



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8447

Meeting Agenda City Council

Tuesday, April 8, 2014

7:00 PM

Council Chambers

Special Study Session

1. ROLL CALL

2. SPECIAL STUDY SESSION TOPICS

- 2.A** [14-0308](#) Discussion and Potential Guidance on the Comprehensive Plan Update including Background Information, Process and Next Steps Regarding Olympia's Urban Corridors

Attachments: [Goals & Policies & OPC Rationale](#)
[Recommended Future Land Use Map](#)
[Recommended Transportation Corridor Map](#)
[Urban Corridor Segment Maps](#)
[Urban Corridor FAQ \(Updated March 2014\)](#)
[Evolution of a Corridor Illustration](#)
[FSEIS Analysis. Reduced Urban Corridors](#)
[Elements of a Walkable Urban Center](#)
[Urban Transit Corridors Illustration](#)
[Hyperlink - Planning Commission Chair Cover Letter](#)
[Hyperlink - Individual Planning Commissioner Letters](#)
[Hyperlink - Urban Corridors Web Page](#)

- 2.B** [14-0329](#) Discussion and Potential Guidance on the Comprehensive Plan Update including Background Information, Process and Next Steps Regarding Urban Agriculture

Attachments: [OPC Recommendations & Rationale](#)
[FSEIS Analysis on Urban Agriculture](#)
[Recent Public Comment on Urban Agriculture](#)
[Policy Guidance Resources for Urban Ag](#)

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

City Council

Discussion and Potential Guidance on the Comprehensive Plan Update including Background Information, Process and Next Steps Regarding Olympia's Urban Corridors

Agenda Date: 4/8/2014

Agenda Number: 2.A

File Number: 14-0308

File Type: work session

Version: 1

Status: Study Session

..Title

Discussion and Potential Guidance on the Comprehensive Plan Update including Background Information, Process and Next Steps Regarding Olympia's Urban Corridors

..Recommended Action

City Manager Recommendation:

Receive and discuss goals and policies recommended by the Olympia Planning Commission and staff regarding Urban Corridors. Provide initial guidance on next steps.

..Report

Issue:

The Planning Commission and City Manager have presented Council with recommendations on the Comprehensive Plan Update. City Council will hold a public hearing on a draft Comprehensive Plan Update at a date to be determined - most likely in June, 2014. Guidance is needed regarding the width of the Urban Corridors.

Staff Contact:

Leonard Bauer, Deputy Director, Community Planning & Development, 360.753.8206

Presenter(s):

Leonard Bauer, Deputy Director, Community Planning & Development
Thera Black, Senior Planner, Thurston Regional Planning Council
Sophie Stimson, Senior Planner, Public Works Transportation, City of Olympia
Dennis Bloom, Planning Manager, Intercity Transit
Jerome Parker, Olympia Planning Commissioner

The Olympia Planning Commission has been notified of the meeting.

Note: The meeting will be set up "study session discussion" style around tables on the main floor of the Council Chambers.

Background and Analysis:

At its February 25 work session on the Draft Comprehensive Plan Updated recommended by the Olympia Planning Commission, the City Council referred several policy issues to future Council work sessions. The Council scheduled April 8 to consider the issue of Urban Corridors.

Agenda Date: 4/8/2014

Agenda Number: 2.A

File Number: 14-0308

Urban Corridors are an integrated transportation and land use concept initially designated in 1994 by Olympia, Lacey, Tumwater and Thurston County. These are major arterials planned for high-density mixed land uses ¼ mile on either side. Along these corridors, the compact land uses are supported by a multimodal transportation system, including high-quality transit service. Urban Corridors are key to the region's strategy to avoid sprawl and reduce its dependence on the auto by providing an appealing housing alternative for people who want to live in an attractive, walkable, urban environment close to transit, work, services and shopping.

Olympia's current Comprehensive Plan describes mixed use corridors ¼-mile on either side of the arterials in these corridors, but ultimately designated only the lots along the main street for commercial use. The remaining portions of the corridors were designated for low to medium density housing, with a target of 7 units per acre. In the July 2012 Draft of the Comprehensive Plan Update, staff proposed a ½ mile wide Urban Corridor land use designation along each of the arterials. *(See Attachment 7 for explanation of how designations impact zoning.)*

During the public process for *Imagine Olympia*, residents of the Capitol Boulevard area opposed this proposal and strongly requested eliminating the Urban Corridor land use designation south of Interstate-5. In their March 2013 recommendation, the Olympia Planning Commission (OPC) supported staff's proposal. In their December 2013 recommendation, OPC recommended removing the area south of Interstate-5 from the Urban Corridor, as requested by the Capitol Boulevard residents, and also recommended reducing the width of the Urban Corridors along 4th/State and Harrison Avenue corridors to only the lots along the main arterials.

The reduction to areas designated as Urban Corridor along 4th/State and Harrison Avenues will minimize mixed -use and commercial uses in these corridors to the properties fronting those streets in the future. Without the ability for the broader corridor to include mixed-use and commercial uses, the transit system is not optimized to its fullest potential, nor is their ability to function as areas where people can work, access shopping and other services within their neighborhood.

A primary goal of *The Sustainable Development Plan for the Thurston Region* is:

By 2035, 72% of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

Maintaining the urban corridors for the ¼ mile width on either side of these arterials provides more land area and flexibility needed to achieve this vision. The Comprehensive Plan can direct that specific zoning be refined to address the unique characteristics of districts along these corridors, while maintaining the envisioned mix

Agenda Date: 4/8/2014

Agenda Number: 2.A

File Number: 14-0308

of land uses.

The staff recommendation is remove Capitol Boulevard from the Urban Corridor designation, and restore the width of the Urban Corridor along Harrison, Fourth and State to 1/4 mile on either side. The staff recommendation reaffirms the 7 units per acre target, and allows for mixed commercial/residential uses throughout the corridor subject to 'transition policies.'

See Attachments for more background information, including:

- Draft goals & policies with OPC rationale
- OPC letters of recommendation to Council
- Draft Future Land Use, Transportation Corridor Map & UC Segment Maps
- FSEIS (Staff SEPA Analysis)
- FAQ on Urban Corridors
- Illustrations: Evolution of a Corridor; Urban Transit Corridors; Elements of a Walkable Urban Center
- Links to City's Urban Corridors Webpage & TRPC's Corridor Communities

Neighborhood/Community Interests (if known):

During the Planning Commission's public hearings on the July 2012 (staff) Draft of the Comprehensive Plan, several public commenters raised concern about the impacts of increasing density near or in existing single-family neighborhoods. Specifically, residents of the Carlyon, Wildwood and Governor Stevens neighborhoods (all situated south of I-5 along Capitol Way) provided a large percentage of the total comments to the Planning Commission in regard to the Comprehensive Plan Update.

In summary, these residents expressed:

- Concern that parts of their neighborhood are designated "Urban Corridor (UC)" on the Comprehensive Plan Future Land Use map. Policies in the draft plan describe the UC as extending about a ¼ mile into neighborhoods from either side of the arterial;
- Concern regarding additional policies that describe the UC as having more intensive land uses within the first 400' from the arterial, including multi-story and commercial buildings.
- Questions about whether this is an appropriate vision for their neighborhoods, or the city-at-large;
- Comments about negative impacts to their neighborhoods, including: loss of historic homes and neighborhood character; impact to wildlife; traffic; and decreased safety.
- Confusion about the minimum and maximum densities allowed in UC, as well as in the R4-8 zone.

Options:

Agenda Date: 4/8/2014

Agenda Number: 2.A

File Number: 14-0308

A) Receive and discuss information. Provide initial guidance on next steps

Financial Impact:

None; this work item is an element of the Comprehensive Plan Update.

See Future Land Use & Transportation Corridor Maps in Packet also.

Summary of current recommendation for the Urban Corridor (UC) land use designation:

- Removed UC category (from July Draft) that had been applied to ¼ mile along Capitol Boulevard south of I-5 (this area now designated as Low Density Residential)
- Areas nearest downtown (Harrison Avenue west to Division, and 4th/State east to Martin Way/Pacific Avenue) narrowed from ½ mile wide to various widths consistent with underlying High Density Corridor zoning (for an average ½-block width from arterials)*
- UC defined by three categories (see PL13.7):
 1. **Areas nearest downtown:** Blended travel modes with priority for pedestrian, bicycle and transit systems; mix of low-intensity professional offices, commercial uses and multi-family buildings forming a continuous and pedestrian-oriented edge; 35’ height limit if any portion of the building is within 100’ of a single family residential zone.
 2. **A little further east and west:** Transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment to create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.
 3. **Outer portions of the corridor:** Primarily accessed by autos with more gradual transition from existing suburban character and provisions for pedestrian and bicycle travel; more pedestrian-friendly streetscapes, but with regulatory flexibility to acknowledge the existing suburban nature of these areas.

***As proposed by staff, a key policy question for the City Council and public relates to the width of the Urban Corridor in the areas nearest downtown.**

Land Use Chapter		
Date discussed/ recommended	Recommended Text	Rationale
Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013	GL13: Attractive urban corridors of mixed uses are established near specified major streets.	Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> <i>-It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</i>
Revised 12/16/13 Initially adopted March 18, 2013	PL13.1: Establish urban corridors as shown on the Future Land Use Map with potential employment and residential density to support frequent transit service, encourage pedestrian traffic between businesses, provide a large customer base and minimize auto use for local trips.	<u>From the December 16, 2013 OPC Minutes:</u> PL13.1: It was moved by Chair Parker, seconded by Commissioner Andresen, to adopt the language of option 2 with the removal of "(over 15 housing units per acre)". The motion passed unanimously.

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</p>	<p>PL 13.2 Coordinate urban corridor planning and development regionally to ensure a continuous, consistent and balanced approach to redevelopment, and improvement of these areas and associated public facilities and services.</p>	<p>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</p>	<p>PL 13.3 Transform urban corridors into areas with excellent transit service; multi-story buildings fronting major streets with street trees, benches and landscaping; parking lots behind buildings; and a compatible mix of residential uses close to commercial uses.</p>	<p>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</p>	<p>PL 13.4: Establish minimum housing densities in urban corridors that provide sufficient density for frequent transit service and to sustain area businesses.</p>	<p>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Revised 12/16/13; Initially adopted March 18, 2013</p>	<p>PL13.5: Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of the urban corridors to the less intensive land* uses adjacent to the corridors; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.</p> <p>*Minutes reflect this phrase was removed; thus, current draft has a typo.</p>	<p><u>From the December 16, 2013 OPC Minutes:</u> PL13.5: It was moved by Commissioner Horn, seconded by Commissioner Brown, to keep the language of option 1, with the removal of "less intensive land". The motion passed unanimously. Discussion: -Ensure that appropriate transitional land uses remain. <u>Another reason as stated in the 12/16/13 Staff report:</u> In many cases, the reduced Urban Corridor area along Harrison, State and 4th Avenues does not provide for less intense transitional land uses between the HDC and adjacent single family.</p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</p>	<p>PL 13.6 Focus public intervention and incentives on encouraging housing and walking, biking and transit improvements in the portions of the urban corridors nearest downtown and other areas with substantial potential for redevelopment consistent with this Plan.</p>	<p>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Revised 12/16/13; Initially adopted 3/18/13</p>	<p>PL13.7 Designate different categories of corridors generally as follows:</p> <ul style="list-style-type: none"> • 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 Martin Way 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 multi-family buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There shall be a 35’ 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. • The area along Harrison Avenue west from the vicinity of Division Street to Cooper Point Road -- and the portions of Martin Way and Pacific Avenues from Lilly Road to the intersection of Martin Way and Pacific Avenue – will transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment of the area will create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape. • The outer portions of the urban corridors west of the vicinity of the Capital Mall and east of Lilly Road will primarily be accessed by 	<p><u>From the December 16, 2013 OPC Minutes:</u> <u>PL13.7:</u> It was moved by Commissioner Bateman, seconded by Chair Parker, to adopt the language of Option 2. The motion passed 6 to 1. Vice Chair Bardin opposed.</p> <p>It was moved by Commissioner Bateman, seconded by Chair Parker to replace the wording in option 2 of "three-story" with "35- feet". The motion passed unanimously. <i>Why was not in the written record.</i></p> <p><u>Reason for defining 3 categories, rather than 5 as was in the July Draft - from 12/16/13 staff report:</u> In Option 2, staff proposes edits to the definition, for clarity and consistency with the FLU map: <i>Bullets 1 & 2 expressed essentially the same vision, so they were combined. Proposed height expresses what is consistent with current HDC zoning in these areas.</i></p> <p><i>The third bullet was changed to reflect the more pedestrian-oriented vision for these areas.</i></p> <p><i>The last bullet describing the area south of I-5 as part of the Urban Corridor was removed per OPC direction on the map.</i></p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

	<p>motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas (see Capital Mall special area below).</p>	
<p>Revised 12/16/13</p> <p>Initially adopted 3/11/13</p>	<p>PL14.3: Preserve and enhance the character of existing established Low-density Neighborhoods. Disallow medium or high density development in existing Low-density Neighborhood areas except for Neighborhood Centers.</p>	<p><i>Since 2012, a big part of the OPC discussion regarded preserving and enhancing the character of existing Low-Density Neighborhoods. This effort was a primary rationale for the OPC recommendation to reduce the width of the Urban Corridor in the UC areas nearest downtown. OPC adopted Policy PL14.3 in part to guide that these neighborhoods should have more involvement in whether or not to be designated UC (mix of commercial and residential uses with higher densities,) regardless of whether the underlying residential zoning (e.g., R4-8) was actually changed or not.</i></p> <p><u>From the Dec 16, 2013 OPC minutes:</u> PL14.3: It was moved by Commissioner Horn, seconded by Commissioner Brown, to adopt the language of option 2. The motion passed 6 to 1. Vice Chair Bardin opposed. Discussion: -Intention of the Planning Commission is for the neighborhood to be responsible in determining the look and direction of growth.</p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

<p align="center">Definitions of Land Use Designations – (These correspond to the Future Land Use map) Only the OPC updated designations are included here, see Comp Plan Draft for complete list. High Density Neighborhood (HDN), although an OPC update, is not a “Land Use Designation.” It is an ‘Overlay’ that provides additional guidance for zoning. HDN’s were discussed by LUEC on March 27.</p>		
Date discussed/ recommended	Recommended Text	Rationale
<p>Revised 12/16/13</p> <p>Initially Tabled 3/1/8/13 for future work</p>	<p>Urban Corridors. This designation applies to certain areas in the vicinity of major arterial streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structure farther from the street to transition to adjacent designations. Particular 'nodes' or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.</p>	<p><u>From the December 16, 2013 OPC Minutes:</u> It was moved by Commissioner Bateman, seconded by Chair Parker, to adopt the language of option 2. The motion passed 6 to 1. Vice Chair Bardin opposed. It was moved by Commissioner Watts, seconded by Commissioner Horn, to remove the language of "1/4 mile". The motion passed unanimously.</p> <p><i>Discussion was about preserving and enhancing the character of existing established Low-density Neighborhoods. . <u>From the Dec 16 OPC Staff Report:</u> On 10/13/13, Commissioner Horn clarified the intent of the previous Urban Neighborhoods proposals ... The intent was not to replace the mixed residential/ commercial land use along the arterials with a purely residential designation, nor was it to render existing commercial uses in those areas non-conforming ... Intent is that the Urban Corridor designation along Harrison, State and Fourth Avenue match underlying High Density Corridor zoning. Thus, these uses would not be rendered non-conforming, and low density residential would remain outside of that.</i></p>
<p>Revised 12/16/13</p> <p>Initially Tabled 3/1/8/13 for future work</p>	<p>Medium-Density Neighborhoods (MDN). This designation provides for townhomes and multi-family residential densities ranging from 13 to 24 units per acre. Specific zoning is to be based on proximity to bus routes and major streets, land use compatibility, and environmental constraints. Specific zoning will include minimum and</p>	<p><u>From the December 16, 2013 OPC Minutes:</u> DEFINITION OF MEDIUM DENSITY It was moved by Commissioner Brown, seconded by Chair Parker, to adopt the language of option 2 with the replacement of "15 to 30" to "13 to 24" units. The motion passed 6 to 1. Vice Chair Bardin opposed.</p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

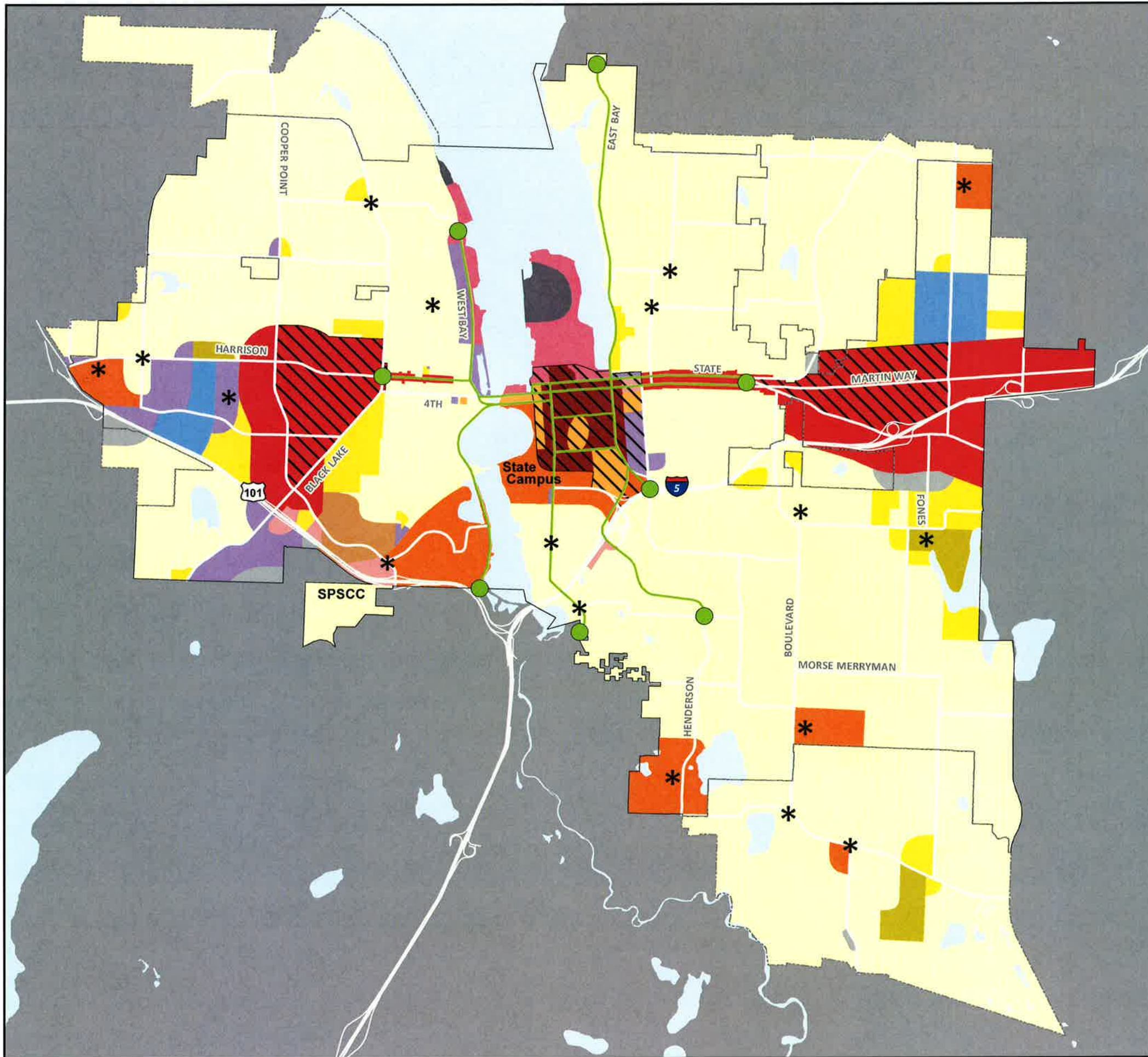
	<p>maximum densities to ensure efficient use of developable land and to ensure provision of an adequate variety of types of housing to serve the community. Higher densities should be located close to major employment or commercial areas. Clustering may be permitted.</p>	
Transportation Chapter		
Date discussed/ recommended	Recommended Text	Rationale
<p>Revised 12/16/13</p> <p>Initially adopted 3/18/13</p>	<p>GT 14: The Urban Corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, 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.</p>	<p><i>From the December 16, 2013 OPC Minutes:</i> It was moved by Commissioner Horn, seconded by Commissioner Andresen, to adopt the language of option 2. The motion passed 6 to 1. Vice Chair Bardin opposed. Points raised: -"Capital Way/Boulevard" is part of the May addendum and clearly defines transportation corridors. -A continuous wall of buildings that front the street is undesirable. -The critical importance of planning for walkability.</p>
<p>Confirmed 12/16/13</p> <p>Initially adopted 3/11/13</p>	<p>PT14.1: Retrofit City streets in Urban Corridors to City Street Standards to attract new development and increase densities.</p>	<p>Never really a big topic of discussion</p>
<p>Confirmed 12/16/13</p> <p>Initially adopted 3/18/13</p>	<p>PT14.2 Request the State of Washington include Urban Corridors in the State's preferred leasing area, so that state buildings are easily accessible by walking, biking and frequent transit.</p>	<p>Never really a big topic of discussion</p>
<p>Confirmed 12/16/13</p>	<p>PT14.3: Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit and</p>	<p>Never really a big topic of discussion</p>













PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

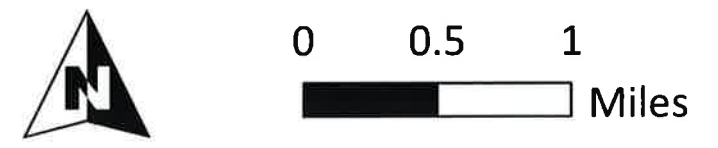
Initially adopted 3/18/13	support the City's transportation-efficient land use goals.	
Revised 12/16/13 Initially adopted 3/11/13	PT 14.4: Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors of Martin Way, east 4th and State Avenues and Pacific Avenue.	<i>Revised to remove the portion of Capitol Way south of I-5 from the Urban Corridor</i>

Future Land Use

December 16th 2013



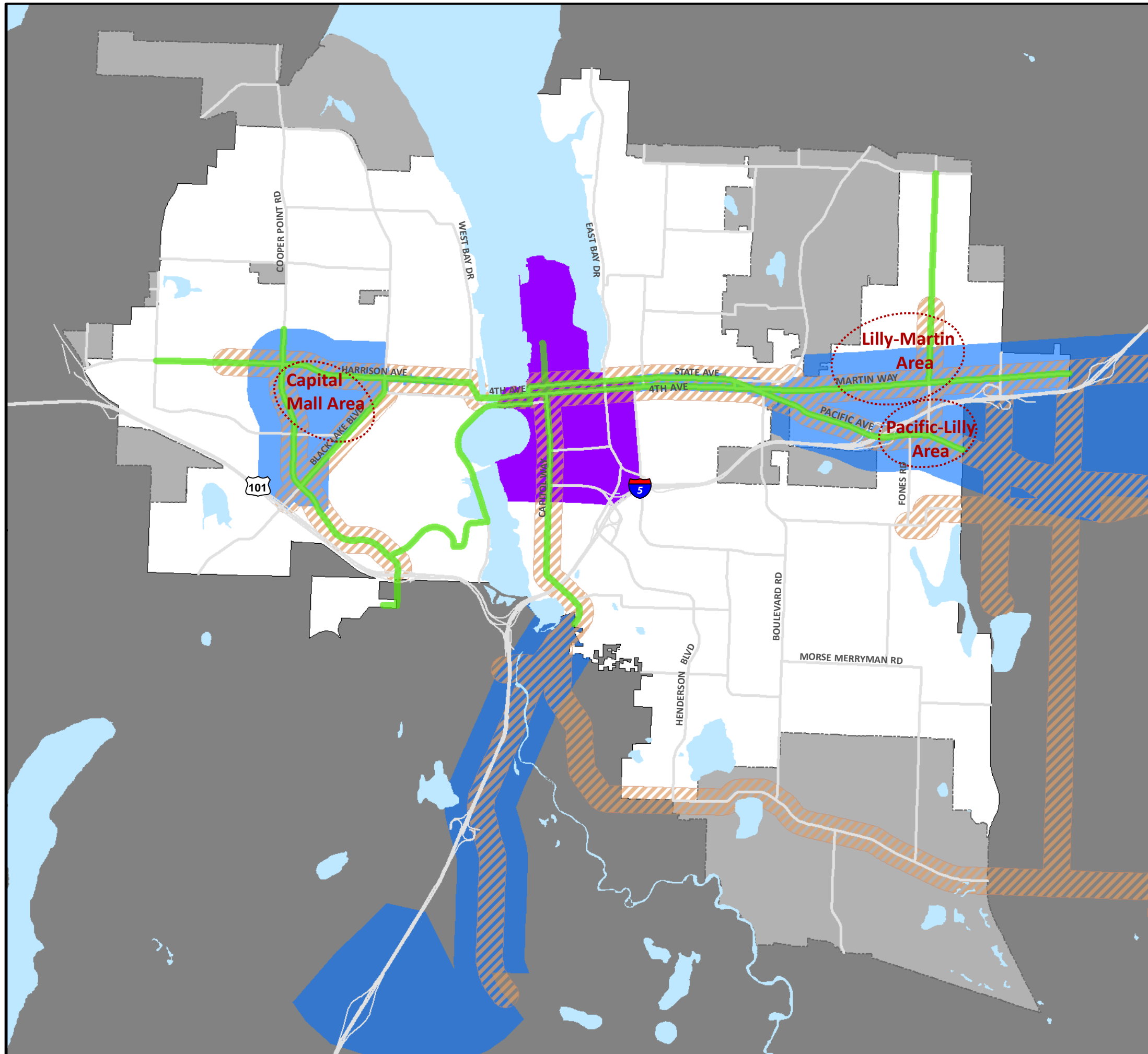
-  High Density Neighborhoods Overlay
-  Low Density Neighborhoods
-  Medium Density Neighborhoods
-  Mixed Residential
-  Neighborhood Centers
-  Residential Mixed Use
-  Planned Developments
-  Professional Office & Multi-family Housing
-  Urban Corridor
-  Urban Waterfront
-  Central Business District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



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

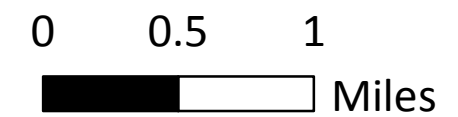
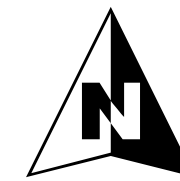
Transportation Corridors

December 2013


















-  **First Priority Bus Corridors**
Streets with high-quality transit
-  **Strategy Corridors**
Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
-  **Urban Corridors***
Dense, mixed land uses that are supported by a multimodal transportation network.
-  **City Center**
-  **Focus Areas**
See Land Use and Urban Design Chapter
-  **Urban Growth Area**
-  **City Limits**

* See the Land Use chapter, including the Future Land Use map, for more information about Urban Corridor areas.



