agreement that provides for a limitation of liability, disclaimer of warranties, or exclusions of damages is intended by the Parties to be severable and independent of any other provision and to be enforced as such. Further, it is expressly understood and agreed that if any remedy under this Agreement is determined to have failed of its essential purpose, all other limitations of liability and exclusion of damages set forth in this Section shall remain in full force and effect.

19. **ENTIRE AGREEMENT.** The Parties acknowledge that this Agreement expresses their entire understanding and Agreement, and that there have been no warranties, representation, covenants or understandings made by either Party to the other. The Parties further acknowledge that this Agreement supersedes, terminates and otherwise renders null and void any and all prior agreements or contracts, whether written or oral, entered into between Sublessee and Sublessor with respect to the matters expressly set forth in this Agreement.

THIS AGREEMENT requires the signature of all Parties and is executed as of the date of the last signature below.

SUBLESSOR:

FIDDLEHEAD MARINA



Sec/Treasurer

Name

Title

Dated: 10-27, 2014

SUBLESEE:

City of Olympia

Name

Title

Dated: _____, 2014

Approved as to Form



City Attorney

SUBLESSOR ACKNOWLEDGMENT

I certify that I know or have satisfactory evidence that Robert Wubbena is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument, and acknowledged it as the Treasurer and Secretary of Fiddlehead Marina Inc., to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

(Print Name) Amanda Ruston

Notary Public in and for the State of Washington, residing at Olympia, WA My appointment expires January 1, 2017

SUBLESEE ACKNOWLEDGMENT

I certify that I know or have satisfactory evidence that Steven R. Hall is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she was authorized to execute the instrument and acknowledged it as the City Manager of the City of Olympia to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

(Print Name)

Notary Public in and for the State of Washington, residing at _____ My appointment expires _____

EXHIBIT "B"

SUBLEASE OF AQUATIC LANDS LEASE NO. 2433

MASTER LEASE AREA AND SUBLEASE AREA MAP

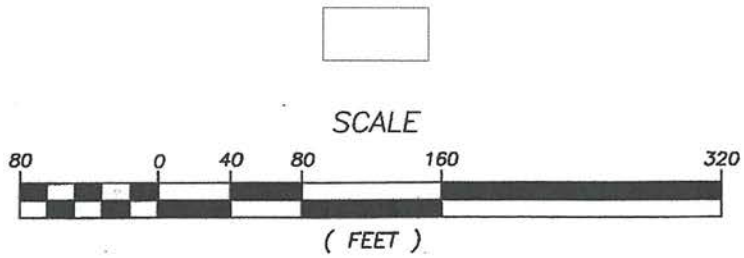
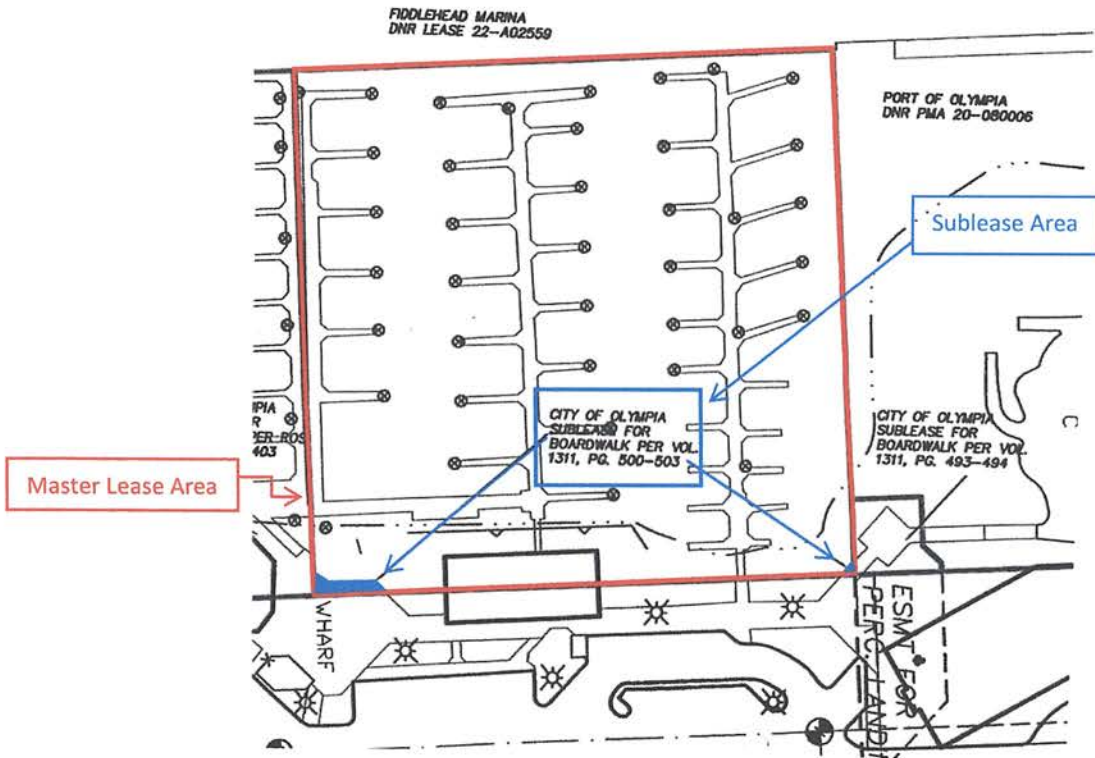


EXHIBIT "C"

SUBLEASE OF AQUATIC LANDS LEASE NO. 22-A02559

SUBLEASED AREA – LEGAL DESCRIPTION

Those portions of Olympia Harbor Leases Nos. 2559 and 2400 lying between the inner harbor line and the outer harbor line as shown on the Fourth Supplemental Maps of Replat of a portion of Olympia Tidelands and Harbor Areas, Plate 1, recorded under Auditor's File Number 1041210, Records of Thurston County, Washington, described as follows:

Commencing at the intersection of the inner harbor line with the westerly extension of the South line of Block 3, Olympia Tidelands; thence North $4^{\circ} 05' 20''$ West along said harbor line, 1.00 feet to the point of beginning; thence North $49^{\circ} 05' 20''$ West, 8.48 feet, thence North $4^{\circ} 05' 20''$ West, 26.00 feet; thence North $40^{\circ} 54' 40''$ East, 8.48 feet to said harbor line; thence South $4^{\circ} 05' 20''$ East, 38.00 feet to the point of beginning.

ALSO, beginning at the intersection of the inner harbor line with the westerly extension of the South line of Block 4 of Olympia Tidelands; thence South $4^{\circ} 05' 20''$ East along said harbor line, 8.00 feet; thence North $49^{\circ} 05' 53''$ West, 11.31 feet; thence North $85^{\circ} 53' 33''$ East, 8.00 feet to the point of beginning.

In the City of Olympia, Thurston County, Washington.



September 11, 2013

Mr. Bob Wubbena
Fiddlehead Marina, Inc.
611 Columbia Street Northwest
Olympia, WA 98501

Subject: Consent to Sublease of Aquatic Lands Lease No. 22-A02559

Dear Mr. Wubbena:

Per section 9.1 of the Lease, the Washington State Department of Natural Resources (DNR) hereby consents to the sublease of a portion of the state owned aquatic lands leased under Aquatic Lands Lease No. 22-A02559 between DNR and Fiddlehead Marina (sublessor) to the City of Olympia (sublessee) on the exact terms and conditions set forth in this Consent and in the sublease provided as Exhibit A to this Consent, ("the Sublease"). The subleased property is more particularly identified in Exhibit C to the Sublease, ("the Subleased Property").

DNR's consent to sublease is conditioned on Sublessor's agreement that the Sublease shall authorize the use of the Subleased Property for a public access boardwalk and for no other purpose. By providing its consent to sublease DNR is not releasing Sublessor of any obligations under the Lease, providing its consent to any additional subleases, or otherwise agreeing to amend the terms of the Lease. This Consent is not a consent to any improvement or alteration to or in the Subleased Property, and prior to the undertaking by Sublessor or Sublessee of any improvement or alteration to or in the Subleased Premises, Sublessor shall obtain State's prior written consent as required by the Lease.

Please call me at (360) 584-8103 if you have any questions or concerns.

Sincerely,

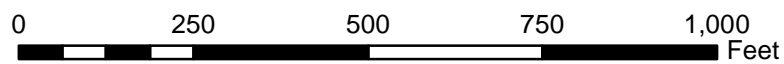
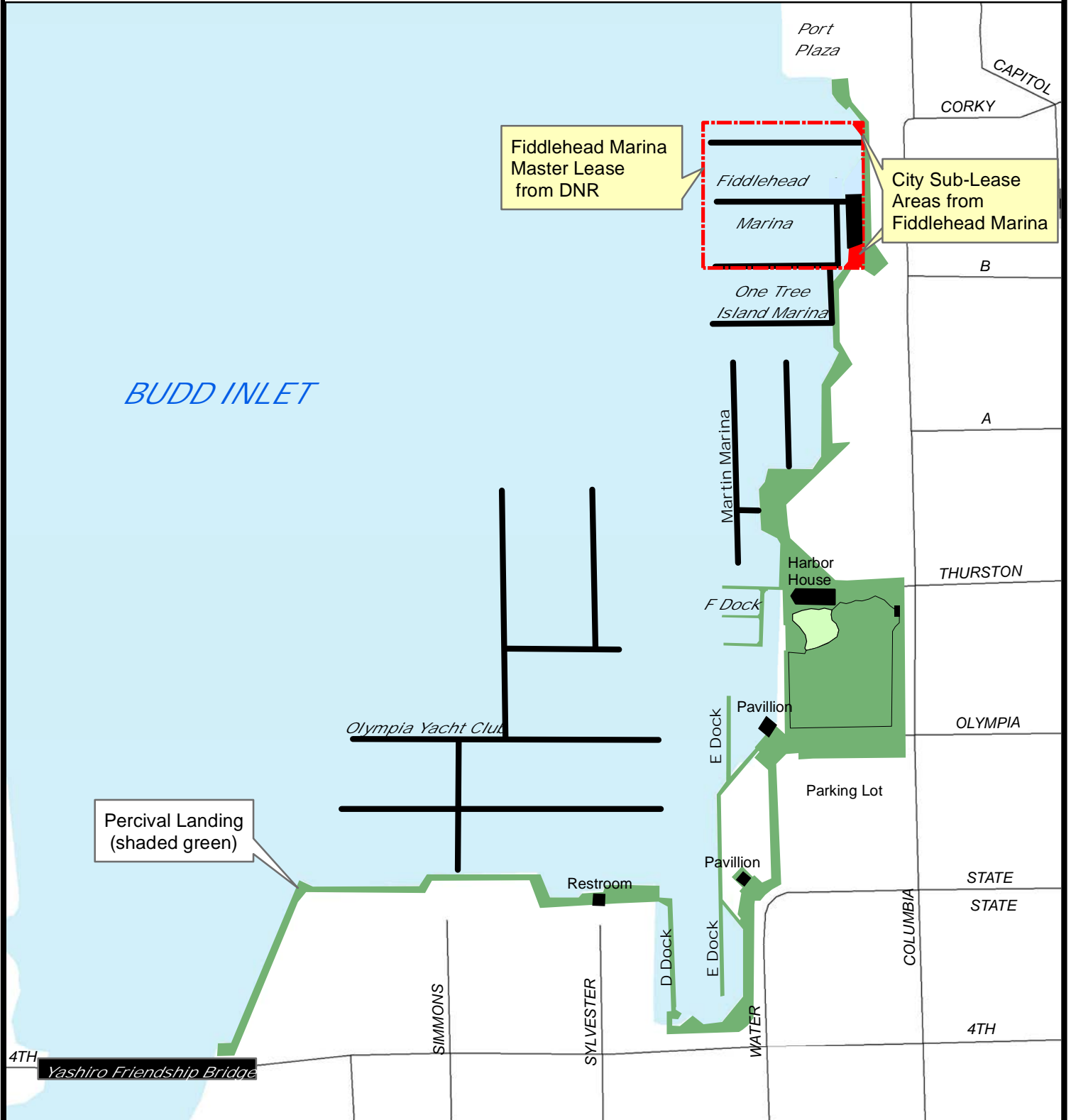
Rolin Christopherson, Aquatic Lands Manager

Enclosure: Exhibit A
Exhibit C

c: Dave Okerlund, City of Olympia
District File
TRO File

City Sub-Lease from Fiddlehead Marina for Percival Landing

City of Olympia | Capital of Washington State



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City of Olympia

City Council

Authorization to Apply for a Department of Ecology Grant for Stormwater Retrofits on Harrison Avenue

Agenda Date: 11/3/2014
Agenda Item Number: 4.D
File Number:14-1049

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

Title

Authorization to Apply for a Department of Ecology Grant for Stormwater Retrofits on Harrison Avenue

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to authorize staff to submit a grant application to the Washington State Department of Ecology in an amount not to exceed \$498,000.

Report

Issue:

Whether to authorize staff to submit a stormwater grant application to construct water quality treatment improvements on Harrison Avenue in West Olympia.

Staff Contact:

Eric Christensen, Public Works Water Resources, 360.570.3741

Andy Haub, Public Works Water Resources, 360.570.3795

Presenter(s):

None - Consent Item

Background and Analysis:

Applications for capital funding under Washington Department of Ecology's (WDOE) 2015 Water Pollution Control Revolving Fund and the Centennial Clean Water Program are due November 7, 2014.

City Storm and Surface Water Utility staff are prepared to submit an application which allows us to design and construct a water quality treatment system on Harrison Avenue to treat stormwater runoff from approximately Woodruff Park to the 4th Avenue roundabout. Currently, stormwater from this heavily-traveled road is not treated before it discharges directly to Budd Inlet. This project is also

identified as a priority in the 2014-2019 Capital Facility Plan (CFP). If we receive the grant, construction could be expected to begin in 2016.

The proposed project is part of an overall strategy to upgrade or build stormwater treatment systems. The City has applied and received grant funding from this program for several projects including: Pacific Avenue, City Maintenance Center, State Avenue, 4th Avenue East, East Bay Drive and Frederick Street.

Staff estimates the Harrison Avenue project will cost approximately \$498,000. The grant requires a 25 percent grant match (\$124,500). The funds are available in the Storm and Surface Water Capital budget.

Neighborhood/Community Interests (if known):

The water quality in the West Bay of Budd Inlet is a priority of the Squaxin Tribe and the Port of Olympia and is of interest to west side neighborhoods.

Options:

Option 1: Approve the grant submittal.

Implications: Allows the Storm and Surface Water Utility to benefit from State funding to achieve its priority to provide water quality treatment for stormwater runoff from the Harrison Avenue corridor.

Option 2: Deny the grant submittal

Implications: Would allow untreated stormwater runoff to continue to discharge to Budd Inlet until alternative funding sources are attained.

Financial Impact:

None at this time. Staff will return to City Council for acceptance of the grant agreement with WDOE.



City of Olympia

City Council

Approval of Interlocal Agreement between the Cities of Lacey and Tumwater and Thurston County for the Thurston Narcotics Task Force

Agenda Date: 11/3/2014
Agenda Item Number: 4.E
File Number:14-1060

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

Title

Approval of Interlocal Agreement between the Cities of Lacey and Tumwater and Thurston County for the Thurston Narcotics Task Force

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve and authorize the Mayor to sign the Interlocal Agreement.

Report

Issue:

City of Olympia participation in the Thurston Narcotics Task Force (TNT)

Staff Contact:

Laura Wohl, Administrative Services Manager, 360.753.8214

Presenter(s):

Consent item

Background and Analysis:

For over three decades, the City of Olympia has been a jurisdictional partner of the Thurston County Narcotics Task Force. The task force was formed to provide a coordinated approach to regional drug enforcement. This goal continues today, relying on the participation of multiple law enforcement partners including Thurston County Sheriff's Office, Thurston County Prosecutor's Office, Washington State Patrol, and the police departments of Lacey, Olympia, and Tumwater.

As outlined in the Interlocal Agreement, the Executive Committee directs drug enforcement priorities and activities. The Executive Committee, comprised of the Thurston County Sheriff or designee, the Chiefs of Police of the cities of Lacey, Olympia, and Tumwater or their designees, and the Chief of the Washington State Patrol or designee have agreed to enter into a new Interlocal Agreement that contains four primary changes to the existing contract:

1. Historically, there has been no requirement in the agreement that a member agency assign personnel to the Task Force. The Executive Committee believes it is an important aspect of the continued existence of the Task Force, and agrees to change the agreement to require a committee member to assign an employee to the Task Force to retain voting privileges on the Committee. In the event a member agency cannot supply an employee to the Task Force, the member agency may attend meetings, but will lose voting privileges.
2. The Thurston County Prosecutor or designee has been a long time attendee of the Executive Committee meetings, but has not had voting rights. The Executive Committee has agreed to include the Thurston County Prosecutor or designee as a member of the Executive Committee.
3. The new agreement more clearly outlines the administration of the task force, including information about the policies and procedures approved by the Executive Committee and used by the task force.
4. The old agreement expires on December 31, 2014 and the new agreement has an expiration of December 31, 2020.

Neighborhood/Community Interests (if known):

NA

Options:

1. Approve the agreement and continue participation in the TNT to combat drug crimes in the Thurston County region.
2. Reject the agreement which will discontinue Olympia's participation in the TNT reducing the effectiveness of the task force both on regional issues and on drug enforcement within the City of Olympia.

Financial Impact:

The City of Olympia assigns one detective to the TNT at a cost of approximately \$125,200 per year.

INTERLOCAL AGREEMENT FOR COOPERATIVE LAW ENFORCEMENT AND MUTUAL AID

THIS AGREEMENT is entered into in duplicate by and between the STATE OF WASHINGTON through the Washington State Patrol, THURSTON COUNTY, and the CITIES OF OLYMPIA, LACEY, and TUMWATER, municipal corporations of the State of Washington.

WHEREAS, Chapter 39.34 RCW authorizes the parties to enter into agreements for joint or cooperative actions;

WHEREAS, Chapter 10.93 RCW authorizes the parties to enter into agreements for law enforcement mutual aid; and

WHEREAS, the parties wish to continue to provide for cooperative action and mutual aid in enforcing the Uniform Controlled Substances Act in Thurston County.

NOW, THEREFORE, it is agreed between the parties hereto as follows:

1. PURPOSE

The purpose of this Agreement is to provide for the cooperative enforcement of state and local laws relating to controlled substances as set forth in the Uniform Controlled Substances Act and in the municipal code sections of the cities of Lacey, Olympia and Tumwater, by the Thurston County Sheriff's Office, the Olympia Police Department, the Lacey Police Department, the Tumwater Police Department and the Washington State Patrol ("WSP"). The joint cooperation by these entities will be known informally as the "Drug Unit," or conversely, the Thurston County Narcotics Task Force, ("Task Force").

2. ADMINISTRATION: JOINT BOARD CREATED

The Agreement shall be administered by a joint board known as the "Executive Committee," comprised of the Thurston County Sheriff or designee, Thurston County Prosecutor or designee, the Chiefs of Police of the cities of Olympia, Lacey, and Tumwater or their designees, and the Chief of the WSP through the commander of the Investigative Assistance Division, or designee. The Executive Committee shall have the authority to determine the manner for carrying out the terms of this Agreement. This authority shall include, but not be limited to: determining the number of employees within each agency assigned to duties pursuant to this Agreement; compliance with statutory reporting procedures; handling of evidence seized, handling of civil forfeiture procedures; and administration of funds including the Interlocal Drug Fund.

The above listed members shall have full voting rights as a member of the Executive Committee as long as they have an active full-time employee assigned to the Task Force. If a member does not have a full-time employee assigned to the Task Force, their voting privileges will be suspended. However, the member may attend Executive Committee meetings and participate in discussions without voting privileges. Voting rights will be reinstated once the member agency re-establishes participation by providing a full-time employee to the Task Force.

3. NO SEPARATE LEGAL ENTITY CREATED

No separate legal entity is created under this Agreement.

4. SEIZING AGENCY

The "seizing agency" for purposes of Chapter 69.50 RCW, is Thurston County. All search warrants, orders for seizure, and civil forfeiture actions commenced in regards to property seized by the Task Force will identify Thurston County as the Plaintiff. Designation of Thurston County as the seizing agency will not alter the terms of Sections 11 and 13, herein.

5. INTERLOCAL DRUG ENFORCEMENT FUND TO BE ESTABLISHED

The City of Lacey shall establish a fund to be known as the Interlocal Drug Enforcement Fund, within the funds, accounts and budgets of the City of Lacey. This fund shall be administered in accordance with the accounting practices of the City of Lacey and pursuant to the terms of this Agreement. Monies deposited in said fund shall be used only for carrying out the purposes of this Agreement, including administrative and overhead costs incurred by Task Force operations.

6. SOURCES OF MONIES FOR INTERLOCAL DRUG ENFORCEMENT FUND

All monies, including all proceeds from the sale of personal and real property declared forfeit to the seizing agency on behalf of the Task Force and pursuant to Ch. 69.50 RCW and/or Ch. 10.105 RCW shall be deposited in the Interlocal Drug Enforcement Fund. Funds deposited in the Interlocal Drug Enforcement Fund may also consist of:

- A. All fines, penalties and payments to the fund pursuant to court or administrative order;
- B. Donations;
- C. Appropriations to the fund by the WSP, Thurston County, and the cities of Olympia, Lacey, and Tumwater;
- D. Any other supplemental funding which may be acquired, e.g., grant funding.

7. USE OF INTERLOCAL DRUG ENFORCEMENT FUND-DISBURSEMENTS

The Interlocal Drug Enforcement Fund may be used for any purpose related to the parties' enforcement of state and local laws pertaining to controlled substances, and to further the goals of the Task Force as set forth in this Agreement. Money shall be disbursed from the Interlocal Drug Enforcement Fund pursuant to procedures established by the executive committee. Lacey shall be responsible for the annual reporting to the State of Washington, and for the annual disbursement of funds to the State of Washington, pursuant to the requirements of Ch. 69.50 RCW.

8. BUDGET

The annual budget for the Task Force shall be approved by the Executive Committee, and shall be incorporated within the budget of the City of Lacey.

9. COUNTY AND CITY FUNDS

In addition to the monies remaining in the Interlocal Drug Enforcement Fund as carry-over funds at the time of execution of this Agreement, this Agreement shall be carried out through the use of monies that may be contributed on an equal basis by Thurston County, and the cities of Olympia, Lacey, and Tumwater, and the WSP. The request for contributed funds shall be made by the Executive Committee to the various jurisdictions, by August 15 of each year, in time for inclusion in the annual budget cycle of each jurisdiction.

10. ADMINISTRATION OF FUNDS

All funds including the Interlocal Drug Enforcement Fund shall be administered by the Executive Committee in accordance with all applicable laws and sound accounting principles, and pursuant to the terms of this Agreement.

11. POLICIES & PROCEDURES

- A. The Executive Committee shall create a Policies and Procedures manual ("Manual") that encompasses the operating policies and procedures for the Task Force.
- B. The Manual shall be updated on an as-needed basis.
- C. The Manual and any subsequent updates shall be approved by the Executive Committee.
- D. The Manual, as amended from time to time is hereby incorporated by reference into this Agreement as if fully set forth.
- E. Nothing in the Manual is meant to supersede any provisions of this Agreement. In the event of a conflict between this Agreement and the Manual, the terms of this Agreement shall prevail.

12. ADMINISTRATIVE RESPONSIBILITIES

The Task Force Commander, as defined in the "Thurston County Narcotics Task Force Policy and Procedure Manual", shall be responsible for the routine administrative duties of the Task Force including:

- A. The scheduling of Board Meetings;
- B. Preparation of Board Meeting Agendas and Minutes;
- C. Processing of invoices for Task Force expenses for payment by the City of Lacey;
- D. Other routine operating administrative functions.

13. EMPLOYEES; COMMAND STRUCTURE

- A. All persons assigned to duties pursuant to this Agreement shall be deemed employees of the agency that assigns them to the Task Force. Each party contributing an employee to the Task Force will retain that employee as an employee of the contributing party and will be solely responsible for that employee, including the employee's salary and benefits and all other terms and conditions of employment.
- B. In order for a person to be assigned to the Task Force, that person shall have the following qualifications:
 - 1. A past proven ability to conduct successful interviews with suspects, witnesses, and informants.
 - 2. Good time management skills.
 - 3. Good report writing skills with good organizational abilities.
 - 4. Ability to conform to written policies and procedures.
 - 5. Sufficient training and prior experience enforcing the Uniform Controlled Substances Act ("the Act") to understand and accurately apply the requirements for probable cause for arrest for violations of the Act.
 - 6. Ability to work whatever schedule may be required by the Task Force supervisor.
 - 7. Ability to conduct long-term surveillances and in-depth investigations.
 - 8. Ability to appear timely for court appearances and provide competent testimony to support prosecutions of persons arrested for violations of the Act.

9. Ability to promptly and professionally carry out orders from the Task Force supervisor(s).

C. The Task Force command structure is governed by the "Thurston County Narcotics Task Force Policy and Procedure Manual."

14. PROPERTY

Money from the sale of assets declared forfeit through personal or real property seizures, or property purchased with Interlocal Drug Enforcement Fund money will be jointly owned by the parties hereto. Seized vehicles that become the property of the Task Force through a forfeiture order may be designated by the Executive Committee for use by an employee assigned to the Task Force. The Executive Committee will provide oversight for use of seized vehicles by Task Force employees. The jurisdiction that employs the employee utilizing a seized vehicle for Task Force business will assume all liability for use of and damage to that vehicle, and will acquire insurance coverage for that vehicle pursuant to the policies of that jurisdiction. Should such a vehicle become damaged or totaled, the money received by that party from any insurance proceeds shall be applied first toward repairing that vehicle; and if the vehicle is deemed totaled, shall be deposited into the Interlocal Drug Enforcement Fund. Any insurance deductible required will be paid by the jurisdiction utilizing the vehicle.

15. EFFECTIVE DATE/DURATION OF AGREEMENT

This Agreement shall take effect as of the date of filing or posting as required by RCW 39.34.040 or date of the last authorizing signature affixed hereto, whichever occurs later.

The Agreement shall automatically renew on January 1, of each year and shall continue for subsequent one-year terms through December 31, 2020, unless otherwise terminated by mutual agreement of all parties

16. WITHDRAWAL OF INDIVIDUAL PARTIES

Any party may withdraw from this Agreement by giving ninety (90) days written notice from the party's governing body to the other parties. Monies contributed during the calendar year of a party's withdrawal will be refunded to that party, on a pro rata basis, after determination by the Executive Committee of any purchase commitments made prior to the notification of a party's withdrawal. Purchase commitments made prior to notification of a party's withdrawal will reduce the withdrawing party's refund commensurate with the pro rata share to be contributed by the withdrawing party for that purchase. Money so refunded will be used by the withdrawing party for its use in carrying out drug enforcement activities pursuant to Ch. 69.50 RCW. Property purchased with Task Force funds will remain the property of the non-withdrawing parties and the withdrawing party will have no interest in or claim of title to said property. Notice of withdrawal of any party to this Agreement shall clearly reference this Agreement and be filed or posted consistent with RCW 39.34.040.

17. TERMINATION-PROPERTY

If this Agreement is terminated and the Task Force disbands entirely, the Executive Committee will determine each party's equitable pro rata share of personal and real property, including monies on deposit in the Interlocal Drug Enforcement Fund. The personal and real property will either be liquidated, and proceeds distributed to each party on a pro rata basis; or the Executive Committee will determine by majority vote what is an equitable distribution of property to each party, and the property will be disbursed accordingly.

18. LIABILITY; HOLD HARMLESS; INDEMNIFICATION

- A. The parties agree that each of the parties shall, at all times, be solely responsible for the acts or the failure to act of its elected and appointed officials, employees and agents that occur or arise in any way out of the performance of this Agreement and to save and hold the other parties and their elected and appointed officials, employees and agents harmless from all costs, expenses, losses and damages, including costs of defense incurred as a result of any acts or omissions of the party's elected and appointed officials, employees and agents, relating to the performance of this Agreement.

In the event that a claim and/or lawsuit is brought against a party to this Agreement, or against any party's elected and appointed officials, employees and agents for actions arising out of their conduct in performing under this Agreement, it shall be the duty of each such party to promptly notify the other parties that actually responded to, or participated in the event which is the subject of such claim or lawsuit, that the same has been initiated.

Each party and their respective defense counsel shall, to the extent reasonably possible and consistent with the best interests of their respective clients, cooperate with other parties to this Agreement and their respective defense counsel in the defense of any lawsuit arising out of response to or participation in any event under this Agreement and shall agree, whenever possible, to share non-attorney fee-related costs such as records gathering, preparation of trial exhibits, the retention and payment of expert witnesses, and the cost of deposition reporting and transcription.

Each party hereto shall obtain and maintain in full force and effect public liability and property damage insurance or self-insurance coverage in the minimum amount of \$1 million per occurrence and \$2 million aggregate to cover claims for injury to persons or damage to property arising from the performance of this Agreement.

Insurance coverage shall not be cancelled by any party except upon thirty (30) days prior written notice by certified mail, to all other parties. Satisfactory evidence of the requisite insurance coverage shall be provided to each party to this Agreement, upon request of any other party.

B. Nothing herein shall require or be interpreted to:

1. Waive any defense arising out of RCW Title 51.
2. Limit or restrict the ability of any party, or any party's elected and appointed officials, employees and agents or legal counsel for any of the same to exercise any right, defense or remedy which a party to a lawsuit may have with respect to claims or third parties, including any good faith attempts to seek dismissal of legal claims against a party by any proper means allowed under the civil rules in either state or federal court.
3. Cover or require indemnification, defense for, or payment of any judgment against any individual or party for intentional wrongful conduct, conduct outside the scope of employment of any individual, or for any judgment for punitive damages against any individual or party. Payment of punitive damage awards, fines or sanctions shall be the sole responsibility of the individual against whom said judgment is rendered and/or his or her employer, should that employer elect to make said payment voluntarily. This Agreement does not require indemnification of any punitive damage awards or for any order imposing fines or sanctions.
4. The parties shall, to the best of their ability, coordinate their liability insurance coverages and/or self-insured coverages to the extent possible to fully implement and follow the Agreement set forth herein. However, the consent of any liability insurance carrier or self-insured pool or organization is not required to make this Agreement effective as between the parties signatory to this Agreement and the failure of any insurance carrier or self-insured pool or organization to agree or follow the terms of this provision on liability shall not relieve any party from its obligations under this Agreement. Nothing in this Agreement shall be interpreted to create third party rights in any entity not a party to this Agreement.

19. DESIGNATION OF AGENCY FOR CONTRACTING

The City of Lacey is designated as the agency with authority to enter into contracts on behalf of the Interlocal Drug Unit, including the authority to lease, buy, sell and hold title to real and personal property, execute grant applications and sign all other documents on behalf of and for the benefit of all parties to this Agreement. Such authority will be exercised only upon the consensus of and at the direction of the Executive Committee. If consensus cannot be reached, then such authority will be by majority vote of the Executive Committee.

20. CONSENT TO ENFORCEMENT OF LAWS

The signature of the Sheriff of Thurston County contained herein, operates as his consent within Thurston County to allow employees who are general authority Washington peace officers as defined by RCW 10.93.020(3) and employed by the cities of Lacey, Olympia, and Tumwater, to exercise all powers vested by law in a

general authority Washington peace officer who possesses a certificate of basic law enforcement training or certificate of equivalency or has been exempted from the requirement therefore by the Washington state criminal justice training commission.

21. MUTUAL AID

The parties intend that this Agreement contemplates that any party may request mutual aid from the other parties, for purposes of effectuating the goals and purposes of this Agreement. Policies and procedures for requests for mutual aid are found in the "Thurston County Narcotics Task Force Policy and Procedures Manual".

22. AMENDMENT

Any party may request amendment to this Agreement, however, no such amendment shall be valid or binding unless it be in writing, approved by each jurisdiction's governing body, and recorded or posted as required by RCW 39.34.040. Any such amendment shall be attached to and made part of this Agreement.

23. NOTICE

Notice provided for in this Agreement shall be sent by certified mail to the addresses designated for the parties on the last page of this Agreement.

24. JURISDICTION AND VENUE

This Agreement has been and shall be construed as having been made and delivered with the State of Washington, and it is agreed by each party hereto that this Agreement shall be governed by laws of the State of Washington, both as to interpretation and performance. Any action at law, suit in equity, or judicial proceeding for the enforcement of this Agreement or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Thurston County, Washington.

25. SEVERABILITY

If, for any reason, any part, term or provision of this Agreement is held by a court of the United States to be illegal, void or unenforceable, the validity of the remaining provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.

26. ENTIRE AGREEMENT

The parties agree that this Agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated herein are excluded.

27. RATIFICATION

Any work performed prior to the effective date that falls within the scope of this Agreement and is consistent with its terms is hereby ratified and confirmed.

28. DISPUTE RESOLUTION


Any dispute between the parties to this Agreement shall first be submitted to mediation prior to any party filing an action against any other party. Costs of mediation shall be shared equally by the parties in dispute.

IN WITNESS WHEREOF, each party has caused this Agreement to be signed by its duly authorized officer or representative as of the date set forth below its signature.

Washington State Patrol
Attn: Chief
P.O. Box 42600 Olympia, WA 98504-2600

City of Lacey
Attn: City Manager
PO Box 3400 Lacey, WA 98509-3400

By _____

By  _____

Title _____

Title City Manager _____

Date _____

Date 9/3/2014 _____

Approved as to form:

Approved as to form: 

By _____

By _____

Ass't Attorney General

City Attorney

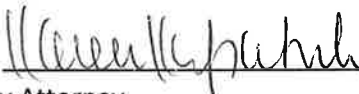
City of Tumwater
Attn: City Administrator
555 Israel Road SW Tumwater, WA 98501

By 

Title Mayor

Date 12/11/14

Approved as to form:

By 
City Attorney

Thurston County
Attn: Board of County Commissioners
2000 Lakeridge Drive SW Olympia, WA 98502

By _____

Title _____

Date _____

Approved as to form:

By _____
Thurston County Prosecutor


City of Olympia
Attn: City Manager
PO Box 1967 Olympia, WA 98507-1967

By _____

Title _____

Date _____

Approved as to form:

By 
City Attorney (CACA)

Thurston County
Attn: Thurston County Sheriff
2000 Lakeridge Drive SW Olympia, WA 98502

By 

Title Undersheriff

Date 9/22/2014



City of Olympia

City Council

Approval to Use \$95,071 from Asset Forfeiture Funds for Purchase of a Replacement Video System for the City Jail

Agenda Date: 11/3/2014
Agenda Item Number: 4.F
File Number:14-1062

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

Title

Approval to Use \$95,071 from Asset Forfeiture Funds for Purchase of a Replacement Video System for the City Jail

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve the request to use Asset Forfeiture funds to purchase a replacement video system for the City Jail.

Report

Issue:

The City Jail has a video system that records activity in most sections of the jail to ensure both inmate and staff safety. The current system is significantly past its life-cycle, is failing, and uses technology that is no longer supported.

Staff Contact:

Laura Wohl, Administrative Services Manager, 360.753.8214

Presenter(s):

NA - Consent item

Background and Analysis:

The Olympia City Jail video records the activity in most parts of the jail on a constant basis. The video is important in monitoring inmates and also provides an important record when incidents occur in the jail. Video from the jail has been used to investigate crimes and also to investigate allegations of mistreatment in the jail. It is a key piece of equipment for maintaining a safe and secure correctional facility.

The Police Department has stretched the life-span of the current video system to its fullest extent. The system has reached an age where the technology is not only obsolete, but also malfunctioning

on a regular basis. Further extending the use of the system is not an option because the technology is no longer supported.

The Police Department worked with City Facilities and City IT to collaborate on a system that would be universal for City surveillance video. By consolidating the surveillance systems used by the City, staff has been able to save on both the initial implementation costs and the on-going operating and maintenance costs.

Because the cost for the purchase is so large, the Department does not have the funds within its regular operating budget. For this reason, the Department is seeking to use Asset Forfeiture funds for this project. The Olympia Police Department completed a large asset forfeiture process in late 2001, following criminal convictions in a homicide case. The net proceeds, \$369,247, were placed in the Special Accounts Control Fund, Seizure and Forfeiture Account ("Asset Forfeiture Fund"). By statute, money seized and/or forfeited as a result of criminal behavior must be used "exclusively for the expansion and improvement of law enforcement activities," and the funds may not be used to supplant pre-existing funding sources (RCW 10.105.010). The Jail video system is an improvement of law enforcement activities.

Neighborhood/Community Interests (if known):

NA

Options:

Council may wish to consider funding the system from another fund.