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

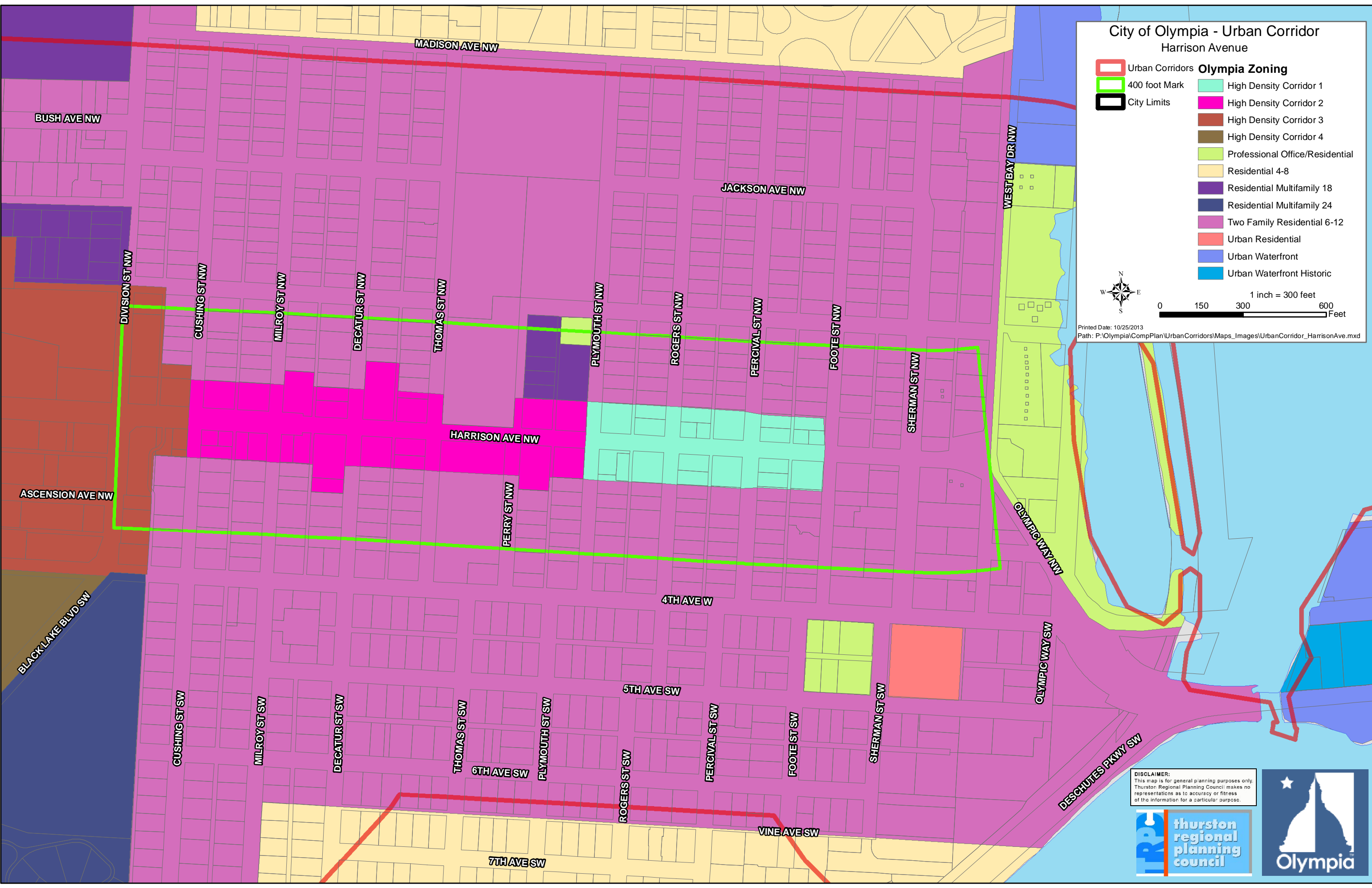
City of Olympia - Urban Corridor
Harrison Avenue

-  Urban Corridors
 -  400 foot Mark
 -  City Limits
- Olympia Zoning**
-  High Density Corridor 1
 -  High Density Corridor 2
 -  High Density Corridor 3
 -  High Density Corridor 4
 -  Professional Office/Residential
 -  Residential 4-8
 -  Residential Multifamily 18
 -  Residential Multifamily 24
 -  Two Family Residential 6-12
 -  Urban Residential
 -  Urban Waterfront
 -  Urban Waterfront Historic



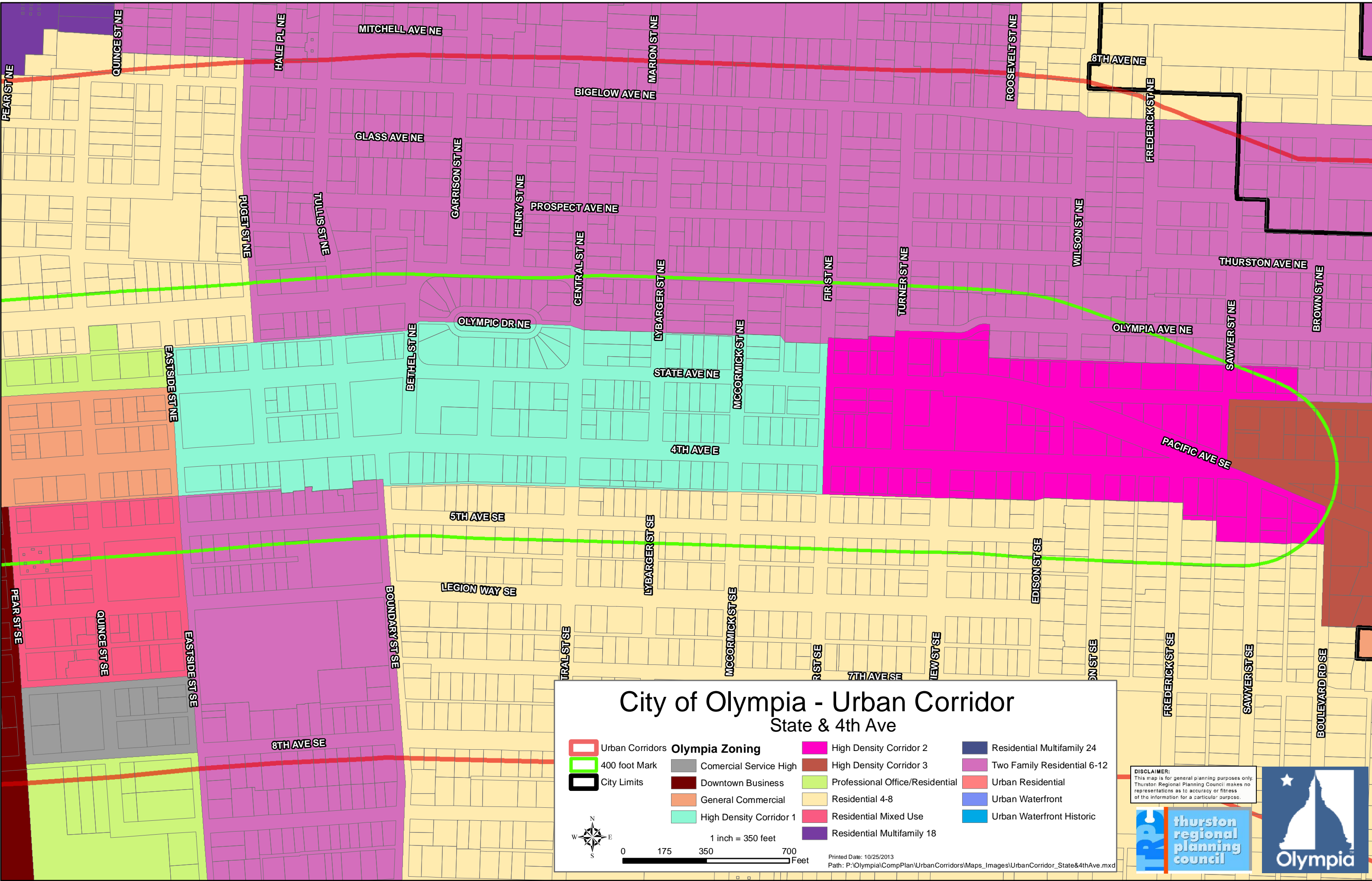
1 inch = 300 feet
0 150 300 600 Feet

Printed Date: 10/25/2013
Path: P:\Olympia\CompPlan\UrbanCorridors\Maps_Images\UrbanCorridor_HarrisonAve.mxd



DISCLAIMER:
This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.





City of Olympia - Urban Corridor State & 4th Ave

<ul style="list-style-type: none"> Urban Corridors 400 foot Mark City Limits 	<p>Olympia Zoning</p> <ul style="list-style-type: none"> Commercial Service High Downtown Business General Commercial High Density Corridor 1 	<ul style="list-style-type: none"> High Density Corridor 2 High Density Corridor 3 Professional Office/Residential Residential 4-8 Residential Mixed Use Residential Multifamily 18 Residential Multifamily 24 Two Family Residential 6-12 Urban Residential Urban Waterfront Urban Waterfront Historic
---	---	--

1 inch = 350 feet









0 175 350 700 Feet

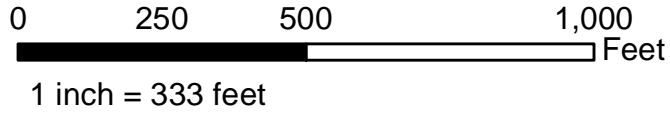
Printed Date: 10/25/2013
Path: P:\Olympia\CompPlan\UrbanCorridors\Maps_Images\UrbanCorridor_State&4thAve.mxd

DISCLAIMER:
This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.

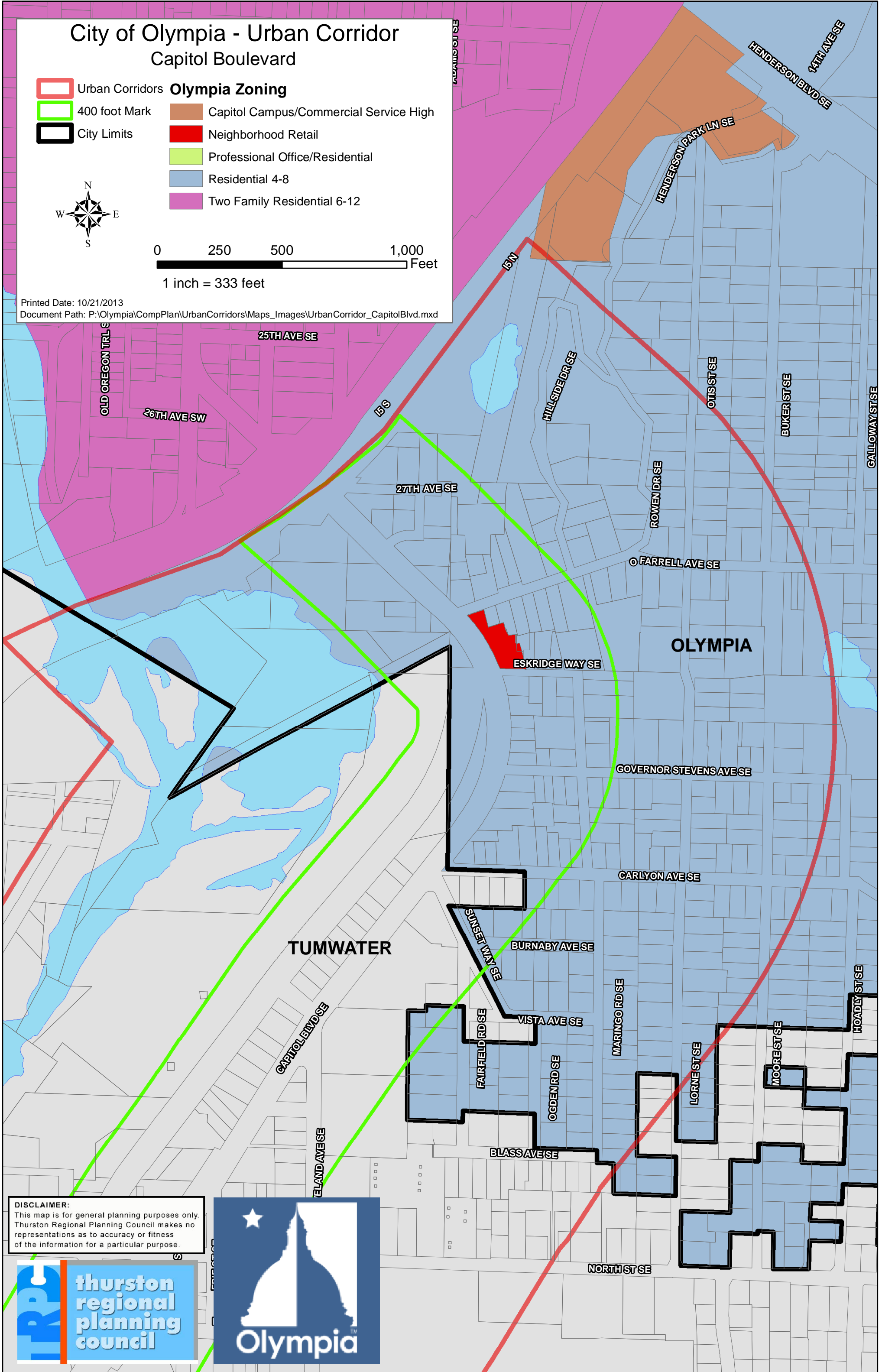


City of Olympia - Urban Corridor Capitol Boulevard

- | | |
|---|--|
|  Urban Corridors | Olympia Zoning |
|  400 foot Mark |  Capitol Campus/Commercial Service High |
|  City Limits |  Neighborhood Retail |
| |  Professional Office/Residential |
| |  Residential 4-8 |
| |  Two Family Residential 6-12 |



Printed Date: 10/21/2013
 Document Path: P:\Olympia\CompPlan\UrbanCorridors\Maps_Images\UrbanCorridor_CapitolBlvd.mxd



DISCLAIMER:
 This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.





Urban Corridors Frequently Asked Questions (FAQ)

1. What are Urban Corridors?

Urban Corridors are the major arterials on our street system and the compact mixed land uses that surround them.

Urban Corridors are envisioned to gradually redevelop into area with:

- Well-designed buildings that front the street with street-level windows and welcoming entrances
- Wide sidewalks, street trees, landscaping and benches that make the street safe, comfortable and interesting
- Retail businesses, restaurants, and other commercial uses mixed with libraries, schools, clinics and other services that meet the daily needs of and provide jobs for nearby residents
- Frequent and convenient bus services that makes the bus more appealing than driving
- Streets that are human scale and oriented towards people, not dominated by cars
- Vehicle traffic that is slow but moving, so that the presence of traffic has a low impact to people on the sidewalk and in the buildings
- A mix of residences including apartments, townhouses, and small cottages at a density that supports the nearby businesses
- Carefully designed streets and buildings off the corridor that help to transition from the mixed, active areas to quieter residential neighborhoods

Urban Corridors are an integrated land use and transportation concept. The Urban Corridors approach is key to the region's ability to avoid sprawl and reduce dependence on the auto. These areas allow people to live in attractive urban neighborhoods where they can walk or use transit to get to work and to meet their daily needs. The concept relies on building walkable streets and investing in a quality transit service. This type of transit is not possible without the mix of compact land uses. Our Urban Corridors are the only places where we can reasonably reduce car trips. A reduction in vehicle use is central to our region's sustainability efforts.

2. What is the basis for the Urban Corridors concept?

The Urban Corridors concept first appeared in the 1993 Thurston Regional Transportation Plan, where it was then incorporated into Olympia's 1994 Comprehensive Plan. The concept originated as a regional strategy to redevelop the old highways dominated by low-density, strip commercial development, and move toward less auto-oriented land use patterns.

Today, major arterial streets in our region are lined with low-density residential and office uses with typical strip commercial development. Individual, randomly spaced driveways into each business interrupt the flow of vehicular and pedestrian traffic, and the typical pattern of buildings set back behind parking lots makes pedestrian access difficult and uninviting. The

disjointed signage, landscaping, and building designs are also often unattractive. As a result, these areas have limited appeal as places to live, work, and shop.

The Urban Corridors concept is a strategy to make more efficient use of this existing infrastructure, to reduce environmental impacts associated with auto use and sprawl, and transition unattractive and underused land uses to maintain and create a more livable community. The concept is not unique to Olympia; it is a key part of the Thurston Regional Transportation Plan (RTP).

Note: Both the 1993 RTP and 1994 Comp Plan used the term “High Density Corridors.” For the Comp Plan Update, staff changed the term to “Urban Corridors” to be consistent with the term now used for regional planning purposes. For Olympia, this change also helps to distinguish the Urban Corridor planning concept from the zoning designations High Density Corridor 1, 2, 3, and 4. Although related to Urban Corridors - just as any designation on the Future Land Use map relates to zoning - HDC zones have a different geography than Urban Corridors.

The basics of the regional strategy are captured in the 1994 Comprehensive Plan, as well as Olympia’s draft Comprehensive Plan Update. The general policy direction to support the Urban Corridors concept includes:

- Reducing dependence on motor vehicle use. Reduced vehicle use has social, environmental and economic benefits.
- Well-planned density leads to efficient provision of public services – water, sewer, emergency services, waste collection and transportation.
- Targeting density allows the preservation of rural and natural areas.
- Transit can absorb a great share of future trips that would otherwise be made by car. The best quality transit in this community already exists on our urban corridors. There is potential for these corridors to absorb more residents and employees if they are well designed and people can take the bus, walk, bike, as well as drive.
- Urban Corridors integrate transportation and land use planning goals: an efficient way to locate new growth and create land use patterns that support walking, biking and transit. Well-designed, dense, mixed land uses provide an opportunity to create social interaction, community identity and a healthy economy.
- Good urban form and multi modal streets are needed to make dense areas pleasant and function efficiently.

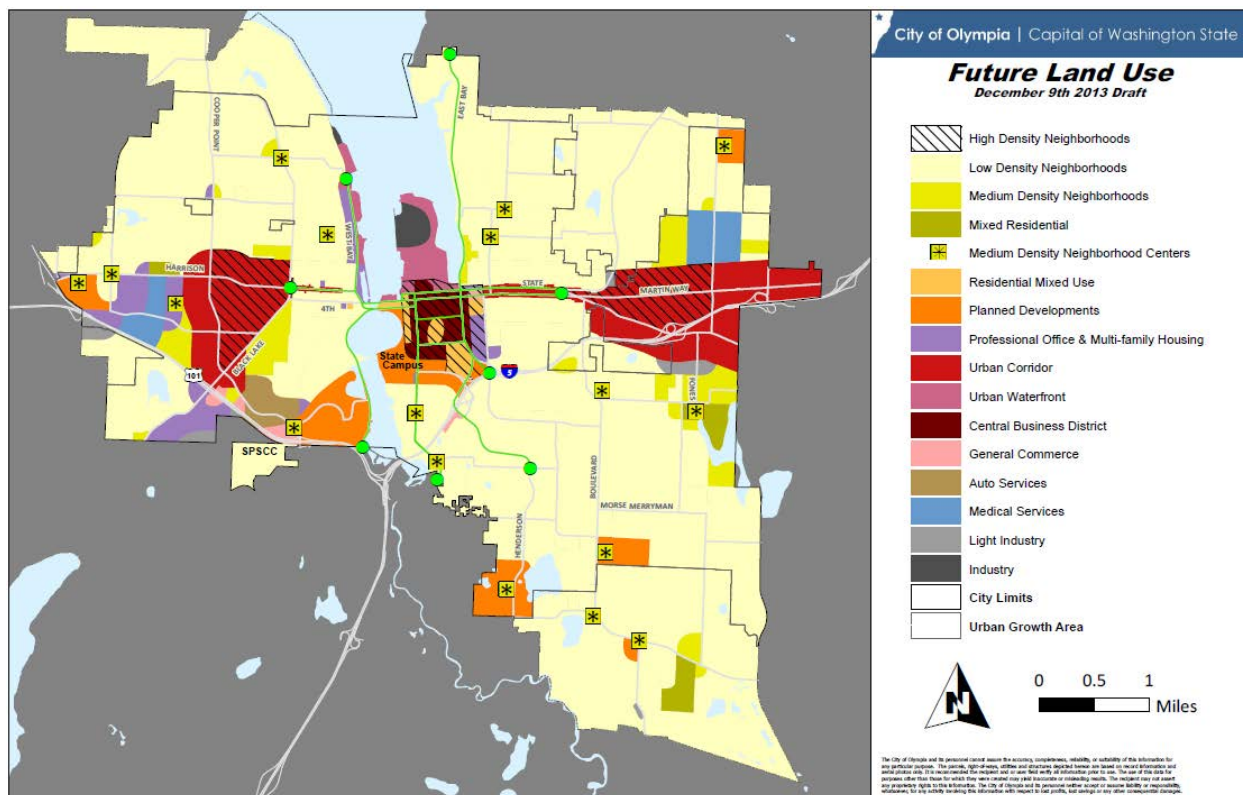
A recent intent of regional policymakers is to identify select districts along the urban corridor where jurisdictions will work extra hard to attract growth (the Planning Commission identifies such nodes in their Urban Neighborhoods proposal.) The old HDC concept seemed to imply a rather homogenous distribution of growth throughout each corridor.

3. How does the land use designation “Urban Corridor” in the Comprehensive Plan influence zoning regulations?

Land use designations are shown on the Future Land Use (FLU) map, and have corresponding definitions, goals and policies in the Land Use and Urban Design chapter of the Comprehensive Plan. The Future Land Use Map is a requirement of the Growth Management Act. It shows the approximate locations of various residential, commercial, industrial and mixed use land uses in the city and its growth area.

The FLU is not a zoning map; this map, along with related goals, policies and definitions provide guidance for establishing zoning and other regulations, to ensure land use and development is consistent with the Comprehensive Plan. The entire Plan is considered when establishing zoning; for example, affordable housing, walkable design and economic vitality policies – to name just a few – are considered when establishing zoning for downtown housing.

This is what the current draft Future Land Use map looks like (Urban Corridors are in red):



The draft plan recommends a more flexible format for the FLU that our current “mirrored maps;” it collapses the 34 existing land use categories into 14. There is more flexibility within this future land use scenario since a range of potential zoning districts may be compatible with each land use designation. A FLU-Zoning cross-walk has yet to be adopted; this is on the Planning Commission’s current work plan for 2014.

4. If more than one zone fits within the land use designation where my house is, does that mean I could automatically be rezoned to another compatible zone?

No. No matter what, any rezone requires a public hearing and decision by the City Council. In evaluating rezones, the City refers to:

- 1) The Land Use Designation descriptions in the Land Use chapter of the Comp Plan.
- 2) The rest of the goals and policies in the Plan. These provide additional considerations to apply concerning various uses and locales throughout the city.
- 3) The specific purpose statements of each zoning district in Title 18 of the Municipal Code, which in some cases provides more criteria for where to locate the zone than provisions in the Comprehensive Plan.
- 4) The public

5. Why does the Future Land Use map in the draft Comprehensive Plan Update look so different than the Future Land Use map in the existing Comp Plan?

Currently, each time the City considers a rezone, it must also consider a Comprehensive Plan amendment to change the Future Land Use (FLU) map. This is because the City's Zoning Map mirrors our Future Land Use Map (FLU); each of the 34 land use categories on the FLU has an almost identical zoning district on the Zoning map. The FLU proposed in the Plan Update has a different format, with the 34 categories reduced to 14 more general ones. If this type of FLU map is adopted, rezones consistent with the FLU will not require a Comp Plan amendment, but will still require a rezone process.

6. Are all areas identified as Urban Corridors expected to develop in the same way?

The proposal in the Comprehensive Plan Update is for the Urban Corridor areas to look and feel different as they extend from the arterials into the neighborhoods, as well as along the corridors themselves. PL13.5 in the draft plan describes a transition from high intensity land uses along the arterials to less intense land uses as you move one quarter mile from either side of the arterial.

The draft plan also outlines 3 different categories for the corridors, as described in PL13.7:

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

- 1) 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 Martin Way 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 multi-family buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There shall be a 35' 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.

- 2) The area along Harrison Avenue west from the vicinity of Division Street to Cooper Point Road -- and the portions of Martin Way and Pacific Avenues from Lilly Road to the intersection of Martin Way and Pacific Avenue – will transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment of the area will create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.
- 3) The outer portions of the urban corridors west of the vicinity of the Capital Mall and east of Lilly Road will primarily be accessed by motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas (see Capital Mall special area below).

7. What is the Urban Corridors Task Force?

For several years, regional policy makers have been pursuing strategies to achieve the Urban Corridors vision. Little redevelopment has occurred as envisioned in the plans from the early 1990's and they sought to understand why. Thus, the Urban Corridors Task Force (UCTF) was formed, and composed of policy makers from Thurston Regional Planning Council (TRPC) and the Transportation Policy Board, citizens and business representatives.

From 2009 through 2011, the UCTF worked to establish an understanding of conditions along the region's key urban corridors, to identify and understand barriers to achieving adopted land use visions, and identify potential opportunities for addressing those barriers. Members looked at the relationship between transportation and land use in these corridors, and the market factors that influence the viability of infill and redevelopment projects in this region. As a result, the UCTF produced a list of measures for cities to pursue to achieve the urban corridor vision.

8. What are “nodes”?

Referred to as “Corridor Districts” in TRPC’s *Revitalizing Urban Transit Corridors* report, nodes are specific, strategic locations guided by detailed plans and a focus on innovative development strategies. Vibrant and full of activity, nodes would offer a full range of services and activities to support nearby neighborhoods. The idea is that over time, nodes develop their own strong sense of place and local identity; residents within a ½ mile radius would travel to these nodes without ever having to get in a car.

While the entire corridor may take decades to redevelop, quicker results may be realized by focusing on one or more nodes which would then serve as examples of what is possible. Nodes

are not necessarily large; although, according to the report, in order to support neighborhood-scale retail and services, a minimum of 3,500 households with a half mile radius would be needed.

The Planning Commission's Urban Neighborhoods proposal identifies three high-density areas, which could be considered "nodes" or areas to contain a "node."

9. What are Focus Areas? How do they relate to the concept of nodes?

The Comprehensive Plan draft outlines "focus areas," which are select areas of Olympia, both in and out of the Urban Corridors, identified for further study and planning in cooperation with property owners and residents. The three "focus areas" within the Urban Corridor are described in the next question; two focus areas, *West Bay Drive* and *Auto Mall*, are not within the Urban Corridor. Focus areas are places where multiple planning issues and opportunities exist, and further study will help to guide land use development and public services.

Staff did not propose these areas as "nodes," although a node could be located within a larger focus area, a node would be a more specific location where development is guided by detailed plans and partnerships; and efforts related to a specified node would include developing incentives and strategies to spur a specific type of development.

10. What Focus Areas identified in the Comprehensive Plan draft are in the Urban Corridor, and why?

Three focus areas within Urban Corridors are identified in the Comprehensive Plan draft. These focus areas, which are identified on the Transportation Corridors Map and described in the Land Use & Urban Design Chapter, are:

- **Lilly-Martin Area:** This area contains much of the last remaining "greenfield" in Olympia – undeveloped land - where infill can occur somewhat easier than redevelopment. The area holds potential because of its proximity to one of our region's major employment sectors, health and medical services, and the related opportunity to increase housing and services in the area.
- **Pacific-Lilly Area:** This area between Martin Way and Pacific Avenue is the only focus area identified in the 1994 plan, where it is referred to as the "Stoll Road Area." This area has frequent transit service, and a large amount of commercial uses, with low amounts of housing. The potential to shape the commercial areas as redevelopment occurs can lead to a greater mix of uses. The criteria described in policy [PL15.4](#) arose out of the public process associated with previous comprehensive planning efforts.
- **Capital Mall Area:** This area has been identified as having one of the best resident-job matches in Thurston County: in this area, a large number of people live close to where they work. It has ideal conditions for achieving a vision for bustling, mixed-use urban centers.

Actions are needed to improve the density and mix, and enhance the street system for more modes.

These areas are within the same or similar proximity to the High Density Neighborhoods identified by the Planning Commission in their recommendation.

11. What is the density needed to support fixed route transit service along the corridors?

There is no simple answer. To create and sustain efficient transit service depends not only on residential population and employment near or along a corridor, but also other factors such as street design, mix of uses and street connectivity that help influence the use of transit. Industry experience and research suggest residential densities in the range of 4.5 to 7 units per acre, typically within a ¼ mile of a service route, represent a minimum threshold for sustaining service. This also represents a point at which an overall mode shift away from driving can begin to increase exponentially.

Sustaining demand for transit service tends to increase more dramatically between 20 to 40 households per residential acre. Today, the densities in most Olympia neighborhoods, outside of downtown, fall well below this range (see Olympia's Transportation Mobility Strategy.) However, areas designated for transit-supportive growth could reach this threshold quickly with new infill development. Efforts to promote infill development, even at modest densities, could have exponential impact on increasing transit and non-motorized travel use.

The current approach in the existing comprehensive plan is to set transit-compatible urban densities so that new development fills in already-developed areas. The currently adopted plan recommends setting a minimum density of approximately 7 units per acre (equivalent to roughly 14 to 20 persons per acre) and a minimum of 15 units per acre in other areas along or near a corridor. (Density targets were removed by the Planning Commission in their draft.)

Beyond population and employment density, other factors include:

- **Design** is especially important as it relates to pedestrian access and safety. Street design, security, lighting, building design and orientation to the street affect whether transit stops are inviting to use and safe to get to. Even at high density areas, people will not use transit if it is difficult or dangerous to access a bus stop.
- **The mixture of uses** in an area can influence the attractiveness of transit. If transit brings people to locations where more than one function is possible, transit is all the more attractive for that trip.
- **Street connectivity** is important to transit access and operations. Street networks and connectivity to transit supportive corridors provides customers direct walking or biking

routes to bus stops. Transit operators can create more efficient options for routes, too, including high-frequency service (15 minutes or better) where demand is warranted.

While the City does not operate bus service in Olympia, it can directly influence its success. City land use policies and ability to attract infill development ultimately drive the demand for transit service and shape a transit-supportive less auto dependent environment. Improving transit service options will require dense, mixed-use corridors with pedestrian-friendly access to transit stops and stations.

12. Can we have nodes without density in between?

It is not essential that the entire corridor be fully developed in order for the nodes concept to work. However, the function and efficiency of the corridors will increasingly improve as the mix and density of land uses increases between these nodes. Overall, the corridor will benefit from compact mixed land uses along the length of the corridor.

13. How do Urban Corridors relate to Strategy Corridors?

All of Olympia's Urban Corridors are "Strategy Corridors." The Strategy Corridor concept is identified in the [Thurston Regional Transportation Plan](#) .

Strategy Corridors are places where road widening is not a preferred option to address congestion problems. This may be because the street is already at the maximum five-lane width, or that adjacent land uses are either fully built out or are environmentally sensitive.

In Strategy Corridors, a different approach is needed to maintain mobility into the future. Actions to reduce auto trips, such as building sidewalks, streetscape improvements and bicycle facilities, and improving the bus services, will relieve traffic congestion and increase capacity on these corridors.

Efforts to increase the density and mix of land uses will also be important to the success of Strategy Corridors. It is easier to get people out of their cars when housing is closer to jobs and services. Trips are shorter and more easily made by walking and biking. Transit is frequent and inviting for longer trips outside the immediate neighborhood.

14. How do Urban Corridors relate to Bus Corridors?

All Urban Corridors are Bus Corridors. The Bus Corridor concept was introduced in the [Olympia Transportation Mobility Strategy](#) and builds on the region's Urban Corridor and Strategy Corridor policy approach.

Bus Corridors are major streets with high-quality, frequent transit service. The system of bus corridors would allow people more spontaneous use of transit. The first priority for Bus

Corridor development will be along Strategy Corridors, where transit is expected to help resolve traffic and capacity issues.

Building Bus Corridors is a major new commitment to direct more trips to transit. The City and Intercity Transit will jointly invest in these corridors. Intercity Transit will provide fast, frequent and reliable bus service along these corridors.

Along these corridors, the City will provide operational improvements, such as longer green time at traffic signals so that buses are not stuck in congestion. The Smart Corridors project underway in Lacey, Olympia and Tumwater is beginning to make these signal improvements.

Attractive streetscapes, pedestrian crossings and sidewalks will enhance people's access to transit. The mix of land uses and increased densities along Urban Corridors will be crucial to the success of these bus corridors.

15. Of the Urban Corridor Task Force recommendations, what has been done so far?

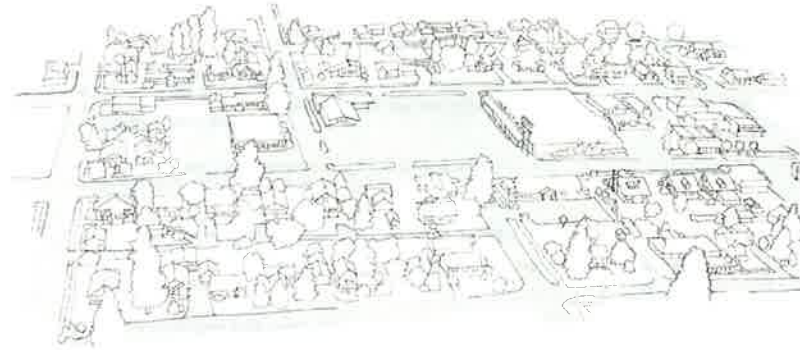
- On February 25, 2014, the Olympia City Council adopted a joint resolution to support *The Sustainable Development Plan for the Thurston Region*. The other cities and towns within Thurston County have or intend to also sign the resolution this year. The Plan includes the following goal:
 - By 2035, 72% of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.
- On January 31, 2014, a joint Olympia, Lacey, Tumwater Planning Commission meetings on Urban Corridors was held in the Thurston Regional Planning Council boardroom.
- In November 2012, the Cities of Olympia, Tumwater and Lacey passed a joint Resolution accepting the recommendations of the Urban Corridors task force and committing to take a leadership role in implementing the recommendations and integrating the recommendations into local comprehensive plans.
- The Cities of Olympia, Tumwater and Lacey are participating in a [HUD Sustainable Communities Challenge grant](#) being administered by TRPC. The grant explores tools to encourage infill and redevelopment in three districts along urban corridors. The district Olympia is addressing the Martin Way District, west of Lilly Road. Tumwater is addressing the Brewery area, while Lacey will look at its Woodland District. The project began in 2012, and Olympia's portion is currently underway.
- [Smart Corridors](#) is a regional project to install transit priority equipment at traffic signals along 4th Avenue, State Avenue, Martin Way, Pacific Avenue, Capitol Way and Downtown. Equipment will be installed in 2013. In 2014 or 2015, Intercity Transit will

begin to benefit from these operational changes; buses approaching a signal will trigger the signal to extend the green time. Olympia's share of the cost of this project is nearly \$1 million, the majority of which is paid for with Congestion Mitigation and Air Quality Funds.

Additional Information:

- Enger, Sue. December 4, 2012. *The Density Transportation Connection*, MRSC Insight. Online: <http://insight.mrsc.org/2012/12/04/the-densitytransportation-connection/>.
- Owen, John & Easton, Greg. June 2009. *Creating Walkable Business Districts*. Online: http://www.trpc.org/regionalplanning/landuse/Documents/UCTF/Creating_Walkable_Neighborhood_Districts.pdf.
- Thurston Regional Planning Council. August 31, 2011. Notes and materials from the August 31, 2011 Urban Corridors Task Force Work Session. Online: <http://www.trpc.org/regionalplanning/landuse/Pages/UCTF-Aug30,2011PresentationMaterials.aspx>.
- Urban Corridors Task Force. Additional Resources. Online: <http://www.trpc.org/regionalplanning/landuse/Pages/UCTFAdditionalResources.aspx>.
- City of Olympia Urban Corridors webpage (please use 'Search.' No URL at time of printing.)

Ralph's Thriftway Area As It Is Now



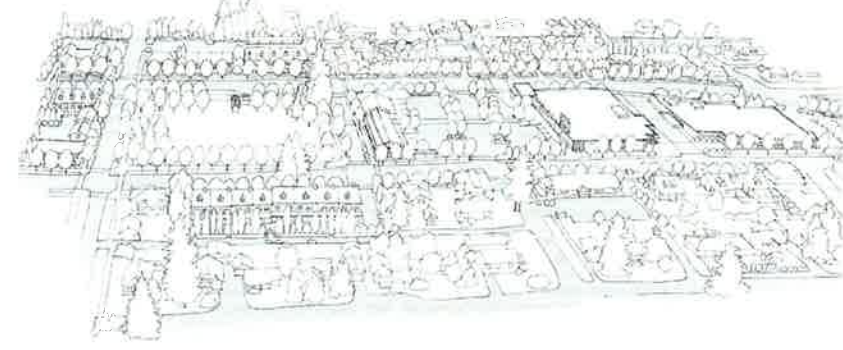
EVOLUTION OF A CORRIDOR

FROM AUTO ORIENTED ARTERIAL TO HIGH DENSITY RESIDENTIAL CORRIDOR

THE VISION OF WHAT THE CORRIDOR COULD BECOME

The corridor evolves over time into a beautiful place to live, work, walk, and travel. It provides new jobs, housing, and parks for residents and others visiting the area. Housing fits the needs of a wide variety of households. Frequent transit and maybe even trolleys link the Olympia and Lacey City Centers, providing transportation options that encourage residents to drive fewer miles. Public improvements are concentrated in "focus areas" on the corridor that have the greatest possibility for redevelopment.

Ralph's Thriftway Area As It Could Become



FOCUS AREA: Lower East Bay Drive

Area near waterfront with views of water and mountains and within easy walking distance of downtown offers good location for housing. Building design maximizes views and uses hillside to locate parking in the building • Larger Buildings Located Near Waterfront, on edge of neighborhood • 300 new housing units bring area density to 30 units per acre

FOCUS AREA: The Olympian and Hillside

Expected expansion of The Olympian, an undeveloped hillside, low density, and spectacular views of the Capitol and Black Hills make this area a focus for redevelopment.

- A Small Public Park with views is created at the base of the hill by consolidating ownerships and street right-of-way • Parking Lots are shared and terraced to decrease visual prominence • Pedestrian Path connects park, parking, The Olympian, and housing above.

- Large Residential Building located on the hilltop to capture views. Parking is underneath • 3-5 stories allowed if designed to be compatible with adjacent neighborhoods and preserve views • Hillside remains forested to prevent erosion • 143 residential units bring this area to a density of 16 units per acre.

RESIDENTIAL BUILDING DESIGN

- All buildings front on street and have street and rear entrances • First floors elevated 2-4' above grade to provide privacy
- Simple building, roof, and foundation forms contain costs and free up dollars for quality materials, design, and street trees
- Similar heights, setbacks, and building forms, unify street space.

Site Design

- Parking lots, garages, and carports located at back or under buildings • Open space provided in parks, public spaces, or in courtyards in high traffic areas.
- Stormwater detention areas placed underground to allow maximum use of the site • Shared street and alley access minimizes curb cuts that interrupt sidewalks.

Infill In Existing Neighborhoods

Mix housing types and income levels by providing duplex, tri-plex, townhouses, apartments, small cottages, accessory units (second homes on single lots), and buildings with courtyards

Neighborhood Streets

- Streets with transit and routes to major destinations are given priority for sidewalks and street trees

Landscaping

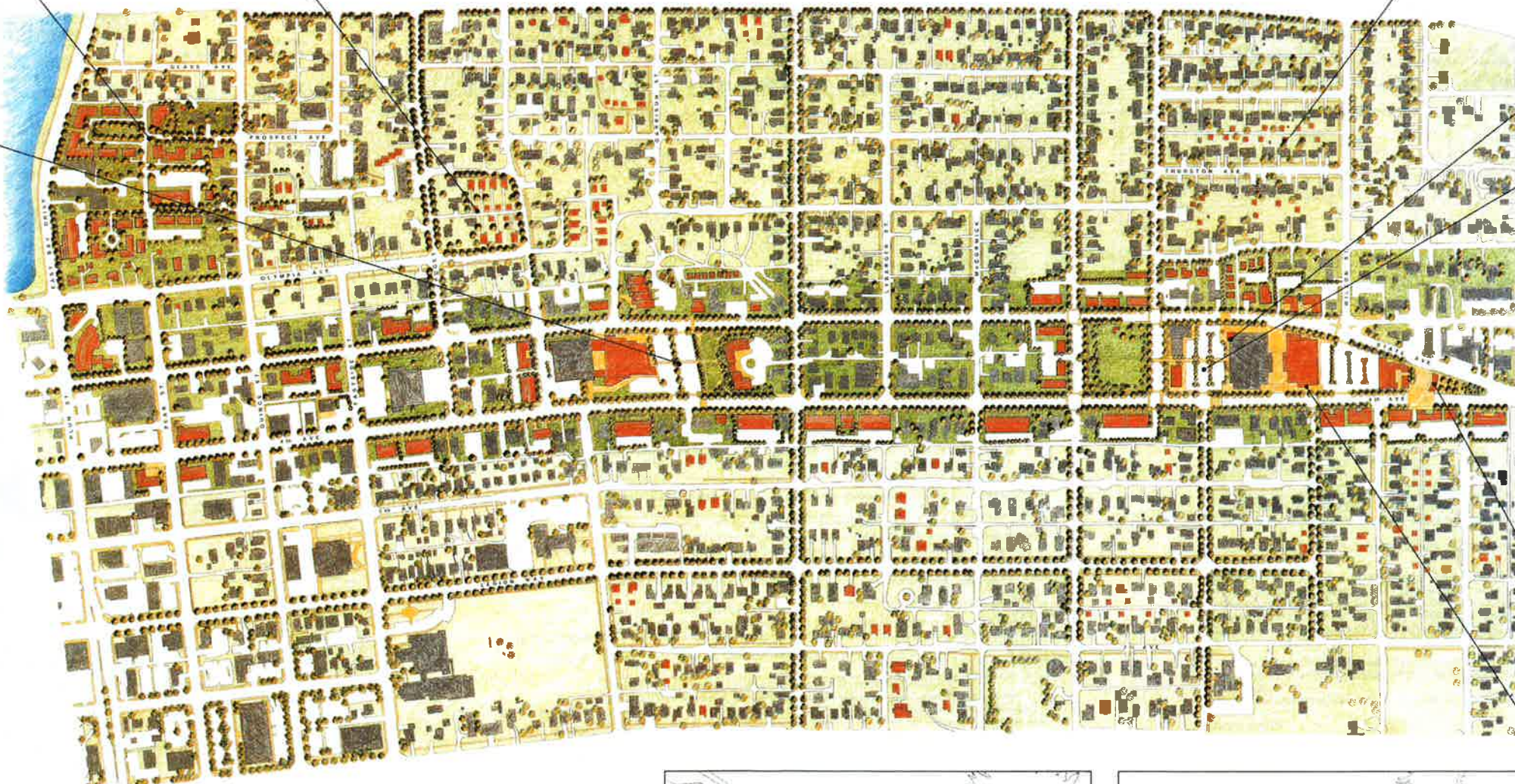
- Landscaping is consolidated to provide usable park space instead of small unusable open space on individual lots
- Landscaping focused on street trees, major commercial parking lots, and to screen parking from adjacent uses.



Accessory Unit, Garage Conversion, Dwelling Unit Upstairs



Example of Accessory Unit Built Behind Existing House, Compatible with Neighborhood Scale



FOCUS AREA: Ralph's Thriftway as Neighborhood Center

Ralph's area is developed into a neighborhood center that includes additional commercial development, high density housing, and a park. 170 new housing units bring this area to a density of 16 units per acre.

Ralph's Building Remains Key Store in area • Reconfigured front entrance and possible windows on street sides increase pedestrian interest • Norge building houses some new uses such as garden, retail, child care, or others

Ralph's Parking Lot Reconfigured (25% reduced) • Intensive landscaping and brick path added at crosswalks to provide strong pedestrian connection to park • New small 2 story commercial building (restaurant, retail) and small newsstand and coffee shop added to former parking area to increase services, provide more buildings on street edge, and provide views into park • All uses on Ralph's site share parking. Additional parking on the street between Ralph's and the park.

New Major Commercial Building (30,000 square feet) next to Ralph's could be expansion of Ralph's or a compatible new retail store placed close to the street • Loading dock and truck area is shared with Ralph's • Parking and access shared with adjacent housing

Pedestrian and Transit Amenities

- Frequent transit/trolleys serve the corridor
- Bike lanes encourage riders • Sidewalks and street trees on both sides of 4th and State streets with priority for improvements given to transit route streets • Transit pull outs, shelters, waiting areas and bike racks are provided at major destinations • Sidewalks, street trees and brick crosswalks at major pedestrian crossings alert drivers to pedestrian activity.