Financial Impact:

The law enforcement portion of the project is \$95,071.



City of Olympia

City Council

Approval of Percival Landing F-Float Grant Amendment

Agenda Date: 11/3/2014
Agenda Item Number: 4.G
File Number:14-1070

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

Title

Approval of Percival Landing F-Float Grant Amendment

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve grant agreement amendment No. 2 and authorize Parks, Arts and Recreation Department Director Paul Simmons to sign amendment.

Report

Issue:

Approve the proposed grant agreement amendment No. 2 to increase the Clean Vessel Grant from \$83,873.58 to \$309,000.

Staff Contact:

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

Presenter(s):

None.

Background and Analysis:

Staff proposed a revised Percival Landing float replacement project to Council on May 6, 2014 and was directed to move forward with the recommended plan. The plan required an amendment to the current Clean Vessel Pumpout grant. The attached amendment is consistent with our recommended plan and is vital to funding the project.

Neighborhood/Community Interests (if known):

The amendment allows us to proceed with the float replacement work identified in our previous stakeholder meetings that included the boating community.

Options:

- 1) Approved Grant Agreement Amendment No.2 for the new pumpout facilities at Percival

Landing

Financial Impact:

This amendment is consistent with the float replacement funding package approved by Council.

WASHINGTON STATE PARKS AND RECREATION COMMISSION
CLEAN VESSEL SEWAGE DISPOSAL FACILITY GRANT
PROJECT: Percival Landing GRANTEE: City of Olympia
GRANT No. CV 113-053

RECEIVED ON
NOV 26 2013
CONTRACTS AND
PROCUREMENT

The Washington State Parks and Recreation Commission, herein referred to as Commission, and the City of Olympia, herein referred to as Project Sponsor, do hereby enter into the following Boat Sewage Disposal Facility Grant agreement.

This grant document provides funding for the installation of boat sewage disposal equipment and operation and maintenance thereto as set out in the following terms and conditions, not otherwise appearing in statutes or regulations.

Project Sponsor shall install a boat sewage disposal facility and may subsequently request funds for operations and maintenance costs of the facility in accordance with the requirements of this grant construction document and all applicable state and Federal laws.

RESPONSIBILITY FOR PROJECT

The project itself is the sole responsibility of Project Sponsor. Commission undertakes no responsibilities to Project Sponsor, or to any third party, other than as expressly set out in this document. Project Sponsor shall be solely responsible for the design, permitting, development, construction, implementation, operation and maintenance of the project, as those phases are applicable to this project, and solely responsible for any claim or suit of any nature by any third party related in any way to the project.

If an archaeological survey is required, the survey costs are approved as part of this project. However, the survey must be completed, and the Project Sponsor must receive approval, *in writing from the CVA Grant Manager*, before proceeding to the construction phase.

TERM

The term of this agreement shall be from the date last signed below for a period of two (2) years in order to accommodate the below construction activity, unless earlier terminated as provided for herein.

SCOPE OF WORK

Activity to be completed:

- **Replace the pumpout and dedicated pumpout float at the City of Olympia's Percival Landing marina.**

Project Sponsor shall complete the approved construction activities within a twelve (12) consecutive month period as a term of the acceptance of this construction grant. If the work is not satisfactorily completed within a twelve (12) month period, Project Sponsor will be in breach and Commission may, at its discretion, rescind the grant and require repayment of any grant funds already disbursed to Project Sponsor.

Commission may extend this construction period if, in its opinion, Project Sponsor has demonstrated in writing, a satisfactory showing of extenuating circumstances. Commission has the absolute right to accept or reject any request for additional time without any appeal rights for Project Sponsor.

Work will be considered complete, only when the following conditions are met:

- The activities and facilities described in the Scope of Work and this grant document are installed, functional and ready for use;
- On-site signs are in place; and
- Appropriate proof has been provided to Commission or an inspection by Commission or designee has been made.

FUNDING

Commission will reimburse Project Sponsor for eligible activities only after Commission has accepted the work. The total reimbursement from Commission shall not exceed **Seventy-Five percent (75%)** from all eligible activities which shall not exceed the award amount of **Eighty-Three Thousand, Eight Hundred Seventy-Three, and Fifty-Eight/100ths Dollars (\$83,873.58)**. Reimbursement shall not be unreasonably withheld.

Project Sponsor agrees that as part of the requirement for reimbursement, Project Sponsor shall contribute matching funds of no less than **Twenty-Five percent (25%)** of the total project cost.

Matching funds provided by Project Sponsor on this grant may be in cash, in-kind, or volunteer time, but they must fall within the scope of the list of Eligible Expenses as identified below.

Eligible Expenses (including but not limited to):

- Engineering fees;
- Project administration/coordination;
- Equipment as identified above in the Scope of Work;
- All applicable taxes and freight charges;
- Costs associated with installation of signs;
- All project-related permits and inspections fees as required by local, state, and Federal regulation, and final inspection of the facility by the local health department or department with jurisdiction to approve the operation of the facility;
- Shore works, pilings, and floats;
- Other items as deemed by Commission to be necessary to complete the Project.
- Operation and Maintenance activities, which include:
 1. Staff time to operate, repair, and maintain the equipment;
 2. Administrative time;
 3. Cost of parts, supplies, and materials directly related to care of the equipment;
 4. Costs of utilities to operate and maintain the equipment or costs of removal of sewage to treatment plant;
 5. Other items as deemed by Commission to be necessary.

Prior Costs

Commission will not reimburse Project Sponsor for any costs incurred prior to the effective date of this grant except for approved:

- Environmental permits, including the Substantial Development Application;
- Permits which must be complete prior to beginning construction;
- Preliminary engineering costs to design and add a project to marina, if needed.

Construction and Installation

For new construction and installation projects, Project Sponsor shall provide Commission with complete Plans and Specifications as applicable and a map showing the location of the Marina and specific latitude and longitude at the center of the Marina Harbor.

Cost Increases

Cost overruns are the responsibility of Project Sponsor and must be borne by Project Sponsor. Approval of any additional fund increases to address cost increases will be awarded solely at Commission's discretion. The grant agreement must be amended in writing and signed by both parties before any reimbursements for any approved increased project costs can occur.

Reimbursement of Funds

Project Sponsor may request no more often than quarterly reimbursements for qualified expenses paid. Once Commission has approved and accepted the expense, Project Sponsor shall be reimbursed for **75% (seventy-five percent)** of the actual project costs incurred, up to the total reimbursement amount defined above as long as grant funds remain available.

Reimbursement shall take place after Project Sponsor has furnished a properly completed A-19 Invoice Voucher (provided by Commission) and provided any required supporting documentation. Supporting documentation could include, but is not limited to:

- Copies of all invoices and receipts, construction contracts, performance bonds, change orders, advertisements or other documents pertaining to construction of facility;
- Copies of SEPA documentation including permits/approvals necessary to complete the work;

USE AND MAINTENANCE OF PROJECT

Project Sponsor shall operate and maintain, or cause to be operated and maintained, the property or facilities which are the subject matter of this grant document as follows:

- Any property or facilities open to the public shall be open for the use by all segments of the public without restriction and in compliance to all applicable federal and state nondiscrimination laws, regulations, and policies.
- Project Sponsor shall grant access to all recreational vessels to use boat sewage disposal facility funded under this agreement.
- Access shall be allowed during normal marina operating hours and the operating hours shall be posted in a conspicuous location on the premises.
- Project Sponsor shall operate and maintain the facilities in accordance with all applicable Federal, State and local laws, orders, regulations and permits. Project Sponsor shall be responsible for all operation, maintenance, and repair of the facilities.
- As a condition of receiving the grant funds, Project Sponsor shall actively maintain the facility for no less than **ten (10) years or the full design life** of the equipment provided from this grant, **whichever is longer**.
- In the event an equipment breakdown occurs, Project Sponsor shall notify Commission within two (2) working days of breakdown. The facility must be repaired and fully operational within ten (10) working days after the breakdown where the breakdown can be remedied with normal expected repairs for five hundred dollars (\$500) or less. For repairs greater than five hundred dollars (\$500), the facility must be fully operational within twenty (20) days after the breakdown. A written report for all breakdowns must be submitted to Commission within two (2) weeks of the breakdown describing the problem(s), repair(s), and the cost(s).

Use Records

Project Sponsor shall monitor the use of the boat sewage disposal facility by installing a use counter mechanism, flow meter, or hour meter, and shall maintain records of use numbers in a manner as approved by Commission. On a form to be provided by Commission, Project

Sponsor shall report the annual gallonage use by October 31st of every year for the period of October 1st through September 30th for the previous twelve (12) months each and every year of the facility's use whether any request for reimbursement occurred or not.

Audits

Project Sponsor shall maintain proper records and make them available for audits in accordance with applicable state and federal laws. Project Sponsor shall also resolve, to the satisfaction of Commission, any audit findings pertaining to funds under this grant document and shall pay Commission for all disallowed or questioned costs disclosed in the final audit report.

Liability Insurance

If Project Sponsor is a private individual or company it shall provide a minimum of \$1,000,000.00 combined single limit insurance for comprehensive general liability for the duration of the grant document. Alternatively, if Project Sponsor is a public entity it shall provide a minimum of \$1,000,000.00 combined single limit insurance for comprehensive general liability under a Self-Insurance Risk Management Program, or Insurance Pool.

Public Information Requirements

Project Sponsor shall install the required signage to be provided by Commission, which is to be clearly visible to direct boaters entering the facility to sewage pumpout and dump stations. In addition, Project Sponsor shall provide signs or markers indicating fees, restrictions, operating instructions and a contact name and telephone number if the facility is discovered inoperable and cooperate in any related boater environmental education program administered or approved by Commission.

Fees

Project Sponsor may charge a maximum of a five-dollar (\$5.00) fee per use, with no justification, for the use of the pumpout facilities constructed with these grant funds. All fee proceeds shall be retained, accounted for, and used by the grant recipient to defray operation and maintenance costs.

Spill Reporting and Cleanup

In the event of a spill or leak of materials from the boat sewage disposal facility, it shall be Project Sponsor's responsibility to promptly begin and complete a thorough cleanup of the spill area. Notwithstanding any federal, state, or local reports that are required for any spill, Project Sponsor shall notify Commission of any and all spills within 24 hours from the time the spill is discovered.

Ownership of Boat Sewage Disposal Facility

Except as otherwise provided herein, Project Sponsor shall retain ownership of the boat sewage disposal facility during the term of the grant. Project Sponsor may, during the term of the grant, transfer or convey its ownership interest in the facility only if said transfer or conveyance is accompanied by an assignment of Project Sponsor's rights and obligations detailed in this grant document and only after prior written approval by the commission. Commission shall not unreasonably withhold its consent to such assignment. Project Sponsor shall not at any time during the term of the grant convert any facility which was acquired or constructed pursuant to the grant to a use other than those for which the assistance was originally approved.

Assignment

Project Sponsor may not assign this grant document, in whole or in part, without the prior written approval of Commission.

Project Sponsor Not an Employee of Commission

Project Sponsor, its employees or agents performing under this grant document are not considered to be employees or agents of Commission. Project Sponsor will not hold itself out as nor claim to be an officer or employee of Commission and will not make any claim, demand, or application to or for any right or privilege.

Governing Law

This grant document shall be governed by the laws of the State of Washington. In the event of a lawsuit involving this grant document, venue shall be proper only in Thurston County. Project Sponsor acknowledges the jurisdiction of the courts of the State of Washington.

Severability

If any provision of this grant document shall be held invalid, such invalidity shall not affect the other provisions of this grant document which can be given effect without the invalid provision, and to this end the provisions of this grant document are declared to be severable.

Termination

This construction grant may be terminated upon 60 (sixty) days written notice from Commission to Project Sponsor in the event Project Sponsor violates any provision of this grant document, or defaults in the performance of any requirement hereof. All obligations of Commission under this grant document may be suspended or canceled, at the option of Commission, if any of the following events occur:

- Project Sponsor will otherwise be unable to complete the project, or any part of it, on time or
- Project Sponsor has failed to comply with any or all of its obligations under this grant document.

In the event this grant document is terminated by Commission, Project Sponsor shall, within 30 (thirty) days of any such termination, repay to Commission all funds disbursed to Project Sponsor by Commission for the project described herein. Interest shall accrue at the rate of twelve percent (12%) per annum from the time Commission demands repayment of funds. In lieu of repayment, Commission may require that any property acquired under this grant document become Commission property, and Project Sponsors liability, if any, to repay monies shall be reduced by an amount reflecting the fair value of such property.

Amendments

This grant document may be amended only by mutual agreement of the parties in writing.

No Wavier by Commission

Failure by Commission to insist upon the strict performance of any provision of this agreement shall not affect Commission's right to require strict performance of the same provision in the future or any other provision. Failure by Commission to exercise any right based upon a breach, or acceptance by Commission of performance during such breach, shall not constitute a waiver of any of its rights or remedies with respect to such breach.

Survival

All obligations of Project Sponsor, which arise prior to the termination of this grant document, shall continue as obligations subject to the requirements of this grant document until fully performed. All Clauses of this grant construction document which require performance beyond

the termination date shall survive the termination date of this document.

Future requests for O&M reimbursement following the termination date of this document shall only be allowed when requested on the proper forms provided by Commission and that reference this agreement number and are accompanied with appropriate supporting documentation provided that grant funds remain available for this purpose.

Authority of Project Sponsor

Project Sponsor, by the signature of the authorized representative below, represents and warrants that this grant document is a legal, valid, and binding obligation on behalf of Project Sponsor and is enforceable in accordance with its terms.

IN WITNESS WHEREOF, this grant document is executed by:

City of Olympia

Washington State Parks and Recreation Commission

By: [Signature]

By: [Signature]

Title: Parks, Arts, & Recreation Director

Title: Chief Financial Officer

Date: 11/20/13

Date: 11/26/13

RECEIVED ON
NOV 26 2013
CONTRACTS AND PROCUREMENT

City of Olympia

Location: **222 Columbia Street NW, Olympia, WA 98501-8208**
Mailing Address (if Different): **Same**
Phone: **(360) 570-5834**
Email: **ksummers@ci.olympia.wa.us**
Federal TIN: **91-6001261**
Internet Website: **N/A**

FAX: **None Given**

WA State UBI Number: **342-000-433**

Washington State Parks and Recreation Commission – Boating Program

Location: **1111 Israel Road SW, Tumwater, WA 98504-2650**
Mailing Address (if Different): **PO Box 42650, Olympia, WA 98504-2650**
Phone: **(360) 902-8555**
Email: **boatpumpouts@parks.wa.gov**

FAX: **(360) 586-6603**

APPROVED AS TO FORM
By: Michael Ferguson AAG /s/
August 2009



STATE OF WASHINGTON
WASHINGTON STATE PARKS AND RECREATION COMMISSION

1111 Israel Road SW • PO Box 42650 • Olympia, WA 98504-2650 • (360) 902-8500
Internet Address: <http://www.parks.wa.gov>

October 28, 2014

Kip Summers, Project Engineer
City of Olympia
222 Columbia St NW
Olympia, WA 98501-8208

Re: Pumpout And Pumpout Float Replacement - Agreement No. CV 315-053
Amendment No. Two (2)

Dear Mr. Summers:

To accommodate construction changes, and as requested by the Project Sponsor, the Commission is *modifying* the above-referenced agreement as follows:

SCOPE OF WORK

Project scope has been expanded to provide a dedicated pumpout float and access ramp with pilings.

FUNDING

The Commission will reimburse Project Sponsor for eligible activities only after Commission has accepted the work. Reimbursement for the additional activity under this agreement shall be increased by Two Hundred Twenty-Five Thousand, One Hundred Twenty-Six and Forty-Two/100ths Dollars (\$225,126.42). The total reimbursement from Commission shall not exceed **Seventy-Five percent (75%)** from all eligible activities which shall not exceed the new award amount of **Three Hundred Nine Thousand, and No/100ths Dollars (\$309,000.00)**. Reimbursement shall not be unreasonably withheld.

If you have any questions regarding the modified terms of the agreement, please contact your project representative, Al Wolslegel, directly at (360) 902-8659.

City of Olympia

Mark Bibeau
Chief Financial Officer, WSPRC

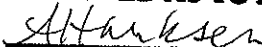
Date

Date

jtj
cc: Wade Alonzo, Boating Program Manager
Contracts

Al Wolslegel, Project Representative
Fiscal

APPROVED AS TO FORM:


CITY ATTORNEY
(ACA)



City of Olympia

City Council

Consideration of Resolution Concerning the Use of Neonicotinoid Pesticides by the City of Olympia

Agenda Date: 11/3/2014
Agenda Item Number: 4.H
File Number:14-1072

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

Title

Consideration of Resolution Concerning the Use of Neonicotinoid Pesticides by the City of Olympia

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to adopt the Resolution Concerning the Use of Neonicotinoid Pesticides by the City of Olympia

Report

Issue:

Shall the City Council adopt the attached Resolution?

Staff Contact:

Darren Nienaber, Interim City Attorney, 360.753.8338

Presenter(s):

Darren Nienaber, Interim City Attorney

Background and Analysis:

At the City Council's October 28, 2014 meeting, Mayor Buxbaum presented a draft letter to Thurston County and a resolution drafted by Mayor Pro-Tem Jones concerning the use of neonicotinoid pesticides. The Mayor asked that the resolution be scheduled for Council consideration on November 3, 2014. Councilmember Cooper requested an amendment to the resolution encouraging the citizens of Olympia and Thurston County to plant trees, shrubs, and plants that attract pollinators. The attached resolution reflects that request. The Council agreed to schedule the resolution for consideration at its November 3, 2014 meeting.

Distribution:

In addition to mailing the letter to the Thurston County Board of Commissioners, if adopted, staff will post the resolution on the City's website and forward the link by email to the Coalition of Neighborhoods and City of Olympia advisory committee members. Also, if approved, the resolution

will be included in the packet information prepared for the Council's upcoming annual meeting with state legislators from the 22nd District.

Neighborhood/Community Interests (if known):

More pollinators would tend to help local food production.

Options:

1. Approve the Resolution as presented.
2. Amend, then take action to approve the Resolution as amended.
3. Do not take any action.

Financial Impact:

None.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA, WASHINGTON, CONCERNING THE USE OF NEONICOTINOID PESTICIDES BY THE CITY OF OLYMPIA; SUPPORTING A NATIONAL MORATORIUM ON NEONICOTINIDS, URGING THE WHITE HOUSE TASK FORCE ON POLLINATOR HEALTH TO RECOMMEND SUCH A MORATORIUM, URGING THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY TO INSTITUTE SUCH A MORATORIUM, AND URGING THE UNITED STATES CONGRESS TO REVIVE LEGISLATION TO ENACT SUCH A MORATORIUM; AND URGING RETAILERS OPERATING WITHIN THE CITY OF OLYMPIA TO ENSURE THAT NO PLANTS, SEEDS OR PRODUCTS CONTAINING NEONICOTINIDS ARE OFFERED FOR SALE.

WHEREAS, bees and other insect pollinators are under great environmental stress, experiencing die-offs and diminishing populations, and putting major sectors of agriculture and food security at risk; and

WHEREAS, agriculture is among the largest sectors of the economy of the State of Washington, accounting for over \$49 billion in total revenue and 13 percent of the State's economy; and

WHEREAS, pollinators are critical to key Washington crops, such as tree fruit; over one-third of all agricultural production worldwide is dependent on pollinators; and

WHEREAS, the United States Geological Survey has highlighted the growing use of neonicotinoids in the United States, and found significant neonicotinoid contamination in our nation's waters; and

WHEREAS, neonicotinoids, one of the most widely used classes of insecticides in the world, are systemic, persistent neurotoxins that spread throughout a treated plant including to the pollen that is gathered by pollinators; and

WHEREAS, an independent review of more than 800 scientific studies concluded that neonicotinoids are causing significant damage to a wide range of beneficial invertebrate species and are a key factor in the decline of bees; and

WHEREAS, responding to scientific concern over the impact of neonicotinoids on pollinators, the European Union in 2013 instituted a two-year moratorium on use of neonicotinoids, while cities, including Spokane, Washington, Seattle, Washington, Eugene, Oregon, and Sherwood, Minnesota, have instituted bans against municipal use of neonicotinoids; and

WHEREAS, U.S. House of Representatives Bill 2692, the "Save America's Pollinators Act" of 2013, is currently pending in committee; and

WHEREAS, in August 2014, the U.S. Fish and Wildlife Service announced plans to phase out use of neonicotinoids on National Wildlife Refuges across the country, and the U.S. Geological Survey released information on the pervasive appearance of neonicotinoids in aquatic environments throughout the Midwest; and

WHEREAS, in July 2014, President Obama directed the White House Task Force on Pollinator Health to publish within 180 days a strategy to stop the decline of pollinators and help restore populations to healthy levels; and

WHEREAS, the U.S. Environmental Protection Agency has allowed registration, sale, and use of neonicotinoids while it carries out an assessment, and is not scheduled to issue its report until 2018;

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City of Olympia will continue its policy of not purchasing or using any neonicotinoid pesticides for any purpose and will seek to use only pollinator-friendly methods of weed and pest control on any City-owned or operated land.

Section 2. The Olympia City Council supports a national moratorium on the sale and use of neonicotinoids.

Section 3. The Olympia City Council urges the citizens of the City of Olympia and Thurston County to learn about the pervasive and persistent nature of neonicotinoid insecticides, including the potential for commercial plant stock to carry active and long lasting neurotoxins in plant tissues and soils, and to stop using these chemicals, whether in the form of insecticidal applications or through plants, seeds, or other products.

Section 4. The Olympia City Council urges the citizens of the City of Olympia and Thurston County to plant trees, shrubs, and plants that attract bees and other insect pollinators.

Section 5. The Olympia City Council strongly urges the U.S. House of Representatives to pass the Save America's Pollinators Act (H.R. 2692).

Section 6. The Olympia City Council strongly urges the Environmental Protection Agency (EPA) to suspend the registration of imidacloprid, clothianidin, thiamethoxam, dinotafuran and any other neonicotinoids until the EPA can complete its environmental assessments.

Section 7. The Olympia City Council strongly urges the White House Task Force on Pollinator Health to recommend or institute an immediate moratorium on all uses of neonicotinoids.

Section 8. The Olympia City Council strongly urges businesses operating within the City of Olympia to take immediate steps to ensure no plants, seeds, or products containing neonicotinoids are purchased, sold, or used within the City of Olympia.

Section 9. The Olympia City Council urges the Thurston County Board of Health to establish best practice methods for reducing and eliminating neurotoxin pesticides from the environment, and proactively engage with commercial retailers and professional associations to educate the public about how to protect and enhance bee populations including native pollinators.

PASSED BY THE OLYMPIA CITY COUNCIL this _____ day of _____ 2014.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Nienaber

CITY ATTORNEY



November 3, 2014

Thurston County Board of Commissioners
2000 Lakeridge Dr SW
Building One, Room 269
Olympia, WA 98502-1045

Dear Commissioners:

We recognize and appreciate the critically important responsibility that the County has for public health in both incorporated and unincorporated Thurston County. In your capacity as stewards of the public health we request that you take all possible action available to protect domestic and native bee populations from all classes of neonicotinoids. Bees and native pollinator species are critically important to agriculture – we need them to grow our food. We are concerned that more decisive action is not being taken to educate the public and stem the uninformed use of neonicotinoids in all its various forms.

On April 8, 2013, you sent a letter to Director of Washington State Department of Agriculture (WSDA) Don Hover concerning restrictions on the use of neonicotinoid insecticides. In response to your letter, Mr. Hover indicated in June of 2013 that while the issue is a concern for the WSDA, he lacked conclusive evidence to take action on restricting use of these chemical insecticides. In his letter he outlined additional steps that would be taken by his agency and others to better understand the connection between neonicotinoids and bee populations. We are urging the Board of County Commissioners to follow up with Director Hover to determine the current status of these efforts.

It's clear even in Director Hover's letter that there is conclusive evidence that "...researchers have shown in laboratory experiments that neonicotinoid insecticides can have adverse effects that are lethal and sub-lethal to bees, depending on the level of exposure." Hesitation from more decisive action to protect bees from these adverse effects seems to be due to it not being a proven "significant" or primary cause of colony collapse disorder. Our concern is that since we know that neonicotinoids are destructive to pollinators we should at the very least be aggressively educating the public and controlling its use so as to minimize its impact as a contributing factor to the destruction of bee populations within the county. As it stands, retailers are very likely selling plants that are labeled "bee friendly" even though they have been treated with neonicotinoids! Neonicotinoids can accumulate and last five years or more in the medium soils of ornamental plants – potentially destroying or weakening beneficial insects including bees – without the consumer even being aware that they have purchased a product that contains pesticides that have this effect.

Based on what we believe to be valid concerns of local, regional and national bee keeper associations and advocacy groups, we request that the County:

- Clarify its regulatory authority to control neonicotinoids in all its forms.
- Either direct or request voluntary compliance from all retailers to notify the public of what plants and products contain neonicotinoids, including all variants sold under different names.
- Establish interim best practice approaches to avoiding the use and further spread of neonicotinoids and other pesticides that are harmful to bees and native pollinators.
- Develop a list of retail establishments that have agreed to support and implement the best practices of managing pesticides in ways that provide maximum protection to pollinators including bees.

The City of Olympia has eliminated the use of neonicotinoid insecticides in our citywide applications. Nonetheless, we recognize that regional or statewide action is needed to have any real impact on this issue. We intend to include neonicotinoids on our legislative agenda with our state legislative delegation in the 2015 calendar year and request that the County also advocate for state wide legislative action.

We appreciate your further attention to this issue and would be grateful to hear an update at your earliest convenience as to what steps will be taken to address the concerns we have raised about the continued unregulated distribution of neonicotinoid pesticides. We have attached for your information our recently passed resolution concerning this issue.

Sincerely,

Stephen H. Buxbaum
Mayor

Attachment: Resolution # _____

cc: Olympia City Council

cc-14-44-



City of Olympia

City Council

Approval of Ordinance Amending Olympia Municipal Code to Discontinue the Acceptance of a Bond in Lieu of Payment for Fines, Fees and Charges Due for Unpaid Parking Citations

Agenda Date: 11/3/2014
Agenda Item Number: 4.I
File Number: 14-0983

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

Title

Approval of Ordinance Amending Olympia Municipal Code to Discontinue the Acceptance of a Bond in Lieu of Payment for Fines, Fees and Charges Due for Unpaid Parking Citations

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve on second reading an ordinance amending Olympia Municipal Code (OMC) Sections 10.16.280, 10.16.290 and 10.16.300 to discontinue the acceptance of a bond in lieu of payment for fines, fees and charges due for unpaid parking tickets.

Report

Issue:

Whether to approve an ordinance amending OMC Sections 10.16.280, 10.16.290, and 10.16.300, which removes bond language from the immobilization and impoundment section of the parking code.

Staff Contact:

Karen Kenneson, Business Manager, Community Planning and Development, 360.753.8277

Presenter:

None. Consent Calendar Item.

Background and Analysis:

The background and analysis have not changed since the first reading of the ordinance on October 28, 2014.

A vehicle owner who has eight or more parking tickets unpaid more than sixty days after their issuance is included on the parking citation "scofflaw" list. Vehicles on the scofflaw list are eligible for immobilization (booting) after notified as specified in OMC 10.16.280, *Parking Services' Scofflaw List*

and 10.16.290, *Immobilization*; and/or impoundment (towing) as specified in OMC 10.16.300, *Impoundment*.

Currently, City Code allows a vehicle owner to post a bond in lieu of paying the fines, fees and charges. Once the bond is posted, the vehicle is removed from Olympia's scofflaw list, even though the actual fines, fees and charges are unpaid and still owing the City.

Olympia Municipal Court is responsible for collection of parking citation fines, fees and charges. The Court Administrator has requested that the bond option be removed from ordinance so that actual payment is received by the City. To date, no one has used the bond option.

Neighborhood/Community Interests:

None

Options:

1. Move to approve on second reading the proposed amendments to OMC Sections 10.16.280, 10.16.290 and 10.16.300.
2. Move to reject the revised ordinance.

Financial Impact:

City will receive cash settlement for any parking citation fines, fees and charges subject to this ordinance.

Ordinance No. _____

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, amending Olympia Municipal Code Sections 10.16.280, 10.16.290 and 10.16.300 to discontinue the acceptance of a bond in lieu of payment for fines, fees and charges due for unpaid parking tickets.

WHEREAS, the Olympia Municipal Code (OMC) requires that a vehicle owner who has eight or more parking tickets unpaid more than 60 days after their issuance be included on the scofflaw list; and

WHEREAS, the OMC currently allows a vehicle owner to post a bond in lieu of payment of any fines, fees and charges for unpaid parking tickets, which removes the vehicle owner from the scofflaw list; and

WHEREAS, the Olympia City Council determines it to be in the best interest of the City of Olympia to amend the OMC by removing the bond language in OMC Sections 10.16.280, 10.16.290 and 10.16.300 so that posting a bond would not be an accepted form of payment for fines, fees and charges due for unpaid parking tickets;

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

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

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

Section 1. Amendment of OMC 10.16.280. Olympia Municipal Code 10.16.280 is hereby amended to read as follows:

10.16.280 Parking Services' Scofflaw List

A. Creation of Scofflaw List. As frequently as practicable, the Supervisor of the Olympia Municipal Court Services or his or her designee ("Supervisor") shall prepare and update the scofflaw list consisting of vehicles involved in eight (8) or such greater number of parking tickets unpaid more than sixty (60) days after their issuance that the Supervisor shall determine is efficient to include on the scofflaw list.

B. Civil Penalties to Cover Administrative Costs. There is hereby imposed upon the owner of every vehicle on the scofflaw list a civil penalty of the amount specified in OMC Section 4.60.020 "Vehicle Immobilization and Impoundment Costs, Fees, and Civil Penalties," to cover costs of administering the scofflaw list. There is also hereby imposed upon the owner of every vehicle on the scofflaw list that is immobilized or impounded hereunder a civil penalty of ~~of~~ in the amount specified in OMC Section 4.60.020 "Vehicle Immobilization and Impoundment Costs, Fees, and Civil Penalties," to cover the additional administrative costs of immobilization and/or impoundment.

C. Notice. The Supervisor shall give notice by first class mail to the registered owner of each vehicle on the scofflaw list, stating that the vehicle is on the scofflaw list and:

1. The date and the nature of each ticket overdue and the amount due on each;
2. That a scofflaw list fee in the amount specified in subsection B of this section has been imposed to cover administrative costs;
3. The total amount currently due;
4. A specific deadline for response, no less than ten days after the date of mailing;

The notice required by this subsection of this section is sufficient if mailed to the address provided by the Washington Department of Licensing; provided, however, that if the Supervisor is unable, after exercising due diligence, to discover any mailing address, then notice is sufficient if it is published once in a newspaper of general circulation in the city, posted on the vehicle, or personally served on the vehicle owner or driver, or provided by any other means reasonably calculated to provides notice to vehicle owner or driver.

D. That the owner shall, by said deadline, respond to the notice. Response shall be by paying the total amount due.

E. That if the vehicle owner fails to respond within the prescribed time period, the listed vehicle will be subject to immediate immobilization or impoundment pursuant to the procedures in OMC Section 10.16.290, payment of the civil penalties imposed under subsection B above, and payment of the costs of immobilization, towing and storage.

F. If the vehicle owner or an agent of the owner pays the fines and fees, including the amount(s) specified in OMC Section 4.60.020 "Vehicle Immobilization Impoundment Costs, Fees, and Civil Penalties", and all towing and storage charges, ~~if any, or posts a bond to cover such fines, fees, and charges, or arranges any combination of payment and bond to cover the total due,~~ the Supervisor shall remove such vehicle from the scofflaw list. If any parking ticket not included on the scofflaw list for which the owner is liable becomes overdue before the owner or agent appears to ~~pay or post bond,~~ such subsequent tickets shall also be paid ~~or bond shall be posted therefor~~ before the vehicle is removed from the scofflaw list.

G. The owner of a vehicle that is subject to the procedures of this section and OMC Section 10.16.290, Immobilization, and OMC Section 10.16.300, Impoundment, is entitled to a hearing in the Olympia Municipal Court pursuant to RCW 46.55.120 (2)(b) to contest the validity of the immobilization, impoundment or the amount of towing and storage charges. Any request for a hearing and the resolution

thereof shall be as set forth in RCW 46.55.120 ~~(2)(b)(4)(3)~~, which ~~are~~ is hereby adopted by reference as said provisions now exist or are hereafter ~~may be~~ amended.

H. Vehicles on the scofflaw list are not eligible to purchase city leased lot parking permits.

Section 2. Amendment of OMC 10.16.290. Olympia Municipal Code 10.16.290 is hereby amended to read as follows:

10.16.290 Immobilization

A. If the owner of a vehicle to whom notice has been sent pursuant to OMC 10.16.280.C fails to respond to the notice within the deadline therein specified by paying all fines, fees, towing, storage and administrative charges then due, including but not limited to the amount(s) specified in OMC Section 4.60.020 "Vehicle Immobilization and Impoundment Costs, Fees, and Civil Penalties" ~~or posting a bond to cover such fines, fees and charges such so~~ that the vehicle can be removed from the scofflaw list under OMC 10.16.280.F, then, at the discretion of a Parking Services Field Representative of the Community Planning and Development Department or a police officer, such vehicle may be immobilized by installing on such vehicle a device known as a "boot," which clamps and locks on to a wheel of the vehicle and impedes movement of such vehicle.

B. The person installing the boot shall leave under the windshield wiper or otherwise attach to such vehicle a notice advising the owner that such vehicle has been booted by the City of Olympia for failure to pay eight (8) or more uncontested parking tickets within sixty (60) days of their issuance, that release of the boot may be obtained by paying the fines, fees and civil penalties due, that unless such payments are made within two (2) business days of the date of the notice, the vehicle will be impounded, and that it is unlawful for any person to remove or attempt to remove the boot, to damage the boot, or to move the vehicle with the boot attached.

C. No parking restriction otherwise applicable to the vehicle applies while the vehicle is immobilized by a boot installed under the provisions of this section.

D. Before the vehicle may be released from immobilization, the vehicle owner or an agent of the owner shall pay all fines and fees then due, including but not limited to the amounts specified in OMC Section 4.60.020 "Vehicle Immobilization and Impoundment Costs, Fees, and Civil Penalties," ~~shall post a bond to cover such fines, fees, and charges, or shall arrange any combination of payment and bond to cover the total due.~~ Upon such payment, the vehicle shall be removed from the scofflaw list, and the Supervisor shall promptly remove the boot from the vehicle. If any parking ticket not included on the scofflaw list for which the owner is liable becomes overdue before the owner or agent pays, such subsequent tickets shall also be paid before the vehicle may be removed from the scofflaw list or released from immobilization.

Section 2. Amendment of OMC 10.16.300. Olympia Municipal Code 10.16.300 is hereby amended to read as follows:

10.16.300 Impoundment

A. At the discretion of a Parking Services Field Representative of the Community Planning and Development Department or a police officer, the following vehicles may be impounded:

1. A vehicle that was involved in twelve (12) or more parking tickets that are unpaid sixty (60) or more days after the date of their issuance, where the registered owner of the vehicle was sent a notice pursuant to OMC 10.16.280.C and the owner fails to respond to the notice within the deadline therein specified by paying all fines, fees, towing, storage and administrative charges ~~or posting a bond to cover such fines, fees and charges such~~ so that the vehicle can be removed from the scofflaw list under OMC 10.16.280.F; or
2. A vehicle that was immobilized pursuant to OMC Section 10.16.290 and the vehicle's owner failed to pay all fines, fees, and administrative charges ~~or post a bond to cover such fines, fees and charges within two (2) business days of the date the vehicle was immobilized such~~ so that the vehicle can be removed from the scofflaw list under OMC 10.16.280.F; or
3. A vehicle that has received three citations for parking in violation of OMC Section 10.16.030 "Recreational Vehicles..." within any one calendar year and for which notice of impoundment has been securely attached to and conspicuously displayed on the vehicle twenty-four (24) hours prior to such impoundment; or
4. A vehicle that has received three consecutive citations for parking in violation of OMC Section 10.16.055.D.3, "Residential Parking Program..." and for which notice of impoundment has been securely attached to and conspicuously displayed on the vehicle twenty-four (24) hours prior to such impoundment; ~~;~~ or
5. A vehicle that has received three consecutive citations for parking in violation of OMC Section 10.16.160.F, "City Parking Lots..." and for which notice of impoundment has been securely attached to and conspicuously displayed on the vehicle twenty-four (24) hours prior to such impoundment; ~~;~~ or
6. As otherwise authorized by the Model Traffic Code as adopted by reference in the Olympia Municipal Code.