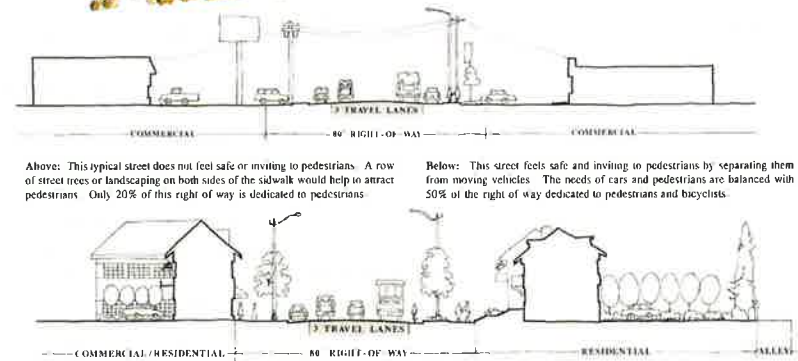
Trolley Turn Around Park is terminus and turnaround point for fixed route transit or trolley to and from downtown. Shelter and waiting area accommodates transit users, and brick pavers alert drivers to the pedestrian nature of area

Commercial Building Design

- All commercial buildings front on the street • Break large facades into smaller elements and use human-scaled detailing (doors, windows and awnings on the street facade) • Parking placed at the rear and shared where possible • Multiple story buildings and mix of uses maximizes the number of jobs, housing, and services along corridors.

Corridor Streets

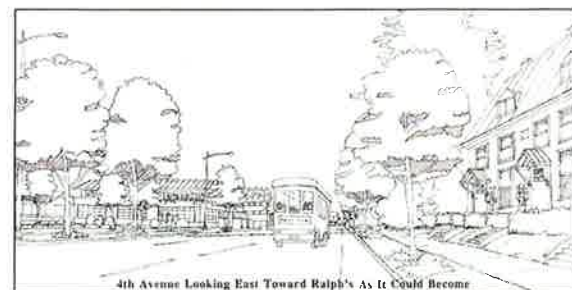
- Beautiful streets attract people and investors • Tree-lined streets provide safety by separating cars, bicycles, and pedestrians
- Street trees unify and soften the street space creating a linear landscaped street edge that is inviting to those who live, work, and travel in the area • Brick crosswalks alert drivers to pedestrian crossings • Decorative lighting and underground wires help unify street space, making them inviting to pedestrians.



Above: This typical street does not feel safe or inviting to pedestrians. A row of street trees or landscaping on both sides of the sidewalk would help to attract pedestrians. Only 20% of this right of way is dedicated to pedestrians. Below: This street feels safe and inviting to pedestrians by separating them from moving vehicles. The needs of cars and pedestrians are balanced with 50% of the right of way dedicated to pedestrians and bicyclists.



4th Avenue Looking East Toward Ralph's Now



4th Avenue Looking East Toward Ralph's As It Could Become

Rebuilding streets to improve pedestrian, transit, and bicycle facilities is the highest public financing priority for the redevelopment of the corridors into residential streets. Construction of pedestrian facilities would have the greatest impact in the transformation of the corridor to a pleasant place to live and walk.

Priorities for Street Improvement

1. Separate sidewalk from the curb with planting and street trees
2. Build crosswalks
3. Provide transit stops and bicycle lanes
4. Consolidate traffic and directional signs.
5. Place wires underground

EVOLUTION OF A HIGH DENSITY RESIDENTIAL CORRIDOR

THIS PROJECT SHOWS HOW AN AUTO-ORIENTED CORRIDOR CAN EVOLVE INTO A RESIDENTIAL STREET WHERE PEOPLE WANT TO BE, AND LIVE, AS WELL AS TO TRAVEL

IF PEOPLE ARE GOING TO WALK ALONG STREETS, USE TRANSIT AND RIDE BICYCLES THEN STREETS MUST BE BUILT AND LAND DEVELOPED TO ACCOMMODATE THEM

THIS PROJECT SHOWS HOW PEOPLE CAN GET MORE OF WHAT THEY SAY THEY WANT

People say that they want to PREVENT SPRAWL

This project shows the opportunity for siting more housing, jobs and services in the urban areas.

People say they want to STOP DETERIORATING AIR AND WATER QUALITY, INCREASING TRAFFIC CONGESTION, AND DEPENDENCE ON CARS.

This project shows how to create great streets and neighborhoods that are so inviting that people will want to live and work close by and where convenient shopping and travel on foot, by bike or on transit is possible.

People say they want MORE TRANSPORTATION ALTERNATIVES

This project shows how to enable enough people to live in some areas so that a greater pool of residents can use the excellent transit service provided. It shows how to design streets and buildings that are inviting to people walking, or traveling by transit or bicycle.

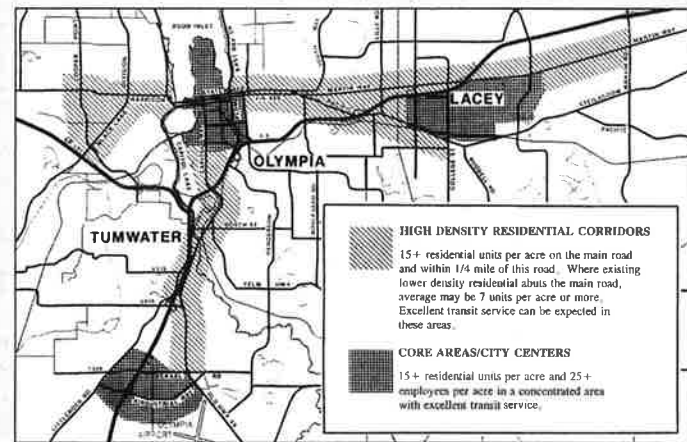
People say they want MORE HOUSING CHOICES

This project shows how to accommodate a wide range of housing types and sizes, and allow more home ownership and less car ownership.

People say they want VITAL CITIES

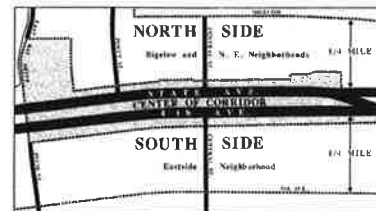
This project shows how the major links between the city centers of Lacey, Olympia and Tumwater can develop in a way that will support vitality in the city centers and mobility between them.

Concerned citizens in the Thurston County region recently helped prepare a new Regional Transportation Plan. This Plan was adopted in 1993 by the Thurston Regional Planning Council (which is responsible for regional transportation planning in this area). A major goal of the Plan is to reduce drive alone work trips from the current 85% to 60% in 20 years. If more people are to walk, ride their bicycles, use transit and share rides, more effort and dollars must go into street connections, higher quality streets that work for people not just for cars, and more opportunities for people to live near key travel routes.



THE VISION OF THE REGIONAL TRANSPORTATION PLAN is to focus the development of jobs, housing, shopping and recreation opportunities in our city centers and the main travel routes between them. Some work has already been done to explore how city centers can develop around the planned State office sites in Lacey, Olympia and Tumwater. This brochure shows how one of the High Density Residential Corridors might develop over time. Citizens, builders, lenders, real estate professionals and planners need a clear picture of how this corridor can evolve and what can be done to help make it happen.

The 4th and State corridor was chosen for this model project because it illustrates many of the circumstances that occur along other High Density Residential Corridors in the Regional Transportation Plan.



THE CORRIDOR NOW

The adjacent neighborhoods within 1/4 mile of 4th and State have:

- Good street connections, with lots of options for travelers
- Small blocks (approx. 250 ft. square) good for people-scale development
- Overall density of 6 units per acre

On the north side of the corridor:

- Established neighborhood is mostly single family, with some multi-family (density now is 7 units per acre)
- Historic neighborhood (like the South Capitol corridor)
- Existing zoning allows single family, duplex, and townhouses

The center of the corridor:

- Auto-oriented with a mix of small office, strip commercial and houses (similar to Harrison, Martin Way, Pacific and the southern portion of Capitol Way corridors)
- Low density residential (4 units per acre), mostly older homes or small multifamily
- Few good sidewalks and very little street landscaping
- Some hilltop views (similar to parts of Harrison and Black Lake corridors)
- Existing zoning allows up to 3 stories, small offices, apartments, no retail. Site coverage is limited and lots of parking is required. Only commercial development is occurring

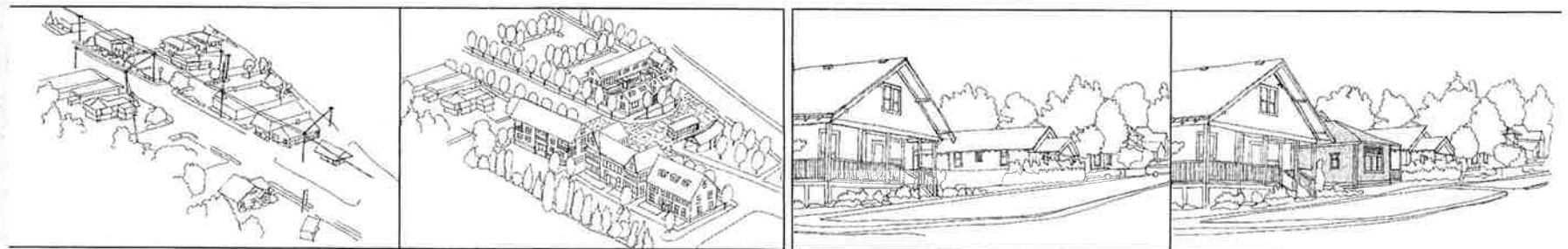
On the south side of the corridor:

- Established neighborhood is mostly single family, with some duplexes and fourplexes (density is 5 units per acre)
- Great street trees line Legion Way
- Existing zoning allows single family and townhouses



OBSTACLES TO CORRIDOR DEVELOPMENT AND WHAT CAN BE DONE TO OVERCOME THEM

Obstacle: People can't imagine wanting to live on one of the corridors	What Can Be Done: Prepare designs and master plans that show what these areas can become
Obstacle: Streets aren't pleasant for pedestrians and don't meet the needs of bike riders and transit riders	What Can Be Done: Add sidewalks, plantings and bicycle lanes to streets to create an inviting and safe atmosphere for those not in moving vehicles
Obstacle: Too few people live within walking distance (1/4 mile or 3 or 4 blocks) of the major transit routes, resulting in too few riders	What Can Be Done: Allow higher density housing within 1/4 mile of the major corridors • Encourage sensitively designed infill and redevelopment to increase density
Obstacle: Zoning doesn't allow or encourage higher density housing in these areas	What Can Be Done: Make sure Comprehensive Plan policies, Capital Facilities Plans and zoning regulations allow and encourage the High Density Residential Corridors to develop • Identify other incentives that the jurisdictions can provide to make sure housing gets built
Obstacle: Citizens fight increased density	What Can Be Done: Provide examples of high quality density • Make sure sidewalks and street trees accompany high density • Include pictures of the kind of development wanted in plans and ordinances to create more certainty for both the development community and concerned citizens
Obstacle: Citizens will be concerned about more traffic and cars in the neighborhood	What Can Be Done: • Provide transportation alternatives in the area, such as transit/trolley service, bike racks and good sidewalks • Provide information about the benefits to people and the environment if people live closer to jobs and services
Obstacle: Developers and bankers won't be attracted to these areas and aren't sure about what kind of commitment there is to residential development in the area	What Can Be Done: Use incentives to attract a mix of housing and services • Market the area to property owners, real estate professionals, developers and lenders • Allow greater lot coverage • Waive or share impact fees for low income housing development • Provide and manage parking
Obstacle: Permit processing is difficult and time consuming and therefore expensive, detracting from the funds available for a proposed project	What Can Be Done: Prepare master plans for focus areas where development is wanted first • Answer the policy, environmental and capital improvement issues up front to ensure smooth permit processing in focus areas • Streamline the permit process and make regulations clear
Obstacle: People won't want to pay for the necessary incentives	What Can Be Done: Identify funding sources for improvements during the master plan process • Phase capital improvements over time • Provide information about the costs of continued high dependence on cars • Compare the future costs of not developing these corridors to the cost of providing public facilities and services to support residential and employment sprawl



THE CORRIDOR AS IT COULD BECOME

- Beautiful landscaped streets and good sidewalks encourage walkers, bike and transit riders (priority for street improvements given to transit routes)
- Overall density increases through building on vacant lots, second units on some existing lots or in existing houses and redevelopment in the focus areas
- Many residents live within walking distance of shopping. Frequent transit or trolley connections to all the city centers

The center of the Corridor has evolved from strip commercial into a people friendly commercial and residential area with a neighborhood center and small parks

- Landscaping consolidated in the public right of way and in small parks
- New buildings frame an interesting and human scale street
- Reduced parking requirements, parking under some buildings and shared driveways and parking lots allows increased development intensity
- Human-scale design precludes an abrupt change in scale from the higher density corridor area to the existing neighborhoods
- Density in the redeveloped focus areas shown reaches 15 units per acre or higher (predominantly 2 and 3 stories)
- Zoning changes allow higher density, greater lot coverage, and mixing of uses, and include new landscaping, parking, street and building standards (design guidelines and master plans ensure appropriate and integrated development)

On the north side and south sides of the corridor:

- Accessory units (small second homes) built on existing larger lots that meet recommended minimum standards (20 possible lots in this Corridor area)
- Infill in neighborhoods preserves neighborhood scale and takes design cues from surrounding historic houses (94 unbuild lots in the study area)
- Density on the north side of the corridor could reach 9 units per acre with 80% vacant single family lots built and 25% of possible accessory units built
- Density on the south side of the corridor could reach 6 units per acre with 80% of vacant single family lots built and 25% of possible accessory units built
- Average density for both neighborhood areas combined is 7.5 units per acre. Higher density could be reached if some new houses built on vacant lots were more than single family units, or if a larger percentage of accessory units were built
- Zoning changes include building design standards for accessory units, multifamily units, and second units in existing houses; and street standards, especially along transit routes

Steps to Take for High Density Residential Corridor Development

It is essential to provide a clear vision and outline steps to follow to make corridor development happen. Use of a physical design approach is crucial to show people the possibilities.

1. PICK A CORRIDOR AS A BEGINNING POINT FOR FOCUS. Choose a corridor that illustrates points that can be applied to other corridors, and which has good redevelopment potential. This brochure accomplishes Step 1.

2. PREPARE A MASTER PLAN FOR THE CORRIDOR. A MASTER PLAN MAY COVER THE ENTIRE CORRIDOR. MORE LIKELY WILL BE MASTER PLANNING FOR FOCUS AREAS. A MASTER PLAN SHOULD INCLUDE:

- Location, size, and type of land use
- Targeted residential densities
- Street improvements
- Location and amounts of off-street parking
- Public incentives for development in focus areas
- Parks and open spaces
- Phasing plan for capital improvements

Use site plans, eye level and aerial perspectives, street sections, elevations, and words to illustrate key concepts.

FOCUS AREAS

- Build on existing strengths (such as views) and magnets (such as Ralph's on the 4th/State corridor), or create new ones
- Group new development to get maximum benefit from public and private improvements and investment.
- Focus areas are a priority for street improvements and other capital facilities.

3. REVISE COMPREHENSIVE PLANS, ZONING, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES to allow and encourage corridor development. Comprehensive Plans should place priority on corridor development and capital improvements in the Capital Facilities Plans. Work with citizens and the development community to produce clear, concise language and graphics which describe the desired outcome. Zone for mixed use and use simple design guidelines to achieve desired building forms and patterns.

4. PLAN FOR THE USE AND TIMING OF PUBLIC INCENTIVES IN FOCUS AREAS. The suggested order is:

- Prepare site plans for focus areas which specify uses, development patterns and improvements so that development can be expedited.
- Identify, prioritize, and phase specific public street improvements in the Capital Facilities Plan.
- Conduct environmental review for focus areas so issues are resolved and individual development permits can go forward more quickly.
- Acquire parks and open space (if included).
- Build transit improvements.
- Waive or share impact fees for low income residential development.

5. MARKET MASTER PLANS AND FOCUS AREAS TO THE DEVELOPMENT COMMUNITY. Experiences from other successful communities suggest that aggressive marketing of focus areas by jurisdictions is needed for areas to redevelop as envisioned. Help make the process smooth so that the maximum amount of funds can be used on the project and not the process. If the zoning and master planning process has been completed with interest group involvement many of the concerns about development in the area should have already been answered.

Financing Options for Public Improvements

Local Improvement Districts • Property owners in an area receiving improvements agree to pay for a portion of the improvements. Concentrate improvements in focus areas of the corridor where intense residential, retail and office would share the costs.

Impact Fees • This fee imposed on new development can be collected and spent on roads, parks, schools and fire protection facilities. Fees to help pay for the cost of city facilities needed by new development. Collection of fees can be deferred to the end of the development process rather than at the point of project approval in order to decrease developer finance cost. Low income housing or "other types of public purpose buildings" can be exempt but the impact fees not collected for the exempt construction would have to be paid out of other funds.

Public/Private Partnerships • Combination of public funds and private development contributions could pay for: landscaping for low income housing, parking lots or garages, purchase and landscaping of park areas, planting of street trees and parking strips, transit shelters and bike racks.

Targeted Capital Facility Funds • Priority for funding improvements in the areas identified in master plans and target areas would be identified in the Capital Facilities Plans. Jurisdiction Capital Facilities Plans can give funding priority to projects in focus areas that they want to develop first.

Housing Funds • Using available federal, state, and local housing funds to encourage development of low and moderate income housing in corridor areas could provide needed housing in areas where there is easy access to jobs and services and where excellent transportation options decrease the need for car ownership. Programs that support and encourage affordable housing supply and ownership can be established, such as lease-purchase programs, public/private not for profit partnerships, and local housing finance programs.

Community Redevelopment Financing • Seattle and Spokane are pursuing in count the legality of this financing method. The idea is to use bonds to finance proposed improvements. As property values rise, due to new development spurred by improvements, the taxes collected on the difference between the value before improvements and the higher value are used to pay off the bonds.

This poster was produced by the Thurston Regional Planning Council through a grant from the Washington State Department of Transportation. The Thurston Regional Planning Council is a 15 member intergovernmental board made up of the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm, the towns of Bacoah and Rainier, Thurston County, the Port of Olympia, Intercity Transit, the Griffin, North Thurston, Olympia, and Tumwater school districts and the Washington State Capitol Committee. The TRPC mission is to "Provide Visionary Leadership on Regional Plans, Policies, and Issues." The primary functions of TRPC are to develop regional plans and policies for transportation, growth management, environmental quality and other topics determined by the Council.

39. Reduced Urban Corridors

Proposal

Elimination of an Urban Corridor along Capitol Boulevard, substantial reduction in size of Urban Corridors along Harrison Avenue east of Division Street and along Fourth and State Avenues east of downtown, along with merger of two classes of corridor in these areas, remaining Urban Corridor area along these streets would be about one lot (instead of one-quarter mile) deep. These:

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 Martin Way 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 multi-family buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There shall be a three-story 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.

Background

Urban Corridors are a combined land use and transportation system approach to development included in the Thurston Regional Transportation Plan and first added to Olympia's Comprehensive Plan in 1994. Generally the corridors were to be areas within one-quarter mile (walking distance) of major bus-served arterial streets. They are to become areas mixing commercial development with housing. The most intensive uses were anticipated within 400 feet of the major streets, with a gradual transition to adjacent residential neighborhoods.

In contrast with the primary urban corridor areas, portions of the Urban Corridor in older neighborhoods, such as along Capitol Boulevard, Harrison Avenue east of Division, and along Fourth and State Avenues east of downtown, are targeted for less intensive mixed use development generally not exceeding three stories and about seven housing units per acre. The version adopted by Olympia in the City's Comprehensive Plan in 1994 provided that, "Where existing lower density residential abut the main road, average may be 7 units per acre or more." The areas described in this proposal generally fall within this category.

Options

Option 1. Adopt proposed inner corridor description and Future Land Use map with Urban Corridor in these areas approximating areas currently zoned for commercial and multi-family uses.

Option 2. Adopt 'standard' width Urban Corridor in these areas, i.e., one-quarter mile from major street along with residential density limitations in current Plan.

Option 3. Do not merge two categories of corridor in these areas. (Current Plan provides that upper portion of these areas is to have greater range of land uses.)

Option 4. Continue to designate area east of Capitol Boulevard (south of I-5) as an Urban Corridor.

Analysis

The concept of transit-oriented corridors with sufficient intensity of land uses to support that transit service is a key component of Olympia's Comprehensive Plan. However, how to implement this concept where the corridors pass thru well-established neighborhoods has been a continuing issue for the community.

The Plan adopted in 1994, along with the implementing zoning, addressed this challenge by generally only designating those properties adjacent to the corridor streets for commercial and multi-family uses, and by designating the remainder of the half-mile wide corridor for somewhat higher residential densities – ranging from 5 to 12 units per acre with some limited to 8 units per acre – rather than the 15 units per acre minimum target of the outer portion of the corridor. In addition, the Plan emphasized the importance of a gradual transition from the existing neighborhoods to the new more intense uses along the major street.

Olympia implemented this Plan by applying five different zoning districts in to these portions of the Urban Corridor. For example, in the Capitol Boulevard area only the existing Wildwood Center was designated for commercial use and it was limited to 'Neighborhood Retail.'

The proposal would remove the Urban Corridor designation from the Wildwood area along Capitol Boulevard but would retain a Neighborhood Center designation. This area borders the City of Tumwater, which has a similar Urban Corridor designation along this street. Given that this area of Olympia is nearly fully developed, this change is unlikely to have any significant impact. Rather, it may lead to increased property values by removing the perceived threat of more intense development – at least on the Olympia side of the city limits.

The proposal to narrow the Urban Corridor designation in the other 'older' neighborhoods is likely to reduce the prospect of future expansion of the more intense development beyond those lots bordering the corridor street. Accordingly, it is likely to limit expansion of employment in these areas and may result in not achieving the 25 employees per acre target envisioned in the original plan. This in turn may minimize the growth of mid-day transit use in these areas between downtown and the outer portion of the Urban Corridors. However, the overall effect on the transit system is difficult to predict and likely would depend upon how intensely the remaining portion of the Urban Corridor is developed.

The areas to be removed from the Urban Corridor designation are proposed to be placed in a 'low density neighborhood' category allowing up to 12 dwelling units per acre. Thus no substantial change in the residential development in these areas is to be expected if this proposal is adopted.

Merger of the two urban categories of these areas – which differed only with regard to the intensity of use – may lead to some additional prospect for development near downtown. In particular, it is likely to lead to merging the City’s High Density Corridor ‘1’ and ‘2’ zones as the Plan would no longer provide a foundation for drawing a distinction between these two categories of land use zoning.

Original Staff Proposal

Options 2 & 3. Generally consistent with current Comprehensive Plan.

Planning Commission Recommendation

Option 1. Reduce width of Urban Corridor in older neighborhoods, merge two Urban Corridor categories in remainder, and remove Capitol Boulevard area from Urban Corridor designation.

This page is intentionally blank.

40. Low-Density Neighborhoods

Proposal

New Policy, PL14.3, “Preserve and enhance the character of existing established Low-density Neighborhoods. Disallow medium- or high-density development in existing Low-density Neighborhood areas except for Neighborhood Centers.” And, increase potential residential density in these areas and describe as:

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

Background

Olympia has a long-standing practice of seeking to ensure that new development is compatible with existing residential uses. Land Use Goal 8 of the current Comprehensive Plan is, “To ensure that new development maintains or improves neighborhood character and livability.” This goal is rephrased in the proposed Plan update as, “GL20. Development maintains and improves neighborhood character and livability.” Among the policies related to Goal 20 is, “Require development in established neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.”

These Plan goals and policies have been implemented through zoning, neighborhood programs, architectural design requirements, and other means. For example, about 1500 acres are now in R6-12 zoning, a transitional zoning district that allows both detached single-family homes and small shared-wall housing such as duplexes and townhomes. In addition, neighborhood retail uses are allowed at designated sites in both the current and proposed Plan update.

Options

Option 1. Adopt Policy and Low-Density Neighborhood description as proposed; including associated rezone criteria.

Option 2. Do not adopt new policy; retain existing eight units per acre maximum density for these areas and place areas now designated for 6 to 12 units per acre (R6-12) in ‘medium-density’ instead of ‘low-density’ category.

Option 3. No action: do not adopt, but retain other ‘neighborhood protection’ provisions of Plan.

Analysis

The Future Land Use map of the plan identifies most of the City and urban growth areas for “Low-Density Neighborhoods.” Other portions of the plan refer to ‘maintaining and improving’ such neighborhoods. At minimum this added policy might shift the emphasis in the Plan from ensuring that development ‘maintains and improves’ the character of low-density neighborhoods toward a policy of ‘preservation.’ In general this phrasing may be interpreted as more limiting of future development. In particular, a policy of preserving the character of these areas could be inconsistent with goals and policies of the Plan that envision changes in some currently somewhat rural areas. However, it is associated with a proposal to increase the potential residential density in these areas which would suggest a ‘balancing approach’ when new development is proposed.

To help guide any proposal to increase zoning densities in these areas, a set of ‘rezone criteria’ is proposed, including:

- Proposed rezones will clearly implement applicable policies in all elements of the Comprehensive Plan. If there are clear inconsistencies between the proposed rezone and specific, applicable policies in the Comprehensive Plan, the rezone should not be approved.
- The proposed zoning shall be identical to an existing zoning district that is adjacent to the subject property. The proposed zoning may also be approved if it clearly fulfills the specific purpose statement of an adjacent zoning district that is not identical.
- Clear evidence that the maximum density of development permitted in the proposed zoning district can be adequately served by infrastructure systems as described in the City’s adopted master plans for sanitary sewer, potable water, transportation, parks and recreation, stormwater and public safety services; and in the applicable facilities and services plans of the Olympia School District, Intercity Transit, and other required public service providers.

These would generally limit most multi-family housing in this designation to locations adjacent to previously approved higher-density zoning, such as the R6-12 zones. Such changes might result in a few hundred more homes being constructed in parts of the City – such as undeveloped portions of the northwest or southeast – than previously anticipated. These changes are within a scale that would probably not require significant changes in the municipal infrastructure planned to support development. However, it might result in individual developments being required to build more improvements than anticipated; such as an additional turn lane or an additional water main connection.

In general, this proposal is likely to lead to some gradual increase in the number of housing units in areas now composed primarily of single-family homes. But whether this combination of land uses and policies will lead to a reduction in environmental impacts of growth in these areas along with an increase in density and associated impacts such as traffic and stormwater runoff is difficult to predict.

Original Staff Proposal

Option 2.

Planning Commission Recommendation

Option 1.

5 ELEMENTS OF A WALKABLE URBAN CENTER



PEOPLE

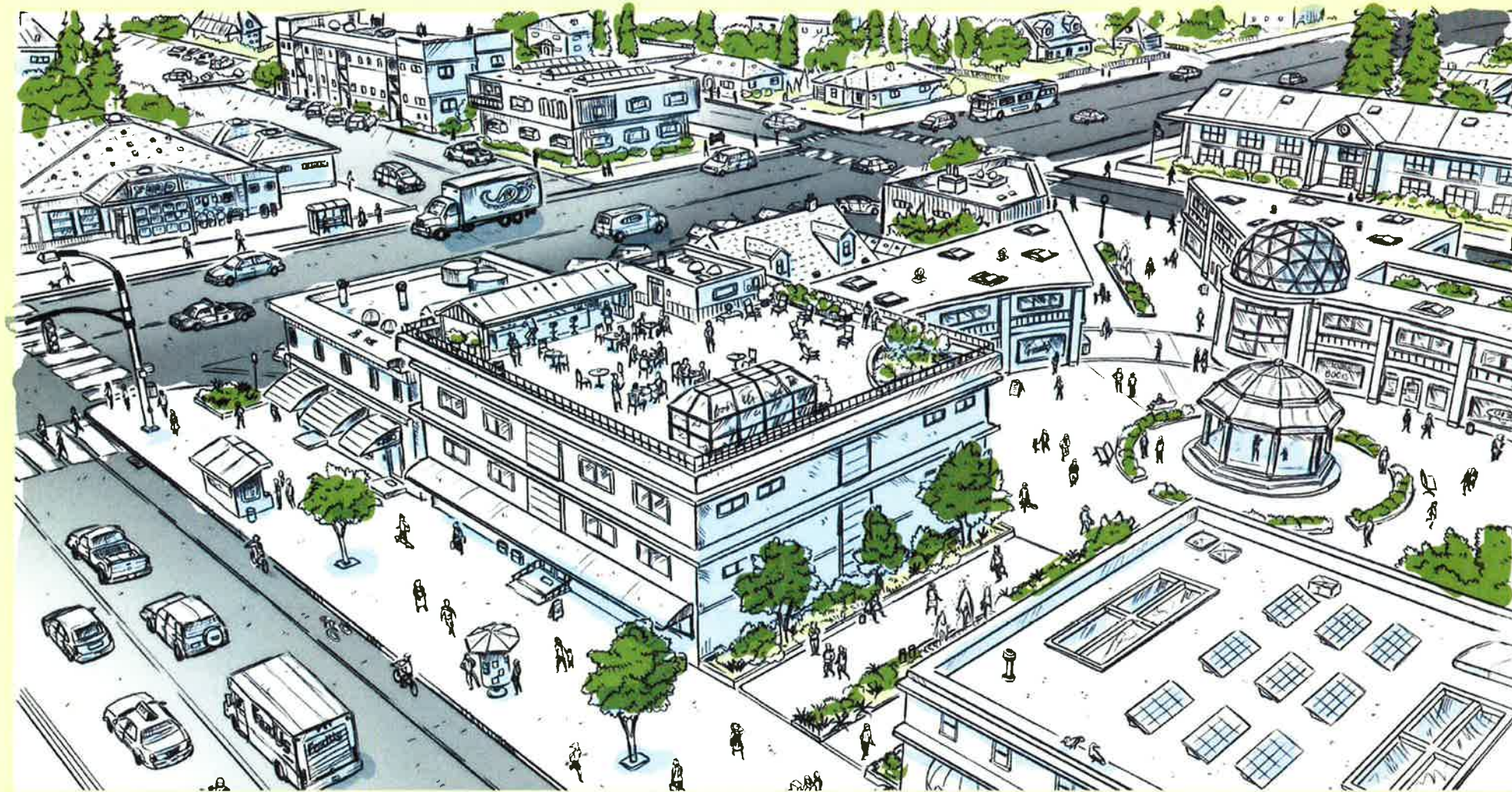
People living, working, shopping, and recreating in compact centers are an indicator of walkable urban places. People add vibrancy and liveliness to city streets, generating walk-up customers for local businesses and growing the market for more walkable urban development. It takes a concentration of people in a compact area to support the kind of activities that define a walkable urban center.

PUBLIC AMENITIES

Public investment in well-designed streets and sidewalks, parks and plazas, public buildings and civic institutions are key to the viability of walkable centers. The most urban of these walkable centers feature a prominent role for public transportation and station areas that enhance the public realm.

PARKING POLICY

Parking is a necessary part of walkable centers, but effective policies guide the price, supply, and design so that parking does not undermine an area's walkability. Free parking is minimized, parking supply requirements emphasize "maximum amounts" instead of "minimum amounts", and design standards locate parking behind buildings or within structures.



Why are we so interested in Walkable Urban Centers?

Walkable urban centers offer people a lifestyle option that is different than that offered elsewhere in our cities, suburbs, and rural communities. Walkable urban centers provide people with the opportunity to live, work, shop, and play without having to rely on driving to meet every daily need. Walkable urban centers attract 21st century jobs, and nurture innovation and social exchange. They are fertile ground for local businesses, artists, and other entrepreneurs. The array of housing choices offered

in these places meet the needs of many people in different stages of life, from the Millennial Generation to retired Boomers. Walkable urban centers are inherently more energy efficient than any other community development pattern, which is good for the environment and for household budgets. They offer an array of viable, active travel choices for people of all abilities and incomes, travel choices that reinforce healthy lifestyles and enable independence for those who don't drive.

Despite their benefits, walkable urban centers are not easy to create. Obstacles include high land prices and construction costs, difficult financing and fees, and cumbersome regulatory processes. Alignment of rent structures and other market forces is more difficult than it is for typical neighborhood and suburban development. Studies indicate, though, that there is pent-up demand for walkable urban lifestyle choices in the Thurston region, which is why cities continue to work to overcome these obstacles and increase this opportunity for area residents and businesses.

PROXIMITY

Walkable centers need a diversity of destinations and activities that are within walking distance of each other to support the needs of people who live and work there. This includes grocery stores and pharmacies, retail and services, entertainment venues and restaurants, parks and recreational opportunities, in addition to housing. Larger centers with a diversity of destinations and activities in close proximity allow more people to live a "car-lite lifestyle", offering a range of viable travel choices.

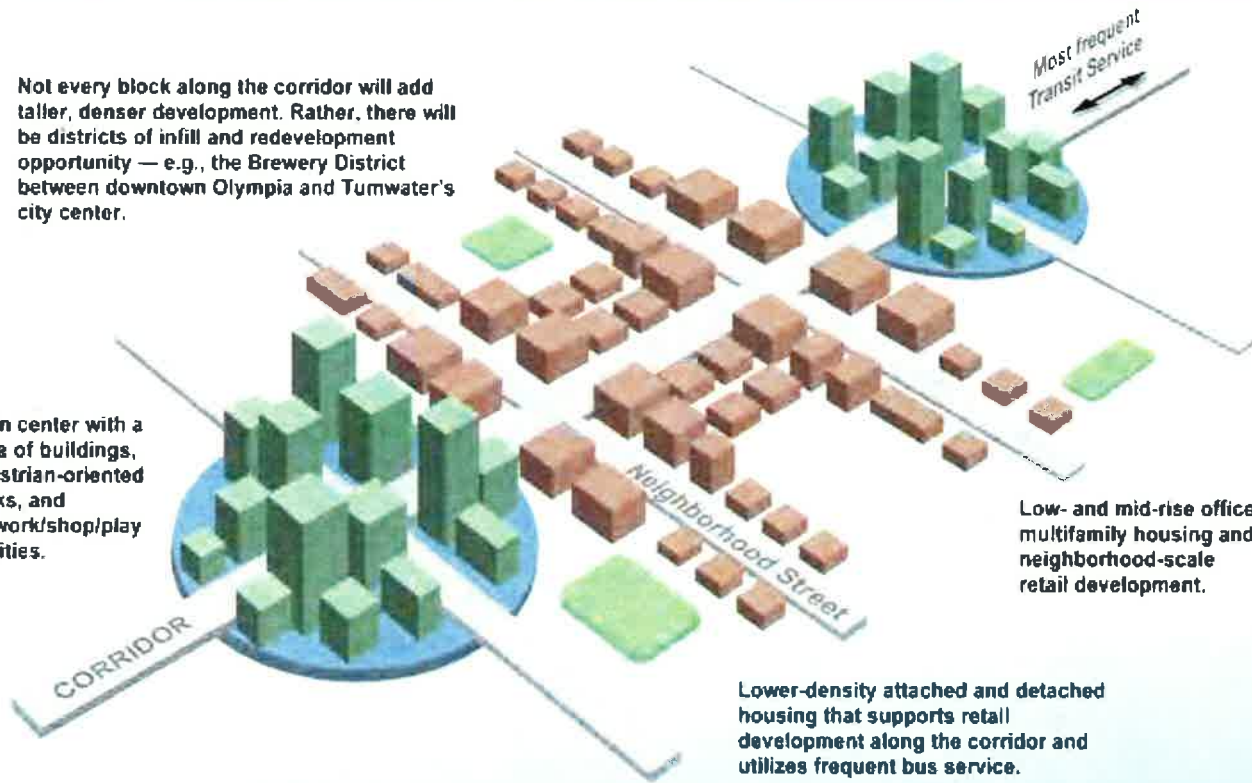
PHYSICAL FORM

Both public and private realms in successful walkable centers have physical forms that make walking a pleasant, safe, and convenient alternative to driving. Carefully designed sidewalks, transit stations, parks and streets are built on well-connected grids of short city blocks. Distinctive architectural details like windows, doors, awnings, and step-backs characterize buildings – most of which are multi-story with ground-floor uses oriented around retail or services. The public and private realms come together in walkable centers to create places that are welcoming to pedestrians and supportive of business and the local economy.

URBAN TRANSIT CORRIDORS

Not every block along the corridor will add taller, denser development. Rather, there will be districts of infill and redevelopment opportunity — e.g., the Brewery District between downtown Olympia and Tumwater's city center.

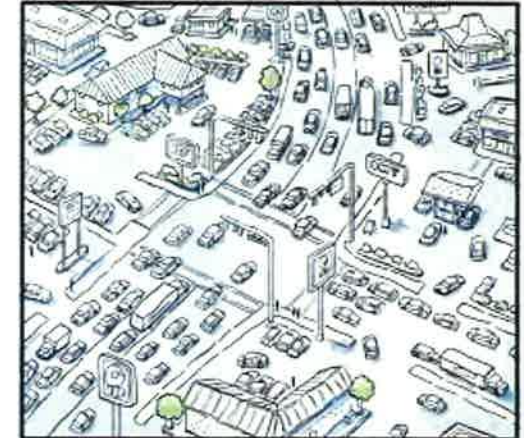
Urban center with a range of buildings, pedestrian-oriented blocks, and live/work/shop/play activities.



Low- and mid-rise office, multifamily housing and neighborhood-scale retail development.

Lower-density attached and detached housing that supports retail development along the corridor and utilizes frequent bus service.

Buildings step down from corridor, achieving compatibility between new multistory development and existing smaller-scale neighborhoods.



Creating better pedestrian connections and replacing parking lots with human-scale commercial and residential buildings supports walking, biking and busing amid transit corridor districts.





City of Olympia | Capital of Washington State

P.O. Box 1967, Olympia, WA 98507-1967

Date: May 6, 2013
To: Mayor Stephen Buxbaum and the Olympia City Council
From: Jerry Parker - Chair of the Olympia Planning Commission
Subject: Transmittal of the Recommendations of the Olympia Planning Commission for the Update of the Olympia Comprehensive Plan

As Chair of the Olympia Planning Commission, it is my role and privilege to transmit to the Olympia City Council the recommendations of the Olympia Planning Commission for revisions to the Olympia Planning Department's draft July Update to the current Olympia Comprehensive Plan. Our specific revisions were tentatively approved by majority votes as we proceeded in our review between July of 2012 and March of 2013. The revisions were approved in their entirety by a unanimous majority vote of the Commission on March 18, 2013.

The Commission received over 1,000 pages of both written and electronic comments from the public. We held seven hearings between July and October of 2012 at which the public had the opportunity to either summarize or explain previously submitted comments or to submit new comments.

Subsequent to these hearings, staff from the City's Planning Department submitted to the Commission a list of 62 changes between the current Comprehensive Plan and the staff's July draft that the staff identified as "substantive". The Commission selected 26 of these "substantive changes" for its review. Concurrently, individual members of the Commission identified major topics or issues of interest or concern in the July draft, based in part on the written comments submitted on the July draft and by public comment at the seven Commission hearings. Thirty-six topics or issues were identified.

The staff did a remarkable job in guiding Commission members through the often overlapping "substantive changes" selected by the Commission for review and the topics identified separately by the Commission for review. In support of our review, the staff prepared memoranda in response to "information requests" on specific topics of interest or concern submitted by members of the Commission.

A brief summary of major recommendations resulting from our review of both the substantive changes and major topics or issues follows.

1. The Commission recommends that the initial chapter in the July draft, "Olympia's Vision" be separated into two chapters: an Introduction Chapter and a "Values and Vision" chapter. This latter chapter is composed of values and visions specific to each subsequent chapter in the plan. The visions were developed by Commission to provide a context for the values, goals, and policies in the Update. These vision statements reflect the values, goals, and policies in the Update; they do not constitute the introduction of new values, goals, or objectives.

2. The Commission recommends that the City develop a public participation action plan that identifies priority actions, based on the involvement of business, neighborhoods, environmental groups, and the public-at-large and that the action plan undergo annual review by the same groups and by the public-at-large.

The Commission identified a need to improve the public involvement process and to initiate public involvement earlier in land use decisions. Such improvement should include provisions to assure the public that their opinions and ideas have been received and considered.

3. The Commission recommends the policy in the July draft related to sea level rise be replaced with a new goal and related policies that would change the approach from protection of existing development to one that requires evaluation of all adaptation strategies, including retreat, and that such evaluation includes analysis of costs and funding of such options
4. The "urban corridors" and the related "transportation corridors" proposed in the July draft was, together with two proposed street connections, the source of the major portion of public comment on the July draft. In response, the Commission proposed several changes to the Future Land Use Map in the July draft.

Two relatively minor changes were recommended in the land use proposed at Kaiser Road and South Bay Road.

The major changes recommended by the Commission concern the delineation of the "urban corridor". An "Urban Neighborhood" map recommended by the Commission on March 18 removes portions of Harrison Avenue on the Westside, 4th Avenue and State Streets on the Eastside, and Capitol Boulevard from the "urban corridor". The Commission voted to work to reconcile these maps in April and to submit its recommendations to the Council as a separate Addendum. The Commission did not recommend a change in the definition in the July draft of an "urban corridor" nor in the listing of urban corridors in the July draft. The Commission voted on March 18 to reconcile in subsequent meetings the text in the July draft on "urban corridors" with the map introduced and approved by the Commission on that date and may recommend a future work item to address any inconsistencies between the July draft and the "urban neighborhood" map.

In a meeting subsequent to March 18, the Commission agreed to recommend replacement of the text in the July draft that identified the above "urban corridors" on Harrison, State Street and Fourth Avenue, and Capitol Boulevard with alternative language consistent with the "Urban Neighborhood" map.

The Commission did not address inconsistencies between the "Neighborhood Map" approved on March 18 and the map of "Transportation Corridors" (Appendix H to the Transportation Chapter). This, like the inconsistency between the "Neighborhood Map" and the Future Land Use Map was addressed in subsequent meetings of the Commission in April; the results of which are conveyed to the Council in a separate transmittal.

In a closely related action, the Commission recommended a new goal and several related policies related to "urban neighborhoods". One policy defines "high density" neighborhoods and identifies the siting of three such neighborhoods. Two related policies disallow medium or high density development in existing low density neighborhoods with the exception of medium density "Neighborhood Centers" designed to serve the adjacent neighborhood. These policies were approved by the Commission on March 18th with the stipulation that the Commission could work to further refine the policies during their April meetings.

A fourth policy for "urban neighborhoods" recommends the establishment of eight "gateways" along major streets and the creation of unified streetscapes on these streets.

5. In response to testimony urging support for urban agriculture, the Commission is proposing a new goal and eleven new policies to provide increased specificity and focus. Likewise, provisions in the July draft for increased "urban green space" have been strengthened and expanded.

Urban green space incorporates the natural environment into the urban setting, with the goal that people will be able to experience nature daily and nearby. The policies include measures to make urban green space viewable and easily accessible.

6. Policies in the July draft regarding "Views and Heights" were replaced by a new goal and five new policies. The policies provide for a public process to identify "important" views and observation points. The City will use the recently acquired digital software as a tool to identify how to preserve such views, while allowing for maximum building height. It also recommends establishment of an absolute maximum building height.
7. The Commission recommended extensive changes in the transportation chapter. However, most of these changes were clarifications or refinements in language.

Substantive recommendations to the chapter included changes in the criteria for the evaluation of proposed connections to assure a fuller involvement by neighborhood residents; that proposed connections of Decatur Street and of 16 Avenue be contingent on the results of Phase 2 of the Olympia West Access study; and a future connection between Kaiser Road and Park Drive be limited to access for bicycles, pedestrians, and emergency vehicles.

8. The Commission accepted the suggestion in the July draft that a Downtown Master Plan be developed and that it be adopted by the Council separately from the Comprehensive Plan. The scope of the proposed plan was not changed from the July draft.

At the meeting of the full Commission on March 18, the Commission recommended that it request the Council to direct the Commission to include in the Commission's 2013 Work Plan a consideration of a code amendment to change the hearing body on rezones from Hearing Examiner to the Planning Commission. The Commission also requested the following statements three statements be included in this transmittal letter.

- Thera Black, the Senior Transportation Planner at Thurston Regional Planning Council (TRPC), provided extensive feedback for improving the July draft of the Transportation section. Ms. Black has specific relevant expertise in land use and transportation planning in our area. It was difficult for OPC to address all of her suggestions and integrate them into a batch of edits that would be easy to deliberate upon. Therefore, OPC recommended that City Transportation staff review all of Ms. Black's suggested edits for potential inclusion in the draft to go to Council.
- Climate Change was not addressed in the Transportation section. When Climate Change is addressed in the rest of the draft Plan, it is usually in terms of adapting to it. Olympia's role in preventing or slowing Climate Change, is rarely, if ever addressed. Adequate treatment of Climate Change would not be limited to naming the connections between providing alternatives to driving alone, but would include the idea of Climate Change influencing whether or not we fund certain Transportation projects. That is, because budgeting involves opportunity costs, Climate Change must become part of our cost-benefit analysis for all capital spending, not just for transportation.
- The graphic sketches in the July draft fail to effectively convey the development concepts to which they are intended to relate. These sketches may, in fact, create a response among readers opposite to that intended. The Planning Commission, therefore, requests that all graphic sketches in the July draft be removed. If feasible within the current restraints of budget and schedule, revised sketches of a more professional nature should be developed. If this is not possible, consideration should be given to selective use of the sketches in the current (1994) Comprehensive Plan.

Some members of the Commission remain concerned that the Commission did not have adequate time to review all changes and topics as thorough a manner as they felt necessary. This concern will be reflected in several of the suggested "work plan" items for 2013 that the Commission will be submitting to the Council later this spring.

In completing our review and revision of the July draft Comprehensive Plan within the time allotted by the overall schedule, the Commission benefited from the very dedicated support of City staff. They provided considerable background information to assist the Commission while not intruding into the Commission's policy making role, as well as organizing and recording rather complex and sometimes confusing layers of proposed and revised text, goals, and policies. And finally, I must thank all Commission members for participation in what was a trying if not exhausting schedule of meetings and, in particular, Commissioner Bardin who conducted the three March meetings of the Commission while I was on vacation.

Memorandum
May 6, 2013
Page 5

Looking forward, I believe the real work now begins. The Comprehensive Plan provides the framework, the bones of a future Olympia. Now we need to put flesh on the bones. Our programs and regulations will determine whether the goals and policies in the Plan become the creative, exciting city the Commission and, more importantly, the people of Olympia imagine and expect.

Sincerely,

A handwritten signature in black ink that reads "Jerome Parker". The signature is written in a cursive style with a large, prominent initial "J" and "P".

Jerome Parker
Chair, Olympia Planning Commission



City of Olympia | Capital of Washington State

P.O. Box 1967, Olympia, WA 98507-1967

Date: May 6, 2013
To: Mayor Stephen Buxbaum and the Olympia City Council
From: Jerry Parker - Chair of the Olympia Planning Commission
Subject: Transmittal of an Addendum to the Recommendations of the Olympia Planning Commission for the Update of the Olympia Comprehensive Plan

The attached Addendum to the Recommendations of the Olympia Planning Commission for the Update to the Olympia Comprehensive Plan revises a set of recommendations adopted by the Commission on March 18 and conveyed separately to the Council.

Two reasons account for this separate transmittal. First, the staff requested that the Commission complete its recommendations for the Update on March 18, in order to allow the staff to integrate these recommendations into the draft for timely transmittal to the Council. As of that date, the Commission had not completed its deliberations on the issue addressed in this Addendum. The Commission agreed that it should continue its deliberations and convey its recommendations on this issue separately to the Council.

Second, the terms of four of the nine members of the Commission expired at the end of March. Consequently, the recommendations in this Addendum reflect the decisions of the five remaining members. This change in the Commission's membership argues for a separation of the two related sets of recommendations regarding the Update to the Comprehensive Plan.*

The recommendations that follow were discussed and voted upon at Commission meetings of April 1, April 15, and May 6. As noted in our transmittal letter for the recommendations adopted March 18, these subsequent recommendations pertain to a major topic that was addressed during the Commission's deliberations: an "Urban Neighborhood Map" and policies related to that map. On March 18, the Commission approved an "Urban Neighborhood Map," but lacked sufficient time to reconcile this "Urban Neighborhood Map" with the Future Land Use Map and policies related to that Future Land Use Map included in the Commission's recommended Update to the Comprehensive Plan.