B. The Parking Services Field Representative or police officer, as applicable, shall use the uniform impound authorization and inventory form provided for by administrative rule by the Washington State Patrol pursuant to RCW 46.55.075.

C. If a vehicle has been impounded pursuant to OMC 10.16.290, before the vehicle may be released from impound, the vehicle owner or an agent of the owner shall pay all fines and fees then owing, including but not limited to the amounts specified in OMC Section 4.60.020 "Vehicle Immobilization and Impoundment Costs, Fees, and Civil Penalties", and all towing and vehicle storage charges. Upon such payment, the vehicle shall be removed from the scofflaw list. If any parking ticket not included on the scofflaw list for which the owner is liable becomes overdue before the owner or agent pays, such subsequent tickets shall also be paid before the vehicle may be removed from the scofflaw list or released from impoundment.

D. If a vehicle has been impounded for a violation of OMC 10.16.030, 10.16.055, or 10.16.160 the vehicle may be immediately released from impound upon payment of all impound, tow and any other charges due the tow company.

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

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

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

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:



ASSISTANT CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:



City of Olympia

City Council

Public Hearing on Final Draft of the Comprehensive Plan

Agenda Date: 11/3/2014
Agenda Item Number: 5.A
File Number:14-1057

Type: public hearing **Version:** 1 **Status:** Public Hearing

Title

Public Hearing on Final Draft of the Comprehensive Plan

Recommended Action

Committee Recommendations:

NA

City Manager Recommendation:

Hold public hearing and receive written comment through 5:00 p.m., Sunday, November 9, 2014.

Note: Public should submit written comments to:

- Email: imagineolympia@ci.olympia.wa.us
- Postal Mail: Imagine Olympia, PO Box 1967, Olympia, WA 98507

Report

Issue:

Should the changes shown in Attachments 1 and 2 be included in the Final Draft Comprehensive Plan to be considered for adoption?

Staff Contact:

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

Presenter:

Leonard Bauer, Deputy Director, Community Planning and Development Department

Background and Analysis:

In 2009, the City initiated a major update to its Comprehensive Plan. The Comprehensive Plan describes the City's vision for the next twenty years, and provides the policy direction for the City to achieve that vision. The state Growth Management Act (GMA) requires that the Comprehensive Plan accommodate the growth that is projected to occur over the next twenty years. Plan elements include land use, housing, capital facilities, utilities, natural resources, transportation, economic development, cultural resources, and other topics.

The Comprehensive Plan may be amended annually and a major review, and update if needed, is

required every eight years by the GMA. This is the City of Olympia's major comprehensive plan update. Each major update must also address development regulations, and coordination with Thurston County to update urban growth areas. These remaining portions of the City's required GMA update will be completed by the deadline in June 2016.

The City Council held a public hearing on the Draft Comprehensive Plan update on July 22, 2014, and extended the period for receiving written comments until August 5, 2014.

The City Council has completed its review and deliberation regarding potential edits to the Draft Comprehensive Plan update, based on public comments received during its first public hearing and comment period.

The edits resulting from these Council discussions are included in Attachments 1 and 2.

One of the issues discussed by the Council was potential policies on whether to require alleys in new developments (see Draft Comprehensive Plan policies PT3.4, PT3.5 and PT3.6). The Council requested additional information on this issue, and that information is provided in Attachments 3 and 4. The Council chose to include two options for these policies for public comment. Both options are included in the attached comprehensive plan changes.

Additional information regarding the Comprehensive Plan update process is available at the link in Attachment 2.

Neighborhood/Community Interests (if known):

During the last five years many members of the public have participated in and commented on this periodic update of the Comprehensive Plan. The comments received at the Council's first public hearing are available to the Council and public to view at the attached link.

Options:

1. Conduct public hearing and receive written comments through 5:00 p.m., November 9, 2014.
2. Open public hearing and continue through a specified date and time.

Financial Impact:

None; this periodic Comprehensive Plan update is part of 2014 budget.

Chapter	Council Recommendation	Meeting Date	Location – Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
Foreword	Council recommended staff changes	9/9/2014	<p>Context following “Foreword” caption:</p> <p>The City of Olympia adopted its first Comprehensive Plan over fifty years ago. Although Washington’s Planning Enabling Act only required that land use and transportation issues be included, Olympia’s plans have also addressed other topics such as parks, schools, utilities and the local economy. In 1990, the State’s Growth Management Act (GMA) directed Olympia’s plan, and those of other growing cities and counties, address statewide goals and include specific ‘elements’. The table below shows where the elements required by the GMA are addressed in this Comprehensive Plan.</p> <p>Olympia’s Comprehensive Plan is an integrated single plan and should be read as a whole. It is composed of two volumes, the first of which includes ten chapters. Specific topics often are related to many or all chapters, but are addressed within a single chapter to avoid repetition. Thus, these chapters are only for organizing the plan’s content. They do not reflect the structure of the City’s government or any particular model of city planning.</p> <p>Following is a table that summarizes the contents of each chapter of the Comprehensive Plan. The Growth Management Act (GMA) establishes required elements that must be contained in all Comprehensive Plans. In the Growth Management statute these mandatory elements are listed under RCW 36.70A.070 in the following order:</p> <ol style="list-style-type: none"> 1. Land Use 2. Housing 3. Capital Facilities 4. Utilities 5. Rural element for non-urban lands 6. Transportation 	<p>The City of Olympia adopted its first Comprehensive Plan over fifty years ago. Although <u>for a time</u>, Washington’s Planning Enabling Act only required that land use and transportation issues be included, Olympia’s plans have also addressed other topics such as parks, schools, utilities and the local economy. In 1990, the State’s Growth Management Act (GMA) directed Olympia’s plan, and those of other growing cities and counties, <u>to</u> address statewide goals and include specific ‘elements’. The table below shows where the elements required by the GMA are addressed in this Comprehensive Plan.</p> <p><u>This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, as well as complete a major periodic update every 8 years.</u></p> <p><u>Olympia’s Comprehensive Plan is composed of two volumes, the first of which includes ten chapters. The second volume is the capital facilities element, including a 6-year plan for capital projects that is updated annually. The plan is an integrated single plan and should be read as a whole because topics are interrelated. It is composed of two volumes, the first of which includes ten chapters. Specific topics often are related to many or all chapters, but are yet are typically</u> addressed within a single chapter to avoid repetition. Thus, these chapters are only for organizing the plan’s content. They do not reflect the structure of the City’s government or any particular model of city planning.</p>		

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			<p>7. Economic development 8. Parks and recreation¹</p> <p>Listed on the far right of the table below are the GMA-mandated element(s) that are addressed in each of the Comprehensive Plan Chapters. In some cases, additional GMA requirements are noted as being addressed in Comprehensive Plan Chapters. If you are interested in a more detailed crosswalk between the City's Comprehensive Plan and the mandatory GMA elements, a "GMA Checklist" has been completed and can be provided to you upon request.</p>	<p>Following is a table that summarizes the contents of each chapter of the Comprehensive Plan. The Growth Management Act (GMA) establishes required elements that must be contained in all Comprehensive Plans. In the Growth Management statute these mandatory elements are listed under RCW 36.70A.070 in the following order:</p> <ol style="list-style-type: none"> 1. Land Use 2. Housing 3. Capital Facilities 4. Utilities 5. Rural element for non-urban lands 6. Transportation 7. Economic development¹ 8. Parks and recreation¹ <p>Following is a table that summarizes the contents of each chapter of the Comprehensive Plan. Listed on the far right of the table below are the GMA-mandated element(s), which that are addressed in each of the Comprehensive Plan Chapters. In some cases, additional GMA requirements are noted as being addressed in Comprehensive Plan Chapters. If you are interested in a more detailed crosswalk between the City's Comprehensive Plan and the mandatory GMA elements, a "GMA Checklist" has been completed and can be provided to you upon request.</p>		
Foreword	Council recommended staff changes	9/9/2014	<p>Table summarizing the contents of each chapter of the Comprehensive Plan</p> <p>1st column, second row:</p> <p>Volume 1</p>	<p>Volume 1:</p>		
Foreword	Council recommended staff changes	9/9/2014	<p>Table summarizing the contents of each chapter of the Comprehensive Plan</p> <p>3rd column, fourth row:</p> <p>N/A</p>	<p>N/AInclude a vision for the community at the</p>		

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				end of the 20-year planning period; identify community values derived from citizen participation processes.		
Foreword	Council recommended staff changes	9/9/2014	Table summarizing the contents of each chapter of the Comprehensive Plan 1st column, 13th row: Volume 2	Volume 2:		
Foreword	Council recommended staff changes	9/9/2014	Table summarizing the contents of each chapter of the Comprehensive Plan 2nd column, 14th row: The Capital Facilities Plan is a 6-year plan that is updated annually, and can be found on the City’s website	The Capital Facilities Plan includes 20-year goals and policies, along with is a 6-year plan that is updated annually, and can be found on the City’s website		
Foreword	Council recommended staff changes	9/9/2014	Insert sentence directly after 2 nd reference notation following the table.	More information about how to use this document is included in the Introduction Chapter.		
Introduction to the Comprehensive Plan	Council recommended staff changes	9/9/2014, 10/7/2014	Introduction to the Comprehensive Plan The City of Olympia’s Comprehensive Plan builds upon our community’s values and our vision for the future. A set of goals and policies provides more detailed direction for the realization of the values and vision. In turn, these serve as the framework upon which City regulations, programs and other plans are formed. As many as 20,000 additional people are expected to join our community over the next two decades. This Plan is our strategy for maintaining and enhancing our high quality of life and environment while accommodating both the changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. The Comprehensive Plan is not just a plan for city government. Developed out of input from thousands of people in our community at different times over decades, the Comprehensive Plan truly is the community’s	Introduction to the Comprehensive Plan The City of Olympia’s Comprehensive Plan builds upon our community’s values and our vision for the future. The A set of goals and policies in this document provides high-level more detailed direction for actions the City and other community members may take the-to realization of these values and vision. Goals and policies (including maps) also guide City budgets, master plans, development regulations and other decisions. In turn, these serve as the framework upon which City regulations, programs and other plans are formed. As many as 20,000 additional people are expected to join our community over the next two decades. This Plan is our strategy for maintaining and enhancing our high quality of life and environment while accommodating expected growth. Most readily-buildable parcels in the City are already developed to some degree. Thus, over the next 20 years, we expect to see more infill and redevelopment of existing developed areas. This presents our community		

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			<p>plan. Many of the goals and policies listed call for coordination and collaboration among individual citizens, neighborhoods and civic groups, and City government. As always, there will be challenges and change, but the intent is to build on the creativity and strength of our community to shape how we develop.</p> <p>How to Use this Document</p> <p>This Comprehensive Plan is separated into eleven chapters:</p> <ol style="list-style-type: none"> 1. Introduction to the Comprehensive Plan; 2. Community Values & Vision 3. Public Participation and Partners; 4. Natural Environment; 5. Land Use and Urban Design; 6. Transportation; 7. Utilities; 8. Economy; 9. Public Health, Arts, Parks and Recreation; 10. Public Services; and 11. Capital Facilities <p>There are many issues that connect these chapters. For example, policies related to trees exist in the Natural Environment chapter as well as under Land Use and Urban Design, Transportation, Utilities and even Economy. Likewise, policies related to walk-ability are included under both Land Use and Urban Design and Transportation. If viewing an electronic version, use the ‘search’ function to find all of the policies related to specific topics.</p> <p>The goals in this Plan are the end states we hope to achieve as a community; some will take longer than others to realize. Policies describe how the City will act in a broad sense to achieve these goals. At times, goals or policies may seem to be in conflict with each other. For example, a goal to increase density may seem to be in conflict with a goal to preserve open space. The complex challenges and</p>	<p>with opportunities to restore degraded environments, create vibrant pockets of social and economic activity, and target investments to make more efficient use of and improve existing infrastructure. both the changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years.</p> <p>The Comprehensive Plan is not just a plan for city government. Developed out of input from thousands of people in our community at different times over decades, the Comprehensive Plan truly is the community’s plan. Many of the goals and policies listed call for coordination and collaboration among individual citizens, neighborhoods and civic groups, and City government. As always, there will be challenges and change, but the intent is to build on the creativity and strength of our community to shape how we develop.</p> <p>[[Add Illustration]]</p> <p>How to Use this Document</p> <p><u>Chapters</u></p> <p>This Comprehensive Plan is separated into <u>two volumes: the first with ten chapters, and the second volume, which is the Capital Facilities Plan:</u></p> <p><u>Volume I:</u></p> <ol style="list-style-type: none"> 1. Introduction to the Comprehensive Plan; 2. Community Values & Vision 3. Public Participation and Partners; 4. Natural Environment; 5. Land Use and Urban Design; 6. Transportation; 7. Utilities; 8. Economy; 9. Public Health, Arts, Parks and Recreation; <u>and</u> 10. <u>Public Services; and</u> 		

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			<p>opportunities we face as a community often require us to strike a balance between different goals and policies to provide the best outcome for the community as a whole. Thus, individual goals and policies should always be considered within the context of the entire Plan.</p> <p>There may be a period of time after the City Council adopts changes to the Plan before staff, the public and policy makers are able to take action to implement it. The City will make every effort to quickly and reasonably develop, review and adopt any new or revised regulations to conform to this Plan.</p> <p>[[Change: In addition to updating the Comprehensive Plan, the City Council directed preparation of an ‘Action Plan’ to guide implementation of the Plan. The section below describes that yet-to-be-drafted document.]]</p> <p>Implementation</p> <p>This update to the Comprehensive Plan does not include specific actions or measurements. A companion document to the Plan is an “action plan” or “implementation strategy” that includes specific timeframes and actions for implementing the Plan. This strategy will establish priorities, set responsibility and determine how we will measure progress toward our goals. This is also an important tool for communicating and tracking what the City and Olympia residents are doing to help our community achieve its vision.</p> <p>The City looks for partners from all sectors of the community: residents, businesses, developers, non-profits, the faith community, schools, neighborhood associations, other government agencies and organizations to help implement the Comprehensive Plan. Partnerships will help our community work together to realize our common vision.</p> <p>There are many different types of actions that could be taken to implement this Plan. Some</p>	<p>11-10. <u>Capital Facilities.</u></p> <p><u>Volume II: Capital Facilities:</u></p> <p>There are many issues that connect these chapters. For example:</p> <ul style="list-style-type: none"> • <u>The Land Use Chapter, in conjunction with Public Participation & Partners, Natural Environment, Transportation, Parks, Utilities, and Economy and Capital Facilities, all provide basic policy guidance for City land use regulations outlined in City codes. They describe generally where various types of land uses should occur, how intense they may be and how designed; types and locations of environmentally sensitive areas to be protected; and the general types of transportation, utility and park facilities that are planned, including locations for major facilities. More specifically:</u> <ul style="list-style-type: none"> ○ <u>Policies related to trees exist in the Natural Environment chapter as well as under Land Use and Urban Design, Transportation, Utilities and even Economy.</u> ○ <u>Likewise, policies related to walk-ability are included under both Land Use and Urban Design and Transportation.</u> • <u>Various chapters include policies that influence City services, including fire, police, affordable housing, arts, recreation, volunteer services and overall public engagement in civic affairs.</u> <p>If viewing an electronic version, use the ‘search’ function to find all of the policies related to specific topics.</p> <p><u>Goals and Policies</u></p> <p>The goals in this Plan identify what are the end states we hope to achieve as a community; some <u>Some goals</u> will take longer than others to realize. Policies describe how the City will act in</p>		

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			<p>elements in the Plan are implemented through the development code and Engineering Design and Development Standards (EDDS), which, along with other government actions must be consistent with the Plan under state law. Other elements in the Plan depend heavily or exclusively on community involvement.</p> <p>[[Photo: Sunshine Display Procession of Species]]</p> <p>Context for the Comprehensive Plan In the early 1990s, the Washington State Growth Management Act (GMA) was passed in response to rapid and sprawling growth in many parts of the state that was causing a decrease in quality of life, negative effects on the environment, and increased costs for municipal infrastructure and maintenance. Revision of our Comprehensive Plan was a requirement for Olympia under GMA and Olympia adopted a revised Comprehensive Plan under the Act in 1994.</p> <p>The Act requires most urban counties and cities in the state to prepare comprehensive plans to address how they will manage expected growth. It directs urban areas, like Olympia, to absorb more of the state’s population growth than rural areas, thereby preserving forests, animal habitat, farmland, and other important lands. Focusing growth in urban areas also reduces traffic, pollution, and the costs of providing city services that protect the health, safety and quality of life of citizens.</p> <p>The Act defines 13 goals, plus a shoreline goal to guide the development and adoption of comprehensive plans. These focus on “smart growth” principles that maximize use of land and existing utilities, protect historic and natural resources, and lower traffic and housing costs. Fortunately, Olympia has been taking this approach for a long time.</p> <p>Olympia has long understood the merits of planning for the future and had a</p>	<p>a broad sense to achieve these goals.</p> <p><u>While some policies take a prescriptive approach by outlining what the City will specifically ‘require’ to achieve a goal, other policies present a more flexible approach whereby the City will ‘encourage’ or ‘support’ an action. Each type of approach has inherent trade-offs. Overall, the City’s policy approach within the Plan aims to balance these trade-offs while meeting community goals.</u></p> <p><u>As an example of a prescriptive approach, one policy requires land uses to prevent and treat stormwater, which provides certainty that the City will use its authority to enforce practices that achieve our clean water protection goals. In order for the City to ‘require’ an action, it must have authority under the law to enforce it.</u></p> <p><u>Sometimes a more flexible policy approach improves the capability of achieving certain goals. Having some flexibility over the 20-year planning period enables the City to respond more quickly when environmental or market conditions change. It also allows for tailoring implementation to geographic or land use type conditions at the zoning level. For example, a policy in the Plan states the City will require development to incorporate measures that reduce risks associated with rising sea levels. The policy includes as an example higher finished floor elevations, but does not specify what that particular measure will be. In order to respond appropriately to sea level rise, the City will need an adaptive strategy based on new information. The same adaptive methodology applies to policies regarding infill development. In order to meet our vision of a more vibrant and pedestrian-friendly downtown, the City will need flexibility to respond to changing market conditions over the 20-year planning period.</u></p> <p><u>Where the City does not establish requirements, it may ‘encourage’ or ‘support’ actions. For example, one policy encourages the use of fruit and nut trees to support food self-sufficiency.</u></p>		

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			<p>Comprehensive Plan as early as 1959.</p> <p>In many ways, our earlier plans created the community we have today. For example, during community outreach for the 1994 plan, citizens expressed a desire for Olympia to become a “City of Trees.” In response, the community developed several goals and policies to guide a new Olympia Urban Forestry Program. Since then, we’ve planted thousands of street trees, and been consistently recognized by the National Arbor Day Foundation as a Tree City USA.</p> <p>[[Photo: Community Members Planting Trees]]</p> <p>A Changing Community [[Change: The population and employment forecasts below are based on data from the 2014 Thurston Regional Planning Council Buildable Lands Report. Forecasts based on the 2010 Census were issued in 2012 and 2013 after this draft Plan was prepared.]]</p> <p>Since the 1970s, the population and economy of the Puget Sound region has been growing. According to the Thurston County Profile, the county’s population more than doubled between 1980 and 2010. Forecasters expect Olympia’s population and employment will continue to increase over the next 20 years. In 2010, the estimated population of Olympia and its Urban Growth Area was 58,310 residents. Forecasters expect our population will increase to 84,400 by 2035, a rate of approximately 2% per year. A majority of this increase will be due to in-migration. People are attracted to living here because we have a relatively stable economy, a beautiful environment, friendly and safe neighborhoods, good schools and lower living costs than our neighbors to the north. Many of these new residents will work within the current City limits and the unincorporated Urban Growth Area.</p> <p>Olympia and its Urban Growth Boundaries [[Map: City Limits and UGA]]</p>	<p><u>This policy demonstrates the City’s recognition of community support for trees that provide food, while also allowing flexibility for implementation through incentives or partnerships rather than regulation. To require fruit trees at the broad Plan level could hamper other goals during the implementation phase that call for providing a variety of tree species throughout neighborhoods and planting the right tree in the right place.</u></p> <p>At times, goals or policies may seem to be in conflict with each other. For example, a goal to increase density may seem to be in conflict with a goal to preserve open space. <u>Or a goal to increase tree canopy may seem to be in conflict with a goal to increase solar energy access. Over the next 20 years, the complex challenges and opportunities we face as a community will often require us to strike a balance between different goals and policies to provide the best outcome for the community as a whole. Thus individual goals and policies should always be considered within the context of the entire Plan.</u></p> <p><u>Throughout each and every year, City officials, along with the public, make a range of decisions about how community resources will be used and managed, and how both public and private development will occur. Community plans and programs often result from conscientious balancing among divergent interests based on the facts and context of a particular situation and on the entire set of Comprehensive Plan goals. Balancing these goals in a way that provides the best overall community benefit requires careful consideration, based on an understanding of multiple community objectives, the specific context and potential impacts.</u></p> <p><u>This type of strategic decision-making can often lead to a selection of options that realize multiple goals. For example, when we protect the quality of our air and water, we improve our health and attract long-term investment in our</u></p>		

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			<p>In 2012, Olympia’s urban growth area was about 16,000 acres. This includes about 12,000 acres within City limits and 4,000 acres in the unincorporated area, which may eventually be annexed into the City. In cooperation with Olympia, Lacey and Tumwater, Thurston County has established and periodically reviews Urban Growth Areas. In these areas, urban growth is encouraged; outside of them, rural densities and services will be maintained. Much of the land in the City is already developed, but there is still adequate room to accommodate our expected population and employment growth. This land capacity analysis can be found in the Thurston County Buildable Lands Report.</p> <p>Preserving our Sense of Place and Connections</p> <p>The City embraces our Comprehensive Plan as an opportunity to enhance the things Olympians care about. As we grow and face change, Olympians want to preserve the unique qualities and familiarity of our community. We draw a sense of place from the special features of our city: walk-able neighborhoods, historic buildings, views of the mountains, Capitol and Puget Sound, and our connected social fabric. These features help us identify with our community, enrich us, and make us want to invest here socially, economically and emotionally.</p> <p>During development of this Plan, many people expressed a desire to maintain a “small town feel.” Olympians want to feel connected to each other and to our built and natural environment. We want to live in a friendly and safe community where we know our neighbors and shopkeepers, and run into friends along the sidewalk. We value harmony with nature, thriving small businesses, places to gather and celebrate, and an inclusive local government.</p> <p>Olympians expressed that they are willing to accept growth as long as our environment and</p>	<p><u>City.</u></p> <p>The complex challenges and opportunities we face as a community often require us to strike a balance between different goals and policies to provide the best outcome for the community as a whole. Thus, individual goals and policies should always be considered within the context of the entire Plan.</p> <p>There may be a period of time after the City Council adopts changes to the Plan before staff, the public and policy makers are able to take action to implement it. The City will make every effort to quickly and reasonably develop, review and adopt any new or revised regulations to conform to this Plan.</p> <p>[[Change: In addition to updating the Comprehensive Plan, the City Council directed preparation of an ‘Action Plan’ to guide implementation of the Plan. The section below describes that yet-to-be-drafted document.]]</p> <p>Implementation</p> <p>This update to the Comprehensive Plan does not include specific actions or measurements. A companion document to the Plan is an “action plan” or “implementation strategy” that includes specific timeframes and actions for implementing the Plan. This strategy will establish priorities, set responsibility and determine how we will measure progress toward our goals. This is also an important tool for communicating and tracking what the City and Olympia residents are doing to help our community achieve its vision.</p> <p>The City looks for partners from all sectors of the community: residents, businesses, developers, non-profits, the faith community, schools, neighborhood associations, other government agencies and organizations to help implement the Comprehensive Plan. Partnerships will help our community work together to realize our</p>		

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			<p>sense of place is preserved. That means protecting the places and culture that we recognize as “Olympia,” even if those things are a little different for each of us. It also means focusing on our community values and vision as we grow.</p> <p>Key Challenges</p> <p>Beyond our community’s values and vision are other influences that present both challenges and opportunities. Implementation of this Plan will require creative solutions to:</p> <p>Become a More Sustainable City: The City needs to make investments based on an integrated framework that compares lifecycle costs and benefits of all City investments and to encourage sustainable practices by individuals and organizations through education, technical assistance, and incentives.</p> <p>Accommodate Growth: Increased growth in Olympia is anticipated. Citizens need to integrate the: quality of new residences, demographics, likely places of residence, housing typology, and prevention of rural and city sprawl. In addition, citizens need to identify housing and service programs for increased populations of seniors and homeless.</p> <p>Integrate Shoreline Management Program (SMP): Special coordination is necessary to integrate the SMP with the Comprehensive Plan. Olympians value ample public space along their marine shoreline and waterways to balance growth downtown.</p> <p>Revitalize Our Downtown: Located on Puget Sound and along the Deschutes River, downtown is the site of many historic buildings and places, and is home to many theatres, galleries, and unique shops as well as the State Capitol. At the same time, Olympia’s downtown has yet to become the walkable, comfortable place the community desires. To add vibrancy while retaining our desired small town feel will</p>	<p>common vision.</p> <p>There are many different types of actions that could be taken to implement this Plan. Some elements in the Plan are implemented through the development code and Engineering Design and Development Standards (EDDS), which, along with other government actions must be consistent with the Plan under state law. Other elements in the Plan depend heavily or exclusively on community involvement.</p> <p>[[Photo: Sunshine Display Procession of Species]]</p> <p><u>[[Change: In addition to updating the Comprehensive Plan, the City Council directed preparation of an ‘Action Plan’ to guide implementation of the Plan. The section below describes that yet-to-be-drafted document.]]</u></p> <p><u>Implementation – The Action Plan</u></p> <p><u>This Comprehensive Plan does not include specific actions or measurements. A companion document to the Plan is an “action plan” or “implementation strategy” that will take the community’s vision and goals as defined in the Comprehensive Plan, and lay out a path by which we can achieve them. Actions may take a variety of forms ranging from large construction projects to the creation of new guiding documents and plans.</u></p> <p><u>The Action Plan will also be heavily focused on tracking our effectiveness and demonstrating success. A set of performance measures will show where we began and where we currently are in relation to our desired outcomes, with results reported back to the community. The action plan will be updated annually or biannually through a collaborative community process.</u></p> <p><u>The City looks for partners from all sectors of the community to help implement the Comprehensive Plan through the Action Plan.</u></p>		

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			<p>require more downtown residents, better amenities, attractive public spaces, green space, thriving local businesses, and integrated standards for design.</p> <p>Conserve and Protect Limited Natural Resources: As we grow, Olympia will become a higher density city and our land and water supplies will need to support more people. We can take advantage of growth as a tool to reshape our community into a more sustainable form; to do so we must balance growth, use our resources wisely, and consider the carrying capacity of the land.</p> <p>Address Climate Change and Sea-Level Rise: Sea-level could rise in Olympia by 50 inches or more over the next century due to warming of the oceans and settling land. This will put much of Olympia's downtown at risk of flooding since it lies only one to three feet above the current highest high tides. Over the next 20 years, the City will continue to explore how to address sea-level rise impacts on our downtown.</p> <p>Fund a Long-term Vision: The economy fluctuates and funding circumstances change. This affects our ability to carry out planned actions over the years. Present resources are already stretched thin, and there is little ability to take on new programs without new revenue sources. We must identify funding strategies, explore operating efficiencies and develop partnerships to provide the diversity and flexibility to fund our vision.</p> <p>[[Photo: Young Olympians Plant Tree]]</p> <p>For More Information</p> <ul style="list-style-type: none"> The Washington State Growth Management Act establishes rules to guide the development of comprehensive plans and development regulations that shape growth over a 20-year horizon The Buildable Lands Report prepared for Thurston County by the staff of the 	<p>Partners may include residents, businesses, developers, non-profits, the faith community, schools, neighborhood associations, other government agencies and organizations. Partnerships will help our community work together to realize our common vision.</p> <p>The Local Planning & Development Process</p> <p>Local planning depends heavily on community involvement. Public engagement is essential for many reasons, including that it provides for more holistic perspectives on City decisions that affect the entire community and it protects citizens' rights to influence public policy. In fact, the Growth Management Act calls for broad public involvement in creating and amending Comprehensive Plans and implementing development regulations.</p> <p>Local planning is a phased process that also operates within a framework of federal, state, county and laws. Our local codes and other decisions must be consistent with these laws, in addition to Comprehensive Plan goals and policies. For example, both the U.S. and Washington State Constitutions include private property rights that must be respected by local government agencies.</p> <p>Once a Comprehensive Plan is adopted, it may be amended annually, with larger updates considered every 8 years. There may be a period of time after the City Council adopts changes to the Plan before staff, the public and policy makers are able to take action to implement it. The City will make every effort to quickly and reasonably develop, review and adopt any new or revised regulations to conform to this Plan.</p> <p>Development codes to implement the Plan may be amended at any time during the year, but only following a public process guided by both state and local standards. The City Council makes final decisions on plan and code amendments. Typically, the Olympia Planning Commission holds a public hearing and makes a</p>		

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			<p>Thurston Regional Planning Council helps Olympia to determine the quantity of land to provide for population and employment growth.</p>	<p>recommendation to the City Council on amendments to the Comprehensive Plan or implementing development codes.</p> <p>There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws.</p> <p>See the Public Participation & Partners Chapter for more information on how to get involved.</p> <p>Context for the Comprehensive Plan In the early 1990s, the Washington State Growth Management Act (GMA) was passed in response to rapid and sprawling growth in many parts of the state that was causing a decrease in quality of life, negative effects on the environment, and increased costs for municipal infrastructure and maintenance. Revision of our Comprehensive Plan was a requirement for Olympia under GMA and Olympia adopted a revised Comprehensive Plan under the Act in 1994.</p> <p>The Act requires most urban counties and cities in the state to prepare comprehensive plans to address how they will manage expected growth. It directs urban areas, like Olympia, to absorb more of the state’s population growth than rural areas, thereby preserving forests, animal habitat, farmland, and other important lands. Focusing growth in urban areas also reduces traffic, pollution, and the costs of providing city services that protect the health, safety and quality of life of citizens.</p> <p>The Act defines 13 goals, plus a shoreline goal to guide the development and adoption of comprehensive plans. These focus on “smart growth” principles that maximize use of land and existing utilities, protect historic and natural resources, and lower traffic and housing costs. Fortunately, Olympia has been taking this</p>		

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				<p>approach for a long time.</p> <p>Olympia has long understood the merits of planning for the future and had a Comprehensive Plan as early as 1959.</p> <p>In many ways, our earlier plans created the community we have today. For example, during community outreach for the 1994 plan, citizens expressed a desire for Olympia to become a “City of Trees.” In response, the community developed several goals and policies to guide a new Olympia Urban Forestry Program. Since then, we’ve planted thousands of street trees, and been consistently recognized by the National Arbor Day Foundation as a Tree City USA.</p> <p>[[Photo: Community Members Planting Trees]]</p> <p>A Changing Community</p> <p>[[Change: The population and employment forecasts below are based on data from the 2014 Thurston Regional Planning Council Buildable Lands Report. Forecasts based on the 2010 Census were issued in 2012 and 2013 after this draft Plan was prepared.]]</p> <p>Since the 1970s, the population and economy of the Puget Sound region has been growing. According to the Thurston County Profile, the county’s population more than doubled between 1980 and 2010. Forecasters expect Olympia’s population and employment will continue to increase over the next 20 years. In 2010, the estimated population of Olympia and its Urban Growth Area was 58,310 residents. Forecasters expect our population will increase to 84,400 by 2035, a rate of approximately 2% per year. A majority of this increase will be due to in-migration. People are attracted to living here because we have a relatively stable economy, a beautiful environment, friendly and safe neighborhoods, good schools and lower living costs than our neighbors to the north. Many of these new residents will work within</p>		

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				<p>the current City limits and the unincorporated Urban Growth Area.</p> <p>Olympia and its Urban Growth Boundaries [[Map: City Limits and UGA]]</p> <p>In 2012, Olympia’s urban growth area was about 16,000 acres. This includes about 12,000 acres within City limits and 4,000 acres in the unincorporated area, which may eventually be annexed into the City. In cooperation with Olympia, Lacey and Tumwater, Thurston County has established and periodically reviews Urban Growth Areas. In these areas, urban growth is encouraged; outside of them, rural densities and services will be maintained.</p> <p>Much of the land in the City is already developed, but there is still adequate room to accommodate our expected population and employment growth. This land capacity analysis can be found in the Thurston County Buildable Lands Report.</p> <p>Preserving our Sense of Place and Connections</p> <p>The City embraces our Comprehensive Plan as an opportunity to enhance the things Olympians care about. As we grow and face change, Olympians want to preserve the unique qualities and familiarity of our community. We draw a sense of place from the special features of our city: walk-able neighborhoods, historic buildings, views of the mountains, Capitol and Puget Sound, and our connected social fabric. These features help us identify with our community, enrich us, and make us want to invest here socially, economically and emotionally.</p> <p>During development of this Plan, many people expressed a desire to maintain a “small town feel.” Olympians want to feel connected to each other and to our built and natural environment. We want to live in a friendly and safe community where we know our neighbors and shopkeepers, and run into friends along the sidewalk. We value harmony with nature,</p>		

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				<p>thriving small businesses, places to gather and celebrate, and an inclusive local government.</p> <p>Olympians expressed that they are willing to accept growth as long as our environment and sense of place is preserved. That means protecting the places and culture that we recognize as “Olympia,” even if those things are a little different for each of us. It also means focusing on our community values and vision as we grow.</p> <p><u>Sea Level Rise</u></p> <p><u>Over the next twenty years, sea level rise will continue to be a key challenge facing Olympia, and therefore a key priority. As the challenge unfolds, the City of Olympia is prepared to respond thoughtfully and competently to the threat of flooding in downtown. As the heart of our City, downtown can and will be protected.</u></p> <p><u>Olympia has recognized its vulnerability and has been preparing for sea level rise since 1990, long before many recognized it as a major threat to waterfront communities. The City has consistently made it a priority to track the continuing evolution of science in this arena, and apply those findings to Olympia. Our ongoing response to the threat encompasses both long-term strategic and near-term tactical investments. The City of Olympia is and will continue to be a recognized leader in climate change and sea level rise response.</u></p> <p><u>Scientific information regarding climate change and sea level rise is incomplete and will probably remain so for some time. Regardless, we must prepare and respond. Forecast models for the timing and height of sea level rise vary, but the models agree that sea level rise is inevitable on a global scale. We will continue to work with regional and State experts to understand the potential magnitude of South Puget Sound sea changes.</u></p> <p><u>Current science indicates that sea levels may rise</u></p>		

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				<p><u>between 11 and 39 inches by 2100. These sea level increases will affect our shorelines during the peaks of high tides. Residents can anticipate higher high tides during the extreme tidal cycles that occur several times a year as well as during major low pressure weather systems. A combination of extreme high tides and low atmospheric pressure can currently result in downtown flooding. City staff pragmatically manages these events and will continue to do so.</u></p> <p><u>The need for heightened community awareness, education and response regarding sea rise will only increase in the years to come. The wide range of potential sea rise necessitates that the City develops a portfolio of response strategies. The implementation of a particular strategy will hinge upon both the timing and the extent of future sea rise. Strategies will be expected to build upon previous approaches as climate change and sea level rise evolve. Responses will be technically vigilant but not overly reactive. Processing and sharing emerging information will be vital to the successful response.</u></p> <p><u>As the sea rise changes play-out, our downtown development and infrastructure can adapt. Over time we will mesh the changing natural environment with continued growth of our downtown.</u></p> <p><u>The City will use a Adaptive management will help us to proactively respond effectively and creatively to new data and changing local conditions. The City is committed to this long-term effort. City work outlines well-defined response scenarios tailored to varying heights and timing of sea rise. These scenarios will necessarily evolve over time.</u></p> <p><u>The City's Public Works Department and the Capital Facilities Plan will continue to help identify and implement identified infrastructure needs. Work will focus on progressively building improvements that can help protect our already vulnerable downtown from high tides and storm</u></p>		