The Addendum being transmitted to the Council responds to a motion made at the March 18 Planning Commission meeting directing the remaining members to identify for the Council inconsistencies between the Future Land Use Map and related policies in the Update recommended by the Commission on March 18 and the "Urban Neighborhood Map" recommended by the Commission on the same date and to recommend to the Council resolution of such inconsistencies. (A copy of the motion is provided below.)

The "Urban Neighborhood Map" approved on March 18 removes portions of Harrison Avenue on the Westside, 4th Avenue and State Streets on the Eastside, and Capitol Boulevard from the "urban corridor" designated in the Future Land Use Map.

The Addendum approved on May 6 recommends that the Council replace the Future Land Use Map and the "Urban Neighborhood Map" included in the Commission's recommended Update to the Comprehensive Plan with the Future Land Use Map approved on May 6.

The "Future Land Use Map" approved by the Commission on May 6 differs slightly from the "Urban Neighborhood Map" approved on March 18. It identifies slightly different areas proposed for "high density".

The Addendum also recommends changes to Appendix A of the Land Use & Urban Design chapter, which defines the land use designations depicted on the Future Land Use Map. These proposed changes are summarized as follows:

- The provisions for Low Density Neighborhoods are revised to provide for densities of 4 to 14 dwelling units per acre and that current zoning limits would be grandfathered. The provisions for Medium Density Neighborhoods are revised to provide for densities of 15 to 30 dwelling units per acre and suggested housing types are identified.
- The provisions for Neighborhood Centers are revised to provide for Medium Density Neighborhood Centers in Low Density Neighborhoods to provide services for the adjacent residents. Such centers are to be designated by a neighborhood planning process.
- A new provision is established for High Density Neighborhoods. These neighborhoods are recommended to have a density of 30 dwelling units per acre or above.
- The revisions to Attachment A specify a height limit of 35 feet for both the low and medium density neighborhoods. The height for the high density neighborhood designation is recommended to be governed by the provisions in the Comprehensive Plan related to Height and View Protection.
- The recommendations identify some changes to the names for each of the eight gateways approved at the March 18 meeting.

The definition of Low Density Neighborhoods in Appendix A makes clear that where current zoning designates a density below that provided in the definition, such zoning would remain controlling. In the interests of simplicity and "readability," the Future Land Use Map approved by the Commission on May 6 does not reflect this important provision.

On May 6, the Commission approved the attached Addendum to its March 18 recommendations to the Council for the Update to the Comprehensive Plan. The Addendum includes a goal and policies related to Urban Neighborhoods, the revised Future Land Use Map, changes to Appendix A to that map, deletions to the Transportation Chapter that conflict with the approved Future Land Use Map, a table summarizing proposed land use designations, and a listing of proposed Urban Gateways and Civic Boulevards.

Memorandum
May 6, 2013
Page 3

In conclusion, I wish to acknowledge the work of Commissioner Paul Ingman on this Addendum, prior to his resignation from the Commission.

Sincerely,

A handwritten signature in cursive script that reads "Jerome Parker". The signature is written in black ink and is positioned above the printed name and title.

Jerome Parker
Chair, Olympia Planning Commission

*The final vote approving this Addendum was made on May 6. The final vote included the four members who deliberated on the Addendum and the four members appointed to the Commission in April. This Addendum was, in large measure, the work of Paul Ingman. Commissioner Ingman resigned from the Commission prior to the final vote on May 6.

The following motion regarding the Future Land Use Map and the Urban Neighborhood Map, which are incorporated into the draft document, was agreed to at the March 18 meeting of the Olympia Planning Commission.

"Move forward to City Council both the Future Land Use Map from the July draft and Commissioner Ingman's Urban Neighborhood's Map. Includes an understanding that OPC will do some work in April so that both maps conform to goals and policies re: Urban Neighborhoods being recommended by OPC. (Intent is not to change the recommendation, rather make sure maps accurately reflect the Urban Neighborhood goals and policies being recommended, and identify any inconsistencies to be worked out at the Council level." (Motion and majority vote – 3/18.)

Chapter: Land Use and Urban Design

Section: Downtown and other Neighborhoods

Goal and Policy: Urban Neighborhoods

Map Attached: “Olympia Planning Commission - March 11, 2013: Future Land Use” [this map approved for recommendation on May 6, 2013]

GOAL: Olympia’s Neighborhoods provide housing choices that fit the diversity of local income levels and life styles. They are shaped by public planning processes that continuously involve citizens, neighborhoods, and city officials.

POLICIES:

P1: Establish eight gateways that are entry/exit pathways along major streets to downtown Olympia and our Capitol. These streets will act as tree-lined civic boulevards that present a unified streetscape that enhances the grandeur of our Capital City.

P2: High-density Neighborhoods concentrate housing into a number of designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and West Capital Triangle. Commercial uses directly serve High-density Neighborhoods and allow people to meet their daily needs without traveling outside their neighborhood. High-density Neighborhoods are primarily walk-dependent. At least one-quarter of the forecasted growth is planned for downtown Olympia.

P3: Protect and preserve the existing established Low-density Neighborhoods. Disallow medium or high density development in existing Low-density Neighborhoods except for Neighborhood Centers.

P4: Allow Medium-density Neighborhood Centers in Low-density Neighborhoods to include both civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process.

* * *

Chapter: Land Use and Urban Design

Section: Appendix A – Future Land Use Map Designations

Appendix A – Future land Use Map Designations

[Following sections define five land use designations of “OPC - Future Land Use Map”.]

Low-density Neighborhoods: Protect and preserve the existing established Low-density Neighborhoods by grandfathering in existing zoning limits while providing flexibility for neighborhood-developed sub-area plans. Residential density range, which is primarily single-family detached housing and low-rise multi-family housing, is from a minimum of four to fourteen dwelling units per acre. This range maintains and safeguards the historic character of neighborhoods and specific qualities associated with each neighborhood. Low-density neighborhoods are shaped by a public planning process that continuously involves citizens, the neighborhood, and city officials. Low-density neighborhoods disallow medium or high-density development, except for Neighborhood Centers, but allows for accessory dwelling units. The maximum height in low-density neighborhoods is 35’-0”.

Medium-density Neighborhoods: Medium-density Neighborhoods involve multi-family residential densities between 15 to 30 units per acre as determined by the neighborhood public process. Suggested housing land uses may include townhouses and small apartment buildings. Clustering may be permitted.

Medium-density Neighborhoods Centers: Medium-density Neighborhood Centers include both civic and commercial uses that serve the neighborhood. These centers are allowed in Low-density Neighborhoods. The neighborhood center density level will emerge from a neighborhood public process. The neighborhood public process will involve all necessary parameters to ensure street improvements, transit access, setbacks, and the appropriate level of housing and public services for each center.

Medium-density Neighborhood Centers provide residential, commercial, and civic spaces. Suggested housing includes townhouses, small apartments, and other multi-family buildings. Low-density commercial neighborhood centers will have a maximum 35’-0” height for both low and medium density neighborhoods. [Note: Tumwater Brewery District, a medium density commercial center, and transit hub may serve as a neighborhood center for southeast Olympia residents.]

High-density Neighborhoods: High-density Neighborhoods, include both multifamily and commercial uses, and have residential densities of more than 30 dwelling units per acre. High-density Neighborhoods concentrate housing in a number of designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and West Capital Triangle. Commercial uses directly serve the high-density neighborhoods and allow people to meet their daily needs without traveling outside their neighborhood. High-density

Neighborhoods contain primarily walk-dependent services. The maximum heights in these neighborhoods are based on the “Height and View Protection Goals and Policies.

Gateways & Civic Boulevards: Establish eight gateways that are entry/exit pathways along major streets to downtown Olympia and the State Capitol Campus. These major streets act as tree-lined civic boulevards, providing a unified streetscape that enhances the grandeur of our Capital City.

Gateways to the Deschutes River Valley are located at entry/exit points and along the green civic boulevards that enter the state capital city of the State of Washington. They are located at: city boundaries, topographical changes, transitions in land use, and shifts in transportation densities. Three of the eight gateways are located at the city limits; at these three entrances “Welcome to Olympia” signage may be included. Gateways are densely planted with native trees and understories that form the transition between distinct land uses and the formal green civic boulevards. Each civic boulevard forms a unique urban space.

Chapter: Transportation

Section: Land Use (p.14 of 51)

Goal and Policy: “GT 14 - The Urban Corridors ...”

GT 14 Delete: “...east 4th and State Avenue, portions of Harrison Avenue, ...” and “...portions of Capitol Way ...”

PT 14.4 Delete: “...east 4th and State Avenue...” and “...and portions of Capitol Way...”

Chapter: Land Use and Urban Design

LU Table 1 “OPC - Future Land Use Designations”

Low-density Neighborhoods (LDN)

Use: Single-family Residential

Density: 4 to 14 units per acre, while protecting existing LDN zoning density.

Height: 35 foot maximum

Medium-density Neighborhoods (MDN)

Use: Multi-family Residential

Density: 15 to 30 units per acre

Height: 35 foot maximum

Medium-density Neighborhood Centers (MDNC)

Use: Multi-family Residential and limited low-density Commercial

Density: 15 to 30 units per acre

Height: 35 foot maximum

High-density Neighborhoods (HDN)

Use: Multi-family Residential and Commercial

Density: Greater than 30 units per acre

Height: See Note 1

Note 1: Delete all heights limitations from staff draft on LU Table 1, except as identified above. Specific height limits shall be established by development codes, which are based on the Comprehensive Plan’s “OPC - Height and View Protection Goals and Policies.”

**OLYMPIA PLANNING COMMISSION
PRELIMINARY RECOMMENDATIONS
March 18, 2013**

- Item # 41** - Delete and replace with OPC “Low-density” definition above.
- Item #43** - PL13.9 – Delete “... townhouses...”
- Item #56** - PL11.5 – “No change” (p.20 of 44)
- Item #57** - GL 12 – “No change” (p.22 of 44)

Chapter: Land Use and Urban Design

Section: Urban Corridors (p.17 of 44)

Policy: Policy PL11.7 (p.20 of 44)

Note 2: [The following section replaces “PL11.7”.] Each Civic Boulevard will have a distinct spatial environmental setting that is shaped by the public planning process that continuously involves citizens, neighborhoods, and city officials. Urban Corridors will be primarily accessed by transit and motor vehicles with provisions for pedestrian and bicycle travel. City of Olympia’s consistent theme along all civic boulevards will be “Urban Green Spaces.” The following table includes: the Urban Gateway number, name, and location; and the Civic Boulevard’s adjoining land use.

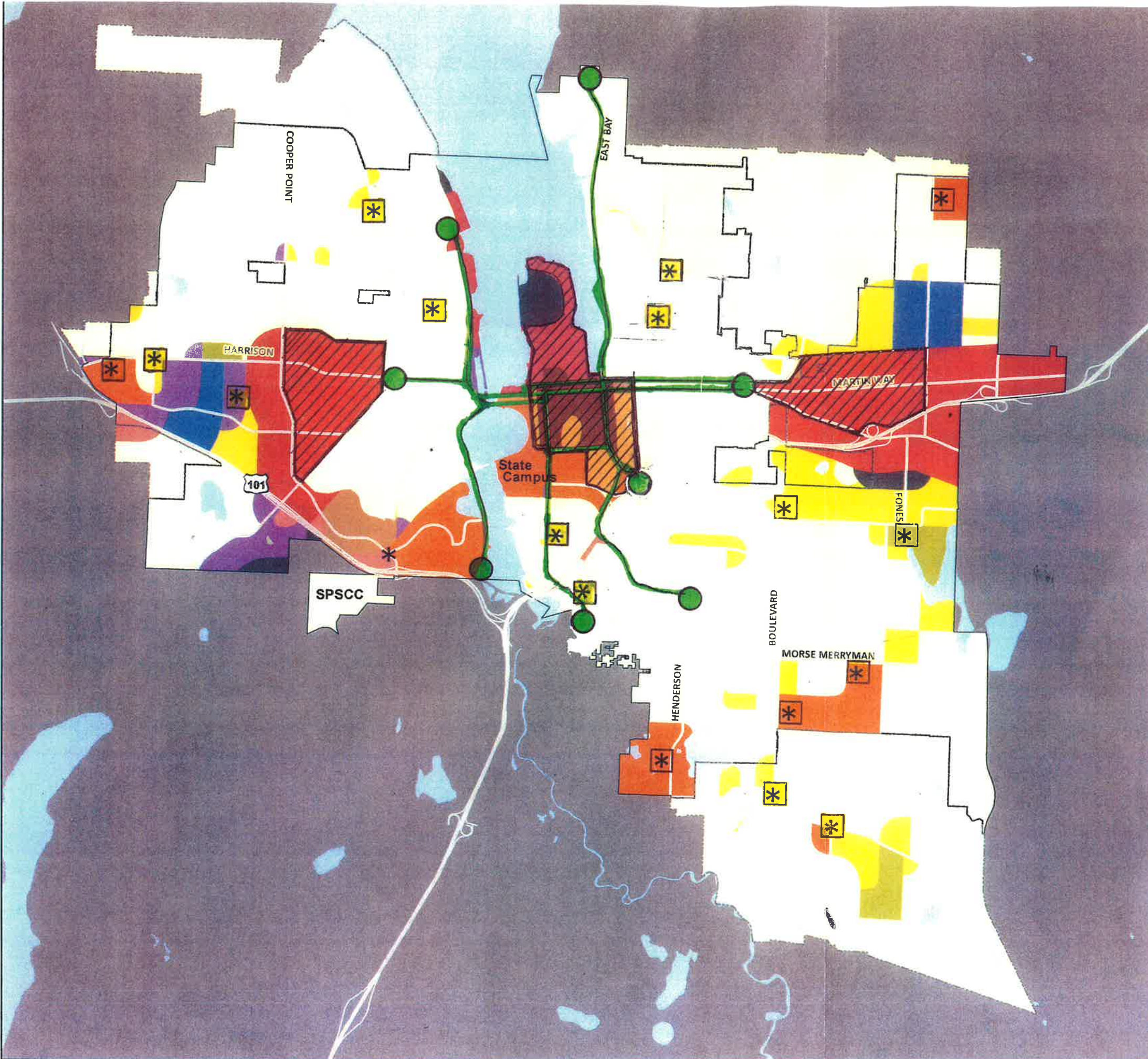
Urban Gateways and Civic Boulevards

1. Priest Point Park Gateway: East Bay Drive at City Limits
Corridor Land Uses: Single-family and Multi-family Residential, and Natural
2. Mt. Rainier Gateway: Martin Way and Pacific Intersection
Corridor Land Uses: Low density Mixed Use in Single-family Residential
3. Interstate Gateway: Henderson and Plum St. Intersection
Corridor Land Uses: Commercial
4. Watershed Park Gateway: Henderson at North Street
Corridor Land Uses: Single-family residential, public schools, and natural
5. Capitol Gateway: Capital Boulevard at City Limits
Corridor Land Uses: Single-family Residential and low-density commercial
6. Deschutes Gateway: Deschutes Park Way at City Limits
Corridor Land Uses: Natural, Passive Recreation and Public Use Areas
7. Black Hills Gateway: Harrison and Division Intersection
Corridor Land Uses: Low-density Mixed Use compatible with Single-family Residential
8. Schneider Creek Gateway: Schneider Hill Rd.& West Bay Drive Intersection
Corridor Land Uses: Multi-family Residential and Commercial

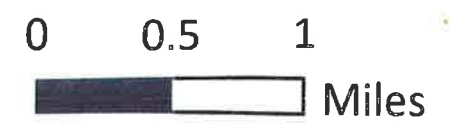
* * *

Future Land Use

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



*Rec'd & Displayed
OPC - 4/1/13*



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

May 8, 2013

Olympia City Council
Olympia, WA

Dear Mayor Buxbaum and City Council Members:

The Olympia Planning Commission worked diligently over the last three-and-a-half years to develop its recommendations for the latest update of the City's Comprehensive Plan. During this time we attempted to provide citizens multiple and varied opportunities to comment and be heard. Many of the policies put forward by staff and the Commission resulted directly from community input.

I feel honored to have been part of this process and hope that the revised vision, values, goals, and policies we are proposing will provide a solid foundation for your continued work on the plan. I am confident the work of the Council, Commission, and staff will result in a plan that citizens can be proud of and will help Olympia become a better place to live for all of us.

While we were able to cover a lot of ground, the Commission did not have time to address every issue of importance and some issues that were addressed we would like to have addressed more thoroughly.

In this letter, I would like to point out the following key issues that I believe need further work by the Council or the Commission:

1. Of great importance is development of vibrant mixed-use communities that accommodate anticipated population increases while maintaining the historic, livable neighborhoods that contribute so much to the character of the city. The Commission's concept is to focus much of the city's growth in urban nodes, including downtown, the area between Martin and Pacific on the east side, and the area around Capital Mall on the west side. The Commission did excellent work on this proposal prior to approving our recommendations in March. The five commissioners remaining in April continued work on the proposal and are submitting more refined language as an addendum to the original proposal. I hope the Council will accept the adopted recommendations and the future land use map included with the addendum. With the Council's approval, the Commission could further refine the proposal as part of our work program.

2. The Commission did not have time to delve into downtown planning issues. Based on community input, downtown development is important to many people and I think we should begin work on this planning sooner rather than later. I hope that Council will allow the Commission to begin developing a process for a community-wide downtown planning process. This process could serve as a model for subarea planning, which is among the significant changes in the comprehensive plan update.

Based on the proposed public participation policies and goals in the draft plan as well as other input we have heard, I believe the downtown planning effort should involve a broad segment of the community. The Council could create an ad hoc committee consisting of residents, business owners, state and county officials, developers, business owners, neighborhood representatives, advisory committee members, community experts in disciplines such as environment, planning, and transportation, and representatives of other key stakeholder groups. An urban planning/urban design firm could be contracted to provide leadership and guidance to the group. The Council could either serve as the steering committee, or create one, to guide the ad hoc group as their work evolves. It is essential that the community has maximum input into the downtown plan and that there is buy-in from a broad range of community groups, business and development interests, neighborhoods, and the general population as the downtown plan takes shape. This downtown planning effort could also model the planning effort for the other two nodes the Planning Commission identified.

The Commission recommended that the Downtown Plan not be a component of the Comprehensive Plan. I support that concept. But the Comprehensive Plan should provide guidance for the plan's development. It would be appropriate for the Planning Commission to work on this guidance as a work plan item for submittal to the Council. To a large extent, the plan provides principles to guide the work of potential downtown planning committees, but additional clarity made be needed in areas such as height limits, integration with the Shoreline Management Plan, use of form-based codes, parking policies, preservation of historical features, creation of downtown districts, traffic calming, walkability and biking, and examination of the current one-way couplet through downtown.

3. The City should continue to look at our urban growth boundaries and how our less urban communities toward the periphery of the city and in the urban growth areas are developing. We should examine how to make all communities more walkable and transit-friendly. This work may appropriately be done in cooperation with the county and our neighboring cities. As a part of this effort, we could look also at the cost of

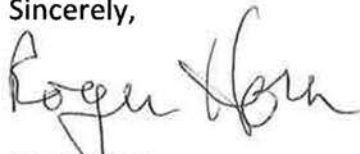
providing infrastructure to these areas and how to provide alternatives to septic systems.

4. Another issue that would benefit from further analysis and emphasis is pedestrian safety. I believe that this is a critical comprehensive plan issue. We should be working toward a zero pedestrian fatality goal as part of our 20-year plan. The Commission proposal includes a policy in the Transportation chapter (PT1.3) that would reduce speed limits on local access streets from 25 to 20 miles per hour. While the proposed plan supports safer crossings, it may be appropriate to emphasize adding well-spaced crossings on all arterials, particularly those with large block size, and increasing enforcement of the yield-to-pedestrian laws. Lastly, the City could add policies supporting public education geared toward students, drivers, and walkers on respecting pedestrians, the importance and value of walking, and the motorist's and pedestrian's role in achieving the zero pedestrian fatality goal.

There are several other issues that need further work, but I will leave it to my Planning Commission colleagues to bring these forward.

Thank you for the opportunity to work on the Comprehensive Plan and to present my views in this letter. I look forward to our continuing work with the Council on the Comprehensive Plan, development regulations, action plan, subarea plans, and other related efforts.

Sincerely,

A handwritten signature in black ink that reads "Roger Horn". The signature is written in a cursive style with a large, stylized "R" and "H".

Roger Horn
Member, Olympia Planning Commission

To: Mayor Stephen Buxbaum and the Olympia City Council

From: Jerry Parker - Member of the Olympia Planning Commission

Subject: Comments Regarding Recommendations of Olympia Planning Commission for the Update of the Olympia Comprehensive Plan

Date: May 8, 2013

The comments which follow are offered from my position as one of nine members of the Olympia Planning Commission. They are not offered as Chair of the Commission nor on behalf of the Commission. I have transmitted a summary of the Commission's recommendations and procedures in two separate memoranda.

I endorse the general themes in the July draft Update of the Comprehensive Plan prepared by the staff of Planning and Community Development. I specifically endorse the goal of a more compact and walkable city. I concurrently endorse the changes in that draft recommended by the Commission. Of particular significance is the recommended change from a linear pattern of urban corridors to a nodal focus for higher density development.

The logic for such a pattern of what in the literature is referred to a "poly nodal urbanism" was not articulated in the Commission's recommendations. I believe that given the current market demand for more intensive development, it is imperative that such development be focused in limited areas. This will help assure that the aggregate level of development within those areas achieves a "critical mass" sufficient to support the mixed uses that will achieve the walkable communities that are a key provision in the recommended Update.

I also support the proposal for "gateways" in the City. The current level of accommodation to car traffic is in direct conflict with the city envisioned in the Imagine Olympia process upon which the Update is based. Moreover, there is little in our existing streetscape to provide a sense of place to the City. Our major roads appear to be designed for maximum traffic flow, for getting people through the City and out. They do almost nothing to enhance either the driving experience or the sense of place imperative to a healthy city. Examples from around the nation suggest that the economic vitality of downtowns is inversely related to the speed of vehicular traffic. Creation of boulevards with widened sidewalks, trees, and medians for pedestrians created from multi-lane thoroughfares can generate private sector investment several times their cost. Quite obviously, our options for such enhancement are not unlimited but we need to take advantage of every opportunity to improve both the aesthetics and the economy of Olympia.

The goal of a more compact city requires that we review at the earliest possible time the current urban growth boundary. I realize a review is scheduled later in this decade but a failure to undertake a review at the earliest possible time will likely mean continued

sprawl with the related costs to the City that are not paid by such development. The recommended Update did not identify early review of the urban growth boundary as a goal or policy but such review would be wholly consistent with the foundational goals of the Update.

Many of the goals and policies in the Update to encourage a more compact city require public infrastructure investment and time for such investments to achieve this objective. There is, however, one area where a significant increase in our neighborhood densities (and related walkability) can be achieved with minimal cost and delay: infill. The recommended Update includes a welcome expansion of the area for such infill. However, there needs to be an active program to review the current standards for infill structures. Though commonly understood to be Accessory Dwelling Units (ADUs), infill housing is best described as “space efficient housing” and includes a range of alternatives to single family structures. Such infill housing can help provide the neighborhood densities to support walkability by providing the basis for local groceries and convenience stores and for improved public transit. Of equal importance, infill can provide income to current residents and alternatives for individuals or couples at a stage of life where they wish to “downsize” without leaving their communities.

In addition to its inherent benefits, infill has the benefit that most of the research and program development has already been done by cities in the region. An aggressive outreach program in Santa Cruz (CA) produced a dramatic increase in infill construction. Portland and Vancouver, British Columbia have developed very effective regulations and outreach programs and the Sightline Institute in Seattle has a compilation of infill resources. Early action to promote infill could be a very cost effective step for the City in meeting the basic vision of the Update.

The changes proposed in the Update will likely generate concern among the public. Increased density can be understood as equivalent to a decline in quality of life. In my opinion, it is the exact opposite. However, the Update and related City efforts to convey the benefits of a more compact city are ineffective, if not counterproductive. The graphic depictions of mixed use development in the draft Update are, at best, grim. In this context, a picture is worth a thousand words and the Update and related City efforts need “good pictures.” These could be sketches in the actual plan but should be augmented or complemented by a web site with examples from other cities of housing types, infill, mixed use, and streetscapes. Too often, public dialogue regarding proposed development devolves into a rather depressing dichotomy contrasting some arcadian ideal as depicted by Thomas Kinkadee with visions of the lower east side of New York in 1910. Lost in that chasm are the streetscapes of Barcelona, Madrid, Rome, Paris, San Francisco, and Portland or, locally and scaled to Olympia, of Kirkland, Bellingham, Walla Walla, and, yes, Burien.

As a corollary to the need for a greatly enhanced public understanding of development options is the need for the City to have on staff or on retainer an urban designer. The City staff working with the Planning Commission has been outstanding. Without their commitment and competence, the Commission would have been lost. However, urban

design is a separate and unique element in urban planning and one that is conspicuously absent in Olympia. An urban designer could not only provide a more effective graphic representation of development alternatives but, most importantly, could propose such development alternatives. I am not proposing that the City abandon its fate to an urban designer. Rather, I believe some well-conceived options developed by an urban designer would provide a far more meaningful public dialogue than the vague but often repeated notions of “vitality” or “vibrancy”.

Finally, I urge the Council to engage the City “pro-actively” in development. For far too long, the City’s role has been reactionary. Projects of questionable design or suitability are brought forward and the City merely approves or rejects them based on current, if outdated, codes. This is wasteful for both developers and for the City and, most importantly, for the residents of Olympia. The City needs to work with residents and neighborhoods to clarify what is wanted and where and then work with developers to make it happen. We have been passive far too long. If the Comprehensive Plan is to have meaning and justify the cost to the City and to the public, it must now move from theory to practice, from talk to action, from concept to construction.

May 8, 2013

Olympia City Council
601 4th Avenue S.E.
Olympia, WA 98501

Dear Mayor and Council members:

Thank you for the opportunity to convey a few statements regarding the proposed recommendation on the Olympia Comprehensive Plan. While there is a lengthy record of the Commission's public hearing and deliberations, I encourage the Council to review the Commission's record on the Comprehensive Plan.

In addition to the public record, it is our attempt through these letters to provide each Commissioner with an opportunity to articulate their individual thoughts as well. Below are some specific actions for your consideration that should be conducted on either the Commission's recommendation or the Council's final action on the Comprehensive Plan.

First and foremost, it is my understanding that the final recommendation of the Planning Commission consist of the actions taken as of March 18, 2013. Any actions taken after this date do not have the formal review and consideration of those members on the Commission who concluded their terms on March 31st.

- **Encourage** the Council to support those recommendations by the Commission that received unanimous approval, including proposed amendments and issues adopted by consent.
- **Strongly support** the degree of public participation that has occurred since the kickoff of Imagine Olympia in November 2009. The community has been actively engaged in developing a vision for Olympia including the public processes for the Shoreline Master Program and the Comprehensive Plan. Moreover, the Commission implemented a creative and interactive process which I believe was well received by the community.
- **Generally supportive** of the separation and integration of the Vision and Values within each of the individual chapters of the Comprehensive Plan.
- **Encourage** the Council to assess potential reconciliation of any inconsistencies between the recommended Comprehensive Plan with its adopted Master Plans for utilities, transportation and parks. This includes fiscal inconsistencies.
- **Generally supportive** of the concept of increasing Green Space - Open Space; however it will be essential that the City establish the nexus for requiring the dedication of private property without creating a taking of property rights without just compensation. This should include a definition of, and regulatory framework for meeting the goals and policies recommended for urban green/open spaces.
- **Do not support** the removal of integrating Subarea Plans into the Comprehensive Plan. I am not convinced that there is sufficient justification on why such plans should be outside of the Comprehensive Plan. It is my opinion that such plans will have little or no authority without full integration into a Growth Management Act Comprehensive Plan, (see Topics B2 "Low Impact Development"; and B14 "Subarea Plans", Tousley letters in February 11th & March 4th Commission packets).

Mayor and Council members
May 8, 2013
Page Two

- o **Do not support** the Commission's recommendation to change the direction of the City's proposed urban corridors strategy. While there is substantial testimony in the public record regarding the corridor south of I-5, I do not believe that the record reflects any recommendation to depart from the Urban Corridors Task Force. There was no discussion by the Commission about the Council's Joint Resolution (M-1786) regarding its partnership with adjacent jurisdictions. I am concerned about the Commission's recommendation and whether it presents down zone in the areas recommended for removal from the HDC-1, HDC-2, HDC-3 and HDC-4 zones?
- o **Support** the removal of the Urban Corridor designation for the area along Capitol Way south of Interstate-5 specifically the Wildwood, Carlyon and Governor Stevens neighborhoods. This is consistent with the testimony received and consistent with the justification and criteria for not including the South Capitol Neighborhood within the corridor.
- o **Support** the development of an Action Plan enacted by Council through Ordinance. The Council has already begun discussion on how the Action Plan will address the implementation of the Comprehensive Plan through development regulations as well as future planning efforts.
- o **Support** the testimony provided by Michael McCormick and Holly Gadbow regarding Growth Management Act compliance of the Capital Facilities Element with the Comprehensive Plan (see Topic B17; Tousley letter March 11th Commission packet). Moreover, it is my recommendation that the Council conduct a complete fiscal impact assessment of the cost to implement the recommended Comprehensive Plan.
- o **Support** the goals and policies integrated into the Comprehensive Plan to address urban agriculture.
- o **Support** integration when appropriate of the Shoreline Master Program goals and policies and development regulations into the Comprehensive Plan.
- o **Support** a complete assessment of the Comprehensive Plan under the State's Environmental Policy Act including the economic impact of the proposal. I am concerned that the Commission's recommendation may not merit a Supplemental Environmental Impact Statement threshold.
- o **Do not support** the recommended policy change from the Hearing Examiner to the Planning Commission for rezones. I believe that this proposed amendment is not warranted nor supported by the record.
- o **Generally support** the Chair's letter to the Council with exception to areas in the record where I registered a nay vote, abstained or recused myself.

I would be terribly remised if I did not acknowledge the tremendous efforts by the City staff over the past four years working on the Comprehensive Plan update. It has been a lengthy process, and along with my former colleagues and staff, I look forward to the study sessions scheduled between the City Council and Commission on June 11th. Thank you for the opportunity to provide my statements regarding the Comprehensive Plan.

Cordially,



Amy L. Tousley, 2012 Chair
Olympia Planning Commission

February 6, 2013

M E M O R A N D U M

To: Members of the Olympia Planning Commission
From: Amy L. Tousley, Commissioner
Subject: Olympia Comprehensive Plan – Low Impact Development

My initial intent for establishing this as a topic was to afford Commissioners the opportunity to review and discuss the proposed goals and policies in the Olympia Comprehensive Plan regarding the framework of low impact developments.

Low impact development practices can be used to achieve environmental protection in an area where there may be specific development constraints such as stormwater infiltration or liquefaction. It can also be utilized to conserve green “open” spaces while implementing a development strategy for achieving specific density levels through clustering. The ability to cluster industrial, commercial and residential development should be considered as a strategy for low impact developments.

Low impact development may also implement less intensive development standards such as pervious sidewalks or narrow streets simply because they are more sustainable and may promote other goals and policies in the Comprehensive Plan.

In reviewing the following goals and policies contained in the July draft of the Olympia Comprehensive Plan, it is my opinion that a broad foundation has been established to address these types of low impact development strategies.

The challenge will be the development of an implementation strategy that carries out the goals and policies contained in the Comprehensive Plan. Implementation through the development and adoption of the City’s sub-area plans will be a key part of identifying where these areas exist and how best to address them. Moreover, it will be critical to adopt or amend the City’s regulatory framework such as stormwater, landscape, EDDs; urban forestry; clearing and grading; subdivision; and critical areas.

Listed below is listing of proposed goals and polices providing a framework for low impact development:

GN 1	“Natural resources and processes are conserved and protected by Olympia’s planning, regulatory, and management activities.”
PN 1.1 “new”	“Administer development regulations which protect environmentally sensitive areas, drainage basins, and wellhead areas.”
PN 1.2	“Coordinate critical areas ordinances and stormwater management requirements regionally based on best available science.”
PN 1.3	“Limit development in areas that are environmentally sensitive, such as steep slopes and wetlands; direct development and redevelopment to less sensitive areas.”
PN 1.4 “new”	“Conserve and restore natural systems, such as wetlands or stands of mature trees, to contribute to solving environmental issues.”
PN 1.5	“Preserve the existing topography on a portion of new development sites; integrate the existing site contours into the project design and minimize the use of grading and other large scale land disturbance.”
PN 1.6 “new”	“Establish regulations, and design standards that minimize the impact new development has on storm runoff, environmental sensitive areas, wildlife habitat, and trees.”
PN 1.7	“Limit hillside development to site designs that incorporate and conform to the existing topography.”
PN 1.8 “new”	“Limit the negative impacts of development on public lands and environmental resources, and require restoration when impacts are unavoidable.”
PN 1.9 “new”	“Foster partnerships among public, private, and non-profit agencies and community groups to identify and evaluate new and innovative approaches to low impact development and green building.”
PN 1.10	“Increase the use of low impact and green building development methods through a combination of education efforts, technical assistance, incentives, regulations, and grant funding opportunities.”
PN 1.11	“Design, build, and retrofit public projects and infrastructure to incorporate sustainable design and green building methods, require minimal maintenance, and fit natural into the surround environment.”

GN 2	“Land is preserved and sustainably managed”
	(Environmental priorities that have yet to be developed)
PN 2.1	“Prioritize acquiring and preserving land by a set of priorities that considers the environmental benefits of the land, such as stormwater management, wildlife habitat, and access to recreation.”
PN 2.2 “new”	“Preserve land where there are opportunities for making connections between healthy systems; for example, land located along a stream corridor.”
PN 2.3	“Identify, remove, and prevent the use and spread of invasive plants and wildlife.”
PN 2.4	“Preserve and restore native plant communities by incorporating restoration efforts and volunteer partnerships into all land management.”
PN 2.5	“Design improvements to public land with existing and new vegetation that is attractive, adapted to our climate, supports a variety of wildlife, and requires minimal long-term maintenance.”
PN 2.6	“Conserve and restore habitat for wildlife in a series of separate pieces of land, in addition to existing corridors.”
PN 2.7	“Practice sustainable maintenance and operations that reduce the City’s environmental impact.”
PN 2.8	“Evaluate, monitor and measure environmental conditions, and use the findings to develop short- and long-term management strategies.”
PN 6.8	“Evaluate expanding low impact development approaches citywide, such as those used in the Green Cove Basin.”
GL 1	“Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.”
PL 1.1	“Ensure that new development is built at urban densities...”
PL 1.2	“Focus development in areas that enhance the community..., and where adverse environmental impacts can be avoided or minimized.”
PL 1.3	“Direct high density development....and sensitive drainage basins will not be impacted.”
PL 1.5	“Require development to meet appropriate minimum standards...and require existing development to be gradually improved to such standards.”

PL 1.8	“Buffer incompatible...uses by requiring landscaped buffers...use natural buffers where possible and require clustering where warranted.”
GL 8	“Industry and related development with low environmental impacts is well-located to help diversity the local economy.”
PL 8.3	“Encourage full, intensive use of industrial areas while safeguarding the environment...”
GL 3	“The range of housing types and densities are consistent with the community’s changing population needs and preferences.”
PL 13.2	“Adopt zoning...wide variety of compatible housing types and densities.”
PL 13.3	“Encourage ‘clustering’ of housing to preserve and protect environmentally sensitive areas.”
Future Land Use Map Designations	
PT 2.9	“Allow for modified street standards in environmentally sensitive areas..”
PT 2.10	“Use innovative features...reduce or eliminate stormwater runoff.”
GU 1	“Utility and land use plans are coordinated so that utility services can be provided and maintained for proposed land use.”
PU 1.2	“Require new developments to construct water, wastewater and stormwater utilities in a way that will achieve the community development, environmental protection, and resource protection goals of this Plan, and that are consistent with adopted utility plans and extension policies.”
PU 1.3	“Evaluate land use plans and utility goals periodically to help guide growth to the most appropriate areas, based on knowledge of current environmental constraints and currently available utility technology.”
PU 2.10	“Consider the social, economic and environmental impacts of utility repairs, replacements and upgrades.”

GU 4	“Use Olympia’s water resources efficiently to meet the needs of the community, reduce demand on facilities, and protect the natural environment.”
PU 5.5	“When practice al, develop regionally consistent Critical Areas Ordinance regulations, Drainage Manual requirements, and other policies, to ensure the protection of groundwater quantity and quality across jurisdictional boundaries.”
PU 6.4	“Maintain the City’s Critical Areas Ordinance, policies, development review process and program management, to ensure groundwater quality and quantity are protected.”
GE 4	“The City achieves maximum economic, environmental and social benefit from public infrastructure.”
PE 4.1	“Design infrastructure investments to balance economic, environmental and social needs, support a variety of potential economic sectors, and shape the development of the community in a sustainable pattern.”
PE 4.10	“Encourage the infilling of designated areas by new or expanded economic activities before considering the expansion of these areas or creation of new areas.”
PE 5.2	“Use regulatory incentives to encourage sustainable practices.”
PE 7.3	“Define a more active City role in stimulating development, and influencing the design and type of development.”
PS 3.1	“Promote a variety of residential densities and housing types to stimulate a broad range in housing costs.”

February 20, 2013

M E M O R A N D U M

TO: Olympia Planning Commission
FROM: Amy L. Tousley, Planning Commission
SUBJECT: Olympia Comprehensive Plan – Neighborhood / Sub-Area Planning

It was my intent to set aside the topic of Neighborhood/Sub-Area Plans so that the Commission could have an opportunity to assess if the proposed Olympia Comprehensive Plan has established the initial structure for the future development, adoption and implementation of such ancillary documents. This would also incorporate the City's future Implementation Strategy/Action Plan.

First and foremost, the entire Comprehensive Plan provides a framework for Sub-Area Plans such as the goals and policies in the following chapters:

- Vision and Values
- Public Participation
- Natural Environment
- Land Use and Design
- Transportation
- Utilities
- Park, Arts and Recreation
- Economy
- Public Services
- Capital Facility Plan

Coalition of Neighborhood Associations

In July 2012, the Coalition of Neighborhood Associations (CNA) and the Olympia City Council entered into a Memorandum of Understanding (MOU) establishing a city-neighborhood association partnership for conducting forums and other activities affecting neighborhoods. This includes the structure for sub-area planning.

The first steps in this forthcoming process will be presented to the Council's Land Use and Environment Committee on May 23rd. The presentation between the staff and members of the CNA will consist of considering the first steps in developing a process for sub-area plans. Status reports of this work will be presented to the Committee on July 25th and September 26th. I presume the Committee will then provide a recommendation to the Council with formal action taking place afterwards.

Below is an excerpt from the CNA's 2013 Action Plan (see attached). The Action Plan was presented to Land Use and Environmental Committee on January 30th. The excerpt outlines the CNA's proposal for developing the Implementation Strategy and Sub-Area Plans.

B. Comprehensive Plan Implementation Strategy

The Comprehensive Plan's Vision Section provides that "Neighborhood groups [should] take an intimate role in the planning and decision-making affecting their neighborhoods. The vehicle for this will be an Action Plan or Implementation Strategy. When the Comprehensive Plan Implementation Strategy is prepared by the city, neighborhoods will focus on the following key areas:

- *Ensuring that development regulations are made consistent with the Comprehensive Plan*
- *Making city programs more neighborhood centric*
- *Incorporating neighborhoods in the land use decisions of government organizations*

C. Sub-Area Plans

1. A new Organizational Structure for Neighborhoods

CNA has been working to increase the number of areas in the city which are covered by a neighborhood association. In some areas of the city, consolidations of neighborhoods are already occurring. The City's proposed Comprehensive Plan includes neighborhood involvement in land use in the context of 10 sub-areas. CNA will propose a new framework for neighborhoods based on the City of Olympia's sub-area model so that all areas of the city have a neighborhood association point of contact.

2. Working Group for Sub-Area Planning

One sub-area of the city will be selected as a pilot for the sub-area planning process involving neighborhoods and the City Department of Community Planning and Development. CNA will provide assistance to that neighborhood as needed and support the allocation of neighborhood matching grant funds to assist the neighborhood in the planning process. Developing a final sub-area could take 1-2 years.

If deemed appropriate, the Planning Commission as well as other City Citizen Advisory Boards should provide feedback to the Council and CNA regarding the 2013 Action Plan. To avoid any missteps, it is important that continuity and coordination with the City's master plans and subsequent development regulations and the efforts of the CNA occur.

I believe that there will be a great deal of work accomplished in the 2013 Action Plan and in subsequent years, including answers about how to address certain specifics in Sub-Area Plans, such as:

- Do the Sub-Area Plans contain any regulatory authority?
- What will be the public involvement process in developing Sub-Area Plans?
- How will the City's regulatory framework be integrated toward the implementation of Sub-Area Plans?
- How will it be determined if Sub-Area Plans are consistent with and further the overall Comprehensive Plan for the City?
- What is the overall timeframe for addressing the 12 Sub-Area Plans (A through K, and Downtown)? The CNA indicates that a template will be created for the first plan.
- What are the obligations for implementation of Sub-Area Plans by the City Council? What is the process for the development and adoption (1 to 2 years per plan)?
- In addition to the Neighborhood Match Grants, what other funds for Sub-Area Plans will be used?
- Will there be a Sub-Area Plans for the Urban Growth Area – Thurston County?

Olympia Sub-Area Map

Based on its deliberations, the Commission should consider forwarding a recommendation on whether to accept or amend the proposed Olympia Sub-Areas Map. It is my understanding that the CNA has developed its own map. Although this was not submitted to the Commission during the open record, it will most likely be presented to the Council during its Comprehensive Plan process. The Commission may opt to defer any recommendation on the proposed map due to the proposal by the CNA. However, absent any change, the July Draft proposal will then be forwarded to the Council.

Future Land Use Map

Based on its deliberations, the Commission should consider forwarding a recommendation on whether or not to accept or amend the proposed Olympia Future Land Use Map. This includes any indication on the designation of land use areas as well as neighborhood centers or nodes versus villages. It is important that Commission review the designations and defined terms for the following land use classifications since these classifications will then be used as a basis for the underlying zoning categories.

- Low-Density Housing
- Medium-Density Housing
- Mixed Residential
- Neighborhood Center

- Residential Mixed Use
- Planned Developments
- Professional Offices & Multi-Family Housing
- Urban Corridors
- Urban Waterfront
- Central Business District
- General commercial
- Auto Services
- Medical Services
- Industry

As stated earlier, the entire Comprehensive Plan provides a framework, however the goals and policies listed below should be considered essential in ensuring consistency between Sub-Area Plans established in the City.

Neighborhoods, Villages and Planning Sub-Areas	
GL 17	“Development maintains and improves neighborhood character and livability.”
PL 17.1	“Require development in established neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.”
PL 17.2	“Unless necessary for historic preservation, prohibit conversion of housing residential areas to commercial use; instead, support redevelopment and rehabilitation of older neighborhoods to bolster stability and allow home occupations (except convalescent care) that do not degrade neighborhood appearance or livability, create traffic, noise or pollution problems.”
PL 17.3	“Allow elder care homes and senior-only housing and encourage child care services everywhere except industrial areas; but limit hospice care to multi-family and commercial districts.”
PL 17.4	“Support local food production including urban agriculture, and provide for a food store with a transit stop within one-half mile of all residents.”
PL 17.5 “new”	“Encourage development and public improvements consistent with healthy and active lifestyles.”
PL 17.6 “new”	“Discourage ‘fortress-style’ and unnecessarily secure designs that isolate developments and separate neighborhoods.”
GL 18	“Neighborhood centers are the focal point of neighborhoods and villages.”

PL 18.1	“Establish a neighborhood center at each village site, encourage development of designated neighborhood centers as shown on Future Land Use Map and allow designation of additional centers where compatible with existing land uses and where they are more than one-half mile from other commercial areas.”
PL 18.2	“Locate neighborhood centers along collector arterial streets and within about 600 feet of a transit stop.”
PL 18.3	“Include housing, a food store, 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; focus commercial uses on the civic green or park, and limit the size of commercial uses. (Note: a larger urban center is permitted in the Briggs Urban Village.)”
PL 18.4	“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.”
PL 18.5	“Locate streets and trails for non-arterial access to the neighborhood center.”
GL 19	“Trees help maintain strong and healthy neighborhoods.”
PL 19.1	“Use trees to foster a sense of neighborhood identity.”
PL 19.2	“Identify, protect and maintain trees with historic significance or other value to the community or specific neighborhoods.”
Sub-Area Planning	
GL 20 “new”	“Each of the community’s major neighborhoods has its own priorities.”
PL 20.1 “new”	“In cooperation with residents, landowners, businesses, and other interested parties, establish priorities for the sub-area shown on the Planning Areas Map. The specific area, content and process for each sub-area is to be adapted to the needs and interests of each area. (See public involvement regarding public involvement goals.)

PL 20.2 “new”	“Create sub-area strategies that address provisions and priorities for community health, neighborhood centers and places assembly, streets and paths, cultural resources, forestry, utilities and open space and parks.”
PL 20.3	“Develop neighborhood and business community approaches to beautification that include activities in residential and commercial areas.”
‘Villages’ and other Planning Developments	
GL 21	“Mixed use developments, also known as “villages,” are a planned with a pedestrian orientation and a coordinated and balanced mix of land uses.”
PL 21.1	“Require planned development sites shown on the Future Land Use Map to develop as coordinated, mixed-use projects.”
PL 21.2	“Provide for any redevelopment or redesign of planned developments including the Evergreen Park Planned Unit Development to be consistent with the ‘village vision’ of this Plan.”
PL 21.3	“Require ‘master plans’ for villages that encompass the entire site and specific the project phasing, street layout and design, lot arrangement, land uses, parks and open space, building orientation, environmental protection and neighborhood compatibility measures.”
PL 21.4	“Provide for a compatible mix of housing in each village with pleasant living, shopping and working environment, pedestrian-oriented character, well-located and sized open spaces, attractive well-connected streets and a balance of retail stores, offices, housing, and public uses.”
PL 21.5	“Require a neighborhood center, a variety of housing, connected trails, prominent open spaces, wildlife habitat, and recreation areas in each village.”
PL 21.6	“Require that villages retain the natural topography and major environmental features of the site and incorporate water bodies and stormwater ponds into the design to minimize environmental degradation.”
PL 21.7	“Locate parking lots at the rear or side of building, to avoid pedestrian interference and to minimize street frontage. Landscape any parking adjacent to streets and minimize parking within villages by reducing requirements and providing incentives for shared parking.”

PL 21.8	“Require village integrity but provide flexibility for developers to respond to market conditions.”
PL 21.9	“Limit each village to about 40 to 200 acres; require that at least 60% but allow no more than 75% of housing to be single-family units; and require at least 5% of the site be open space with at least one large usable open space for the public at the neighborhood center.”
PL 21.10	“Require that 90% of village housing be within a quarter mile of the neighborhood center and a transit stop.”
PL 21.11	“Provide for a single ‘urban village’ at the intersection of Henderson Boulevard and Yelm Highway; allowing up to 175,000 square feet of commercial floor area plus an additional 50,000 square feet if a larger grocery is included; and requiring that on 505 of the housing be single-family.”
Public Participation and Partners	
GP 4	“Sub-area planning conducted through a collaborative effort by community members and the City and is used to shape how neighborhoods grow and develop.”
PP 4.1	“Work with neighborhoods to identify the priorities, assets and changes of the designated sub-area(s), as well as provide information to increase understanding of land-use decision-making processes and the existing plans and regulations affecting sub-areas.”
PP 4.2	“Encourage wide participation in the development and implementation of sub-area plans.”
PP 4.3	“Define the role that sub-area plans play in City decision-making and resource allocation.”
PP 4.4	“Allow initiation of sub-area planning by either neighborhoods or the City.”
PP 4.5	“Encourage collaboration between neighborhoods and City representatives.”