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				<p><u>surges. Modest infrastructure improvements to address both current and potential future flooding problems are already underway.</u></p> <p><u>The close proximity of our downtown to marine waters is not unique. Like other coastal communities, financial assistance will be sought from State and Federal sources will be necessary in order to meet the long-term challenge of sea level rise. State and Federal responses to local needs will have to be timely and meaningful. Planning horizons are long. A failure to appreciate and meet this challenge at the State and Federal levels poses a high risk to coastal communities. Our community looks to State and Federal entities for research, guidance and financial support to respond to the challenge of sea rise.</u></p> <p><u>Sea level rise is a regional challenge. Many of us rely upon our regionally important downtown, its services and associated shorelines. Actions taken to adapt to sea level rise will require close coordination with the State of Washington and Port of Olympia, key shoreline property owners, downtown business owners and the LOTT Clean Water Alliance, operator of the regional wastewater treatment plant. Partnerships in our governments and communities will become increasingly important as we seek to implement strategies and responses.</u></p> <p><u>As a waterfront city, sea level rise response will be a key priority for Olympia over the next two decades and beyond. In order to make timely long-term decisions, our community needs to understand the dynamics of climate change and sea level rise. The City of Olympia will develop, communicate, and implement strong yet adaptable responses. We are committed to a thriving downtown. We will work together.</u></p> <p><u>Technical and planning information regarding Olympia’s response to climate change and sea level rise is available on the City webpage.</u></p> <p>Other Key Challenges</p>		



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				<p>In addition to sea level rise, Beyond our community's values and vision- there are other <u>major global, national and local</u> influences that present both challenges and opportunities- <u>for our local community</u>. Implementation of theis <u>vision and goals in this</u>-Plan will require creative solutions-eso that Olympia can:</p> <p>Become a More Sustainable City: <u>As the capital of the State of Washington, Olympia has a unique opportunity to show leadership on key issues in the state, such as sustainability.</u> The City needs to make investments based on an integrated framework that compares lifecycle costs and benefits of all City investments and to encourage sustainable practices by individuals and organizations through education, technical assistance, and incentives.</p> <p>Accommodate Growth: Increased growth in Olympia is anticipated. Citizens need to integrate the: quality of new residences, demographics, likely places of residence, housing typology, and prevention of rural and city sprawl. In addition, citizens need to identify housing and service programs for increased populations of seniors and homeless.</p> <p>Integrate Shoreline Management Program (SMP): Special coordination is necessary to integrate the SMP with the Comprehensive Plan. Olympians value ample public space along their marine shoreline and waterways to balance growth downtown.</p> <p>Revitalize Our Downtown: Located on Puget Sound and along the Deschutes River, downtown is the site of many historic buildings and places, and is home to many theatres, galleries, and unique shops as well as the State Capitol. At the same time, Olympia's downtown has yet to become the walkable, comfortable place the community desires. To add vibrancy while retaining our desired small town feel will require more downtown residents, better amenities, attractive public spaces, green space,</p>		

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				<p>thriving local businesses, and integrated standards for design.</p> <p>Conserve and Protect Limited Natural Resources: As we grow, Olympia will become a higher density city and our land and water supplies will need to support more people. We can take advantage of growth as a tool to reshape our community into a more sustainable form; to do so we must balance growth, use our resources wisely, and consider the carrying capacity of the land.</p> <p><u>Address Climate Change: The impetus of the sea level rise challenge described above is climate change. Rising global greenhouse gas emissions are contributing to the melting of the polar ice caps, rising sea levels and more frequent extreme weather events. The City of Olympia is committed to working with the public and other regional partners to take actions that will reduce our community’s overall greenhouse gas emissions and prepare for changing climate.</u></p> <p><u>Address Climate Change and Sea Level Rise: Sea level could rise in Olympia by 50 inches or more over the next century due to warming of the oceans and settling land. This will put much of Olympia's downtown at risk of flooding since it lies only one to three feet above the current highest high tides. Over the next 20 years, the City will continue to explore how to address sea-level rise impacts on our downtown.</u></p> <p>Fund a Long-term Vision: The economy fluctuates and funding circumstances change. This affects our ability to carry out planned actions over the years. Present resources are already stretched thin, and there is little ability to take on new programs without new revenue sources. We must identify funding strategies, explore operating efficiencies and develop partnerships to provide the diversity and flexibility to fund our vision.</p> <p>[[Photo: Young Olympians Plant Tree]]</p>		

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				<p>For More Information</p> <ul style="list-style-type: none"> • The Washington State Growth Management Act establishes rules to guide the development of comprehensive plans and development regulations that shape growth over a 20-year horizon • The Buildable Lands Report prepared for Thurston County by the staff of the Thurston Regional Planning Council helps Olympia to determine the quantity of land to provide for population and employment growth. • Learn more about how [[hyperlink: the Comprehensive Plan guides City actions.]] • The [[hyperlink: City's Action Plan]] includes a collaborative public process for selecting specific actions to carry out the Comprehensive Plan, and includes timeframes, partnerships and performance measures. • Current and past [[hyperlink: technical analyses and reports regarding sea level rise in Olympia]] can be reviewed on the City's Sea Level Rise webpage. 		
Community Values & Vision	Council recommended staff changes	9/9/2014	<p>“Our Natural Environment”, “Our Vision for the Future”, second paragraph:</p> <p>Olympia’s unique natural setting will continue to make our city great. By working closely with surrounding governments we can successfully preserve, protect and restore the natural heritage we share.</p>	<p>Olympia’s unique natural setting will continue to make our city Washington State’s capital city great. By working closely with surrounding governments we can successfully preserve, protect and restore the natural heritage we share.</p>		
Community Values & Vision	Council recommended staff changes	9/9/2014	<p>“Land Use and Urban Design”, “Our Vision for the Future”, second paragraph:</p> <p>We envision a city of pedestrian-oriented streetscapes, livable and affordable neighborhoods, safe and meaningful street life, and high-quality civic architecture. Through collaboration with other agencies and partners, our urban waterfront will be a priceless asset, eventually running along the Deschutes River from Tumwater’s historic buildings, down past</p>	<p>We envision a capital city of pedestrian-oriented streetscapes, livable and affordable neighborhoods, safe and meaningful street life, and high-quality civic architecture. Through collaboration with other agencies and partners, our urban waterfront will be a priceless asset, eventually running along the Deschutes River from Tumwater’s historic buildings, down past</p>		

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			Marathon and Heritage parks to Percival Landing and the Port Peninsula.	Marathon and Heritage parks to Percival Landing and the Port Peninsula.		
Community Values & Vision	Council recommended staff changes	9/9/2014	<p>“Public Health, Parks, Arts and Recreation”, “An arts magnet”:</p> <p>The City will continue to sponsor and support music and art events and festivals, which attract residents and visitors from throughout the area. The City will take advantage of provisions in state law to fund art throughout the City.</p>	<p>The City will continue to sponsor and support music and art events and festivals, which attract residents and visitors from throughout the area. The City will take advantage of provisions in state law to fund art throughout the City <u>capital</u>.</p>		
Community Values & Vision	Council recommended staff changes	9/9/2014	<p>“Economy”, “What Olympia Values:”</p> <p>Olympians recognize the importance of our quality of life to a healthy economy and value our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.</p>	<p>Olympians recognize the importance of our quality of life to a healthy economy. and We value our <u>status as Washington state’s capital, as well as our</u> community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.</p>		
Community Values & Vision	Council recommended staff changes	9/9/2014	<p>“Economy”, “Our Vision for the Future”, 1st paragraph</p> <p><i>Olympia’s economy is healthy due to a diverse mix of new and existing employment sectors.</i></p>	<p><i>Olympia’s economy is healthy due to a diverse mix of new and existing employment sectors. <u>in addition to being the center of state government.</u></i></p>		
Community Values & Vision	Council recommended staff changes	9/9/2014	<p>“Economy”, “Our Vision for the Future:”, second paragraph</p> <p>Because of our careful planning the Olympia economy will remain stable, especially when compared to similar cities throughout the state and region. The City’s investment in the downtown will encourage market-rate housing, many new specialty stores and boutiques, and attract visitors to places such as Percival Landing, the Hands on Children’s Museum, and our many theatre and art venues. Its work to strengthen regional shopping nodes, such as the area around Capital Mall, will provide high-density housing, transit, pedestrian and bicycle access, making Olympia a popular destination to live, work, play and study.</p>	<p>Because of our careful planning the Olympia economy will remain stable, especially when compared to similar cities throughout the state and region. The City’s investment in the downtown will encourage market-rate housing, many new specialty stores and boutiques, and attract visitors to places such as Percival Landing, the Hands on Children’s Museum, and our many theatre and art venues. Its work to strengthen regional shopping nodes, such as the area around Capital Mall, will provide high-density housing, transit, pedestrian and bicycle access, making Olympia our state capital a popular destination to live, work, play and study.</p>		
Public						

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Participation & Partners						
Natural Environment	Council recommended staff changes	9/9/2014	Add a new 7th bullet following the caption “Using Our Land Wisely”, bottom of Pg. 39 of the Council Draft	<ul style="list-style-type: none"> Identifying land at greatest risk for preservation, enhancement, and stewardship to support a diversity of wildlife habitat and species. 		
Natural Environment	Council recommended staff changes	9/9/2014	Add three new staff recommended paragraphs directly following the 8 th bullet item following the caption “Using Our land Wisely”.	<p><u>The Open Space and Environmentally Sensitive Areas map reflects those areas in the City and UGA that are already preserved as open space, or that may be good opportunities for future preservation as open space.</u></p> <p><u>Shown on the map are environmentally sensitive areas, such as steep slopes, flood plains, wetlands, and significant wildlife habitat. Many of these areas are protected by Critical Areas regulations, so the map serves to highlight those areas for further evaluation prior to any new development project.</u></p> <p><u>The map also reflects locations where there may be a greater potential for creating or enhancing existing open space corridors for recreation or wildlife habitat. These areas may still be undeveloped, owned or managed by the City, connected to other nearby open space areas, or have environmentally sensitive areas present.</u></p>		
Natural Environment	Council recommended staff changes	9/9/2014	PN2.6 Conserve and restore wildlife habitat as a series of separate pieces of land, in addition to existing corridors.	PN2.6 Conserve and restore wildlife habitat as a series of separate pieces of land, in addition to <u>in both</u> existing corridors <u>and high-priority separate sites.</u>		
Natural Environment	Council direction	9/16/2014 & 10/21/2014	PN4.4 Support the process for determining a balanced and sustainable approach to the management of Capitol Lake; participate when the opportunity is available as a party of significant interest in the outcome.	PN4.4 <u>As a party of significant interest, \$support</u> the process for determining a balanced, <u>scientifically-grounded</u> and sustainable approach to the management of <u>the Deschutes River, state-owned</u> Capitol Lake <u>and Budd Inlet;</u> participate when the opportunity is available as a party of significant interest in the outcome.		
Natural Environment	Council direction	10/7/2014	PN5.6 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific	PN5.6 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific		

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			information available and the level of risk. Require restoration of areas that have been degraded.	information available and the level of risk. Require restoration of any such areas that have been degraded.		
Natural Environment	Councilmember Cooper suggestion - Include Figure 4.2.6 Habitat at Risk (Protection Priorities) City of Olympia 2013 Habitat & Stewardship Strategy map into the Natural Environment chapter that is zoomable and scrollable	9/9/2014	<p>For More Information</p> <p> SHARE</p> <ul style="list-style-type: none"> • Shoreline Master Program • Master Street Tree Plan • Parks, Arts, and Recreation Plan (2010) • Greenhouse Gas Emissions Report (2005) • Greenhouse Gas Emissions Report (2008) • 1991 Climate Action Plan • 2011 City of Olympia Engineered Sea-level Rise • 2012 Community Update on Sea-level Rise • Thurston Regional Trails Plan (2007) 	<p>For More Information</p> <p> SHARE</p> <ul style="list-style-type: none"> • Shoreline Master Program • Master Street Tree Plan • City of Olympia Habitat and Stewardship Strategy (2013) • Parks, Arts, and Recreation Plan (2010) • Greenhouse Gas Emissions Report (2005) • Greenhouse Gas Emissions Report (2008) • 1991 Climate Action Plan • 2011 City of Olympia Engineered Sea-level Rise • 2012 Community Update on Sea-level Rise • Thurston Regional Trails Plan (2007) 		
Land Use and Urban Design	Council referred solar and alternative energy issues/policies of the Plan to the LUEC	8/12/2014	GL2 and corresponding policies PL2.1, PL2.2, PL2.3, PL2.4, PL2.5			
Land Use and Urban Design	LUEC discussed solar and alternative energy issues/policies at their 8/28/2014 meeting	LUEC Recommendation 8/28/2014	PL2.4 Encourage buildings and site designs that result in energy efficiency and use of solar and other renewable energy.	PL2.4 Encourage and sometimes require buildings and site designs that result in energy efficiency and use of solar and other renewable energy.		
Land Use and Urban Design	Council recommendation	8/12/2014	<p>In the “Housing” section, after the “apartment building” photo, second paragraph after the 6th bullet: (Pg. 103 of Council Public Hearing Draft, Housing section)</p> <p>Olympia is part of a larger housing market extending throughout Thurston County and beyond. Thus planning for housing is done based on anticipated shares of this larger area. The 2010 Census indicated that Olympia and its urban growth area included almost 26,000 housing units. As estimated in the Thurston Regional Planning Council “Profile,” 57% were single-family homes, 39% were multi-family (shared-wall) units, and 4% were manufactured housing. The 2008 Buildable Lands Report for Thurston County estimated that more than 11,000 new housing units will be needed by 2030 to accommodate population growth in Olympia’s urban growth area. Of these, about</p>	<p>Olympia is part of a larger housing market extending throughout Thurston County and beyond. Thus planning for housing is done based on anticipated shares of this larger area. The 2010 Census indicated that Olympia and its urban growth area included almost 26,000 housing units. As estimated in the Thurston Regional Planning Council “Profile,” 57% were single-family homes, 39% were multi-family (shared-wall) units, and 4% were manufactured housing. The 2008 2014 Buildable Lands Report for Thurston County estimated that more than 11,000 about 13,000 new housing units will be needed by 2030 2035 to accommodate population growth in Olympia’s urban growth area. Of these, about 60% 45% are expected to</p>		

Chapter	Council Recommendation	Meeting Date	Location – Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
			<p>60% are expected to be single-family homes.</p> <p>Based on existing zoning and development patterns, the Buildable Lands Report indicates the area can accommodate almost 15,000 new housing units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family-and duplex zoned land is available. And, an additional 500 acres of vacant and partially-used commercial land can be redeveloped for new housing.</p>	<p>be single-family homes.</p> <p>Based on existing zoning and development patterns, the that Buildable Lands Report indicates sd the area can-could accommodate almost 15,000-about 16,000 new housing units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family-and duplex zoned land is-were available. And, an additional 500 acres of vacant and partially-used commercial land can-could be redeveloped for new housing.</p>		
Land Use and Urban Design	Council direction	9/16/2014	<p>PL8.5 Set absolute maximum building heights to preserve publicly-identified observation points and landmark views, which may include:</p> <p>Views:</p> <ul style="list-style-type: none"> • Olympic Mountains • Puget Sound • Mt. Rainier • State Capitol Group • Forested hills and slopes • Capitol Lake / Estuary • Black Hills <p>Observation Points: These may be static or dynamic points-of-view from the examples below, or other parts of Puget Sound, Capitol Campus, public parks, public rights-of-ways, downtown Olympia, or elsewhere in the community:</p> <ul style="list-style-type: none"> • Puget Sound Marine Navigation Channel • Capitol Campus Law Enforcement Memorial • West Bay Park, Priest Point Park, North Point of Port Peninsula, Sunrise Park, Madison Scenic Park, and Percival Landing • State Avenue, 4th Avenue, Harrison Avenue, Deschutes Parkway, West Bay Drive, East Bay Drive, the 4th Avenue Bridge, Olympia Avenue, Boulevard Road, Pacific Avenue, Martin Way, Brawne Street, Foote Street, and Capitol Way 	<p>PL8.5 Set absolute maximum building heights to preserve publicly-identified observation points and landmark views, which may include:</p> <p>Views:</p> <ul style="list-style-type: none"> • Olympic Mountains • Puget Sound • Mt. Rainier • State Capitol Group • Forested hills and slopes • Capitol Lake / Estuary • Black Hills <p>Observation Points: These may be static or dynamic points-of-view from the examples below, or other parts of Puget Sound, Capitol Campus, public parks, public rights-of-ways, downtown Olympia, or elsewhere in the community:</p> <ul style="list-style-type: none"> • Puget Sound Marine Navigation Channel • Capitol Campus Law Enforcement Memorial • West Bay Park, Priest Point Park, North Point of Port Peninsula, Sunrise Park, Madison Scenic Park, and Percival Landing • State Avenue, 4th Avenue, Harrison Avenue, Deschutes Parkway, West Bay Drive, East Bay Drive, the 4th Avenue Bridge, Olympia Avenue, Boulevard Road, Pacific Avenue, Martin Way, Brawne Street, Foote Street, and Capitol Way 		

Chapter	Council Recommendation	Meeting Date	Location – Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
			<ul style="list-style-type: none"> The Olympia Waterfront Route (see 2010 Parks, Arts, and Recreation Plan) Hands-on Children’s Museum Olympia City Hall Lee Creighton Justice Center 	<ul style="list-style-type: none"> The Olympia Waterfront Route (see 2010 Parks, Arts, and Recreation Plan) Hands-on Children’s Museum Olympia City Hall Lee Creighton Justice Center 		
Land Use and Urban Design	Council direction	10/7/2014	<p>Urban Corridors section (which precedes Goal GL 13), third and fourth paragraphs:</p> <p>Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas about one-quarter mile from the main street. Similarly, areas furthest from the downtown core are expected to infill and redevelop with excellent support both for cars and for those who walk, bike and use public transit.</p>	<p><u>The land use designations along these streets vary (see Future Land Use Map at end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u> Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas about one-quarter mile from the main street. Similarly, areas furthest from the downtown core are expected to infill and redevelop with excellent support both for cars and for those who walk, bike and use public transit.</p>		
Land Use and Urban Design	Council direction	10/7/2014	<p>PL13.7 Designate different categories of corridors generally as follows:</p> <p>Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor to the intersection of Fourth Avenue and Pacific Avenue should blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multifamily buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There will be a 35 feet height limit if any portion of the building is within 100’ from a single-family residential zone, provided that the City may establish an additional height bonus for residential development.</p>	<p>PL13.7 Designate different categories of corridors generally as follows:</p> <p>Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor to the intersection of Fourth Avenue and Pacific Avenue should blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multifamily buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There will be a 35 feet height limit if any portion of the building is within 100’ from a single-family residential zone, provided that the City may establish an additional height bonus for residential development <u>except in areas adjacent to a designated historic district.</u></p>		
Land Use and Urban Design	Council direction	10/7/2014	<p>PL20.4 Encourage or require development and public improvements consistent with healthy and active lifestyles.</p>	<p>PL20.4 Encourage or require Support development and public improvements consistent with healthy and active lifestyles.</p>		
Land Use and Urban Design	Council direction	10/7/2014	<p>PL21.3 Include housing, a food store, and a</p>	<p>PL21.3 Include Support housing, a food store,</p>		

Chapter	Council Recommendation	Meeting Date	Location – Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
Urban Design			neighborhood park or civic green at all neighborhood centers. Allow churches, schools, and convenience businesses and services that cater primarily to neighborhood residents. Prohibit auto-oriented uses. Vary the specific size and composition of such centers for balance with surrounding uses; focus commercial uses on civic greens or parks, and limit the size of commercial uses. (Note: A larger urban center is permitted in the Briggs Urban Village.)	and a neighborhood park or civic green at all neighborhood centers. Allow churches, schools, and convenience businesses and services that cater primarily to neighborhood residents. Prohibit auto-oriented uses. Vary the specific size and composition of such centers for balance with surrounding uses; Where practical, focus commercial uses on civic greens or parks, and limit the size of commercial uses. (Note: A larger urban center is permitted in the Briggs Urban Village.)		
Land Use and Urban Design	Council direction	10/7/2014	PL21.4 Allow neighborhood center designs that are innovative and provide variety, but that ensure compatibility with adjoining uses. Consider appropriate phasing, scale, design and exterior materials, as well as glare, noise and traffic impacts when evaluating compatibility. Require buildings with primary access directly from street sidewalks, orientation to any adjacent park or green and to any adjacent housing, and signage consistent with neighborhood character.	PL21.4 Allow neighborhood center designs that are innovative and provide variety, but that ensure compatibility with adjoining uses. Consider appropriate phasing, scale, design and exterior materials, as well as glare, noise and traffic impacts when evaluating compatibility. Require that buildings with include primary access directly from street sidewalks, and be oriented toward orientation to the neighborhood and any adjacent park or green, and to any adjacent housing, Require that and signage be consistent with neighborhood character.		
Land Use and Urban Design	Council direction	10/7/2014 & 10/21/2014	Future Land Use Map Consider changing the land use designation of 4 properties from Low Density Residential to Urban Corridor on the Future Land Use Map: <ul style="list-style-type: none"> • 2403 State Avenue • 2411 State Avenue • 2419 & 2423 State Avenue (Duplex) • 2427 State Avenue 	Change the four parcels from Low Density Residential to Urban Corridor on the Future Land Use map. Include the parcels in the High Density Neighborhood overlay. If desired the interested parties may submit a rezone application to the City following adoption of the Comprehensive Plan Update, at which point the City would consider changing the zoning and development regulations for the sites		
Transportation	City Manager’s April 2014 recommendation – consistent with a public comment on Council’s Hearing Draft	Option 1 9/16/2014 & 10/21/2014	PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	PT3.4 Encourage Require alleys where feasible and practical and retain alleys as public right-of-way. PT3.5 Require Encourage alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.		

Chapter	Council Recommendation	Meeting Date	Location – Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
Transportation	Language based on a public comment on Council’s Hearing Draft	Option 2 9/16/2014 & 10/21/2014	<p>PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way</p> <p>PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.</p> <p>PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes.</p>	<p>PT3.4 <u>Require alleys where feasible and practical</u> and retain alleys as public right-of-way.</p> <p>PT3.5 <u>Require alleys where feasible and practical</u> behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.</p> <p>PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes. <u>Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.</u></p>		
Transportation	Council direction	10/7/2014	In the “Connectivity” section, insert a new 4 th paragraph.	<u>There can be challenges with making street connections. Topography and environmentally sensitive areas can make certain street connections infeasible. Some street connections and the resulting changes to traffic patterns have the potential to affect neighborhood character or disproportionately impact some residents. The City will balance decisions about the value of a street connection with potential impacts to the unique geography, character or historical context of a residential neighborhood. In these cases, policies help guide the analysis of a street connection. When street connections are not made for motor vehicle access, priority will be given to making a connection for bicyclists, pedestrians, emergency vehicles and transit.</u>		
Transportation	Council direction	10/7/2014	PT4.22 Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route-directness index.	PT4.221 Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route-directness index.		
Transportation	Council direction	10/7/2014	Insert New Goal - GT5	<u>GT5 Street connections to existing residential areas and in environmentally sensitive areas will be carefully examined before a decision is made to create a connection for motor vehicle traffic.</u>		

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Transportation	Council direction	10/7/2014	New Policy PT5.1	PT5.1 Seek to avoid street connections through wetlands or other critical areas by examining alternative street alignments. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the preferred option.		
Transportation	Council direction	10/7/2014	<p>PT4.21 becomes PT5.2</p> <p>PT4.21 Pursue all street connections because a well-connected street system improves the safety and efficiency for all modes of travel. When a street connection is proposed to an existing residential neighborhood, the developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. In all cases, priority will be given to pedestrian, bicycle and emergency vehicle access. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:</p> <ul style="list-style-type: none"> • Effects on the overall city transportation system • Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated • Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists • Impacts on directness of travel for emergency-, public-, and commercial-service vehicles • An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections • An assessment of traffic volumes at the connection and whether projected 	<p>PT 4.21 Pursue all street connections because a well-connected street system improves the safety and efficiency for all modes of travel. Carefully examine proposed street connections to existing residential neighborhoods. When a street connection is proposed to an existing residential neighborhood, the developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to <u>unique</u> the neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. In all cases, priority will be given to pedestrian, bicycle and emergency vehicle access. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:</p> <ul style="list-style-type: none"> • <u>Effects on the overall city transportation system</u> • <u>Effects on reduced vehicle miles travelled and associated greenhouse gases</u> • Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated • Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists • Impacts on directness of travel for emergency-, public-, and commercial-service vehicles • An assessment of travel patterns of the larger neighborhood area and volumes 		


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			<p>volumes are expected to exceed the typical range for that classification of street</p> <ul style="list-style-type: none"> • Identification of topographical barriers or environmental constraints that make a connection infeasible • Bicycle and pedestrian safety • Noise impacts and air pollution • Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets • Effectiveness of proposed traffic-calming measures • Consideration of the information in Appendix A of this chapter 	<p>at nearby major intersections</p> <ul style="list-style-type: none"> • An assessment of traffic volumes at the connection and whether projected volumes are expected to exceed the typical range for that classification of street • Identification of topographical barriers or environmental constraints that make a connection infeasible • Bicycle and pedestrian safety • Noise impacts and air pollution • <u>Social justice issues and any impacts on the unique character of a neighborhood or effects on affordability of housing</u> • Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets • Effectiveness of proposed traffic-calming measures • <u>The cost of a street connection and the cost of any alternative approach to meeting transportation needs if a street connection is not made</u> • Consideration of the information in Appendix A of this chapter 		
Transportation	Council direction	10/7/2014	New Policy PT5.3	<u>PT5.3 In the event that a street connection is not made for motor vehicles, priority will be given to pedestrian, bicycle, transit and emergency vehicle access.</u>		
Transportation	This language had been suggested by Planning Commissioners Jerry Parker and Roger Horn and accepted by Council prior to the Council public hearing draft being issued, but a drafting error kept it from being included in that draft.		PT4.23 becomes PT5.4 PT4.23 Build bicycle and pedestrian facilities, traffic-calming devices and any other functional improvements, as needed, to address safety concerns on newly connected streets at the time when street connections are made. This policy applies to arterials, major collectors and neighborhood collectors. These improvements must be made to the segment of street between the intersections of two comparable or larger street classes.	PT4.23 <u>PT5.4 Address safety concerns on newly connected streets and build any needed improvements at the time when street connections are made. Define what constitutes safety improvements in the Engineering Design and Development Standards.</u>		
Transportation	Council direction	10/7/2014	By adding the new Goal 5 section, all subsequent Goals and Policies in the Transportation Chapter will be renumbered.	Goal 6 becomes Goal 7, Goal 7 becomes Goal 8,		
Transportation	Council direction	10/7/2014	GT14 The urban corridors of Martin Way, Pacific Avenue, east 4 th and State Avenues,	GT14 The urban corridors of Martin Way, Pacific Avenue, east 4 th and State Avenues, <u>Capitol</u>		

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			portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix H Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)	<u>Way/Boulevard and</u> portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix H Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)		
Transportation	Council direction	10/7/2014	PT14.4 Partner with cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors of Martin Way, east 4 th and State Avenues and Pacific Avenue.	PT14.4 Partner with cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors of Martin Way, east 4th and State Avenues and Pacific Avenue.		
Transportation	Council direction	10/7/2014	PT28.3 Encourage property owners to voluntarily maintain their sidewalks and planter strips or, in some cases, require them to do so by enforcing codes.	PT28.3 Encourage <u>Require</u> property owners to voluntarily maintain their sidewalks and planter strips or, in some cases, require them to do so by enforcing codes.		
Transportation	Council direction	10/7/2014	Appendix A, change caption “US Highway 101 Access”	US Highway 101 Access- US 101/West Olympia Access Project		
Transportation	Council direction	10/7/2014	Appendix A, delete caption “West Olympia Access Study, Phase I”	West Olympia Access Study, Phase I		
Transportation	Council direction	10/7/2014	Appendix A, following former caption “West Olympia Access Study, Phase I” insert new 5 th paragraph.	<u>In cooperation with WSDOT, the extensive process to development of an Interchange Justification Report for these new ramps began in 2014. This report will include traffic analysis, environmental review, and initial design work.</u>		
Transportation	Council direction	10/7/2014	Appendix A, text following caption “West Olympia Access Study, Phase II: Local Street Analysis West Olympia Access Study, Phase II: Local Street Analysis A future phase of this study will examine the proposed capacity improvements associated with planned access ramps on US 101 (identified in Phase I above) and integrate these improvements into the local street system. During public outreach for Phase I of this study, citizens shared many comments about the function of the local street system and the ability to walk, bike and use transit in this area. Phase II will consider and address these suggestions, identify improvements needed to increase walking, biking and transit trips, and	West Olympia Access Study, Phase II: Local Street Analysis A future phase of this study will examine the proposed capacity improvements associated with planned access ramps on US 101 (identified in Phase I above) and integrate these improvements into the local street system. During public outreach for Phase I of this study, citizens shared many comments about the function of the local street system and the ability to walk, bike and use transit in this area. Phase II will consider and address these suggestions, Future related work will- identify improvements needed to the local street network to increase walking, biking and transit		

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			<p>look for ways to improve street and pathway connectivity.</p> <p>Decatur Street and 16th Avenue Connections</p> <p>Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the 4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection.</p> <p>Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.</p> <p>Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>	<p>trips, and look for ways to improve street and pathway connectivity.</p> <p>Decatur Street and 16th Avenue Connections</p> <p>Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the 4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection.</p> <p>Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.</p> <p>Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
Transportation	Council direction	10/7/2014	<p>Appendix A, “Urban Corridors, Strategy Corridors and Bus Corridors” caption, second paragraph following caption “Urban Corridors”:</p> <p>Urban Corridors are the major arterials in our</p>	<p>Urban Corridors are the major arterials in our</p>		


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			<p>system, that correspond with the highest density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. Consistent with the 2025 Regional Transportation Plan, these corridors are shown on the Corridors Map, Appendix H. The Future Land Use Map in the Land Use Chapter shows the urban corridor land use designation.</p>	<p>system, that <u>generally</u> correspond with the highest density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u>, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. <u>The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods. These streets remain urban corridors for transportation planning purposes, and to be consistent with Regional Transportation Plan. Consistent with the 2025 Regional Transportation Plan, these Urban</u> corridors are shown on the Corridors Map, Appendix H. The Future Land Use Map in the Land Use Chapter shows the urban corridor land use designation.</p>		
Transportation	Council direction	10/7/2014	<p>Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps</p> <p>Transportation 2030 Northeast map Transportation 2030 Southeast map Transportation 2030 Westside and Downtown map</p>	<p>Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps</p> <p><u>Note: Modifications will be made to Transportation 2030 maps to remove references to street connections at Decatur Street and 16th Avenue.</u></p> <p>Transportation 2030 Northeast map Transportation 2030 Southeast map Transportation 2030 Westside and Downtown map</p>		
Transportation	Council direction	10/7/2014	<p>Appendix B</p> <p>Street Connections</p>	<p>Appendix B</p> <p>Street Connections</p>		

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			<ul style="list-style-type: none"> Hoffman Road connection to Log Cabin Road extension Decatur Street connection to Caton Way* Yauger Way Extension to Top Foods Kaiser Road connection to Black Lake Boulevard 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road 12th Avenue connection to Ensign Road Ensign Road connection to Pacific Avenue Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median Fern Street connection to 16th Avenue <p>*The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study.</p>	<ul style="list-style-type: none"> Hoffman Road connection to Log Cabin Road extension Decatur Street connection to Caton Way* Yauger Way Extension to Top Foods Kaiser Road connection to Black Lake Boulevard 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road 12th Avenue connection to Ensign Road Ensign Road connection to Pacific Avenue Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median Fern Street connection to 16th Avenue <p>*The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study.</p>		
Utilities	Councilmember Cooper and suggestion and Council recommended	9/9/2014	PU11.6 Partner with government entities and other key stakeholders, such as, the State of Washington, LOTT Clean Water Alliance, Port of Olympia, Squaxin Island Tribe, downtown property owners, businesses and residents, environmental groups, and other interested parties.	PU11.6 Partner with government entities and other key stakeholders, such as, the <u>Federal government</u> , State of Washington, LOTT Clean Water Alliance, Port of Olympia, Squaxin Island Tribe, downtown property owners, businesses and residents, environmental groups, and other interested parties.		
Utilities	Council recommended change	9/9/2014	For More Information – new bullet with hyperlink to Sea Level Rise webpage	<ul style="list-style-type: none"> <u>Current and past technical analyses and reports regarding sea level rise in Olympia can be reviewed on the City Sea Level Rise webpage.</u> 		
Public Health, Arts, Parks & Recreation	Council recommended staff changes	9/9/2014	PR1.1 Continue to provide extraordinary parks and community programs that attract tourism and private investment to Olympia, and contribute to our high quality of life.	PR1.1 Continue to provide extraordinary parks and community programs that attract tourism and private investment to Olympia, and contribute to our high quality of life <u>and attract tourism and private investment to Olympia.</u>		
Economy	Council referred review and refinement of Economy Chapter to CERC 8/12/2014 CERC Recommended Changes	10/7/2014	1st Photo in Chapter titled “Olykraut” change photo caption: “An employee at Olympia local business, OlyKraut, stands in front of their wares”	An employee at Olympia local business, OlyKraut, stands in front of their wares		

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Economy	<p>Council referred review and refinement of Economy Chapter to CERC 8/12/2014</p> <p>CERC Recommended Changes</p>	10/7/2014	<p>What Olympia Values:</p> <p><i>Olympians recognize the importance of our quality of life to a healthy economy, and value our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.</i></p> <p>Our Vision for the Future:</p> <p><i>Olympia’s economy is healthy due to a diverse mix of new and existing employment.</i></p> <p>Read more in the Community Values and Vision chapter</p> <p>Introduction</p> <p></p> <p>The strength of Olympia’s economy is what determines whether we are able to pay for the public services and special features that make our community a great place to live. And the community we create is the most effective tool we have for attracting and maintaining high-quality job opportunities. The quality of the community is the most powerful economic engine we have.</p> <p>Olympians have told us they value an economy where:</p> <ul style="list-style-type: none"> • There are plentiful living-wage jobs. • Consumers and the City support local entrepreneurs. • Residents and businesses want many of their goods and services to come from local sources. • A highly educated workforce, entrepreneurial spirit and culture of innovation energize our economy. • Art projects, art events, and support for the arts are integral to the community and its economy. <p>A healthy economy must provide jobs that pay a living wage, usually defined as a wage that allows a household to meet its basic needs</p>	<p>What Olympia Values:</p> <p><i>Olympians recognize the importance of our quality of life to a healthy economy, and value our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.</i></p> <p><u><i>Olympians recognize the value of a healthy economy that is stable and sustainable. The health and welfare of the community depends upon there being a range of employment opportunities so that we are not dependent on just one sector for our economic welfare. Local businesses should have access to quality infrastructure so that they have what they need in order to engage in commerce. Citizens should have access to a broad range of locally produced goods and services so that they can be assured that their money is spent in ways that sustains our community. Our community should continue to be an active center for arts and recreation – and grow and foster their development. Education and health care are also critical to a stable and sustainable economy – our community is graced with several premier institutions in each of these sectors and we collaborate with them on projects of mutual benefit.</i></u></p> <p>Our Vision for the Future:</p> <p><i>Olympia’s economy is healthy due to a diverse mix of new and existing employment.</i></p> <p><u><i>Olympia’s economy is diverse and balanced. Family wage jobs and career opportunities are available to our citizens from multiple sectors, including government and manufacturing and service sector employment. A significant and ever increasing amount of our goods, services and food is locally sourced. We emphasize sustainable business practices and environmentally friendly development.</i></u></p> <p>Read more in the Community Values and Vision chapter</p>		

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			<p>without the need for public assistance. The level of a living wage will vary based on the size and makeup of the household.</p> <p>The table below shows living wages calculated for Olympia residents, based on the cost of food, housing, transportation, child care, and other basic needs; it assumes full-time, year-round employment.</p> <p>Table: Olympia Living Wage (2010 data)</p> <p>For a healthy economy to thrive over the long run, it must be able to absorb market changes and business-cycle fluctuations. This often requires a diverse economy, which can cushion the impact of one or more sectors in decline. A healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. When Olympia’s economy stalls and taxes can’t pay for existing programs, the City must eliminate jobs and services and construct fewer capital facilities to balance its budget.</p> <p>Olympia’s Economic Profile</p> <p></p> <p>In general, cities play a relatively small part in the economic development arena, and Olympia is no exception. However, the City has the following roles:</p> <ul style="list-style-type: none"> Using its land-use authority to provide places for businesses to locate. Maintaining an efficient, fair, transparent, and predictable permitting process that reduces business-cost and timeline uncertainties. Collaborating with other public and private entities that have a more direct role in economic development, such as ports, business associations, and economic development associations. Developing and maintaining the infrastructure healthy businesses and neighborhoods need. Investing in traditional infrastructure, such as roads, sewer and water service, 	<p>Introduction</p> <p>The strength of Olympia’s economy is what determines whether we are able to pay for the public services and special features that <u>help to</u> make our community a great place to live. And the community we create is the most effective tool we have for attracting and maintaining high-quality job opportunities. <u>A diverse and healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation.</u> The quality of the community is the most powerful economic engine we have <u>for attracting and maintaining high quality job opportunities.</u></p> <p><u>We have been told by</u> Olympians have told us they value an economy where:</p> <ul style="list-style-type: none"> There are plentiful living-wage jobs Consumers and the City support local entrepreneurs. Residents and businesses want many of their goods and services to come from local sources. A highly educated workforce, entrepreneurial spirit and culture of innovation energize our economy. Art projects, art events, and support for the arts are integral to the community and its economy. <p>A healthy economy must provide jobs that pay a living wage, usually defined as a wage that allows a household to meet its basic needs without the need for public assistance. The level of a living wage will vary based on the size and makeup of the household.</p> <p>The table below shows living wages calculated for Olympia residents, based on the cost of food, housing, transportation, child care, and other basic needs; it assumes full-time, year-round employment.</p> <p>Olympia Living Wage</p>		

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			<p>as well as in schools, parks, arts, and the natural environment.</p> <p>In 2013 the City initiated an economic development planning process to consider creating a Community Renewal Area in downtown and to provide an assessment of the broader real estate market. This process resulted in the preparation of two key reports: <i>Investment Strategy: Olympia’s Opportunity Areas</i> and the <i>Downtown Olympia Community Renewal Area Feasibility Study</i>. These reports will help to refine the City’s approach to economic development over the coming years and underpin the City’s Community Renewal Area planning process.</p> <p>The <i>Investment Strategy</i> report provided a community-wide assessment of key redevelopment opportunity areas. Six geographic areas were examined in detail:</p> <p>Table: Key Redevelopment Opportunity Areas</p> <p>This report recommends the City manage its development area assets as a portfolio that adheres to the community vision. This approach includes: (1) strategically investing in infrastructure improvements, such as roadways, streetscape improvements, and property acquisition; (2) making necessary or desired regulatory adjustments, such as zoning changes; and (3) creating partnerships with developers and property owners to generate development returns that remain sensitive to market demand.</p> <p>Olympia’s three top employers:</p> <p>Government: Olympia is the capital of Washington and seat of Thurston County, and both provide many local jobs. In fact, government was the largest employer in Thurston County in 2010, contributing nearly 36,000 jobs. What’s more, many of these government jobs are tied to our</p>	<p>(2010 data)</p> <p>Table Deleted</p> <p>See the Appendix A links in the “For More Information” section at the end of this chapter for more information about what constitutes a living wage in our community, cost-burdened households and middle income housing affordability. For a healthy economy to thrive over the long run, it must be able to absorb market changes and business cycle fluctuations. This often requires a diverse economy, which can cushion the impact of one or more sectors in decline. A healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. When Olympia’s economy stalls and taxes can’t pay for existing programs, the City must eliminate jobs and services and construct fewer capital facilities to balance its budget.</p> <p>Olympia’s Economic Profile</p> <p> SHARE</p> <p>In general, cities play a relatively small but critical role in supporting local economic activity. Without municipal services, economic activity and development is simply not possible. In turn the commerce that takes place in our community is responsible for much of the revenue that the City receives by way of taxes and fees that are used to help to support our quality of life. In the economic development arena, and Olympia is no exception. However, the City has the following roles:</p> <ul style="list-style-type: none"> • Using its land-use authority to provide places for businesses to locate. • Maintaining an efficient, fair, transparent, and predictable permitting process that reduces business-cost and timeline uncertainties. • Collaborating with other public and private entities that have a more direct role in economic development, such as ports, business associations, and 		

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			<p>more diverse, statewide economy, which helps to shield our community from economic swings. Fluctuations in state government can affect our local economy.</p> <p>According to the <i>Investment Strategy</i> report, “State government will remain a key industry in Thurston County, but its employment is forecast to decrease. State government is the largest employer in Thurston County, with 20,071¹ employees in 2013. Total state employment has been fairly flat since 2002, and has decreased since 2008. State government employment appears not to be growing in the near-term. This will likely affect demand for office space within the County. However, almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government.”</p> <p>The report continues, “while the State’s office use has recently declined, in the last legislative session, it committed to consider a major investment in a 200,000 square foot office building downtown to accommodate its own needs for new office space. Adding this new square footage for State uses suggests that the existing vacancies in the private office market are unlikely to be filled with State workers, and that the City may continue to see a trend toward conversion of downtown office space to housing and other uses”.</p> <p>Health care: Olympia is also a regional medical center, serving Thurston, Mason, Gray’s Harbor and Lewis counties. Health care is the Thurston County’s second largest employment sector, with an estimated 11,595 jobs.</p> <p>Retail: Olympia’s shopping mall, auto mall, and downtown business core make it the region’s</p>	<p>economic development associations.</p> <ul style="list-style-type: none"> • Developing and maintaining the infrastructure healthy businesses and neighborhoods need. • Investing in traditional infrastructure, such as roads, sewer and water service, as well as in schools, parks, arts, and the natural environment. • Commissioning reports, such as the Investment Strategy: Olympia’s Opportunity Areas and the Downtown Olympia Community Renewal Area Feasibility Study, to provide information for the community to make informed decisions about its economic future. <p>In 2013 the City initiated an economic development planning process to consider creating a Community Renewal Area in downtown and to provide an assessment of the broader real estate market. This process resulted in the preparation of two key reports: Investment Strategy: Olympia’s Opportunity Areas and the Downtown Olympia Community Renewal Area Feasibility Study. These reports will help to refine the City’s approach to economic development over the coming years and underpin the City’s Community Renewal Area planning process.</p> <p>The Investment Strategy report provided a community-wide assessment of key redevelopment opportunity areas. Six geographic areas were examined in detail:</p> <p>Table Deleted: Opportunity Sites</p> <p>This report recommends the City manage its development area assets as a portfolio that adheres to the community vision. This approach includes: (1) strategically investing in infrastructure improvements, such as roadways, streetscape improvements, and property acquisition; (2) making necessary or desired regulatory adjustments, such as zoning changes; and (3) creating partnerships with developers and property owners to generate development</p>		

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			<p>largest retail center, providing significant sales tax revenue. Retail provides an estimated 11,076 jobs in 2010 and is the county’s third largest employment sector. However, unlike our government and health care employers, retail provides an average living wage that is just under what the City estimates is needed for a single adult in Olympia.</p> <p>Table: Industry/Ave. # Employees/Avg. Annual Wage</p> <p>The <i>Investment Strategy</i> report adds, “The City of Olympia is projected to accommodate an estimated additional 18,000 jobs by 2035.ⁱⁱ Of those, almost 75% of new jobs in Olympia will be in commercial sectors. Jobs in industrial sectors (10%) and government (15%) will make up the remainder of new employment. Countywide, the sectors with the largest forecasted new jobs are professional and business services. However, Thurston Regional Planning Council’s forecasts have construction employment growing substantially with total construction employment more than doubling by 2040 from 5,620 in 2010 to 12,700. Manufacturing employment is also forecasted to increase but at a much slower rate adding about 500 jobs from 2010 to 2040.”</p> <p>Education and Entertainment Olympia is the region’s restaurant, art and entertainment Center. There are three nearby colleges, The Evergreen State College, St. Martin’s University, and South Puget Sound Community College, which have a major impact on the culture of our community, and our high average level of education.</p> <p>The Port of Olympia Olympia is also the only city in Thurston County with a deep water harbor. The Port of Olympia operates a marine import and export terminal, the largest recreational boating marina on South Puget Sound, and a state-of-the-art boatyard. The Port is also the home of many private, marine-related businesses, the Batdorf & Bronson Roasting House, the Olympia</p>	<p>returns that remain sensitive to market demand.</p> <p><u>Olympia’s three top employers:</u></p> <p>Government: Olympia is the capital of Washington and seat of Thurston County, and both provide many local jobs. In fact, governmentGovernment was the largest employer in Thurston County in 2010, contributing nearly 36,000 jobs. What’s more, manyThe Olympia School District is one of the largest single employers within the eCity. Many of these government jobs are tied to our more diverse, statewide economy, which helps to shield our community from economic swings. Fluctuations However, fluctuations in state government can affect our local economy.</p> <p>According to the Investment Strategy report, “State government will remain a key industry in Thurston County, but its employment is forecast to decrease. State government is the largest employer in Thurston County, with 20,071ⁱⁱⁱ employees in 2013. Total state employment has been fairly flat since 2002, and has decreased since 2008. State government employment appears not to be growing in the near term. This will likely affect demand for office space within the County. However, Given that our state’s population is projected to grow significantly, it is very likely that employment with the state of Washington will continue to contribute in a positive way to our local economy in the long-term. State employment helps to sustain our skilled and well educated workforce, which in turn provides an attractive labor force for private sector companies to draw from as they make decisions about where to locate.</p> <p>The state has also been moving away from leasing private space to house its employees. A new 200,000 square foot office building is in the planning stages for the Capital Campus block located at the northwest corner of Capitol Way and 11th Avenue. This will likely mean that there will continue to be an excess of office space available for rent in the greater Olympia area.</p>		

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			<p>Farmers’ Market, and many professional offices and retail businesses.</p> <p>Among our partners in economic development, the Port of Olympia has the closest relationship to Olympia’s economy, and its mission is to grow the Thurston County economy, move people and goods, and improve the County’s recreation options and environment. The Port is a special-purpose district, and its boundaries are the same as Thurston County’s.</p> <p>The Port owns 200 acres along Budd Inlet near Olympia’s central business district. The Comprehensive Scheme of Harbor Improvements, the Port’s land-use plan for its Olympia properties, includes industrial uses in the vicinity of the Marine Terminal, recreational boating uses at the Swantown Marina and Boatyard, and mixed uses in the Market, North Point, and East Bay Districts. Recreational uses are envisioned throughout its mixed-use districts and the Marina. For example, the East Bay District is a significant investment and downtown redevelopment opportunity, home to the Hands On Children’s Museum and East Bay Plaza.</p> <p>Although a smaller factor in our local economy than state government, the Port’s potential is significant and gives the City an opportunity to further diversify its economy.</p> <p>In addition, Olympia is well-served by its highway network, which includes Interstate 5 and Highway 101, with links to State Route 8 and the Olympic and Kitsap Peninsulas. All of this means Olympia’s location provides easy access to a variety of recreational opportunities - from bike trails and kayaking within our city limits, to skiing and hiking in the mountains, to beachcombing along the coast and regional customers for the area’s retail businesses and health care providers.</p> <ul style="list-style-type: none"> Key findings from the <i>Feasibility Study</i> include: State government anchors the employment base in Thurston County. Government employment is down 	<p>Other issues like school funding mandates may also impact the size of the State’s work-force and its leasing practices.</p> <p>The Investment Strategies report calls out that almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government.”. A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council’s Sustainable Thurston report suggests that the “millennial” generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia’s workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more senior services and senior-oriented activities. These changes provide opportunities for quality growth in our future.</p> <p>The report continues, “while the State’s office use has recently declined, in the last legislative session, it committed to consider a major investment in a 200,000 square foot office building downtown to accommodate its own needs for new office space. Adding this new square footage for State uses suggests that the existing vacancies in the private office market are unlikely to be filled with State workers, and that the City may continue to see a trend toward conversion of downtown office space to housing and other uses”.</p> <p>The Olympia School District is another significant governmental employer with approximately 1,300 employees providing K – 12 education to approximately 9,000 students. The school district’s capital facility plan includes over</p>		

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			<p>though in recovery. State government employment does not look to be growing in the near-term and will not be a driver of the regional economy in the near future. This trend impacts the demand for office space, both existing and new development.</p> <ul style="list-style-type: none"> Thurston County benefits from regional economic growth and activity in the Puget Sound region that filters down to the County as the region grows. Joint Base Lewis McChord has increased demand for housing in the region, particularly in Lacey. Rents for most development types are still at a low point from the recession, which makes it difficult for new development to substantially increase the income potential of a property through redevelopment. There are a number of sites throughout the region for development to choose from. New development will likely choose the easiest and cheapest sites before more challenging in-fill development. Suburban/urban infill development continues to be oriented towards vacant land. Much of the new development in areas since 2000 (for all product types) has been oriented around areas easily accessible from Interstate-5 and major arterials with less expensive land. There are growing signs of an urban infill market in Olympia in part driven by a changing demographic oriented urban living. In the last ten years, most recent building activity in Olympia has focused on rehabilitation or remodeling of existing space with limited new development. As growth picks up, multi-family development is the most likely market ready, and it likely will occur in easily developable and/or high amenity areas that are most attractive. Continued population growth in the region will generate demand for 	<p>\$178,000,000 in construction projects and another \$11,680,000 in small works projects. The Olympia School District’s operating budget is over \$92,000,000. Future plans include a new middle school in Southeast Olympia.</p> <p>Health care: Olympia is also a regional medical center, serving Thurston, Mason, Gray’s Harbor and Lewis counties. Health care is the Thurston County’s second largest employment sector, with an estimated 11,595 jobs.</p> <p>Retail: Olympia’s shopping mall, auto mall, and downtown business core make it the region’s largest retail center, providing significant sales tax revenue. Retail provides an estimated 11,076 jobs in 2010 and is the county’s third largest employment sector. However, unlike our government and health care employers, retail provides an average living wage that is just under what the City estimates is needed for a single adult in Olympia.</p> <p>Table Deleted: Industry/Avg. # Employees/Avg Annual Wage</p> <p>The <i>Investment Strategy</i> report adds, “The City of Olympia is projected to accommodate an estimated additional 18,000 jobs by 2035. Of those, almost 75% of new jobs in Olympia will be in commercial sectors. Jobs in industrial sectors (10%) and government (15%) will make up the remainder of new employment. Countywide, the sectors with the largest forecasted new jobs are professional and business services. However, Thurston Regional Planning Council’s forecasts have construction employment growing substantially with total construction employment more than doubling by 2040 from 5,620 in 2010 to 12,700. Manufacturing employment is also forecasted to increase but at a much slower rate adding about 500 jobs from 2010 to 2040.”</p> <p>Education and Entertainment</p>		

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			<p>additional housing and commercial services, such as general services, retail, and health care. However, there is not a shortage of easily developable sites, (e.g. vacant, low intensity) throughout the region, which gives a number of site options to choose from.</p> <p>Downtown Olympia Downtown Olympia is a special place, with the only urban waterfront in the area, it serves as not just Olympia’s downtown but the region’s. Downtown Olympia is home to the region’s major performing arts, museums, banking, dining and entertainment facilities as well as the Port of Olympia and the LOTT Clean Water Alliance regional treatment facility.</p> <p>Thursday, Friday and Saturday evenings see the streets of downtown come alive with theater patrons, diners and a lively bar scene. Recent enhancements such as the Hands on Children’s Museum, East Bay Plaza, LOTT’s WET Center and Percival Landing reconstruction only add to downtown’s status as a destination.</p> <p>The proximity of the Capital Campus to downtown creates a strong relationship between the campus and downtown that is enhanced by the presence of the Dash Shuttle an Intercity Transit bus that operates on 10 minute headways.</p> <p>Starting in 2012 there have been several conversions of second floor offices to residential units. Over 50 new units are either finished or under construction. These units represent the first new market rate housing in downtown in many years. A large apartment complex is currently proceeding through the City’s permitting process representing another significant step forward for downtown housing.</p> <p>Downtown remains a work in progress and the City has invested heavily from both a capital facilities and services perspective. Over the past three years the City has used an action oriented program known as the Downtown</p>	<p>Olympia is the region’s restaurant, art and entertainment Center. There are three nearby colleges, The Evergreen State College, St. Martin’s University, and South Puget Sound Community College, which have a major impact on the culture of our community, and our high average level of education.</p> <p>The Port of Olympia Olympia is also the only city in Thurston County with a deep water harbor. The Port of Olympia operates a marine import and export terminal, the largest recreational boating marina on South Puget Sound, and a state-of-the-art boatyard. The Port is also the home of many private, marine-related businesses, the Batdorf & Bronson Roasting House, the Olympia Farmers’ Market, and many professional offices and retail businesses.</p> <p>Among our partners in economic development, the Port of Olympia has the closest relationship to Olympia’s economy, and its mission is to grow the Thurston County economy, move people and goods, and improve the County’s recreation options and environment. The Port is a special-purpose district, and its boundaries are the same as Thurston County’s.</p> <p>The Port owns 200 acres along Budd Inlet near Olympia’s central business district. The Comprehensive Scheme of Harbor Improvements, the Port’s land-usePort’s development plan for its Olympia properties, includes industrial uses in the vicinity of the Marine Terminal, recreational boating uses at the Swantown Marina and Boatyard, and mixed uses in the Market, North Point, and East Bay Districts. Recreational uses are envisioned throughout its mixed-use districts and the Marina. For example, the East Bay District is a significant investment and downtown redevelopment opportunity, home to the Hands On Children’s Museum and East Bay Plaza.</p> <p>Although a smaller factor in our local economy than state government, the Port’s potential is</p>		

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			<p>Project to effect change. The Downtown Project has included key elements such as enhancing the downtown walking patrol, replacing parking pay stations, creating a Downtown Ambassador program, establishing an Alcohol Impact Area, and construction of parklets to name just a few.</p> <p>The City has initiated a Community Renewal Area (CRA) planning process for downtown. The <i>Downtown Olympia Community Renewal Area Feasibility Study</i> was the second significant work product related to Olympia’s CRA process. This report provides the outline and support materials for the ultimate creation of a CRA in Downtown Olympia.</p> <p>Key findings related to downtown from the <i>Feasibility Study</i> include:</p> <ul style="list-style-type: none"> • Demand from those users who need to be downtown (such as state government, the Port, and related uses) is not a growing part of the economy. • The redevelopment hurdle downtown is higher than other locations because of higher land and construction costs. • Commercial rents are not yet high enough to justify new commercial construction in Downtown Olympia. • Office rents have decreased from \$19.60/SF/Yr. in 2009 to \$15.70/SF/Yr. today as vacancies have increased. • Retail rents are more stable, but decreased from \$14.10/SF/Yr. in 2009 to \$12.10/SF/Yr. today. • Low vacancy rates and modest rent increases for apartments citywide, as well as some anecdotal evidence suggest that there is near-term demand for multi-family housing. Recent successful multi-family housing projects, building reuse have occurred downtown as well. • Over \$100 million of public investment has been made downtown by the City 	<p>significant and gives the City an opportunity to further diversify its economy.</p> <p>Education, Entertainment, and Geography Olympia is the region’s restaurant, art, and entertainment center. There are three nearby colleges, The Evergreen State College, St. Martin’s University, and South Puget Sound Community College, which have a major impact on the culture of our community and our high average level of education.</p> <p>As a result of The Evergreen State College, the City of Olympia has become home to many innovative entrepreneurs and artists that were originally attracted to our community to go to school. Evergreen is widely acknowledged as one of the nation’s premier liberal arts institutions and its location here provides an opportunity for continued and expanded collaboration on entrepreneurial development. Evergreen hosts three masters programs – in public administration, teaching and environmental studies. Each of these programs provides an opportunity to collaborate with the college to attract and foster complimentary research and development activities. Our community serves as a learning laboratory for students and potentially an international destination for learning and cultural exchange. The City should continue to seek opportunities for direct partnerships with the college on program development, capital facilities planning and student housing. A physical presence in our downtown could create opportunities for both the City and the College.</p> <p>In addition, Olympia is well-served by its highway network, which includes Interstate 5 and Highway 101, with links to State Route 8 and the Olympic and Kitsap Peninsulas. All of this means Olympia’s location provides easy access to a variety of recreational opportunities - from bike trails and kayaking within our city limits, to skiing and hiking in the mountains, to beachcombing along the coast and regional customers for the area’s retail businesses and</p>		


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			<p>and Port of Olympia in new buildings and parks, including a new City Hall, the Hands On Children’s Museum, LOTT Clean Water Alliance offices, East Bay Plaza, and Percival Landing.</p> <p>The Community Renewal Area law was created by the state specifically to give communities the tools that they need in order to help areas such as the downtown move forward. Washington law (RCW 35.81) allows cities to establish a Community Renewal Area through the designation of a geographic area that contains blight and the creation of a Community Renewal Plan for addressing that blight. Many Washington cities have used CRA to develop and implement redevelopment plans, including Vancouver, Shoreline, Everett, Bremerton, and Anacortes.</p> <p>Olympia’s downtown is the urban center for the entire region; residents and business owners would all benefit from a more active, vibrant downtown. However, parts of downtown are widely recognized as “blighted,” with several condemned or obsolete buildings occupying key properties. Soil contamination, soils subject to liquefaction and rising seas also contribute to the blight. Re-development is stuck despite the area’s unparalleled assets. The City has an interest in improving the downtown and enhancing its economic productivity in a manner consistent with the rest of this plan. The creation of a CRA may be one way to accomplish this objective.</p> <p>A Healthy Economy Enhances our Quality of Life</p> <p> SHARE</p> <p>Olympia enjoys a relatively healthy economy and stable revenue base, making it possible for it to invest in public improvements and services. These include the Washington Center for the Performing Arts, The Olympia Center, Percival Landing, the Farmers Market, new sewer capacity, new roads, and other needed infrastructure. All of this makes Olympia</p>	<p>health care providers.</p> <ul style="list-style-type: none"> Key findings from the <i>Feasibility Study</i> include: State government anchors the employment base in Thurston County. Government employment is down though in recovery. State government employment does not look to be growing in the near term and will not be a driver of the regional economy in the near future. This trend impacts the demand for office space, both existing and new development. Thurston County benefits from regional economic growth and activity in the Puget Sound region that filters down to the County as the region grows. Joint Base Lewis McChord has increased demand for housing in the region, particularly in Lacey. Rents for most development types are still at a low point from the recession, which makes it difficult for new development to substantially increase the income potential of a property through redevelopment. There are a number of sites throughout the region for development to choose from. New development will likely choose the easiest and cheapest sites before more challenging in-fill development. Suburban/urban infill development continues to be oriented towards vacant land. Much of the new development in areas since 2000 (for all product types) has been oriented around areas easily accessible from Interstate 5 and major arterials with less expensive land. There are growing signs of an urban infill market in Olympia in part driven by a changing demographic oriented towards urban living. In the last ten years, most recent building activity in Olympia has focused on rehabilitation or remodeling of existing space with limited new development. As growth picks up 		

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			<p>increasingly attractive to private investors, which will further increase our revenue base, and make more community improvements possible.</p> <p>Illustration: Olympia General Fund Revenues</p> <p>Olympia’s revenue comes from a mix of taxes and fees. The Olympia General Fund Revenues Per Capita table shows the sources of the City’s General Fund revenues, over the last 15 years on a per capita basis. Olympia’s largest revenue source is taxes, which represents well over half of the General Fund’s revenue. The Olympia Tax Revenues Per Capita table provides a breakdown of taxes by various categories. Significant tax revenues come from commercial hubs such as the auto mall and regional shopping areas, construction and construction related industries.</p> <p>Illustration: Olympia Tax Revenues Per Capita</p> <p>While taxes on a per-capita basis have generally increased during the last few decades, our revenue from sales, business and property taxes fluctuates with the state of the general economy. Revenue from sales tax falls when consumers spend less. The property tax we collect per capita falls when property tax levies don’t keep pace with population growth. Finally, property taxes have been limited by Initiative 747, passed by Washington voters in 2001, which limits growth in property tax revenue to 1 percent per year a rate that generally lags well behind the increasing costs of providing those services.</p> <p>Yet major City services depend on these tax revenues. City residents, as well as workers and shoppers coming to Olympia require maintained streets, police and fire protection, water and sewer service, and more. Growing neighborhoods require these same services, plus parks (provided by the City) and schools (provided by the school district). The challenge</p>	<p>rebounded, multi-family development ishas been the most likely market ready, and it likely will occur in first sector to recover. Builders are taking advantage of sites that are easily developable and/or in high amenity areas. that are most attractive. Continued population growth in the region will generate demand for additional housing and commercial services, such as general services, retail, and health care. However, there is not a shortage of easily developable sites, (e.g. vacant, low intensity) throughout the region, which gives a number of site options to choose from. To be competitive Olympia must understand the strengths and weaknesses of its market.</p> <p>Downtown Olympia Downtown Olympia is a special place, with the only urban waterfront in the area, it serves as not just Olympia’s downtown but the region’s. Downtown Olympia is home to the region’s major performing arts, museums, banking, dining and entertainment facilities as well as the Port of Olympia and the LOTT Clean Water Alliance regional treatment facility.</p> <p>Thursday, Friday and Saturday evenings see the streets of downtown come alive with theater patrons, diners and a lively bar scene. Recent enhancements such as the Hands on Children’s Museum, East Bay Plaza, LOTT’s WET Center and Percival Landing reconstruction only add to downtown’s status as a destination.</p> <p>The proximity of the Capital Campus to downtown creates a strong relationship between the campus and downtown that is enhanced by the presence of the Dash Shuttle an Intercity Transit bus that operates on 10 minute headways.</p> <p>Starting in 2012 there have been several conversions of second floor offices to residential units. Over 50 new units are either finished or under construction. These units represent the first new market rate housing in downtown in many years. A large apartment complex is</p>		

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			<p>is to provide these services at high quality for the best cost, and meet those standards when City revenues decline, by finding new revenue options or cutting services.</p> <p>Maintaining and improving Olympia’s infrastructure puts another large demand on the City’s funds, made even more challenging as federal and state assistance has declined. Yet, an adequate and dependable infrastructure is critical to our ability retain and attract businesses.</p> <p>Community Investment</p> <p> SHARE</p> <p>Private investment can expand a community’s economy and strengthen its material prosperity. But an infrastructure needs to be in place, or underway, to interest private businesses in locating or expanding in Olympia. For this reason, it’s critical for any community to invest resources in capital facilities that will support a healthy local economy <i>and</i> its values and vision for the future.</p> <p>Recent capital investments have included:</p> <ul style="list-style-type: none"> • Olympia’s new City Hall and the reopening of Percival Landing (Phase 1) in 2011, together an investment of over \$50 million. • In the East Bay area, the LOTT WET Science Center, East Bay Plaza, and the Hands On Children’s Museum are providing more family activities downtown. • New sidewalks and transportation corridors at Boulevard Road and Harrison Avenue now make it easier to get around by foot, bike, bus or car. • Our new Fire Station 4 has lowered 911 response times. <p>Planned upgrades to our water supply will help to ensure an adequate and high quality water supply for decades to come.</p>	<p>currently proceeding through the City’s permitting process representing another significant step forward for downtown housing.</p> <p>Downtown remains a work in progress and the City has invested heavily from both a capital facilities and services perspective. Over the past three years the City has used an action-oriented program known as the Downtown Project to effect change. The Downtown Project has included key elements such as enhancing the downtown walking patrol, replacing parking pay stations, creating a Downtown Ambassador program, establishing an Alcohol Impact Area, and construction of parklets to name just a few. The City has initiated a Community Renewal Area (CRA) planning process for downtown. The Downtown Olympia Community Renewal Area Feasibility Study was the second significant work product related to Olympia’s CRA process. This report provides the outline and support materials for the ultimate creation of a CRA in Downtown Olympia.</p> <p>Key findings related to downtown from the Feasibility Study include:</p> <ul style="list-style-type: none"> • Demand from those users who need to be downtown (such as state government, the Port, and related uses) is not a growing part of the economy. • The redevelopment hurdle downtown is higher than other locations because of higher land and construction costs. • Commercial rents are not yet high enough to justify new commercial construction in Downtown Olympia. • Office rents have decreased from \$19.60/SF/Yr. in 2009 to \$15.70/SF/Yr. today as vacancies have increased. • Retail rents are more stable, but decreased from \$14.10/SF/Yr. in 2009 to \$12.10/SF/Yr. today. • Low vacancy rates and modest rent increases for apartments citywide, as well as some anecdotal evidence suggest that there is near-term demand 		

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			<p>All of these projects are examples of how our investments have improved our public spaces and quality of life and have provided the impetus for more private investment to follow.</p> <p>Picture: Crown Beverage Packaging</p> <p>Over the next 20 years, Olympia must continue to make judicious "up-front" investments that bring development to targeted areas, using its partnerships as effectively as possible. To keep them affordable, such investments will need to be located in the downtown, Investment Strategy Report opportunity areas or Urban Corridors. Projects that "leap-frog" to remote sites outside of our existing infrastructure can be prohibitively expensive to develop.</p> <p>The <i>Investment Strategy</i> report recommends that the City should proactively:</p> <ul style="list-style-type: none"> • Review changing market dynamics to identify new barriers and opportunities to allow the City to invest in the most market-feasible projects. • Develop relationships with property owners and other stakeholders to learn about their interests and short-term and long-term development goals. Given the barriers to development described in the report, the City will need to establish new partnerships with property owners and developers if it wishes to achieve development in the opportunity areas that is compatible with the City's Comprehensive Plan. Community and neighborhood stakeholders are also critical to this process. • Continue and improve community conversations to better clarify and articulate desired development outcomes and coordinate stakeholders' visions for development. This work would help to refine the City's policy 	<p>for multi-family housing. Recent successful multi-family housing projects, building reuse have occurred downtown as well.</p> <ul style="list-style-type: none"> • Over \$100 million of public investment has been made downtown by the City and Port of Olympia in new buildings and parks, including a new City Hall, the Hands-On Children's Museum, LOTT Clean Water Alliance offices, East Bay Plaza, and Percival Landing. <p>The Community Renewal Area law was created by the state specifically to give communities the tools that they need in order to help areas such as the downtown move forward. Washington law (RCW 35.81) allows cities to establish a Community Renewal Area through the designation of a geographic area that contains blight and the creation of a Community Renewal Plan for addressing that blight. Many Washington cities have used CRA to develop and implement redevelopment plans, including Vancouver, Shoreline, Everett, Bremerton, and Anacortes.</p> <p>Olympia's downtown is the urban center for the entire region; residents and business owners would all benefit from a more active, vibrant downtown. However, parts of downtown are widely recognized as "blighted," with several condemned or obsolete buildings occupying key properties. Soil contamination, soils subject to liquefaction and rising seas also contribute to the blight. Re-development is stuck despite the area's unparalleled assets. The City has an interest in improving the downtown and enhancing its economic productivity in a manner consistent with the rest of this plan. The creation of a CRA may be one way to accomplish this objective.</p> <p>A Healthy Economy Enhances our Quality of Life</p> <p></p> <p>Olympia enjoys a relatively healthy economy</p>		

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			<p>goals for the opportunity areas and other areas through the comprehensive planning process. Given long-term demographic shifts, the City should support higher density, infill development to achieve multiple public policy goals.</p> <ul style="list-style-type: none"> • Take advantage of opportunities when they present themselves, which may mean that the City would focus on new opportunity areas, or move forward with actions in existing opportunity areas ahead of schedule. • Coordinate funding opportunities with other public stakeholders (the County, transit agency, the Port of Olympia, the State of Washington, others) with the City’s CFP for major infrastructure investments that move the implementation forward. • Coordinate with planning and implementation in key opportunity areas. Some initial steps toward implementation are already underway, including the Martin Way Corridor Study and the Comprehensive Plan update. The Martin Way Corridor Study is evaluating infrastructure investments that can improve access and safety for all transportation modes, and spur higher density development. The City could consider combining subarea planning efforts with the comprehensive planning process for the Kaiser/Harrison and Division/Harrison areas. <p>In addition to the City’s work on the Community Renewal Area Olympia has recently established a Section 108 Loan Program. This program leverages the City’s annual CDBG Allocation to create a loan pool to promote economic development opportunities within our community. These funds must be used in a manner consistent with the Department of Housing and Urban Development’s regulations. Generally these funds can be used to support economic development projects that create</p>	<p>and stable revenue base, making it possible for it to invest in public improvements and services. These include the Washington Center for the Performing Arts, The Olympia Center, Percival Landing, the Farmers Market, new sewer capacity, new roads, and other needed infrastructure. All of this makes Olympia increasingly attractive to private investors, which will further increase our revenue base, and make more community improvements possible. <u>However, the City should not make these sorts of investments without also considering the long-term maintenance and operations costs it will also incur.</u></p> <p><u>Downtown Olympia</u></p> <p>Illustration: Olympia General Fund Revenues 1995-2010</p> <p><u>Downtown Olympia is a special place. For many years it has served as Thurston County’s only downtown. It has the only urban waterfront in the region, attracting recreational boaters from throughout Puget Sound. It has the only performing arts center, is the region’s banking sector and is the recreational hub for the region.</u></p> <p><u>Downtown Olympia is also home to the state’s largest farmer operated farmers’ market. The Olympia Farmers’ Market serves as a link to a substantial network of small family owned farms and businesses. The market serves as a tourist attraction and destination and a place for local residents to purchase local food. Farmers Markets have proven to be a good way to foster the development and expansion of locally owned businesses. In recent years small neighborhood markets are beginning to appear in Olympia with the hope of fostering more neighborhood centers and even more accessibility to locally grown and produced products.</u></p> <p><u>Thursday, Friday and Saturday evenings see the streets of downtown come alive with theater patrons, diners and a lively bar scene music fans.</u></p>		

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			<p>jobs for low to moderate income people or support reinvestment in areas such as downtown where low to moderate income people live.</p> <p>Economic development efforts must be consistent with growth management goals and not strain the capacity of our natural resources. They must be consistent with the efficient and appropriate use of land. The impact of new business must not compromise the local environment. Economic development does not mean "growth," although growth of jobs, population and revenue may be a byproduct. While growth can improve a community's quality of life, economic development must be carefully planned. Our investment today in new buildings, streets and should not damage the ability of future generations to meet their needs.</p> <p>[[Change:The following text was removed because state law provides very limited opportunities for local tax waivers, "Finally, Olympia must be careful not to agree to revenue concessions to developers or potential tenants unless careful fiscal analysis justifies them. The community can be made worse-off financially if it gives away a large part of the revenue base in order to attract firms. Years-even decades- of shortfalls can result if unwise investments and tax concessions are granted. With years of fiscal distress, the City would not be able to afford infrastructure investments that improve our quality of life, and would lose its attractiveness as a place for private investment."]]</p> <p>Goals and Policies</p> <p> SHARE</p> <p>GE1 Olympia has a stable economy that provides jobs that pay a living wage.</p> <p> SHARE</p> <p>PE1.1 Provide a desirable setting for business</p>	<p>Recent enhancements such as the Hands on Children's Museum, East Bay Plaza, LOTT Clean Water Alliance's WET Center and Percival Landing reconstruction only add to downtown's status as a destination.</p> <p>The proximity of the Capital Campus to downtown creates a strong relationship between the campus and downtown that is enhanced by the presence of the Dash Shuttle an Intercity Transit bus that operates on 10 minute headways. This free link between the downtown and the state campus is helpful for downtown commerce and a convenience to workers and visitors that come to Olympia to participate in the State Legislative sessions.</p> <p>Downtown remains a work in progress and the City has invested heavily from both a capital facilities and services perspective. Over the past three years the City has used an action oriented program known as the Downtown Project to effect change. The Downtown Project has included key elements such as enhancing the downtown walking patrol, replacing parking pay stations, creating a Downtown Ambassador program, establishing an Alcohol Impact Area, and construction of parklets to name just a few.</p> <p>The City has initiated a Community Renewal Area (CRA) planning process for downtown. The Community Renewal Area law was created by the state specifically to give communities the tools that they need in order to help areas such as the downtown move forward. Washington law (RCW 35.81) allows cities to establish a Community Renewal Area through the designation of a geographic area that contains blight and the creation of a Community Renewal Plan for addressing that blight. Many Washington cities have used CRA to develop and implement redevelopment plans, including Vancouver, Shoreline, Everett, Bremerton, and Anacortes.</p> <p>Olympia's downtown is the urban center for the entire region; residents and business owners</p>		

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			<p>investment and activity.</p> <p>PE1.2 Develop or support programs and strategies that encourage living-wage jobs.</p> <p>GE2 Olympia has a strong revenue base.</p> <p> SHARE</p> <p>PE2.1 Encourage retail, office, medical and service activities for their value in providing employment and tax revenues.</p> <p>PE2.2 Identify major revenue-generating sectors and identify actions the City can take to help maintain their economic health.</p> <p>PE2.3 Ensure that the total amount of land planned for commercial and industrial uses is sufficient for expected demand.</p> <p>PE2.4 Diversify the local economy in a way that builds on our stable public sector base, and by supporting businesses that can reduce reliance on goods and services from outside the community.</p> <p>PE2.5 Support employers who export goods and services to regional, national or international markets, but keep jobs and dollars in Olympia.</p> <p>PE2.6 Regularly review the development market to identify changing circumstances that create barriers or opportunities for investment in our community.</p> <p>[[Change: New policy.]]</p> <p>PE2.7 Use the City’s Section 108 Loan program to promote job creation and redevelopment activity that benefits low to moderate income people in our community.</p> <p>GE3 A vital downtown provides a strong center for Olympia’s economy.</p>	<p><u>would all benefit from a more active, vibrant downtown. However, parts of downtown are widely recognized as “blighted”, with several condemned or obsolete buildings occupying key properties. Soil contamination, excessive amounts of surface parking, soils subject to liquefaction and rising seas also contribute to the blight. Redevelopment is stuck despite the area’s unparalleled assets. The City has an interest in improving the downtown and enhancing its economic productivity in a manner consistent with the rest of this plan. The creation of a CRA may be one way to accomplish this objective.</u></p> <p><u>In 2013 the City initiated an economic development planning process to consider creating a Community Renewal Area in downtown and to provide as assessment of the broader real estate market. This process resulted in the preparation of two key reports: Investment Strategy: Olympia’s Opportunity Areas and the Downtown Olympia Community Renewal Area Feasibility Study. These reports will help to refine the City’s approach to economic development over the coming years and underpin the City’s Community Renewal Area planning process.</u></p> <p><u>The Investment Strategy report provided a community wide assessment of key redevelopment opportunity areas. In addition to downtown, six geographic areas were examined in detail:</u></p> <ul style="list-style-type: none"> • Kaiser/Harrison Potential for neighborhood commercial / mixed-use / retail district on large single-ownership tract • Olympia Landfill City owned, potential major retail site adjacent to existing major retail area • Division/Harrison Potential neighborhood center adjacent to established neighborhoods • Headwaters Large multi-ownership parcel with wetland amenity and 		

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			<p> SHARE</p> <p>PE3.1 Support a safe and vibrant downtown with many small businesses, great public places, events, and activities from morning through evening.</p> <p>PE3.2 Support lively and active downtown parks and waterfront attractions.</p> <p>PE3.3 Promote high-density housing downtown for a range of incomes.</p> <p>PE3.4 Protect existing trees and plant new ones as a way to help encourage private economic development and redevelopment activities.</p> <p>[[Change: New policies PE3.5 to PE3.7 added to address new tools for economic development.]]</p> <p>PE3.5 Support continuation of the Dash Shuttle as a means of linking the Capital Campus and downtown.</p> <p>PE3.6 Use tools such as the Downtown Project, establishment of a Community Renewal Area, creation of a downtown master plan and other planning to improve the economic and social health of downtown.</p> <p>PE3.7 Use the Section 108 Loan Program to encourage economic investment and job creation in our downtown that benefits low to moderate income people.</p> <p style="text-align: center;">GE4 The City achieves maximum economic, environmental and social benefit from public infrastructure.</p> <p> SHARE</p> <p>PE4.1 Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors, and creating a pattern of development we can sustain into the future.</p> <p>PE4.2 Stimulate and generate private</p>	<p>infrastructure challenges</p> <ul style="list-style-type: none"> • K-Mart Site (currently vacant) on major close-in retail corridor <p>Downtown Focus area for Community Renewal Area planning</p> <p>The Investment Strategy report recommends that City manage its development area assets as a portfolio that adheres to the community vision. This approach includes: (1) strategically investing in infrastructure improvements, such as roadways, streetscape improvements, and property acquisition; (2) making necessary or desired regulatory adjustments, such as zoning changes; and (3) creating partnerships with developers and property owners to generate development returns that remain sensitive to market demand.</p> <p>The CRA Feasibility Study provides the outline and support materials for the ultimate creation of a CRA in Downtown Olympia.</p> <p>Key findings related to downtown from the Feasibility Study include:</p> <ul style="list-style-type: none"> • Demand from those users who need to be downtown (such as state government, the Port, and related uses) is not a growing part of the economy. • The redevelopment hurdle downtown is higher than other locations because of higher land and construction costs. • Commercial rents are not yet high enough to justify new commercial construction in Downtown Olympia. • Office rents have decreased as vacancies have increased. • Retail rents are more stable, but have also decreased. • Low vacancy rates and modest rent increases for apartments citywide, as well as some anecdotal evidence suggest that there is near-term demand for multifamily housing. • Over \$100 million of public investment 		



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			<p>investment in economic development and redevelopment activities as recommended in the Investment Strategy Report.</p> <p>PE4.3 Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.</p> <p>PE4.4 Consider whether the public cost of new or improved infrastructure can be recovered through increased revenues the City can expect from the private investment the improvement will attract.</p> <p>PE4.5 Identify and take advantage of infrastructure grants, loans, and other incentives to achieve the goals of this Comprehensive Plan.</p> <p>PE4.6 Economic uncertainty created by site contamination can be a barrier to development in downtown and elsewhere in our community; identify potential tools, partnerships and resources that can be used to create more economic certainty for developments by better characterizing contamination where doing so fulfills a public purpose.</p> <p>PE4.7 Identify where new and upgraded utilities will be needed to serve areas zoned for commercial and industrial use, and encourage the development of utilities to service these areas.</p> <p>PE4.8 Investigate the feasibility of the City providing telecommunications infrastructure, or other new forms of infrastructure.</p> <p>PE4.9 Collaborate with public and private partners to finance infrastructure needed to develop targeted commercial, residential, industrial, and mixed-use areas (such as Downtown Investment Strategy Report opportunity areas and along Urban Corridors) with water, sewer, electricity, street, street frontage, public parking, telecommunications, or rail improvements, as needed.</p>	<p>has been made downtown by the City and Port of Olympia in new buildings and parks, including a new City Hall, the Hands On Children's Museum, LOTT Clean Water Alliance offices, East Bay Plaza, and Percival Landing.</p> <p>Although these public facilities help to improve our quality of life, public facilities cost money to operate and maintain. Unless they directly contribute to commerce they become a burden and are difficult to sustain within the City's general fund budget. In order to protect and enhance our quality of life it will be critically important for the City to make public investments and form public private partnerships that increase commerce in ways that are consistent with the community's values. The City should not make these sorts of investments without also considering the long-term maintenance and operations costs it will incur.</p> <p>Illustration: Supporting Revenue Sources Olympia General Fund Revenues Per Capita</p> <p>Illustration: Olympia Tax Revenues Per Capita Adjusted for Inflation (2010\$)1995-2010</p> <p>Olympia's revenue comes from a mix of taxes and fees. The Olympia General Fund Revenues Per Capita table shows the sources of the City's General Fund revenues, over the last 15 years on a per capita basis. Olympia's largest revenue source is taxes, which represents well over half of the General Fund's revenue. The Olympia Tax Revenues Per Capita table provides a breakdown of taxes by various categories. Significant tax revenues come from commercial hubs such as the auto mall and regional shopping areas, construction and construction related industries.</p> <p>While taxes on a per-capita basis have generally increased during the last few decades, our revenue from sales, business and property taxes fluctuates with the state of the general economy. Revenue from sales tax falls when</p>		

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			<p>PE4.10 Encourage new development in areas the City has designated for “infilling,” before considering proposals to expand land-use areas, or add new ones.</p> <p>PE4.11 Serve sites to be designated for industrial or commercial development with required utilities and other services on a cost-effective basis and at a level appropriate to the uses planned for the area and coordinated with development of the site.</p> <p>PE4.12 Avoiding building lengthy and expensive service extensions that would cost more than could ever be recovered from revenues.</p> <p style="text-align: center;">GE5 The City has responsive and efficient services and permitting process.</p> <p> SHARE</p> <p>PE5.1 Maintain the City’s high quality customer service and continuously seek to improve it.</p> <p>PE5.2 Use regulatory incentives to encourage sustainable practices.</p> <p>PE5.3 Improve the responsiveness and efficiency of the City’s permit system, in part by identifying and removing waste, lack of clarity, duplication of efforts and other process inefficiencies that can occur in the development review process.</p> <p>PE5.4 Create more predictability in development review process to reduce costs, without eliminating protections.</p> <p>PE5.5 Eliminate redundancy in review processes, and create clearer rules.</p> <p>PE5.6 Create a review process that is easy for all parties to understand at every stage and that invites input from affected parties as early as possible in the development process.</p> <p>[[Change: New policy to address new tools for</p>	<p>consumers spend less. The property tax we collect per capita falls when property tax levies don’t keep pace with population growth. <u>In recent years property de-valuation has constrained the city’s capacity to incur debt.</u></p> <p>Finally, property taxes have been limited by Initiative 747, passed by Washington voters in 2001, which limits growth in property tax revenue to 1 percent per year. <u>This is a rate that generally lags well behind the increasing costs of providing those services. According to the Bureau of Labor Statistics the consumer price index for the western United States has averaged 2.27% for the past 10 years.</u></p> <p><u>Yet a Major</u> City services depend on these tax revenues. City residents, as well as workers and shoppers coming to Olympia require maintained streets, police and fire protection, water and sewer service, and more. Growing neighborhoods require these same services, plus parks (provided by the City) and schools (provided by the school district). The challenge is to provide these services at high quality for the best cost, and meet those standards when City revenues decline, by finding new revenue options or cutting services.</p> <p><u>Maintaining and improving Olympia’s infrastructure puts another large demand on the City’s funds, made even more challenging as federal and state assistance has declined. Yet, an adequateAdequate</u> and dependable infrastructure is critical to our ability <u>retain to serve residents</u> and <u>attract</u> businesses.</p> <p>Community Investment</p> <p> SHARE</p> <ul style="list-style-type: none"> Private investment can expand a community’s economy and strengthen its material prosperity. But <u>anbasic</u> infrastructure needs to be in place, or underway, <u>in order</u> to interest <u>quality</u> private businesses in locating or expanding in Olympia. <u>For this reason, it’s critical for anyour</u> community to invest 		

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			<p>economic development.]]</p> <p>PE5.7 Use tools such as Form Based Codes, Subarea Plans, Focus Area Plans, Community Renewal Area planning and other proactive planning processes and tools to define and develop a shared redevelopment vision for specific areas within the community such as those identified in the Investment Strategy Report and elsewhere in this plan.</p> <p style="text-align: center;">GE6 Collaboration with other partners maximizes economic opportunity.</p> <p> SHARE</p> <p>PE6.1 Support appropriate economic development efforts of our neighboring jurisdictions, recognizing that the entire region benefits from new jobs, regardless of where they are.</p> <p>PE6.2 Collaborate with neighboring jurisdictions to develop a regional strategy for creating a sustainable economy.</p> <p>PE6.3 Look for economies of scale when providing services at the regional level.</p> <p>PE6.4 Prepare preliminary studies for priority development sites (such as Downtown, Investment Strategy Report opportunity areas or Urban Corridors) in advance, so the City is prepared for development applications, and the process can be more efficient.</p> <p>PE6.5 Collaborate with local economic development organizations to create new and maintain existing living-wage jobs.</p> <p>PE6.6 Work closely with state and county governments to ensure their offices and facilities are in the City of Olympia, which is both the state’s capitol and the county seat. Continue to work with the State of Washington on its Preferred Leasing Areas Policy and collaborate with Thurston County government to accommodate the needs for county</p>	<p>resources in capital facilities that will support a healthy local economy and its values and vision for the future.</p> <p>Recent capital investments have included:</p> <ul style="list-style-type: none"> • Olympia’s new City Hall and the reopening of Percival Landing (Phase 1) in 2011, together an investment of over \$5060 million. • In the East Bay area, the LOTT Clean Water Alliance’s WET Science Center, East Bay Plaza, and the Hands On Children’s Museum are providing more family activities downtown. • New sidewalks and transportation corridors at Boulevard Road and Harrison Avenue now make it easier to get around by foot, bike, bus or car. • Our new Fire Station 4 has lowered 911 response times. • Planned upgrades to our water supply will help to ensure an adequate and high quality water supply for decades to come. <p>All of these projects are examples of how our investments have improved our public spaces and quality of life and have provided the impetus for more private investment to follow.</p> <p>Photo: Crown Beverage Packaging</p> <p>Over the next 20 years, Olympia must continue to make judicious "up-front" investments that bring development to targeted areas, using its partnerships as effectively as possible. To keep them affordable, such investments will need to be located in the downtown, Investment Strategy Report opportunity areas or Urban Corridors. Projects that "leap-frog" to remote sites outside of our existing infrastructure can be prohibitively expensive to develop.</p> <p>The Investment Strategy report recommends that the City should proactively:</p>		

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			<p>courthouse-related facilities.</p> <p>PE6.7 Collaborate with The Evergreen State College, St. Martin’s University, and South Puget Sound Community College on their efforts to educate students in skills that will be needed in the future, to contribute to our community’s cultural life, and attract new residents.</p> <p>[[Change: New policy to link funding sources and capital projects.]]</p> <p>PE6.8 Encourage The Evergreen State College, St. Martin’s University, and South Puget Sound Community College to establish a physical presence in downtown.</p> <p>[[Change: Added the language “to establish a physical presence in downtown.]]</p> <p>PE6.9 Collaborate with hospitals and other health care providers to identify actions the City could take to support their role in ensuring public health and their vitality as a major local employment base and to establish a physical presence in downtown.</p> <p>PE6.10 Work with the Thurston Economic Development Council to identify businesses that support the health care sector, and identify what the City can do to help them to succeed.</p> <p>PE6.11 Support our neighboring jurisdictions in their role as the regional center for other activities, such as manufacturing, freight transportation, and air transportation.</p> <p>PE6.12 Collaborate with the Port in its role of facilitating economic development, while continuing to exercise regulatory control over Port development and operations.</p> <p>PE6.13 Balance the Port’s need for truck and rail transportation corridors, while minimizing conflicts with other traffic needs and land use goals.</p>	<ul style="list-style-type: none"> • Review changing market dynamics to identify new barriers and opportunities to allow the City to invest in the most market-feasible projects. • Develop relationships with property owners and other stakeholders to learn about their interests and short-term and long-term development goals. Given the barriers to development described in the report, the City will need to establish new partnerships with property owners and developers if it wishes to achieve development in the opportunity areas that is compatible with the City’s Comprehensive Plan. Community and neighborhood stakeholders are also critical to this process. • Continue and improve community conversations to better clarify and articulate desired development outcomes and coordinate stakeholders; visions for development. This work would help to refine the City’s policy goals for the opportunity areas and other areas through the comprehensive planning process. Given long-term demographic shifts, the City should support higher density, infill development to achieve multiple public policy goals. • Take advantage of opportunities when they present themselves, which may mean that the City would focus on new opportunity areas, or move forward with actions in existing opportunity areas ahead of schedule. • Coordinate funding opportunities with other public stakeholders (the County, transit agency, the Port of Olympia, the State of Washington, others) with the City’s CFP for major infrastructure investments that move the implementation forward. • Coordinate with planning and implementation in key opportunity 		

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			<p>[[Change: New policy.]]</p> <p>PE6.14 Coordinate funding opportunities with other public stakeholders (the County, Intercity Transit agency, the Port of Olympia, the State of Washington, Olympia School District, others) with the City’s CFP for major infrastructure investments to maximize the impact of those investments.</p> <p>Community and Economy</p> <p></p> <p>In 2009, Olympia was selected as one of the Top 10 Best Cities in the nation, by Kiplinger’s Personal Finance Magazine. While identifying state government as the “keystone of Olympia’s economy,” it called Olympia itself a “cultural diamond in the rough” where a thriving visual and performing arts scene is celebrated. It is our individuality as a community -- and our quirkiness -- that sets us apart from other communities, and which makes Olympia such a great place to live and start a business.</p> <p>According to the 2011 Thurston County Creative Vitality Index, more than 650 “creative jobs” were added to the community between 2006 and 2009. These include public relations specialists, writers, librarians, photographers, architects, and others in “creative occupations.”</p> <p>Picture: Downtown Olympia’s shops</p> <p>Olympia has received many awards for livability over the years. In 2010, Olympia was recognized as the most secure mid-sized city in the U.S by Farmers Insurance, based on factors that included crime statistics, weather, risk of natural disasters, housing depreciation, environmental hazards, and life expectancy. In 2010, the <i>Gallup-Healthways Well-Being Index</i> ranked Olympia in the top 20% of cities in Washington State. Its survey categories included life evaluation, emotional health,</p>	<p>areas. Some initial steps toward implementation are already underway, including the Martin Way Corridor Study and the Comprehensive Plan update. The Martin Way Corridor Study is evaluating infrastructure investments that can improve access and safety for all transportation modes, and spur higher density development. The City could consider combining subarea planning efforts with the comprehensive planning process for the Kaiser/Harrison and Division/Harrison areas.</p> <p>In addition to the City’s work on the Community Renewal Area Olympia has recently established a Section 108 Loan Program. This program leverages the City’s annual CDBG Allocation to create a loan pool to promote economic development opportunities within our community. These funds must be used in a manner consistent with the Department of Housing and Urban Development’s regulations. Generally these funds can be used to support economic development projects that create jobs for low to moderate income people or support reinvestment in areas such as downtown where low to moderate income people live.</p> <p>Economic development efforts must be consistent with growth management goals and not strain the capacity of our natural resources. They must be consistent with the efficient and appropriate use of land. The impact of new business must not compromise the local environment. Economic development does not mean “growth,” although growth of jobs, population and revenue may be a byproduct. While growth can improve a community’s quality of life, economic development must be carefully planned. Our investment today in new buildings, and streets and should not damage the ability of future generations to meet their needs.</p> <p>[[Change: The following text was removed because state law provides very limited opportunities for local tax waivers, “Finally,</p>		

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			<p>physical health, healthy behaviors, work environment, clean water, and general satisfaction with life and work.</p> <p>Several recent studies suggest that a sense of "place" - a sense of authenticity, continuity and uniqueness - is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."</p> <p>A Diverse Economy</p> <p> SHARE</p> <p>Those same qualities that contribute to the strong emotional bonds many residents form with Olympia also appeal to visitors. Visitors contribute to our economy by shopping, dining, taking in a performance in one of our theaters, and spending the night in a hotel. According to the Thurston Visitor and Convention Bureau, in 2009, Thurston County businesses generated an estimated \$66.9 million from tourism alone – spending on accommodations and food service, arts, entertainment and recreation, retail and travel. This revenue generated an estimated \$19.6 million in local and taxes that year, and employed an estimated 3,000 people.</p> <p>Picture: TC Creative Vitality Index</p> <p>Olympia's arts community is also a draw for tourism, and one of its beneficiaries.</p> <p>Music</p> <p>According to findings from a study completed by students at The Evergreen State College for the Olympia Arts Commission, the music</p>	<p>Olympia must be careful not to agree to revenue concessions to developers or potential tenants unless careful fiscal analysis justifies them. The community can be made worse off financially if it gives away a large part of the revenue base in order to attract firms. Years even decades of shortfalls can result if unwise investments and tax concessions are granted. With years of fiscal distress, the City would not be able to afford infrastructure investments that improve our quality of life, and would lose its attractiveness as a place for private investment.”]]</p> <p>Goals and Policies</p> <p> SHARE</p> <p>GE1</p> <p>GE1 Olympia has a stable economy that provides jobs that pay a living wage.</p> <p> SHARE</p> <p>PE1.1 Provide a desirable setting for business investment and activity.</p> <p>PE1.2 Develop or support programs and strategies that encourage living-wage jobs.</p> <p>GE2 Olympia has a strong revenue base.</p> <p> SHARE</p> <p>PE2.1 Encourage retail, office, medical and service activities for their value in providing employment and tax revenues.</p> <p>PE2.2 Identify major revenue-generating sectors and identify actions the City can take to help maintain their economic health.</p> <p>PE2.3 Ensure that the total amount of land planned for commercial and industrial uses is sufficient for expected demand.</p> <p>PE2.4 Diversify the local economy in a way that builds on our stable public sector base, and by supporting businesses that can reduce reliance on goods and services from outside the community.</p>		

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			<p>industry in Olympia generated an estimated \$27 million in total business revenues -- including manufacturing, retail, and venue receipts-- in 2008, contributing approximately \$2.5 million in local and state taxes for that year.</p> <p>Theater The Arts Alliance of Downtown Olympia determined that in 2009, local theaters brought 167,000 people downtown to attend more than 500 live performances, primarily in the evenings and Sunday matinees. The industry had a \$3.8 million operating budget, and brought in an estimated \$1.6 million to the community in local pay and benefits.</p> <p>Artists as business owners As of January 2010, State Senate District 22, which includes Olympia, was home to 410 arts-related businesses that employed 1,374 people, according to a report published by the national organization, <i>Americans for the Arts</i>. According to the report, "Arts-centric businesses play an important role in building and sustaining economic vibrancy. They employ a creative workforce, spend money locally, generate government revenue, and are a cornerstone of tourism and economic development."</p> <p>Small businesses According to the Thurston Economic Development Council, an estimated 14,000 small businesses are registered in Thurston County, and 92% of them employ 10 or fewer people. Small businesses include service providers, small manufacturers, farmers, artists, and many of the retail businesses that set our community apart from others.</p> <p>Picture: Olykraut</p> <p>But for these businesses to provide a living wage [for their owners and employees], they need a strong customer base. Since 2007, the Olympia-based volunteer organization, <i>Sustainable South Sound</i> has hosted a "Buy</p>	<p>PE2.5 Support Encourage employers who export goods and services to regional, national or international markets, but keep jobs and dollars in Olympia.</p> <p>PE2.6 Regularly review the development market to identify changing circumstances that create barriers or opportunities for investment in our community.</p> <p>Change: New policy.</p> <p>PE2.7 Use the City's Section 108 Loan program to promote economic investment and job creation and redevelopment activity that benefits low to moderate income people in our community.</p> <p>GE3 A vital downtown provides a strong center for Olympia's economy.</p> <p></p> <p>PE3.1 Support a safe and vibrant downtown with many small businesses, great public places, events, and activities from morning through evening.</p> <p>PE3.2 Support lively and active downtown parks and waterfront attractions.</p> <p>PE3.3 Promote high-density housing downtown for a range of incomes.</p> <p>PE3.4 Protect existing trees and plant new ones as a way to help encourage private economic development and redevelopment activities.</p> <p>Change: New policies PE3.5 to PE3.7 added to address new tools for economic development.</p> <p>PE3.5 Support continuation of the Dash Shuttle as a means of linking the Capital Campus and downtown.</p> <p>PE3.6 Use tools such as the Downtown Project, establishment of a Community Renewal Area, creation of a downtown master plan and other</p>		







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			<p>Local” program, which encourages citizens to shop at local farms and businesses. The program has an education and outreach program that shows people where their dollars go, based on where they shop, and a savings book with incentives to shop at more than 140 participating farms, businesses and organizations. They also help businesses find local sources for the goods and services they need for their own operations. Business training and support is available through our local colleges and university, the Thurston Economic Development Council, and Olympia-based <i>Enterprise for Equity</i>, which helps people with limited incomes start and sustain small businesses.</p> <p>Goals and Policies</p> <p> SHARE</p> <p>GE7 Public and private investors are aware of Olympia’s advantages.</p> <p> SHARE</p> <p>PE7.1 Actively promote economic activities that are consistent with the values expressed in this Comprehensive Plan.</p> <p>PE7.2 Market Olympia’s advantages to local and out-of-town businesses that may be considering expansions or new facilities in the area.</p> <p>PE7.3 Define a more active City role in stimulating development, and influencing the design and type of development.</p> <p>[[Change: New policy to acknowledge City’s partnership with Economic Development Council.]]</p> <p>PE7.4 Continue to coordinate and partner with the Thurston County Economic Development Council to promote Olympia’s economic redevelopment opportunities.</p>	<p>planning processes and tools to improve the economic and social health of downtown.</p> <p>PE3.7 Use the Section 108 Loan Program to encourage economic investment and job creation in our downtown that benefits low to moderate income people.</p> <p>GE4 The City achieves maximum economic, environmental and social benefit from public infrastructure.</p> <p> SHARE</p> <p>PE4.1 Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors, and creating a pattern of development we can sustain into the future.</p> <p>PE4.2 Stimulate and generate private investment in economic development and redevelopment activities as recommended in the Investment Strategy Report.</p> <p>PE4.3 Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.</p> <p>PE4.4 Consider whether the public cost of new or improved infrastructure can be recovered through increased revenues the City can expect from the private investment the improvement will attract.</p> <p>PE4.5 Identify and take advantage of infrastructure grants, loans, and other incentives to achieve the goals of this Comprehensive Plan.</p> <p>PE4.6 Economic uncertainty created by site contamination can be a barrier to development in downtown and elsewhere in our community; identify potential tools, partnerships and resources that can be used to create more economic certainty for developments by better</p>		

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			<p>GE8 Historic resources are used to promote economic stability in the City.</p> <p>+ SHARE</p> <p>PE8.1 Strengthen economic vitality by helping to stabilize and improve of property values in historic areas through the continued support of the Heritage Commission and planning to protect and promote our historic resources.</p> <p>PE8.2 Encourage new development to harmonize with existing historic buildings and areas.</p> <p>PE8.3 Protect and enhance the City’s ability to attract tourists and visitors through preservation of historic resources.</p> <p>PE8.4 Renovation, reuse and repair of existing buildings is preferable to new construction and should be done in a manner that protects and enhances the resource when historic properties are involved.</p> <p>PE8. 5 Help low- and moderate-income individuals rehabilitate their historic properties.</p> <p>GE9 Tourism is a community revenue source.</p> <p>+ SHARE</p> <p>PE9.1 Provide or support, services and facilities to help visitors enjoy our community’s special events and unique character, and work to fully capture the potential economic benefits of their visits.</p> <p>PE9.2 Continue to support efforts to restore, maintain and improve Olympia’s local museums and other attractions.</p> <p>PE9.3 Support continued tree plantings as a way to continually improve on Olympia’s natural beauty and attractiveness to tourists – and to help create a network of scenic roadways and streets.</p>	<p>characterizing contamination where doing so fulfills a public purpose.</p> <p>PE4.7 Identify where new and upgraded utilities will be needed to serve areas zoned for commercial and industrial use, and encourage the development of utilities to service these areas.</p> <p>PE4.8 Investigate the feasibility of the City providing telecommunications infrastructure, <u>high speed internet connectivity</u>, or other new forms of infrastructure.</p> <p>PE4.9 Collaborate with public and private partners to finance infrastructure needed to develop targeted commercial, residential, industrial, and mixed-use areas (such as Downtown Investment Strategy Report opportunity areas and along Urban Corridors) with water, sewer, electricity, street, street frontage, public parking, telecommunications, or rail improvements, as needed <u>and consistent with the Comprehensive Plan</u>.</p> <p>PE4.10 Encourage new development in areas the City has designated for <u>“infilling,”“infill</u> before considering proposals to expand land-use areas, or <u>addadding new ones--areas</u>.</p> <p>PE4.11 Serve sites to be designated for industrial or commercial development with required utilities and other services on a cost-effective basis and at a level appropriate to the uses planned for the area and coordinated with development of the site.</p> <p>PE4.12 <u>Avoiding building lengthy and expensive service extensions that would cost more than could ever be recovered from revenues.</u></p> <p>GE5 The City has responsive and efficient services and permitting process.</p> <p>+ SHARE</p> <p>PE5.1 Maintain the City’s high quality customer service and continuously seek to improve it.</p>		

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			<p>PE9.4 Implement strategies to enhance heritage tourism opportunities.</p> <p style="text-align: center;">GE10 Olympia is a regional center for arts and entertainment.</p> <p> SHARE</p> <p>PE10.1 Continue to provide programs and services that support arts activities in Olympia.</p> <p>PE10.2 Support local art galleries, museums, arts and entertainment facilities, organizations, and businesses.</p> <p>PE10.3 Examine the feasibility of establishing an arts center for the community.</p> <p style="text-align: center;">GE11 Small businesses contribute to Olympia’s economic diversity.</p> <p> SHARE</p> <p>PE11.1 Promote the concept that buying from local businesses is a way to strengthen the local economy.</p> <p>[[Change: Existing policy revised to include allowing for more home-based businesses.]]</p> <p>PE11.2 Provide support for start-up businesses. Develop local awareness of the need for business incubator facilities, and allow for more home-based businesses.</p> <p>For More Information</p> <p> SHARE</p> <ul style="list-style-type: none"> • Knight Soul of the Community Project  studies that sense of "place" that attached people to their communities • Port of Olympia Comprehensive Scheme of Harbor Improvements • Port of Olympia 2013-2025 Strategic Plan Vision 2025 • The Profile  is the Thurston County Regional Planning Council’s flagship document that provides demographic, 	<p>PE5.2 Use regulatory incentives to encourage sustainable practices.</p> <p>PE5.3 Improve the responsiveness and efficiency of the City’s permit system, in part by identifying and removing waste, lack of clarity, duplication of efforts and other process inefficiencies that can occur in the development review process.</p> <p>PE5.4 Create more predictability in development review process to reduce costs, without eliminating protections.</p> <p>PE5.5 Eliminate redundancy in review processes, and create clearer rules.</p> <p>PE5.6 Create a review process that is easy for all parties to understand at every stage and that invites input from affected parties as early as possible in the development process.</p> <p>[[Change: New policy to address new tools for economic development.]]</p> <p>PE5.7 Use tools such as Form Based Codes, Subarea Plans, Focus Area Plans, Community Renewal Area planning and other proactive planning processes and tools to define and develop a shared redevelopment vision for specific areas within the community such as those identified in the Investment Strategy Report and elsewhere in this plan. GE6</p> <p>GE6 Collaboration with other partners maximizes economic opportunity.</p> <p> SHARE</p> <p>PE6.1 Support appropriate economic development efforts of our neighboring jurisdictions, recognizing that the entire region benefits from new jobs, regardless of where they are.</p> <p>PE6.2 Collaborate with neighboring jurisdictions to develop a regional strategy for creating a sustainable economy.</p>		

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			<p>statistical and mapping information</p> <ul style="list-style-type: none"> • Thurston Economic Vitality Index provides both a trend analysis and snapshot of Thurston County's economy based upon a series of key indicators • Washington State County Travel Impacts 1991-2009 examines the economic significance of the travel industry in the 39 counties of Washington state from 1991-2009 • Investment Strategy – City of Olympia Opportunity Areas • Downtown Olympia Community Renewal Area Feasibility Study <p>¹Source: Washington Department of Personnel, 2013 ¹Thurston County Employment Forecast Allocations, 2013: Thurston Regional Planning Council</p>	<p>PE6.3 Look for economies of scale when providing services at the regional level.</p> <p>PE6.4 Prepare preliminary studies for priority development sites (such as Downtown, Investment Strategy Report opportunity areas or Urban Corridors) in advance, so the City is prepared for development applications, and the process can be more efficient.</p> <p>PE6.5 Collaborate with local economic development organizations to create new and maintain existing living-wage jobs.</p> <p>PE6.6 Work closely with state and county governments to ensure their offices and facilities are in the City of Olympia, which is both the state's capitol and the county seat.- Continue to work with the State of Washington on its Preferred Leasing Areas Policy and collaborate with Thurston County government to accommodate the needs for county courthouse-related facilities.</p> <p>PE6.7 Collaborate with The Evergreen State College, St. Martin's University, and South Puget Sound Community College on their efforts to educate students in skills that will be needed in the future, to contribute to our community's cultural life, and attract new residents.</p> <p>Change: New policy to link funding sources and capital projects.</p> <p>PE6.8 Encourage The Evergreen State College, St. Martin's University, and South Puget Sound Community College to establish a physical presence in downtown.</p> <p>Change: Added the language "to establish a physical presence in downtown."</p> <p>PE6.9 Collaborate with hospitals and other health care providers to identify actions the City could take to support their role in ensuring public health and their vitality as a major local employment base and to establish a physical presence in downtown.</p>		

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				<p>PE6.10 Work with the Thurston Economic Development Council to identify businesses that support the health care sector, and identify what the City can do to help them to succeed.</p> <p>▲ PE6.11 Support our neighboring jurisdictions in their role as the regional center for other activities, such as manufacturing, freight transportation, and air transportation.</p> <p>▲ PE6.12 Collaborate with the Port in its role of facilitating economic development, while continuing to exercise regulatory control over Port development and operations.</p> <p>▲ PE6.13 Balance the Port’s need for truck and rail transportation corridors, while minimizing conflicts with other traffic needs and land use goals.</p> <p>Change: New policy.</p> <p>PE6.14 Coordinate funding opportunities with other public stakeholders (the County, Intercity Transit agency, the Port of Olympia, the State of Washington, Olympia School District, others) with the City’s CFP for major infrastructure investments to maximize the impact of those investments.</p> <p>Community and Economy</p> <p><u>Several recent studies suggest that a sense of “place” – a sense of authenticity, continuity and uniqueness – is the key to a community’s future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define “sense of place.”</u></p>		

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				<p> SHARE</p> <p>In 2009, Olympia was selected as one of the Top 10 Best Cities in the nation, by Kiplinger's Personal Finance Magazine. While identifying state government as the "keystone of Olympia's economy," it called Olympia itself a "cultural diamond in the rough" where a thriving visual and performing arts scene is celebrated. It is our individuality as a community -- and our quirkiness -- that sets us apart from other communities, and which makes Olympia such a great place to live and start a business.</p> <p>According to the 2011 Thurston County Creative Vitality Index, more than 650 "creative jobs" were added to the community between 2006 and 2009. These include public relations specialists, writers, librarians, photographers, architects, and others in "creative occupations."</p> <p>It is our individuality as a community -- and our quirkiness -- that sets us apart from other communities, and which makes Olympia such a great place to live and start a business.</p> <p>According to the 2011 Thurston County Creative Vitality Index, more than 650 "creative jobs" were added to the community between 2006 and 2009. These include public relations specialists, writers, librarians, photographers, architects, and others in "creative occupations."</p> <p>Photo: Downtown Olympia's Shops</p> <p>Olympia has received many awards for livability over the years. In 2010, Olympia was recognized as the most secure mid-sized city in the U.S by Farmers Insurance, based on factors that included crime statistics, weather, risk of natural disasters, housing depreciation, environmental hazards, and life expectancy. In 2010, the Gallup-Healthways Well-Being Index ranked Olympia in the top 20% of cities in Washington State. Its survey categories included life evaluation, emotional health, physical health, healthy behaviors, work environment, clean water, and general satisfaction with life and work.</p>		

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				<p>Several recent studies suggest that a sense of "place"—a sense of authenticity, continuity and uniqueness—is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."</p> <p>A Diverse Economy</p> <p></p> <p>Those same qualities that contribute to the strong emotional bonds many residents form with Olympia also appeal to visitors. Visitors contribute to our economy by shopping, dining, taking in a performance in one of our theaters, and spending the night in a hotel. According to the Thurston Visitor and Convention Bureau, in 20092013, Thurston County businesses generatedreceived an estimated \$66.9250 million from tourism alone—visitor spending on accommodations and food service, arts, entertainment and recreation, retail and travel. This revenueactivity generated an estimated \$19.6 million in state and local taxes that year, and employed an estimated 3,000 people.</p> <p>Photo: TC Creative Vitality Index...</p> <p>Olympia's arts community is also a draw for tourism, and one of its beneficiaries.</p> <p>Music</p> <p>According to findings from a study completed by students at The Evergreen State College for the Olympia Arts Commission, the music industry in Olympia generated an estimated \$27 million in total business revenues --including manufacturing, retail, and venue receipts-- in 2008, contributing approximately \$2.5 million in</p>		

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				<p>local and state taxes for that year.</p> <p>Theater The Arts Alliance of Downtown Olympia determined that in 2009, local theaters brought 167,000 people downtown to attend more than 500 live performances, primarily in the evenings and Sunday matinees. The industry had a \$3.8 million operating budget, and brought in an estimated \$1.6 million to the community in local pay and benefits.</p> <p>Artists as business owners As of January 2010, State Senate District 22, which includes Olympia, was home to 410 arts-related businesses that employed 1,374 people, according to a report published by the national organization, Americans for the Arts. According to the report, “Arts-centric” businesses play an important role in building and sustaining economic vibrancy. They employ a creative workforce, spend money locally, generate government revenue, and are a cornerstone of tourism and economic development.”</p> <p>Small businesses According to the Thurston Economic Development Council, an estimated 14,000 small businesses are registered in Thurston County, and 92% of them employ 10 or fewer people. Small businesses include service providers, small manufacturers, farmers, artists, and many of the retail businesses that set our community apart from others.</p> <p>Photo: Olykraut is a small artisan artisanal company, turning local produce into value-added product since 2008.</p> <p>But in order for these businesses to provide a living wage [for their owners and employees], they need a strong customer base. Since 2007, the Olympia-based volunteer organization, Sustainable South Sound has hosted a “Buy Local” program, which encourages citizens to shop at local farms and businesses. The program has an education and outreach program that</p>		

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				<p>shows people where their dollars go, based on where they shop, and a savings book with incentives to shop at more than 140 participating farms, businesses and organizations. They also help businesses find local sources for the goods and services they need for their own operations. Business training and support is available through our local colleges and university, the Thurston Economic Development Council, and Olympia-based Enterprise for Equity, which helps people with limited incomes start and sustain small businesses.</p> <p>Goals and Policies</p> <p> GE7</p> <p>GE7 Public and private investors are aware of Olympia’s advantages.</p> <p></p> <p>PE7.1 Actively promote economic activities that are consistent with the values expressed in this Comprehensive Plan.</p> <p>PE7.2 Market Olympia’s advantages to local and out-of-town businesses that may be considering expansions or new facilities in the area.</p> <p>PE7.3 Define a more active City role in stimulating development, and influencing the design and type of development.</p> <p>Change: New policy to acknowledge City’s partnership with Economic Development Council.</p> <p>PE7.4 Continue to coordinate and partner with the Thurston County Economic Development Council to promote Olympia’s economic redevelopment opportunities.</p> <p>GE8 Historic resources are used to promote economic stability in the City.</p> <p></p> <p>PE8.1 Strengthen economic vitality by helping to</p>		

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				<p>stabilize and improve of property values in historic areas through the continued support of the Heritage Commission and planning to protect and promote our historic resources.</p> <p>▲ PE8.2 Encourage new development to harmonize with existing historic buildings and areas.</p> <p>▲ PE8.3 Protect and enhance the City’s ability to attract tourists and visitors through preservation of historic resources.</p> <p>▲ PE8.4 Renovation, reuse and repair of existing buildings is <u>often</u> preferable to new construction and should be done in a manner that protects and enhances the resource when historic properties are involved.</p> <p>▲ PE8.5 Help low- and moderate-income individuals rehabilitate their historic properties.</p> <p>GE9 Tourism is a community revenue source.</p> <p> SHARE</p> <p>▲ PE9.1 Provide or support, services and facilities to help visitors enjoy our community’s special events and unique character, and work to fully capture the potential economic benefits of their visits.</p> <p>▲ PE9.2 Continue to support efforts to restore, maintain and improve Olympia’s local museums and other attractions.</p> <p>▲ PE9.3 Support continued tree plantings as a way to continually improve on Olympia’s natural beauty and attractiveness to tourists - and to help create a network of scenic roadways and streets.</p> <p>▲ PE9.4 Implement strategies to enhance heritage tourism opportunities.</p> <p>GE10 Olympia is a regional center for arts and entertainment.</p>		

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Chapter	Council Recommendation	Meeting Date	Location - Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
				<p> SHARE</p> <p>PE10.1 Continue to provide programs and services that support visual and performing arts activities in Olympia.</p> <p>PE10.2 Support local art galleries, museums, arts and entertainment facilities, live music venues, arts organizations, and businesses.</p> <p>PE10.3 Examine the feasibility of establishing an arts center for the community.</p> <p>GE11 Small businesses contribute to Olympia's economic diversity.</p> <p> SHARE</p> <p>PE11.1 Promote the concept that buying from local businesses is a way to strengthen the local economy.</p> <p>[[Change: Existing policy revised to include allowing for more home-based businesses.]]</p> <p>PE11.2 Provide support for start-up businesses. Develop local awareness of the need for business incubator facilities, and allow for more home-based businesses.</p> <p>For More Information</p> <p> SHARE</p> <ul style="list-style-type: none"> • Knight Soul of the Community Project studies that sense of "place" that attached people to their communities • Port of Olympia Comprehensive Scheme of Harbor Improvements • Port of Olympia 2013-2025 Strategic Plan Vision 2025 • The Profile is the Thurston County Regional Planning Council's flagship document that provides demographic, statistical and mapping information • Thurston Economic Vitality Index provides both a trend analysis and snapshot of Thurston County's economy based upon a series of key indicators • Washington State County Travel Impacts 		

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Chapter	Council Recommendation	Meeting Date	Location – Currently Reads	Revised Content	Hyperlink	Photo Revision; Map Revision
				<p>1991-2009 examines the economic significance of the travel industry in the 39 counties of Washington State</p> <ul style="list-style-type: none"> • Investment Strategy – City of Olympia Opportunity Areas • Downtown Olympia Community Renewal Area Feasibility Study • Poverty in America Living Wage Calculator • Sustainable Thurston’s Creating Spaces Preserving Places: A Sustainable Development Plan for the Thurston Region • Thurston Economic Vitality Index <p>ⁱSource: Washington Department of Personnel, 2013</p> <p>ⁱⁱThurston County Employment Forecast Allocations, 2013; Thurston Regional Planning Council.</p>		
Public Services	Council recommended staff changes	9/9/2014	<p>Change paragraph following the caption “Code Enforcement Promotes Neighborhood Livability”</p> <p>Code Enforcement is a City program that allows citizens and others to report violations of city code relating to health, safety, and welfare on private property. The program will investigate, for example, complaints about noise, trash, graffiti, signs, abandoned vehicles, overgrown noxious weed, dangerous buildings, and encampments. As our communities grow, age, and become more dense, the program is becoming increasingly important to maintaining our high quality of life.</p>	<p>Staff recommended change:</p> <p>Code Enforcement is a City program that allows citizens and others to report violations of city code relating to health, safety, and welfare on private property. The program will investigate, for example, complaints about noise, trash, graffiti, signs, abandoned vehicles, overgrown noxious weed, dangerous buildings, and encampments. As our communities grow, age, and become more dense, the program is becoming increasingly important to maintaining public safety and our high quality of life.</p>		
Capital Facilities Plan						

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Home > [Imagine Olympia](#)

Imagine Olympia

Featured Links

- [FINAL Supplemental Environmental Impact Statement](#)
- [Shoreline Master Program](#)
- [Growth Management Act](#)
- [2014-2019 Capital Facilities Plan](#)

feedback

What's Happening Now with Olympia's Comprehensive Plan?

The Council has completed reviewing public comments from its July 22 public hearing and made additional changes to the Draft Comprehensive Plan.

A public hearing on the City Council's changes to the Draft Olympia Comprehensive Plan is scheduled 7:00 p.m., Monday, November 3, 2014 at Olympia City Hall.

View the Council's changes chapter-by-chapter (revisions in tracking format)

- [Foreword and Introduction](#)
- [Community Vision and Values](#)
- [Public Participation and Partners](#)
- [Natural Environment](#)
- [Land Use and Urban Design](#)
- [Transportation](#)
- [Utilities](#)
- [Public Health, Arts, Parks and Recreation](#)
- [Economy](#)
- [Public Services](#)
- [Capital Facilities Plan](#)

View the Council's changes in table summary format

[Summary Table](#)

[Have Questions or Want to Learn More About the Draft Comprehensive Plan?](#)

- Request a presentation about the update to your organization or neighborhood by emailing imagineolympia@ci.olympia.wa.us
- Call Imagine Olympia staff at **360.753.8314**

How Can I Comment?

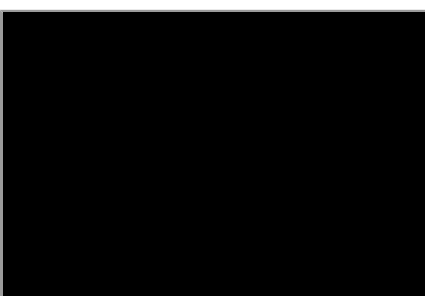
- **Email:** imagineolympia@ci.olympia.wa.us
- **Mail:** Imagine Olympia, PO Box 1967, Olympia, WA 98507

*To ensure consideration, comments must be received by 5:00 p.m., Sunday, November 9, 2014.

Updating Olympia's Comp Plan

Olympia is in the final stages of updating its Comprehensive (Comp) Plan. The Comp Plan expresses the community's vision and goals and sets policy direction for the next 20 years.

Between 2009 and 2013, over one thousand community members took part in "Imagine Olympia", sharing their thoughts about how to best shape our community and address collective challenges and opportunities.



City Calendar

- 11/01** - 10:00 a.m. [Volunteer Work Party](#)
- 11/03** - 5:30 p.m. [Special Study Session](#)
- 11/03** - 6:30 p.m. [Olympia Planning Commission Regular Commission Meeting](#)
- 11/03** - 7:00 p.m. [City Council Meeting](#)
- 11/05** - [NO Site Plan Review Committee Meeting](#)

→ [View full calendar...](#)

City Updates

BUDGET. The [2015 Preliminary Budget](#) is now available for viewing.

APPLY NOW FOR DOWNTOWN SAFETY PROGRAM FUNDING. Any downtown property owner, non-profit or business owner can submit a project proposal for the Downtown Safety Program which is part of the City Council's initiative to create a safe and welcoming downtown for everyone. **Submittal deadline is 5:00 PM, December 1, 2014.** [More...](#)

STREETLIGHT CONVERSION PROJECT. PSE will begin converting their streetlights to LED this month. This will complete the Streetlight conversion Project the City started in 2013. [More...](#)


COMPREHENSIVE PLAN UPDATE. Olympia's Comprehensive Plan is in the final stages of the update process. You can view the [latest draft](#) or learn more about the process on our [Imagine Olympia](#) page.

CAPITAL FACILITIES PLAN. The [2015-2020 Preliminary Capital Facilities Plan](#) is now available for online viewing.

OLYMPIA MUNICIPAL CODE. Quick link to codes and standards

- [What the Comp Plan Does and How it Guides the City's Plans and Actions](#)

including [Olympia Municipal Code](#)


MEETINGS. [Agenda and Minutes](#)
 for City Council and most advisory committees.

[Have Questions or Want to Learn More About the Draft?](#)

- Request a presentation about the update to your organization or neighborhood by emailing imagineolympia@ci.olympia.wa.us
- Call Imagine Olympia staff at **360.753.8314**

How Can I Comment?

- **Email:** imagineolympia@ci.olympia.wa.us
- **Mail:** Imagine Olympia, PO Box 1967, Olympia, WA 98507

*To ensure consideration, comments must have been received by 5:00 p.m., Tuesday, August 5.

Key Issues - What's Been Updated?

The draft updates include new demographic and background information, incorporation of master plans and other related planning efforts, and new goals and policies that reflect the desires of the community.

To increase public access to the Plan, text was edited to eliminate redundancy and for readability. It was also converted to a web-based format that allows for simple and intuitive viewing, searching, cross-referencing, sharing and printing of City Plans and other documents.

[Key Policy Issues Discussed by Public, Planning Commission and City Council](#)

- [Summary of Areas of Public Interest in the Comprehensive Plan Update](#)
- [19 Policy Issues Considered by the City Council February-May 2014](#)
- [Planning Commission Recommendations](#)

[Comparison Matrix: 1994 Comprehensive Plan and May 2013 Comprehensive Plan Draft](#)

This document provides a method to track where the goals and policies in the existing Comprehensive Plan (also called the "1994 Comprehensive Plan") may be found in the Planning Commission Hearing Draft.

When goals or policies have been significantly revised, removed or replaced, brief notes explain the reason for the change. The notes provided are not intended to be an in-depth description. For additional information about a particular goal or policy, please contact Associate Planner Stacey Ray at **360.753.8046**.

Currently Adopted Comprehensive Plan Chapters Compared to OPC Draft:

- [Chapter 1: Land Use](#)
- [Chapter 2: Environment](#)
- [Chapter 3: Sustainable Economy](#)
- [Chapter 4: Urban Growth Management](#)
- [Chapter 5: Utilities](#)
- [Chapter 6: Transportation](#)
- [Chapter 7: Parks, Arts and Recreation](#)
- [Chapter 8: Energy](#)
- [Chapter 9: Historic Preservation](#)
- [Chapter 10: Urban Forestry](#)
- [Chapter 11: Housing](#)
- [Chapter 12: Public Involvement](#)
- [Chapter 13: Public Safety](#)

How We Got Here - The Process

[Scoping the Update: 2009-2010](#)

During 2009-2010, the City asked community members to imagine the City over the next 20 years. We wondered, what are your hopes and dreams for Olympia? What are your priorities?

What would a perfect day in the Olympia of the future be like?

This year-long conversation took place through meetings both small and large, online comments, mailed-in forms, a phone survey, as well as numerous personal interviews.

- [Community Conversations Summary \(2009\)](#)
- [Elway Telephone Survey \(2009\)](#)
- [Community Meeting Comments \(2010\)](#)
- [Scope of the Update with Commentaries \(2010\)](#)

[Focus Area Meetings: 2010-2011](#)

After reviewing the hundreds of comments collected during Phase 1, the Olympia Planning Commission hosted eight focus meetings to learn specific concerns and preferences of the community and to share the City's constraints and challenges around these issues. The focus areas were downtown, urban corridors, neighborhood planning and environmental stewardship.

- [Focus Meetings Summary](#)
- [Focus Meeting Final Method and Data Report](#)

[Drafts and Planning Commission Recommendations: 2012-2013](#)

April Draft (2012)

City staff released the first draft of the Comprehensive Plan Update in April 2012. Recommended changes were based on the scope of the update and public input.

- [April Draft Public Comments](#)

July Draft (2012)

After reviewing and making revisions based on the draft released in April, the City released a July 2012 draft, upon which the Olympia Planning Commission would base their recommendations for City Council. The Commission held seven public hearings between July and October 2012.

- [July Draft Email Comments](#)
- [July Draft Hard Copy Comments](#)
- [Summary of Public Testimony from July 23 and 25, 2013](#)
- [2012 Public Comment Response Summary](#)





Planning Commission Recommendations

Following several months of reviewing the draft plan and accepting public comments, the Olympia Planning Commission submitted a recommendation to the City Council on March 18, 2013. Later in 2013, the Commission revised some of these recommendations, referred to as the 'Urban Neighborhoods' package, and forwarded their final recommendations to Council on December 16, 2013.

- [Planning Commission Final Recommendations \(May 2014\)](#)
- [Chair's Cover Letter & Addendum \(2013\)](#)
- [Individual Commissioner Letters \(2013\)](#)

[Council Process: 2014](#)

The City Council held 12 work sessions between February and May 2014 to discuss 19 policy issues presented in the Planning Commission Draft. The outcome was direction to staff on what should be presented in the City Council Public Hearing Draft released online July 1, 2014.

- [Policy Issues Considered by City Council February-May 2014](#)
- The City Council's first Public Hearing Draft was posted online July 1, 2014
- Informational Open Houses were held **Wednesday, July 9 and Thursday, July 10, 5:30-7:30 p.m. at City Hall**
- The City Council held public hearing **July 22, 7:00 p.m. at Olympia City Hall**
- View the City Council's first public hearing [Draft of the Comprehensive Plan](#) 
- **Need Help?** Use [this guide](#)  to tips on getting the most out of the online version
- View [public comments](#)  received by the Council at the July 22 public hearing
- Watch the [July 22nd public hearing](#) 
- The Council continued its discussion of the Comprehensive Plan at public meetings and work sessions August 12, September 9, September 16, October 7, and October 21.

What's Next?

After the City Council adopts an updated Comprehensive Plan document, there are other steps required by the State's Growth Management Act to be completed between 2014 and 2016. This includes updating development regulations for consistency with new policies, and review of the 20-year Capital Facilities Plan goals and policies. The Comprehensive Plan may be amended annually and a major update is required every eight years.

- [Learn how the Comprehensive Plan will be implemented through the Action Plan](#)

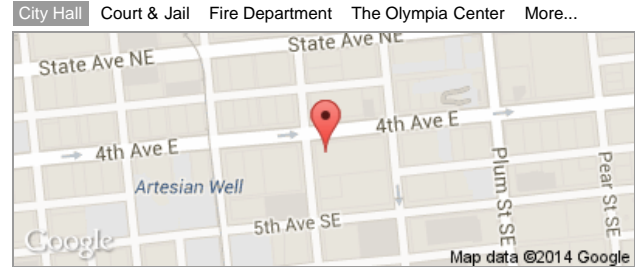
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The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources.

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Fact Sheet on Alleys

What is the definition of an alley?

The definition of an alley in the code is:

A public or private way at the rear or side of property permanently reserved as a means of vehicular or pedestrian access to a property. Functionally, an alley is the minimum or lowest classification of a street.

What does the current Comprehensive Plan say about alleys?

T 3.22 Alleys should be encouraged in new developments except where the site configuration or features (e.g., wetlands or steep terrain) impede their use, or where the additional impervious surface would cause stormwater problems. Alleys will:

- a. Allow alternate access to lots for service functions;*
- b. Allow more options for locating the garage on a lot; and*
- c. Allow for fewer curb cuts, more continuous sidewalks for pedestrians and more curbside parking along streets.*

Are alleys built in residential and commercial areas?

Yes, the Engineering Design and Development Standards (EDDS) states that alleys can be built in commercial and residential areas:

Alleys may be permitted at the rear of single family residential, multifamily residential, commercial, or industrial property. Dead-end alleys are prohibited. (EDDS 2.040 Requirements B. Streets and Alleys, 11)

What surface are alleys required to be?

Alleys must be paved with asphalt in commercial areas. In residential areas, the requirement is for concrete in the wheel path and grass for the remainder of the alley. (See EDDS sections 4B.160 for Surfacing Requirements, and drawings 4-6A, 4-2J, and 4-4A)

Can alleys be made of pervious materials?

This is not currently addressed in the EDDS. The reason for grass in residential alleys is to reduce impervious surfaces.

Can alleys be used to treat stormwater?

Current stormwater regulations do not permit stormwater management within the right-of-way. In a subdivision, stormwater has to be managed on a separate tract maintained by the home owners' association.

A large portion of downtown is tributary to the LOTT wastewater treatment plant where it receives exceptional water quality treatment. At this time there is no need to detain and treat

stormwater for a majority of the downtown. In addition, infiltration is poor in the downtown so permeable pavements are infeasible.

Are alleys public or private?

Alleys are typically public. Alleys can be private under certain circumstances:

Alleys not required for fire suppression access, solid waste collection, or other public purposes may be privately owned. Unless City Council approves an exemption, private alleys will conform to all improvement standards for public alleys, will be posted, and will meet all other provisions applicable to private streets. (EDDS 2.040 Requirements B. Streets and Alleys, 11)

Briggs Village and Woodbury Crossing are examples of where public alleys have recently been constructed. The Village at Mill Pond is an example of where private alleys are proposed to be constructed to City standards within private tracts. Stormwater management for the alley and adjacent roofs is being provided in infiltration trenches below the alleys. Maintenance of pavement and stormwater facilities in this case is all private.

Who maintains alleys?

The Public Works Department maintains public alleys on an as-requested basis. In the past, a budget for regular alley maintenance was in place, but this was cut out of the operating budget in the late 1990s.

In 2013, 53 requests for alley maintenance were made. Maintenance activities typically include grading, pothole patching, vegetation control for waste collection trucks, and building berms to control stormwater runoff.

What are some examples of alleys in new development?

Woodbury Crossing and Bay Hill are examples of subdivisions that built alleys. Whitmore Glen, Merryman Place and Whisper Ridge are subdivisions that did not build alleys. Briggs Village is an urban village that built alleys.

Along the Urban Corridors of 4th and State Avenues between Plum Street and Turner Street, alleys are generally retained with redevelopment. Examples include the dental office at 4th and Eastside, and the Salvation Army building on 4th and Central.

In the downtown, the new building and parking garage built by the Washington State Employees Credit Union is an example of new development that retained alleys. The planned state office building at 1063 Capitol Way proposes to vacate an existing alley. The Boardwalk Apartments on Capitol Way vacated alleys. The Port of Olympia East Bay Short Plat, which includes the Hands On Childrens' Museum did not build alleys.

PROS AND CONS OF ALLEYS

October 22, 2014

Note: Also see Fact Sheet on Alleys

PROS	CONS
<ul style="list-style-type: none">• Increased access to residential and commercial properties (street at front and alley at rear), and to potential accessory dwelling units behind homes.• Because alleys allow parking and/or garage access at the back of a property:<ul style="list-style-type: none">○ There are fewer curb cuts for driveways along the street frontage, reducing turning vehicles across the sidewalks, and improving the pedestrian safety and comfort.○ There can be more on-street parking.○ Building design is improved without driveways and garage doors (avoids “garagescape”).○ There is more space for street trees.• Consistent with City’s “neotraditional” design vision -- urban form that supports social interaction and a welcoming pedestrian environment (front porches instead of driveways and garages, for example).• Services such as recycling and waste collection can occur behind homes and businesses, which improves neighborhood street aesthetics.• Added emergency access (firefighting from rear).• More route options for bicyclists and pedestrians, and to a lesser degree, drivers. (Alleys are not convenient or intended as route options for drivers except to access individual properties.)	<ul style="list-style-type: none">• Reduce flexibility in the development of a property; more property must be dedicated to alleys in a site plan.• Funding is not in place to maintain the City’s current alleys. More alleys would be difficult for the City to maintain.• Because alleys are typically paved or compacted gravel, more alleys will result in more impervious surfaces. With more impervious surfaces, there will be more rainwater runoff that must be treated and/or conveyed offsite. Future Low Impact Development Standards may result in increased opportunity for pervious alleys.• Slight reduction in development density, unless off-set by less street right-of-way.• May not be consistent with some floor plans; plans may not include doorways and garages at rear of building.• Potential location for crime if an alley is not easily visible by people in adjacent buildings.

PROS	CONS
<ul style="list-style-type: none"> • Potential for better freight access for commercial uses (access can be provided through back door of businesses instead of front). • More public space for multiple uses (basketball hoops in residential areas, place making in downtown and mixed use areas, for example). • More efficient/less costly location for utility lines. • Helps provide a separation/buffer between different land uses in mixed use areas. • Adds capacity to street grid. Vehicles can choose to turn into an alley instead of a street which means at street intersections, there are fewer turning vehicles causing delay. • Buildings on narrow lots can more easily comply with the City's design criteria. 	

Articles about alleys:

http://www.tndtownpaper.com/Volume2/alleys_the_comeback_kids.htm

<http://sustainablecitiescollective.com/city-life/165271/reimagined-laneway>

http://www.architectureweek.com/2005/0720/building_1-1.html

<http://allaboutcities.ca/alleys-paths-to-urban-revitalization/>



City of Olympia

City Council

Community Renewal Area (CRA) Process - Next Steps

Agenda Date: 11/3/2014
Agenda Item Number: 6.A
File Number:14-1045

Type: discussion **Version:** 2 **Status:** Other Business

Title

Community Renewal Area (CRA) Process - Next Steps

Recommended Action

City Manager Recommendation:

Consider Community and Economic Revitalization Committee (CERC) recommendations to move forward with the creation of a CRA.

Report

Issue:

The CERC committee reviewed the attached Community Renewal Area Process Summary (**Attachment 1**) at its October 21, 2014 committee meeting and recommends the process included therein for City Council consideration as a means for moving forward with the CRA process.

Staff Contact:

Keith Stahley, Director Community Planning and Development Department 360.753.8227

Presenter(s):

Keith Stahley, Director Community Planning and Development Department

Background and Analysis:

BELOW IS SAME BACKGROUND AND ANALYSIS AS OCTOBER 28 MEETING. TONIGHT IS CONTINUED DISCUSSION AND POTENTIAL DIRECTION.

At City Council's August 30th retreat, City Council expressed a desire to move forward with the creation of a CRA in downtown Olympia.

The CERC, Staff and the consultant team have continued to explore options for moving the CRA forward and will be present to discuss the approach included in **Attachment 1**.

The timeline for the process has several milestones, which are listed below. The entire process will likely take approximately ten to twelve months.

- CRA Open House

- Council Passes Resolution establishing a CRA
- NDC conduct a Community Redevelopment Finance Symposium
- RFP/Q drafted and released
- Conduct Respondent Conference
- RFP/Q proposal(s) selected
- Development of CRA Plan and developer agreements
- Adopt CRA Plan and developer agreements

Additional information provided for City Council's use includes an updated Frequently Asked Questions List (**Attachment 2**) and Isthmus Development Principles (**Attachment 3**).

Options:

1. Consider the outline of the Community Renewal Area process presented in **Attachment 1** and provide feedback and direction to staff for a final draft to be approved by Council.
2. Consider the outline of the Community Renewal Area process presented in **Attachment 1** and refer it back to the CERC for further deliberation and development.

Financial Impact:

Public participation is limited to one open house type meeting in the current CRA Project Scope of Work. The RFP process outlined in Attachment 1 is outside the scope of the existing contract and will require an amendment to the contract. National Development Corporation is not currently under contract with the City. A contract with NDC would be required to move forward with this process as contemplated. A contract with NDC will be necessary regardless of where City Council decides to go with the CRA process to support the Grow Olympia Fund. Detailed cost information will be available at the City Council meeting.

MOVING FORWARD WITH CRA

Context

City leadership has given significant attention to important social, environmental, and built environment issues affecting Downtown Olympia through initiatives such as the downtown project, walking patrol, alley lighting, public art, and the shoreline master program. Investments such as the new City Hall, Hands on Children's Museum, and Percival Landing renovations further emphasize commitments to a revitalized downtown. These efforts have contributed to a new sense of optimism in downtown best exemplified by the number of new housing units that are under construction.

The Community Renewal Act provides the City with new tools to pair with the Grow Olympia Fund to encourage private sector participation in downtown renewal and to shape development in furtherance of the City's goals of creating a safe and welcoming downtown for all and increasing commerce and private investment. A Community Renewal Area (CRA) is a means to increase commercial activity in the downtown and stabilize the City's revenue base by encouraging and ensuring quality development through public/private partnerships. Economic development should not compromise social, environmental, and urban design goals, but must be a complementary and necessary part of a larger strategic vision for the City's future. Without this economic development component, the City may have the vision for a vibrant downtown but will lack the means to carry it out.

The City, together with a Citizens Advisory Committee (CAC) composed of local residents, business owners, and real estate professionals, has been studying the feasibility of establishing a CRA downtown. The study findings indicate that there are opportunities for development in Downtown Olympia, but there are a number of market and other challenges to realizing these opportunities. The study found that properties downtown were blighted and that a CRA is an option for addressing the challenges facing development downtown. In addition, the CAC also agreed that a CRA was a tool the City should consider for helping revitalize downtown.

Process

The next steps for the City Council are to confirm that community renewal work should continue, agree upon a work program for implementing a CRA planning process, and coordinate continued work toward adoption of a CRA resolution and Community Renewal Plan with other important decisions regarding the future of downtown. The recommended approach is for the City Council to establish a Community Renewal Area downtown and then release a request for proposals or qualifications (RFP/Q) to invite private sector participation in downtown renewal.

The following sections outline this process in more detail.

Goals of the Process

- To engage the public and other stakeholders in positive conversations about the future of downtown
- To move forward, build on the momentum of CAC conversations and focus discussion on downtown renewal
- To test specific development outcomes for market feasibility, and determine what the City can contribute to encourage development
- To engage property owners and developers in community-supported downtown investment
- To proceed with the Downtown Master Plan on a separate but coordinated track
- To develop a CRA Plan(s) that is properly vetted and widely understood
- To build trust and support among the citizenry in City decision making and for renewal

Principles for a Community Renewal Plan and RFP/Q process

- Encourage all stakeholders to engage in an open and transparent process, providing a mechanism by which ideas for reinvestment can be evaluated in the context of desired-community outcomes
- Ensure that development supports public goals and values (CAC conversations about development on the Isthmus provide a useful starting point for this conversation)
- Clearly articulate the role that the City can play in supporting private reinvestment
- Ensure that City resources are invested prudently
- Ensure that new development and partnerships positively contribute to the City's fiscal position
- Ensure that development proposals are responsive to the market
- Engage property owners and developers in overcoming blight Downtown

Proposed Next Steps

The CERC evaluated several options for moving forward with a CRA Plan. The CERC's proposed approach is presented here for discussion and consideration. The CERC agreed on this approach because it: (1) moves forward in the near-term to establish the foundation for a CRA Plan; (2) creates a framework that articulates and protects public goals while allowing private partner participation in overcoming blight and stimulating downtown commerce; and (3) creates opportunity for coordination with the downtown planning process without tying the CRA Plan process to a lengthy timeline.

The immediate next step is to draft a resolution for Council consideration that:

- Takes into consideration public input, gathered through an open house style meeting to inform the public, property owners, and other stakeholders about the objectives and benefits of the CRA, to be held prior to adoption of the resolution
- Makes findings of blight and the need for renewal
- Establishes a Community Renewal Area encompassing the downtown (as reflected on the attached map), which identifies City-owned property and prominent redevelopment opportunities
- Authorizes the development of an RFP/Q process for subsequent City Council review and approval that encourages proposals with respect to blighted properties, clusters of properties or small areas such as the Isthmus

The RFP/Q process will invite private sector participation in a public/private partnership with the City that will ensure quality development in furtherance of City goals and values. The review of responses to the RFP/Q will be designed to build trust in the City Council's selection of a partner(s) and will include opportunities for public review of all responses and additional public participation following selection of a preferred partner(s).

Additional decision-making regarding the scope and work plan for the RFP/Q process is needed. Based on the CERC's thinking and consultant/staff input, the following questions require further consideration:

1. Overall approach to solicitation

Recommendation: Proceed with development of RFP/Q to solicit partnership interest from developers, property owners, individuals or interest groups willing to make proposals consistent with City goals and engage in public outreach and interaction. Following the RFP open house, the City Council would select from among respondents a partner or partners to, solicit more detailed design and financial analysis. Consider providing technical assistance (design, financial evaluation) to those selected to provide detailed analysis. Process may result in one or several partners being selected, on one or more sites. Attention should be given to the City's capacity to move forward with more than one site at a time in the selection process.

2. Who makes decisions to select partners?

Recommendation: Council, but based upon advice from a committee that includes CAC members and other stakeholders.

3. Approach to clarifying possible City role and other financial resources?

Recommendation: Consider developing the RFP/Q in conjunction with NDC to identify appropriate alternative financing mechanisms, clarify the City's role in supporting those mechanisms, and recruit potential developers to respond. Identify a set of possible City contributions to public/private partnerships to enhance feasibility (examples: City

property that can be sold, traded or co-developed, contributions to public parking, facilitated permitting, etc.).

4. **What factors might RFP/Q selection criteria include?**

Recommendation: While this will require significant discussion to determine, preliminarily, consideration of respondent approach to and track record in engaging the public in their development process, financial and/or fiscal feasibility, and overall alignment of the development proposal with downtown development goals should be included among the criteria.

Following selection of a partner(s), the City will negotiate possible public/private partnerships in the form of enforceable development agreements for City Council review and approval that will define public and private roles, obligations, and responsibilities. Additional opportunities for public outreach and engagement will be identified through this process.

Ultimately, the City will develop a Community Renewal Plan (CRP) for City Council consideration that may incorporate the proposals from the successful RFP/Q process. Approval of the Community Renewal Plan requires a public hearing prior to City Council approval.

Timeline

The timeline for the process has several milestones, which are listed below. The entire process will likely take approximately ten to twelve months.

- CRA Open House
- Council Passes Resolution establishing a CRA
- NDC conduct a Community Redevelopment Finance Symposium
- RFP/Q drafted and released
- Conduct Respondent Conference
- RFP/Q proposal(s) selected
- Development of CRA Plan and developer agreements
- Adopt CRA Plan and developer agreements

CRA Process Timeline:

	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov
RFQ/P		Draft and Council review	NDC Finance Seminar		Release and Bidder's Conf		Responses due		Selection		Negotiations		Possible development agreement in place
CRA Resolution and Plan			Council adopts resolution								Draft of Plan	Final Council review	Final Plan adopted
Public Outreach	CRA Open House		Public hearing	NDC Resource fair	Bid Conference			Open house on responses			Public review draft available		Public hearing
Downtown Plan			Scoping						Plan underway				

CRA Process Timeline Detail:

OPTION B		
Inputs needed	Event	Date
Final work plan; description of options	CERC	October 14, 2014
Final work plan; CERC recommended options	City Council	October 28, 2014
Council decision on approach and timeline	Council	November 3, 2014
CRA open house	Public and Stakeholders	week of November 17
First draft of resolution and RFQ/P	CERC	December
Final draft of resolution and RFQ/P	CERC	December/January
Final Council review of resolution and RFQ/P	City Council	January
Develop approach and recruit participants	NDC Public Finance Seminar	January/February
Final RFQ/P	RFQ/P release date	March
Inputs from NDC re: financing; other data re:public contributions	Bidder's conference and resource fair	March
	RFQ/P responses due	May
	Open house to review responses	June
	Successful respondent(s) selected; enter negotiations	July
Draft CRA Plan	CERC	August
	Open House	August
Final draft of CR Plan	CERC	September
Final Council review draft	City Council	October
Final public review draft	City Council	November
Final version of plan	City Council	November

Proposed CRA Boundary





Community Renewal Area FAQs

Olympia's City Council has started the process to consider the creation of a Community Renewal Area (CRA) within Olympia. The City Council feels that a CRA may be one of the tools to help to encourage high quality redevelopment in our downtown.

About Community Renewal

Q: *What is a Community Renewal Area (CRA)? How is it established?*

A: Washington law (RCW 35.81) allows cities to establish a Community Renewal Area through the designation of a geographic area that contains blight and the creation of a Community Renewal Plan for addressing blight in that area. Many Washington cities have used CRA to develop and implement redevelopment plans, including Vancouver, Shoreline, Everett, Bremerton, and Anacortes.

Q: *How is blight defined and how does this relate to downtown Olympia?*

A: Revised Code of Washington 35.81.015 defines blight as:

1. Substantial physical dilapidation, deterioration, defective construction, material, and arrangement and/or age or obsolescence of buildings or improvements, whether residential or nonresidential,
2. Inadequate provision for ventilation, light, proper sanitary facilities, or open spaces;
3. Inappropriate uses of land or buildings;
4. Existence of overcrowding of buildings or structures;
5. Defective or inadequate street layout;
6. Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
7. Excessive land coverage; insanitary or unsafe conditions; deterioration of site;
8. Existence of hazardous soils, substances, or materials;
9. Diversity of ownership;
10. Tax or special assessment delinquency exceeding the fair value of the land;
11. Defective or unusual conditions of title;
12. Improper subdivision or obsolete platting;
13. Existence of persistent and high levels of unemployment or poverty within the area; or
14. The existence of conditions that endanger life or property by fire or other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime; substantially impairs or arrests the sound growth of the municipality or its environs, or retards the provision of housing accommodations; constitutes an economic or social liability; and/or is detrimental, or constitutes a menace, to the public health, safety, welfare, or morals in its present condition and use.

Several of these conditions exist in downtown Olympia including, but not limited to, the existence of buildings that are dilapidated, deteriorated and obsolete and the presence of hazardous soils. Council will need to determine if these conditions constitute a condition of blight. Not all buildings within a CRA need to be blighted, as the impacts of blight extend well beyond the property lines of the blighted property negatively affecting adjoining properties and entire neighborhoods.

Q: *What special powers does community renewal provide?*

A: Once a CRA is established, the city gains a variety of tools designed to help it facilitate renewal. For example, while Washington law typically limits cities from working with private enterprise, under the CRA law, cities are encouraged to partner with private enterprise to rejuvenate the CRA.

Make improvements	Acquire/sell property	Use financial tools
<p>Execute contracts or other instruments</p> <p>Install, construct, reconstruct parks, streets, roads, public utilities, or other facilities</p> <p>Contract with any public or private person for the purpose of carrying out the activities identified in the workable plan</p> <p>Select a developer either before or after land acquisition to pinpoint property acquisition and avoid assembling more parcels than necessary</p>	<p>Buy, lease, or acquire property through the eminent domain process;</p> <p>Sell, lease, or transfer the acquired property, or amount that is not less than its fair value</p>	<p>Borrow/accept financial assistance from the federal government, the state, county, or other public body, or from any public or private source (including fed block grant-backed loans)</p> <p>Make loans or grants for job creation or retention.</p> <p>Form local improvement districts to finance improvements</p> <p>Relocate persons or provide assistance to property owners/tenants affected by the CRP</p> <p>Issue tax exempt, nonrecourse revenue bonds that are backed by the revenues generated by the development to pay for the cost of public improvements in the blighted areas. These bonds are not subjects to the statutory or constitutional debt limits of the municipality.</p>

Q: What process is the City using to evaluate community renewal in downtown Olympia?

A: The City has prepared an Investment Strategy report and a Community Renewal Area Feasibility Study to assess the technical feasibility of community renewal in downtown. These studies provide information on findings of blight within downtown, as well as a recommendation for the Council on whether to establish a community renewal plan, and what boundary and governance structure the community renewal area should have. Council will consider these recommendations and should they decide to move forward with a CRA will hold a public hearing after publishing a notice in the newspaper and giving written notice to all property owners.

Q: Does the CRA change zoning or heights of buildings?

A: The CRA itself does not change regulations, but provides a set of tools for a city to use for the very limited purpose of bringing about renewal. However, the consulting team assisting in the development of the CRA plan will assess whether the existing development regulations, such as building heights and setbacks, create barriers to the redevelopment of certain blighted properties in Downtown. Should changes be recommended they would be considered through the City's normal planning process.

Q: Will my property taxes or values increase or decrease as a result of community renewal?

A: Creating a CRA will not affect property assessments positively or negatively, as it does not guarantee improvement, increase potential, or devalue property. Property taxes and property values will only be affected when and if the area experiences significant improvement through investment or increased tenant activity.

Q: Are there property rights objections to CRAs?

A: Two common property rights objections often surface when cities consider using CRAs: the dislocation of residents and the use of condemnation or eminent domain for economic development. At this point in the process, it appears unlikely that the CRA would displace existing residents and City Council has discussed using eminent domain under some limited circumstances, but has not taken a formal position on the use of eminent domain.

Community Renewal in the Olympia Context

Q: Will the City have a plan for Downtown renewal?

A. Yes, part of the process of creating a Community Renewal Area is the creation of a Community Renewal plan. The Revised Code of Washington 35.81.015 defines a CRA plan as:

- (a) shall be consistent with the comprehensive plan or parts thereof for the municipality as a whole;

- (b) shall be sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the community renewal area; zoning and planning changes, if any, which may include, among other things, changes related to land uses, densities, and building requirements; and the plan's relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements;
- (c) shall address the need for replacement housing, within the municipality, where existing housing is lost as a result of the community renewal project undertaken by the municipality under this chapter; and
- (d) may include a plan to address any persistent high levels of unemployment or poverty in the community renewal area.

Q: How does this project relate to past, current, and future planning efforts for Downtown?

The existing and proposed Comprehensive Plan envisions downtown Olympia as a cultural hub and a retail center with a vibrant street-life, a great place to live with a growing and diverse residential population, a great place to visit with access to and views of the shoreline, the Capitol, Capital Lake, the Puget Sound and the Olympic Mountains. With its waterfront, historic buildings, cultural amenities and new City Hall, Hands On Children's Museum, East Bay Plaza and rebuilt Percival Landing Olympia is poised for redevelopment.

As part of the Comprehensive Plan update, the Planning Commission has identified the need for a Downtown Plan. This plan has not yet been scoped or fully defined, however, it may address the broader issues related to downtown such as transportation, urban design, sea level rise, social service provision and other issues beyond the scope of the CRA's objective of the elimination of blight on specific properties. Much of the information developed by the consulting team related to downtown redevelopment characteristics will be foundational to any future planning efforts related to downtown.

Q: What role might the City of Olympia play in the redevelopment of Downtown Olympia?

A: The City can play a greater role in stimulating and targeting high quality growth. Examples may include:

1. Providing consistent guidance and planning for new development in Downtown, through the Downtown Planning Process
2. Designating and funding parks, plazas, and other public open spaces
3. Acquiring private property, razing blighted buildings, developing plans and soliciting redevelopment proposals for private property

4. Planning for and financing major infrastructure improvements
5. Assessing hazardous and contaminated soils and facilitating site cleanup
6. Considering “planned actions” and the creation of special zoning districts.

Q: *Does the City intend to acquire property?*

A: Should the City find it necessary to acquire additional property in downtown as a result of the CRA process, the City would act in the public interest as a typical buyer, using a negotiated purchase agreement wherever possible. The Community Renewal Area Plan would detail what property the city would be interested in acquiring and how the City would repurpose that property. In addition, RCW 35.81 prescribes that cities that acquire property for economic renewal in CRAs need to do so with the intention of returning the property to the private sector as soon as is reasonable.

Next Steps

Q: *Where can I learn more about Community Renewal Areas?*

A: The Municipal Research and Services Center of Washington maintains a webpage with examples of CRA ordinances from Anacortes, Bremerton, Shoreline and Vancouver. It also includes a link to the text of RCW 35.81. [Community Renewal Law \(Formerly Urban Renewal\)](#). Questions can also be directed to Keith Stahley, Community Planning & Development Director at either 360.753.8227 or kstahley@ci.olympia.wa.us.

Q: *Can I follow the progress of the CRA?*

A: On the City of Olympia internet website, updates on the work of the Citizens Advisory Committee are available at [CRA Process Information](#).

Q: *How can I comment on the CRA’s proposal for Downtown Olympia?*

A: The City Council values community input and looks forward to hearing from you on the CRA proposal at scheduled open house meetings, Community and Economic Revitalization Committee Community Renewal Area Meetings, City Council Meetings and public hearings. City staff and elected officials are available to attend meetings and explain the role of the CRA as it relates to the future of our downtown.

Poster Number	Guiding Principle	Number of Votes (Dots)		
1	Create a vibrant mixed use area combining housing, retail, office and park space.	50		
4	Create an extraordinary pedestrian environment, which could include public art, public gathering spaces, outdoor dining, street vendors, performance space, retail and restaurants.	48		
8	Consider how to eliminate blight and stimulate reinvestment.	36		
14	Consider the viability of redevelopment proposals from an economic perspective.	36		
2	Consider the needs of existing businesses and property owners so they can grow and prosper.	33		

The Moving Forward With CRA and the Downtown Plan

The Comprehensive Plan:

The Comprehensive Plan sets forth the city's overall vision for downtown. Some key elements of that vision describe downtown as:

- A social, cultural and economic center of the region
- An attractive place to live, work and play
- A complete neighborhood with a mix of office, retail and residential uses – including 25% of the city's future residential growth
- A place that contains public art, significant landscaping and public spaces throughout

The Vision Statement from the Land Use Element of the proposed Comprehensive Plan is:

A walkable, vibrant city.

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

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

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

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

Some key goals specific to the downtown from the proposed Comprehensive Plan:

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

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

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

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

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

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

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

PL17.5 Coordinate with State of Washington and Port of Olympia to ensure that both the Capitol Campus plan and Port peninsula development are consistent with and support the community's vision for downtown Olympia.

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

The Downtown Plan:

The Comprehensive Plan also calls for a downtown plan to provide more detailed direction for urban design standards and other regulations to implement the city's vision for downtown. The regulations and urban design standards would be applied to new development proposed by property owners. The downtown plan could also address other related issues such as transportation, parking, brownfields remediation and sea level rise. However, a downtown plan would not reach the level of detail necessary to determine the exact use of each parcel or to design the specific buildings on those parcels.

The Council-approved Community Planning and Development Department Planning Project Work Plan lists scoping for the downtown plan commencing in January of 2015 and taking approximately 6 months. That amount of time is anticipated because of the degree of community interest in the downtown and the likelihood that the plan will not be able to address all of the topics that have been raised through the Comprehensive Planning process. There are also numerous stakeholders who have expressed interest in participating in the scoping and development of the plan. Following the scoping process, a one year planning process is anticipated starting in 2015 and extending until at least June of 2016. During this period, staff anticipates selection of a consulting team, doing the work of developing the plan and sharing this work with the public in an iterative and transparent process. The scoping process could be abbreviated if Council is willing to take the lead in this process. This would entail Council serving as the scoping committee for the plan and would necessitate a substantially abbreviated public involvement process.

Councilmembers may find examples of downtown plans from other cities helpful in considering how best to approach development of such a plan:

- The City of Bothell's [Downtown Subarea Plan](#) and Regulations. This Plan was propelled forward by the realignment of SR 527 and has resulted in several significant redevelopment projects in Bothell's downtown.
- City of Ventura California's [Downtown Specific Plan](#). This Plan also includes specific regulations related to downtown as a Form Based Code as well as a well-developed parking strategy.
- Downtown Bremerton [Subarea Plan](#). Bremerton's Downtown Plan laid out a strategic plan to implement the Comprehensive Plan.
- Racine, Wisconsin [Downtown Plan](#). Racine is a waterfront community that sought to inject new life and direction into its downtown through development of an urban design based action plan.

While each of these plans is different in their scope and focus, they all share a clear sense of purpose and vision for the future of their downtown. They recognize that community development is a multifaceted endeavor requiring the focused efforts of more than just the City to achieve real results. Staff anticipates using these and other plans to help the Council and the community understand the range of possibilities, costs and applicability of various planning approaches.

The CRA Process

Community development can occur in two ways: 1. Spontaneously – with projects generated primarily in response to market forces with limited shaping by government occurring primarily through application of development regulations; and 2. Deliberately – with adoption of a Community Renewal Area (CRA) providing additional tools that would increase the city's role in more directly influencing development of specific blighted properties to enhance commerce

downtown. This approach goes beyond development regulations and urban design standards by establishing contractual relationships between the City and development partners. For blighted properties, these partnerships will allow the city to directly negotiate the specific uses and design characteristics for redevelopment of individual properties in a way that is not possible from a strictly regulatory approach. This is not to suggest that all development in downtown will be or should be controlled by the CRA; however, CRA is a way to increase the likelihood that certain blighted properties will be returned to an economically productive life in furtherance of city objectives.

Negotiations with developers about projects on their properties can also increase the information the city has about the feasibility of different kinds of development. This information can be fed back into the downtown plan, to help ensure the vision for downtown is realistic and can be supported by the market. At the same time, the public process for the downtown plan can help the city include more detailed community objectives in its negotiations with property owners about development of specific properties. In the end the success of the downtown plan will be judged not by what gets imagined or written, but by what actually gets built.

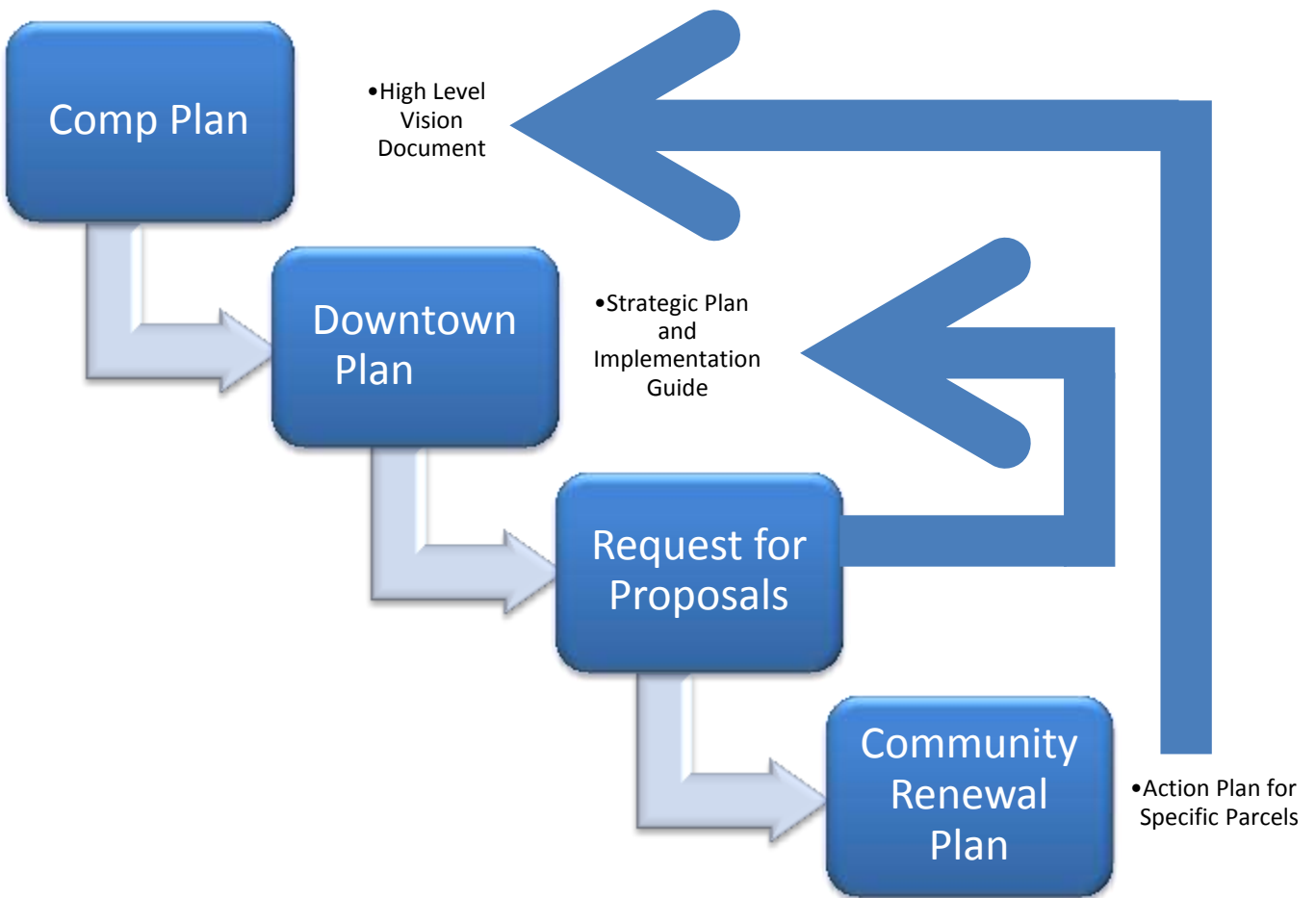
Public Participation

Public participation is an integral part of the CRA process (**City Council** involvement is found in **bold** and public participation opportunities are underlined below).

1. The first public participation opportunity would be the open house on the Community Renewal Area.
2. The next opportunity would be the **adoption by City Council** of the Community Renewal Area resolution following a public hearing.
3. This would be followed by the development of the Requests for Proposal (RFP). The RFP would detail what the city is interested in from a development perspective and what the city may offer to incent the right project proposal. This process would include an opportunity for public review of the RFP and **City Council approval** prior to release.
4. Following the RFP **approval by City Council**, a Public Finance Seminar would be conducted by the city with support from the National Development Corporation (NDC). NDC is expert in public finance and public/private partnerships and could play a critical role in helping to bring interested parties to the table and help them understand the ways that the city could assist in the process (consistent with the RFP).
5. A bidder conference would be hosted by the city shortly after the release of the RFP to answer questions and reinforce the city's invitation to partner. It is hoped that the RFP would generate interest from property owners, developers and interest groups and that they would develop specific proposals for individual properties or small areas.
6. These proposals would be reviewed by staff and the consultant team for financial feasibility and consistency with the objectives of the RFP.
7. They would be shared with the public in an open house setting.

8. Depending upon the nature of the RFP there could be subsequent more detailed evaluation of proposals to further narrow the field to those that have the highest return on investment as **determined by City Council**.
9. Following the narrowing process, a partner would be **selected by City Council** to enter into detailed negotiations with respect to specific parcels or areas.
10. The negotiation process would include detailed plans and specifications for what would be built, commitment of financial resources on the part of the city, and the partner and a timeline for moving forward. The development agreement and contract would be **approved by City Council** following an opportunity for public review.
11. The results of the RFP process would be folded into the CRA Plan and **adopted by City Council** following a public hearing.

Community Renewal Area Process Overview



It is anticipated that the Comprehensive Plan, Downtown Plan, the RFP and the CRA processes will interact and influence one another. The RFP process will give the City significant control over development not available on privately initiated projects occurring outside the CRA process. The Community Renewal Plan may require amendments to the Comprehensive Plan to be implemented.

Project Budget

The proposed revisions to the CRA process would require a change in the contract timeline, scope and budget. ECO estimates that the additional work contemplated in the revised timeline would add between \$20,000 and \$40,000 to the project budget. Additionally staff estimates that National Development Corporation's involvement in this project, administration and underwriting of the Grow Olympia Fund, Section 108 and non-CDBG related economic development support will cost approximately \$60,000 next year. Staff also anticipates continuing the EDC contract in 2015 at \$27,500. Additional legal expense may be incurred depending on the number and complexity of project specific negotiations.

CRA Budget:			
Initial Contract			\$105,000
Isthmus Process			\$50,000
Legal Support			\$50,000
Feasibility Work			\$7,500
Total CRA			\$212,500
Additional Budget ECO			\$40,000
Additional Budget Legal			TBD
Spent			
ECO			\$137,050
Legal			\$6,860
			\$143,910
Balance			\$68,590
	ECO		\$25,450
	Legal		\$43,140
CERB Grant			\$25,000
Other Eco. Dev. Related			
Additional Budget EDC			\$27,500
Additional Budget NDC			\$60,000

Council Role:

As detailed in the Public Participation section above, Council is and will remain the decision maker in this process -- neither the RFP nor the Community Renewal Area Plan will move forward without Council approval.

It is important that Council play a leadership role in this process and send a clear message that the plan that is adopted and that the proposal that is issued is fully supported by Council. The Community and Economic Revitalization Committee (CERC) has played a critical role in guiding staff and the consulting team throughout this process and this level of guidance will remain critical to the success of the process whether provided by the CERC or City Council.



City of Olympia

City Council

Continued Discussion of the 2015 Operating Budget

Agenda Date: 11/3/2014
Agenda Item Number: 6.B
File Number:14-1050

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

Title

Continued Discussion of the 2015 Operating Budget

Recommended Action

Committee Recommendation:

- Finance Committee reviewed utility rate recommendations at its October meeting.
- Utility Advisory Committee reviewed utility rates (letter attached).
- The Lodging Tax Advisory Committee recommends tourism service contracts in the amount of \$248,023 (summary attached).

City Manager Recommendation:

Move to review and ask questions. Action will be taken later.

Report

Issue:

Staff's review will focus on Lodging Tax Advisory Committee recommendations, utility rates including general facility charges (GFCs) and impact fees (including Olympia School District.) However, any part of the budget may be discussed.

Staff Contact:

Jane Kirkemo, Administrative Services Director, 360.753.8499

Presenter(s):

Julie Hankins, Olympia City Council, Lodging Tax Advisory Committee Chair
Steve Hall, City Manager
Jane Kirkemo, Administrative Services Director
Andy Haub and Randy Wesselman, Public Works
Jonathan Turlove, Parks, Arts & Recreation

Background and Analysis:

The 2015 Preliminary Budget was presented to the City Council on October 28. The City of Olympia's preliminary 2015 operating budget is \$122.4 million. The General Fund portion is \$64 million. The operating budget includes increases in utility rates, GFCs, impact fees, and changes to the Business and Occupation tax (see attachments).

The Preliminary Budget, as well as the Preliminary Capital Facilities Plan, is posted on the City's website, olympiwa.gov. Additionally, the budget document is available for review in the City Clerk's office, the Olympia Timberland Library, and the Evergreen State College.

Neighborhood/Community Interests (if known):

N/A - Council will hold a public hearing on November 18.

Options:

Discuss, review, and request additional information from staff.

Financial Impact:

The total operating revenues are \$122.4 million.



TO: Olympia City Council

FROM: Julie Hankins, Councilmember and Chair, Lodging Tax Advisory Committee

DATE: October 27, 2014

SUBJECT: **2015 Lodging Tax Committee Recommendations**

The Olympia Lodging Tax Advisory Committee recommends 2015 tourism service contacts in the amount of \$248,023. As a reminder, the committee considers one-half of the Lodging Tax Fund; the other half is committed to The Washington Center for the Performing Arts per a formal agreement with Center.

After 7 years of declining revenue, we are beginning to see a slight rebound in the Lodging Tax Fund. As of September, 2014 Lodging Tax received by Olympia was about the same as 2009; although still below 2007 and 2008 revenues. City staff projects \$255,000 of income available for 2015. This amount allows us to maintain our traditional 20% contingency balance. The contingency balance served us well in recent years of declining revenue since we enter into contacts at the start of the year based on projected (not actually received) income for that year.

The Olympia LTAC is a strong supporter of regional partnerships and events with proven histories of attracting tourists who stay overnight in Olympia and other area lodging. The committee is pleased to recommend full fund for all of the 2015 requests from non-profit groups and agencies who organize local events that are strong tourism draws. In addition, the committee recommends funding for pedestrian wayfinding (signage) in downtown Olympia and updating/printing of the Olympia Walking Map.

Regional Athletic Center Proposal:

LTAC received a proposal from the City of Lacey for \$20,000 in Olympia Lodging Tax to help pay for operating and maintenance costs of the Regional Athletic Center (RAC). LTAC recommends that City Council, or representatives from the City, meet with the City of Lacey to learn more about their request before making a funding commitment, if any. The committee expects to have about \$7,000 available in the Fund after all recommended commitments are met. They decided to leave it to the Council's discretion whether to allocate any or all of the remaining \$7,000 projected balance for the RAC request. As a reminder, any unexpended monies remain in the Fund for allocation the next year. Regarding the RAC, the City of Olympia is already a regional funding partner through the Public Facilities District (PFD). 71.77% of the PFD allocated sales tax in Olympia, Lacey, Tumwater, and Thurston County is committed to the RAC. The remaining 28.23% of PFD sales tax comes to the City of Olympia for capital costs of the Hands on Children's Museum.

Attachments:

1. Chart of Recommendations
2. Minutes – LTAC October 3, 2014 meeting

Lodging Tax Advisory Committee - City of Olympia WA

Agency	2015 LTAC	2015 Request	2014 LTAC	2014 Reques	2013	2012	2011	2010	2009	2008	2007	2006
Bigelow House Preservation Association				-	-	-	-	-	-	-	-	\$ 5,000.00
Capital City Pride Festival (Rainbow)			\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 4,000.00	\$ 6,250.00	\$ 7,000.00	\$ -	\$ 5,300.00	\$ -
Capital Lakefair	\$ 5,000.00	\$ 4,225.00		-	-	-	\$ -	\$ -	\$ -	\$ 6,500.00	\$ 6,750.00	\$5,780.00
Earthbound Productions				-	\$ 5,000.00	\$ 14,650.00	\$ 5,000.00	\$ 6,500.00	\$ -	\$ -	\$ -	\$ -
Greater Olympia Dixieland Jazz Society	\$ 16,000.00	\$ 16,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 10,000.00	\$ 13,000.00	\$ 13,900.00	\$ 10,000.00	\$ 7,900.00	\$ 9,000.00
Hands on Children's Museum	\$ 60,023.00	\$ 60,023.00	\$60,000.00	\$ 65,000.00	\$ 53,500.00	\$ 50,000.00	\$ 25,000.00	\$ 30,000.00	\$ 35,000.00	\$ 38,717.00	\$ 38,000.00	\$ 40,000.00
Harlequin Productions				-	-	-	\$ -	\$ -	\$ -	\$ 16,762.00	\$16,762	\$ 9,640.00
Lacey Parks & Recreation - Regional Athletic Center		* \$ 20,000.00										
Olympia Downtown Association			\$10,000.00	\$ 12,000.00	-	-	\$ -	\$ 11,000.00	\$ -	\$ 10,000.00	\$ -	\$ -
Olympia Film Society			\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,000.00
Olympia-Lacey-Tumwater VCB	\$ 100,000.00	\$100,000.00	\$ 100,000.00	\$100,000.00	\$103,500.00	\$ 100,000.00	\$ 90,000.00	\$ 90,500.00	\$ 112,570.00	\$ 100,000.00	\$ 98,338.00	\$ 90,000.00
Olympia Symphony Orchestra				-	-	-	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00
Olympic Flight Museum	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 4,000.00	\$ 6,350.00	\$ 6,600.00	\$ -	\$ -	\$ 11,500.00
PARC Foundation/Olympia Adventure Race	\$ 10,000.00	\$ 10,000.00										
Recreation Northwest / Olympia Traverse			\$ 6,000.00	\$ 10,000.00								
Sand Man Foundation				-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050.00
St. Martin's / Dragon Boat Festival	\$ 5,000.00	\$ 5,000.00	\$4,000.00	\$ 5,250.00								
WA State Hist Society/State Cap. Museum					\$ 2,000.00	-	-	-	-	-	-	-
Washington State Senior Games	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 6,000.00	\$ 7,000.00	\$ 7,500.00	\$ 5,000.00	\$ -	\$ 5,000.00
Wolf Haven International	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 18,500.00	\$ 15,000.00	\$ 4,000.00	\$ 14,000.00	\$ 25,000.00	\$ 19,000.00	\$ 4,950.00	\$ -
City - Promotional/Information Brochures	\$ 8,000.00	\$ 6,000.00		-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,975.00
City - Wayfinding	\$ 18,000.00	\$ 20,000.00		-	-	-	\$ -	\$ -	\$ -	\$ -	\$ 34,000.00	\$ 60,000.00
2012 Canoe Journey - City expenses						\$ 25,850.00						
Prior City commitment - HOCCM Building					\$ 30,000.00	\$ 35,000.00	\$35,000.00	\$100,000.00	\$100,000.00	\$50,000.00	\$250,000.00	
Total Proposals/Service Contracts	\$ 248,023.00	\$ 267,248.00	\$ 230,000.00	\$242,250.00	\$252,500.00	\$ 275,500.00	\$ 183,000.00	\$ 284,600.00	\$ 307,570.00	\$ 255,979.00	\$ 464,500.00	\$ 257,445.00
Requests from Non-profit Agencies		\$ 221,248.00										
Requests from Government Agencies		\$ 46,000.00										
Total Requests		\$ 267,248.00										
Projected Maximum Available Funds for 2015		\$ 255,000.00										
*LTAC recommends Council meet with City of Lacey regarding their request for operating and maintenance funding for the Regional Ath												
Information prepared: 27 Oct 2014, ceb												

Proposed Rate Increases

		2011	2012	2013	2014	2015
WATER		5.5%	7%	7%	7%	6%
WASTE WATER		5%	0	0	4%	2%
LOTT		5%	5%	3%	3%	3%
STORM WATER		5%	0	6%	2%	3%
WASTE RESOURCES	RESIDENTIAL	8%	0	0	8%	6%
	COMMERCIAL	9.8%	5%	0	5%	4%
	ORGANICS	0	0	0	6%	8%

Residential Bill

(Typical bi-monthly single-family residential bill)

	2011	2012	2013	2014	2015
Drinking Water	\$33.50	\$36.54	\$39.64	\$42.42	\$44.97
Wastewater	\$37.09	\$37.09	\$37.09	\$38.57	\$39.33
Waste ReSources	\$38.36	\$38.36	\$38.36	\$41.43	\$43.90
Storm water	\$21.17	\$21.17	\$22.44	\$22.89	\$23.59
LOTT	\$63	\$66	\$67.98	\$70.02	\$72.12
TOTAL	\$193.12	\$199.16	\$205.51	\$215.33	\$223.91
% Increase	5.58%	3.1%	3.2%	4.8%	4%
\$ Increase	\$10.20	\$6.04	\$6.35	\$9.82	\$8.58

Drinking water amount is based on customer class and consumption

General Facility Charges

Utility	2011	2012	2013	2014	2015
Drinking Water	\$3,089	\$3,089	\$3,209	\$3,456	\$3,687
Wastewater (ERU)	\$2,756	\$3,078	\$3,198	\$3,342	\$3,342
Storm & Surface Water	\$962	\$962	\$999	\$1,094	\$1,190
LOTT		\$4519.20	\$4718.88	\$4924.54	\$5136.38



October 24, 2014

Olympia City Council
PO Box 1967
Olympia, WA 98507-1967

Dear Council Members:

SUBJECT: 2015 Utility Recommendations, Including GFCs and Wastewater Volume-Based Rates

Thank you for the opportunity to comment on the proposed 2015 utility rates and general facility charges. Over the past few months, the Utility Advisory Committee (UAC) has reviewed financial information regarding the City utilities from both a capital and operational perspective. This is a fundamental role of our committee. We appreciate staff's willingness to help us understand the nuances of utility finances and the role our utilities play in meeting our community public health needs.

The UAC reviewed the proposed rates, keeping in mind key concerns such as equity to rate payers, meeting regulatory requirements, and responsibly managing our infrastructure in the interest of both current and future residents.

The following sections document the UAC's recommendations for the 2015 utility rates and general facility charges (GFCs). The recommendations are consistent with Olympia's utility master plans and the Comprehensive Plan.

The overall impact of the proposed rates to a typical residential customer for 2015 would be **four percent** or a **\$8.58 increase** in their bi-monthly bills (\$4.29/month). City general facility charges and LOTT capacity development charges will increase \$529 for a new single family home. Total charges in 2015 will be \$13,355.

Drinking Water

Six Percent Increase Proposed for 2015

We concur with staff's recommendation for a revenue increase of six percent. Each customer class (residential, non-residential and irrigation) will see an overall increase of six percent, although actual increases on customer bills will vary depending on water usage.

The proposed increase will cover a projected revenue shortfall of approximately \$350,000. Key budget drivers for 2015 include increasing debt service on the McAllister Wellfield and Service Meter Replacement Project (\$142,000), increasing State taxes (\$63,000), shifting some salaries from the Wastewater Utility to the Drinking Water Utility (\$104,000) and increasing City administration costs (\$67,000). Shifting salaries to Drinking Water more accurately reflects actual staff time spent working on drinking water tasks. The increase to drinking water is offset by corresponding savings in the Wastewater utility.

The revenue shortfall (\$350,000) generates a four percent rate increase. The additional two percent rate increase proposed by the UAC and staff begins to prepare for repayment of the State loan for the soon-to-be built Log Cabin Reservoir (construction begins in 2018). Annual loan payments will require a 7.5 percent rate increase. The UAC supports a rate “smoothing” approach that calls for modest rate increases over several years, rather than large spikes in rates. Revenue collected from the two percent rate increase will be reserved and dedicated to the reservoir project.

Reclaimed water rates were modified in 2014 and remain appropriate for 2015. Reclaimed water revenues closely mimic costs.

City staff is currently in the process of updating the Water System Plan for 2015-2020. The draft Plan will be brought to the UAC for review and to the City Council for adoption in mid-2015. A thorough financial analysis of the drinking water utility will accompany the Plan.

The Drinking Water Utility continues to experience cost of service increases associated with State-mandated water quality and quantity regulations and costly infrastructure needs. Additionally, rate revenues are somewhat volatile and hard to predict due to our effective water conservation program and variable irrigation-related water use. The trend of annual cost increases and associated rate increases will probably continue in future years.

The proposed six percent rate increase will result in an average single family residential account increasing by \$1.39/month.

We recommend a 6.7 percent increase in general facility charges for drinking water which equates to \$3,687. A greater increase (20%) is justified based on current and projected infrastructure investments. The UAC recommends “smoothing” the total over several years.

Wastewater

Two Percent Increase Proposed for 2015

We concur with staff’s recommendation for a revenue increase of two percent.

Based on projected 2015 revenue and expenses, staff expects the wastewater utility to be out of balance by approximately \$95,000. The shortfall reflects both savings as a result of shifting some salaries to the Drinking Water Utility and increased costs associated with shifting salaries (\$71,000) from the Storm and Surface Water Utility to Wastewater. Crews from the three water-related utilities work together closely and efficiently. Workloads and finances are evaluated every few years and realigned as needed. The changes reflect a recent analysis of work and salary distribution.

The operating and capital budgets for the Wastewater Utility are aligned with the recently completed *2013-2018 Wastewater Management Plan*.

In general, the Wastewater Utility experiences stable revenues and expenditures. Capital infrastructure needs are manageable. A substantial amount of needed work is proactive and preventative in nature. The utility continues to provide financial support for the conversion of onsite septic systems to municipal sewer. We anticipate future financial needs of the Wastewater Utility to remain predictable and relatively modest.

The two percent wastewater rate increase will result in an average single family residential account increase of \$0.38/month.

No increase in Wastewater general facility charges is proposed. The GFCs were evaluated and increased in 2014.

Volume-based Wastewater Rates

The UAC also supports the implementation of volume-based rates for wastewater. Under the proposed rate structure, rates would be based on drinking water consumption. Wastewater volume-based rates have been under consideration by the UAC for several years and are a recommendation of the *2013-2018 Wastewater Management Plan*. We support staff recommendations for a three-tier rate structure that increases both rate equity and water conservation. With continued refinements to the rate structure and draft code revisions, the UAC encourages City Council to adopt the proposed tiered rate structure

Wastewater Treatment Services - LOTT Clean Water Alliance

The Lacey, Olympia, Tumwater, Thurston (LOTT) Clean Water Alliance collects revenue for its operations through the utility bills of the local jurisdictions. Increases to both LOTT monthly charges and new connection charges are proposed for 2015. The UAC plays a relatively minor role in LOTT's rate analysis and decisions. However, how the City collects what we owe LOTT for its services is entirely up to the Council; the UAC continues to be interested in the possibility of volume-based rates as a way to increase rate equity and conservation through this portion of citizens' utility bills as well, and may consider a recommendation to Council about this issue in the future if the LOTT Alliance as a whole does not adopt such a measure.

An inflationary adjustment in LOTT monthly rates of three percent is proposed for 2015. With the proposed rate increase, LOTT charges would increase \$1.05 per month for a single family residence. The current LOTT charge is \$70.02 bi-monthly for single family residences. Bi-monthly bills in 2015 would be \$72.12. Non-single family accounts would increase proportionately.

We support staff's proposal to increase the LOTT Capacity Development Charge (CDC) 4.3 percent, which is \$5,136 for a new single family home.

Storm and Surface Water

Three Percent Increase Proposed for 2015

The UAC supports staff's recommendation for a three percent increase for the Storm and Surface Water Utility. The increase will be applied across all rate classes. The proposed rate would result in single family residential accounts increasing by \$0.35/month.

The revenue shortfall for Storm and Surface Water is approximately \$168,000. Key drivers for the increase include salaries and benefits (\$36,000), State permitting (\$7,500), State taxes (\$36,000), City administration (\$55,000) and water quality treatment facility maintenance (\$41,000).

City staff and the UAC will work on a revision to the current Storm and Surface Water Management Plan in 2015. The Plan will refine expectations for the Utility. In general, the roles and environmental responsibilities of the Storm and Surface Water utility within our community are broad and sometimes challenging to fulfill.

The UAC recommends that stormwater general facility charges increase ten percent to \$1,190 for a new single family home. The increase is justified by a 2013-2014 analysis of infrastructure costs. The UAC will evaluate the trip-generation component of the GFC in 2015.

Waste ReSources

Variable Increases Proposed for 2014

The UAC concurs with staff's recommendation for a variety of rate increases in this utility. Policy direction is set by the *Towards Zero Waste: Olympia's Waste ReSources Plan 2008-2013*. Work to update the 2014-2019 Plan for the next six years is well underway.

Key drivers for the 2015 rates include inflationary increases in disposal/tonnage fees, salaries, equipment, and fuel. While the processing and handling fees for recycled materials remain stable, commodity values are still volatile and, in some cases, continue to decline. The revenue from recycled materials, which helps offset expenses, is expected to fall short of fees.

Thurston County raised disposal fees for municipal solid waste (garbage) over 48 percent in 2010. At the same time, Council adopted an increase in the municipal utility tax. In an effort to minimize the impacts to the customers, excess reserves above minimum requirements were used to help smooth out rate increases. These efforts were continued through this year and are expected to exhaust all excess reserves.

Based on current projected 2015 revenue and expenditures, the Waste ReSources budget would be out of balance by approximately \$370,000. Staff recommends ending rate smoothing for municipal solid waste in 2015 and implementing rate increases for garbage, in both the residential and commercial service classes. Conversely, continuing to smooth rates and subsidize the organics program through the commercial rates, as subscriptions continue to grow, is recommended.

The following is a summary of the proposed 2015 rate increases:

- Residential Six percent
- Commercial Four percent
- Organics Eight percent
- Drop Box No rate increase proposed

Waste ReSource staff are revising the current management plan for UAC and City Council consideration in 2015. The planning process will include a comprehensive evaluation of Waste ReSource's costs of service.

Thank you again for the opportunity to comment and provide our recommendations. These proposals will support the important public health mandates of the four City utilities and help lower the long term costs of maintaining infrastructure by attending to developing needs in a timely way rather than passing more expensive repairs on to future residents. The proposed utility rates reflect our responsibility to maintain and improve our essential public infrastructure.

Please let me, or UAC Vice-Chair Chris Ward, know if you have any questions.

Sincerely,



THAD CURTZ

Chair

Utility Advisory Committee

TC/lm

\\calvin\PW Shared Workgroup\UAC\2014- UAC\2014 Correspondence\UAC 2015 Rates and WW Volume Rates Letter\UAC 2015 Rate and WW Volume Rates Recommendation Letter_10-20-14.docx

ec: UAC Members
Jane Kirkemo, Administrative Services Director
Rich Hoey, P.E., Director of Public Works
Dan Daniels, Waste ReSource Director
Andy Haub, Water Resources Director

Impact Fees

City

Single Family	2011	2012	2013	2014	2015
Parks	\$4,941	\$5,068	\$4,950	\$5,090	\$5,334
Transportation	\$2,716	\$2,592	\$2,608	\$2,654	\$2,688

Schools

Year	2011	2012	2013	2014	2015
Single Family	\$659	\$2,969	\$5,179	\$5,895	\$4,978
Multi Family	\$1,152	\$235	\$0	\$1749	\$1,676
Downtown	\$0	\$0	\$0	\$0	\$0