February 28, 2013

M E M O R A N D U M

TO: Olympia Planning Commission
FROM: Amy L. Tousley, Planning Commissioner
SUBJECT: Olympia Comprehensive Plan – Capital Facilities Plan

My intent for setting aside the Capital Facilities Plan (CFP) was for the Commission to have an opportunity to discuss the City's current strategy for ensuring compliance with the Growth Management Act.

Below is the current proposal outlined in the July Draft. This should also be considered as the documentation for evaluating impacts within the Environmental Impact Statement (EIS). There are other policies in the proposed plan which affect the implementation of the City's CFP in addition those below cited in the EIS.

Review of the CFP element of the Comprehensive Plan will not be part of the Planning Commission's public process and review in 2012.

The CFP goals and policies will be reviewed by the Planning Commission in 2013. The Commission will review these goals and policies in conjunction with their review of the 2014-2019 CFP (6-year planning document). Their review will include a public hearing, followed by a recommendation to the City Council.

Beginning in 2014, the entire CFP element - background, goals, policies, and 6-year financing plan - will be located in one PDF document. This webpage will link to that PDF.

Final Environmental Impact Statement

Section 3: Policy Regarding Maintenance and Operations
Policy PN 2.7 Practice maintenance and operations that reduce the City's environmental impact.

Section 4: Policies Regarding Public Infrastructure Investments
Goal E4 The City achieves maximum economic, environmental and social benefit from public infrastructure.

Policy PE 4.1 Design infrastructure investments to balance economic, environmental social needs, support a variety of potential economic sectors, and shape the development of the community in sustainable patterns.

Policy PE 4.3 Base public infrastructure investments on analysis determining the lowest life-cycle cost and benefits to environmental, economic and social systems.

Growth Management Act

RCW 36.70A.070 - Mandatory Elements.

(3) A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

RCW 36.70A.120 – Planning activities and capital budget decisions – Implementation in conformity with comprehensive plan.

Each county and city that is required or chooses to plan under RCW 36.70A.040 shall perform its activities and make capital budget decisions in conformity with its comprehensive plan.

Recommendation:

For me, I strongly believe that there is a requirement for ensuring compliance with the sections cited above. The key to ensuring compliance will be the timing of the Commission's review of the 2013 amendments of the goals and policies as well as the 2014-2019 CFP.

The Council should not take formal final action on adopting the updated Comprehensive Plan without the integration of the 2013 amendments. These actions could take place concurrently.

It is my recommendation that the March transmittal to the Council refer to the existing Volume Three: Capital Facilities Plan along with the current 2013 to 2018 Six-Year Capital Facilities Plan since these are documents currently adopted. As indicated in the July Draft, the Commission will forward a recommendation on any proposed amendments to the Council in 2013. I realize that this has already been discussed, however I believe it is important to refer to these documents to ensure that they are part of the Commission's 2013 Work Program especially in the early part of the schedule.

There is a lot of work ahead for the Commission and it is essential that this component be given a high priority. It is hoped that the scope of work will recognize the continued efforts by the Commission to develop a Long-term Capital Facilities Planning, Strategies and Priorities document which will hopefully be part of the final adopted Comprehensive Plan.

<http://olympiawa.gov/documents/OlympiaPlanningCommission/2011/Comp%20Plan%20CFP%20Update%2001052011/UpdatedCPVol3CFP.pdf>

<http://olympiawa.gov/city-government/~media/Files/AdminServices/CapitalFacilitiesPlan/2013-2018%20CFP/2013%20Final%20CFP-rs.pdf>

Listed below are the adopted goals and policies in the Olympia Comprehensive Plan:

GOALS AND POLICIES	
The goals and policies set out in this section implement the State Growth Management Act requirements and Thurston County County-Wide Planning Policies. Unless otherwise noted, the City of Olympia--or Thurston County where indicated take responsibility for implementing the following goals and policies:	
GOAL CFPI*	To annually develop a six-year Capital Facilities Plan to implement the Comprehensive Plan by coordinating urban services, land use decisions, level of service standards, and financial resources with a fully funded schedule of capital improvements.
The Capital Facilities Plan is the mechanism by which the City and County schedule the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation in other Comprehensive Plan elements. These capital facilities will be integrated into the Urban Growth Management Areas as urbanization occurs.	
POLICIES:	
CFP 1.1*	Provide needed public facilities and services to implement the Comprehensive Plan, protect investments in existing facilities, maximize the use of existing facilities, and promote orderly compact urban growth. This Capital Facilities Plan: <ul style="list-style-type: none"> a. Is subject to annual review and adoption respectively by the planning commissions and City Council or Board of County Commissioners, as appropriate; b. Is consistent with the Comprehensive Plan;

	<ul style="list-style-type: none"> c. Defines the scope and location of capital projects or equipment; d. Defines the project's need and its links to established levels of service, Comprehensive Plan goals and policies, facility plans, and other capital facilities projects; e. Includes the construction costs, timing, funding sources, and projected operations and maintenance impacts; f. Establishes priorities for capital project development; g. Includes a twenty-year forecast of future capital facilities needs, and an inventory of existing capital facilities; h. Monitors whether, or to what degree, land use and capital facilities goals are being achieved; and i. Is coordinated with Thurston County, school districts, telecommunications carriers, and private utility providers.
CFP 1.2	Encourage active citizen participation throughout the process of developing and adopting the Capital Facilities Plan.
CFP 1.3*	Support and encourage joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.
CFP 1.4	Emphasize capital improvement projects which promote conservation, preservation, or revitalization of commercial, industrial, and residential areas in Olympia and its Growth Area.
CFP 1.5	<p>Evaluate and prioritize proposed capital improvement projects using all the following criteria:</p> <ul style="list-style-type: none"> a) Is needed to correct existing deficiencies, replace needed facilities, or provide facilities needed for future growth; b) Eliminates public hazards; c) Eliminates capacity deficits; d) Is financially feasible; e) Phasing and priorities are established in the Comprehensive Plan; f) Site needs are based on projected growth patterns;

	<p>g) Serves new development and redevelopment;</p> <p>h) Is compatible with plans of state agencies; and</p> <p>i) Local operating budget impact is acceptable.</p>
CFP 1.6*	Adopt by reference, in the appropriate chapters of the Comprehensive Plan, all facilities plans, their level of service standards, and future amendments. These plans must be consistent with the Comprehensive Plan.
CFP 1.7	Adopt by reference the annual update of the Capital Facilities Plan as part of this Capital Facilities element.
CFP 1.8	Adopt by reference the annual update of the Olympia School District Capital Facilities Plan as part of this Capital Facilities element.
GOAL CFP2*	To meet current needs for capital facilities in Olympia and its Growth Area, correct deficiencies in existing systems, and replace obsolete facilities.
<p>It is a major challenge to balance existing capital facilities needs with the need to provide additional facilities to serve growth. It is important to maintain our prior investments as well as serve new growth. Clear, hard priority decisions are facing City and County policy makers.</p>	
POLICIES:	
CFP 2.1*	Give priority consideration to projects mandated by law and those by State and Federal agencies.
CFP 2.2	Give priority consideration to projects already initiated and to be completed in subsequent phases.
CFP 2.3	Give priority consideration to projects already initiated and to be completed in subsequent phases. Give priority consideration to projects that renovate existing facilities, preserve the community's prior investment or reduce maintenance and operating costs.
CFP 2.4	Give priority consideration to projects that remove existing capital facilities deficiencies, encourage full use of existing facilities, or replace worn-out or obsolete facilities.
GOAL CFP3*	To provide capital facilities to serve and direct future growth within Olympia and its Urban Growth Area as these areas urbanize.

<p>It is crucial to identify, in advance of development, sites for schools, parks, fire and police stations, major stormwater facilities, greenbelts, open space, and road connections. Acquisition of sites for these facilities must occur in a timely manner and as early as possible in the overall development of the area. Otherwise, acquisition opportunities will be missed, with long-term functional or financial implications.</p>	
<p>POLICIES:</p>	
CFP 3.1*	Provide the capital facilities needed to adequately serve the future growth anticipated by the Comprehensive Plan, within projected funding capabilities.
CFP 3.2*	Give priority consideration to projects needed to meet concurrency requirements for growth management.
CFP 3.3*	<p>Plan and coordinate the location of public facilities and utilities in advance of need.</p> <p>a. Coordinate urban services, planning, and standards by identifying, in advance of development, sites for schools, parks, fire and police stations, major stormwater facilities, greenbelts, and open space. Acquire sites for these facilities in a timely manner and as early as possible in the overall development of the area.</p> <p>b. Provide capacity to accommodate planned growth.</p> <ol style="list-style-type: none"> 1) Assure adequate capacity in transportation, public and private utilities, storm drainage systems, municipal services, parks, and schools; 2) Protect groundwater supplies from contamination and maintain groundwater in adequate supply by identifying and reserving future supplies well in advance of need.
CFP 3.4*	Design and establish a Concurrency Management System to determine whether or not adequate capacity of concurrency-required public facilities is available to maintain the level of service standards for each proposed new development. The system may reserve the capacity that is needed for approved development commitments and permits until such time as the capacity is needed and used.
CFP 3.5*	Use the type, location, and phasing of public facilities and utilities to direct urban expansion where it is wanted and needed. Consider the level of key facilities that can be provided when planning for various densities and types of urban land use.
CFP 3.6*	Provide adequate levels of public facilities and services, in cooperation with Thurston County, prior to or concurrent with land development

	within the Olympia Urban Growth Area.
CFP 3.7	Encourage land banking as a reasonable approach to meeting the needs of future populations.
CFP 3.8	Coordinate future economic activity with planning for public facilities and services.
GOAL CFP4*	To provide adequate funding for capital facilities in Olympia and its Growth Area to ensure the Comprehensive Plan vision and goals are implemented.
<p>The Growth Management Act (GMA) requires that the Land Use element be reassessed if funding for capital facilities falls short of needs. The intent is to ensure that growth does not occur if the capital facilities needed to serve that growth are not provided. Capital Facilities Plans developed after the advent of the GMA will always balance costs and revenues. Many options are available that fall into five general categories: increase revenues, decrease level of service standards, decrease the cost of the facility, decrease the demand for the public service or facility, and others.</p>	
POLICIES	
CFP 4.1	Manage the City of Olympia's fiscal resources to support providing needed capital improvements. Ensure a balanced approach to allocating financial resources between: (1) major maintenance of existing facilities, (2) eliminating existing capital facility deficiencies, (3) providing new or expanding facilities to serve growth.
CFP 4.2	Use the Capital Facilities Plan to integrate all of the community's capital project resources (grants, bonds, city funds, donations, impact fees, and any other available funding).
CFP 4.3	Ensure consistency of current and future fiscal and funding policies for capital improvements with other Comprehensive Plan elements.
CFP 4.35	To the extent possible growth should pay for growth. Developers who install infrastructure with excess capacity should be allowed latecomers agreements wherever practical.
CFP 4.4	<p>Pursue funding strategies that derive revenues from growth that can be used to provide capital facilities to serve that growth in order to achieve and maintain adopted level of service standards. These strategies include, but are not limited to:</p> <p>a. Collect Impact Fees: Transportation, Parks and Open Space, Fire</p>

	<p>Protection and Suppression, Schools.</p> <p>b. Allocate sewer and water connection fees primarily to capital improvements related to urban expansion.</p> <p>c. Develop and implement other appropriate funding mechanisms to ensure new development's fair share contribution to other public facilities such as recreation, drainage, solid waste, and congestion management services and facilities (car/van pool matching, transit shelters, bike racks, street trees, and sidewalks).</p>
CFP 4.5*	Assess the additional operations and maintenance costs associated with acquisition or development of new capital facilities. If accommodating these costs places an unacceptable burden on the operating budget, capital plans may need to be adjusted.
CFP 4.6*	Promote efficient and joint use of facilities through such measures as interlocal agreements and negotiated use of privately- and publicly-owned land for open space opportunities.
CFP 4.7*	Explore regional funding strategies for capital facilities to support comprehensive plans developed under the Growth Management Act.
CFP 4.8*	<p>Investigate potential new revenue sources for funding capital facilities such as:</p> <p>a. Growth-induced tax revenues</p> <p>b. Additional voter-approved financing</p> <p>c. Regional tax base sharing</p> <p>d. Regional cost sharing for urban infrastructure</p> <p>e. Voter-approved real estate excise transfer tax</p> <p>f. Street utility</p> <p>g. County-wide bond issues</p>
CFP 4.9	<p>Use the following available contingency strategies should the City be faced with capital facility funding shortfalls:</p> <p>a. <u>Increase Revenues Bonds</u> General Revenues Rates User Fees Change Funding Source(s) Establish a Street Utility</p> <p>b. <u>Decrease Level of Service Standards</u> Change Comprehensive Plan Change Level of Service Standards</p>

	<p>Reprioritize Projects to Focus on Those Related to Concurrency</p> <p>c. <u>Decrease the Cost of the Facility</u> Change Project Scope</p> <p>d. <u>Decrease the Demand for the Public Service or Facility</u> Moratorium on Development Develop Only in Served Areas Until Funding is Available Change Project Timing and/or Phasing</p> <p>e. <u>Other Considerations</u> Developer Voluntarily Funds Needed Capital Project Develop Partnerships with Lacey, Tumwater, and Thurston County (The metropolitan service area approach to services, facilities, or funding) Regional Funding Strategies Privatize the Service Mitigate under SEPA</p>
CFP 4.10	Secure grants or private funds, when available, to finance capital facility projects.
CFP 4.11	Maintain the City of Olympia's A+ bond rating by limiting bond sales.
GOAL CFP5*	To ensure the Capital Facilities Plan is current and responsive to the community vision and goals.
<p>The role of monitoring and evaluation is vital to the effectiveness of any planning program, particularly for the Capital Facilities element. Revenues and expenditures are subject to economic fluctuations and are used to predict fiscal trends in order to maintain adopted level of service standards for public facilities. This Capital Facilities Plan will be annually reviewed and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards.</p>	
POLICIES:	
CFP 5.1*	Monitor the progress of the Capital Facilities Plan on an ongoing basis, including completion of major maintenance projects, expansion of existing facilities, and addition of new facilities. Evaluate this progress with respect to trends in the rate and distribution of growth, impacts upon service quality, and Comprehensive Plan directives.
CFP 5.2*	Review, update, and amend the Capital Facilities Plan annually. Reflect in the amendments the rates of growth, development trends, changing priorities, and budget and financial considerations. Make provisions to reassess the Comprehensive Plan periodically in light of the evolving

	Capital Facilities Plan. Take appropriate action to ensure internal consistency of the elements of the plan.
CFP 5.3*	Coordinate with other capital facilities service providers to keep each other current, maximize cost savings, and schedule and upgrade facilities efficiently.
CFP 5.4*	<p>The year in which a project is carried out, or the exact amounts of expenditures by year for individual facilities may vary from that stated in the Comprehensive Plan due to:</p> <ul style="list-style-type: none"> a. Unanticipated revenues or revenues that become available to the city with conditions about when they may be used, or b. Change in the timing of a facility to serve new development that occurs in an earlier or later year than had been anticipated in the Capital Facilities Plan.

NOTE: An asterisk (*) denotes text material adopted by Thurston County as the joint plan with Olympia for the unincorporated part of the Olympia Growth Area.

SUPPLEMENTAL REPORT
of MAJORITY of the OLYMPIA PLANNING COMMISSION
to the COMPREHENSIVE PLAN UPDATE
May 8, 2013

TO:

Mayor Buxbaum and City Councilmembers:

The purpose of this report by members of the Olympia Planning Commission is to emphasize the current status of the Comprehensive Plan Update's public review process to the City Council and to the people of the City of Olympia.

Judy Bardin

Paul Ingman

Agnieszka Kiswa

James Reddick

Rob Richards

TABLE OF CONTENTS

I. OVERVIEW

- 1.1 The Olympia Planning Commission (the Commission) was not able to Review the Entire Comprehensive Plan
- 1.2 The Commission Followed Council's Directives
- 1.3 The Commission has Concerns about Revisions to the 1994 Plan
- 1.4 Documents for Review
- 1.5 Planning Commission did not review Internal Consistency
- 1.6 Extensive Public Comments were Received and Policies Drafted in Response to Comments
- 1.7 The Commission is Available as a Resource to Council
- 1.8 The Commission Would Like to Request a City Code Amendment in Relation to the Future Land Use Map
- 1.9 The Downtown Master Plan is a Priority
- 1.10 The Commission Would Like to Have a Major Role in the Implementation/Action Plan
- 1.11 A Final Word

II. PLANNING COMMISSION POLICY RECOMMENDATIONS

- 2.1 Urban Green Space
- 2.2 Urban Agriculture
- 2.3 Heights and View Protection
- 2.4 Urban Neighborhoods
- 2.5 Public Participation
- 2.6 Preparedness for Earthquakes and Liquefaction
- 2.7 Sea Level Rise
- 2.8 Vision and Values
- 2.9 Transportation

III. APPENDICES

A - Urban Neighborhoods – Future Land Use Designations and Research

B – Urban Green Space Background

C – Urban Neighborhoods

D – Future Land Use Map

SUPPLEMENTAL REPORT
of Majority of the OLYMPIA PLANNING COMMISSION
to the COMPREHENSIVE PLAN UPDATE

May 8, 2013

I. OVERVIEW~

1.1 The Commission Was Not Able to Review the Entire Comprehensive Plan~

The Commission to the best of its ability fulfilled all the tasks outlined in the procedural document “*Comprehensive Plan Update Recommendations for the Final Deliberation Process*”. They addressed specific areas of the Comprehensive Plan including, Vision and Values, Staff’s Substantive Changes List of 62 items intended to summarize changes from the existing 1994 Comprehensive Plan to the July Draft Comprehensive Plan, Trends and Highlights, high level issues from the broader community and commissioners. On March 18, 2013 the Commission unanimously approved the “*Olympia Planning Commissions Preliminary Recommendations*”. These recommendations included revisions to the Visions and Values, 26 of the 62 items on the Substantive Changes List not sent to the Consent Calendar, and a number of newly drafted Commission policies in response to public comment or identified as a need by the Commission. These recommendations are the *only* policies that the Commission has voted on and approved. The Commission did not review or approve the July Draft in its entirety

1.2 The Commission Followed Council's Directives~

The Commission followed the Charter to the best of its ability but was constrained by the limited time period for review. According to the Council’s Charter it was important the Commission’s review process be limited. The review was accomplished in two phases. The first phase consisted of initial meetings that established a review process, obtaining public input and conducting a high level review of topics. The second phase consisted of eight final deliberation meetings (six scheduled meetings and two additional meetings added by the Commission). Additional meetings were not an option for the Commission due budget staffing constraints and the Charter time-frame. The Land Use and Environment Committee Chair emphasized to the Commission that its main task was to evaluate the Substantive Changes List. The Commission was to address public comments only if there was time available to fit in with the March 18th deadline. Councilmember Langer indicated that Commission's review was to be high level and anything not addressed by the Commission would be taken up in the future by the Implementation Plan or the neighborhood subarea plans.

1.3 The Commission has Concerns about Revisions to the 1994 Plan~

The 2010 Scope of the Plan Update outlined ten items that were to be addressed in updating the 1994 Comprehensive Plan. The Substantive Changes List was created by Staff to highlight the major changes between the existing and revised plan. The Commission was never directed to review the 1994 Plan or the outcomes of the scope of work. However, in spot checking selected topics in the 1994 plan, it appears that a considerable number of the current plan policies have either been removed or abbreviated. Abbreviated policies were often more concise, but altered the intended purpose, meaning and nuances of the original policy. The 1994 policies were no longer intact, and emerged as a policy shift without public review. For example, the 1994 Plan had an entire Urban Forestry chapter which has been reduced in the draft to six policies. Other 1994 Plan Chapters were deleted, such as “Historic Preservation” “Port” and “Energy”.

The Commission was informed that policies were removed for two reasons, policies are in regulations or policies are better suited for an implementation strategy. There is no crosswalk between the two documents to track what policies are revised, moved or removed. The Commission requested that staff provide a list of policies removed from the 1994 Plan. The list is to clarify the disposition of the removed policies. Without such a list, removed policies suitable for implementation may be lost. A thorough review of the revised documents would ensure that changes to urban issues in the 1994 Plan are accountable. The Commission was neither directed nor had the time to do this.

1.4 Documents for Review

The City Council is scheduled to receive two documents from Staff. One document will be the work of the Commission including new and revised policies and vision and values statements. The second document will be the July draft in a legislative markup form highlighting the Commission revisions. The Commission will not be given a chance to review either document. The signatories of this letter feel it is important that the Council review the Commission’s work separately. It represents the policies the Commission was able to develop or review in the assigned time. Since time was limited, the Commission focused on policies that addressed themes frequently expressed in public comment and/or critical issues identified by the Commission. The section II of this letter contains major policies written by the Commission.

1.5 Planning Commission did not review Internal Consistency

The Growth Management Act (GMA) requires that the Plan be internally consistent, yet given the restrictive time frame there was not enough time to ensure that the existing policies in the Staff’s July draft were consistent with the new policies drafted by the Commission.

Moreover, coordination and synthesis of multiple city urban programs did not occur, e.g., the GMA, Community Renewal Area, Shoreline Management Program (SMP),

Comprehensive Plan Update, Downtown Plan, Isthmus sub-area planning, Port of Olympia plans, Capitol Vista Park, State of Washington Capitol Campus, Park plans, and neighborhood plans. This is especially relevant to the City's SMP coming up for final approval. Piece-meal development to manage public policy within 200 feet of the shoreline violates the SMA (RCW 90.58.20).

1.6 Extensive Public Comments were Received and Policies Drafted in Response to Comments~

The Planning Commission received extensive written comments from the public, held a hearing and then allocated an hour for continued public comment (hearings) at seven of its winter meetings. Through continued public input the Commission gained a deeper understanding of planning issues of concern to the community. Based largely on this input the Commission identified key topics to address. For each of these topics, the Commission did research, produced extensive background documents and drafted policies. Policies were reviewed and revised in Commission meetings. Revisions were done so they met the approval of members. All policies drafted by the Commission were approved by a super majority of the Commission.

Many urban issues were not addressed.

- Affordable Housing Downtown
- Port Property
- State Capital Campus
- Historical Preservation
- Downtown Plan, Isthmus, and SMP
- Climate Change
- Sea-level Rise (only partially addressed)
- Disaster Protection (only partially addressed)
- Diminished State Work Force

1.7 The Commission is Available as a Resource to Council~

Many Commission members feel that the extensive time they spent reviewing and listening to the public and then drafting policies can be useful to the Council as it engages in a similar exercise. At present, the Commission is scheduled to meet with the Council in July, relatively early in your review process. Members would like to offer their assistance as a resource at the time that Council formally reviews these policies.

1.8 The Commission Would Like to Request a City Code Amendment in Relation to the Future Land Use Map~

In the existing 1994 Plan the Future Land Use Map (the MAP), mirrors the zoning map. In the July Draft, the MAP anticipates planned future land uses. The Commission approved the map because it liked the concept that the MAP reflected the intent of future land uses. However in approving the MAP, the Commission had concerns that it would no longer have the opportunity to review rezones. According to the Supplemental Environmental Impact Statement for the draft Comprehensive Plan, rezones and other regulatory code amendments for the plan would be heard by the Olympia Hearings Examiner instead of the Commission. The Commission voted and approved a request that the Council consider a City Code Amendment to allow the Commission to continue to hear rezones and other regulatory code amendments. The Commission feels they are the appropriate body to do this work since they are nine members with a broad perspective and chosen to represent the public; whereas, the Hearing Examiner is a single person with a narrow legal perspective.

1.9 The Downtown Master Plan is a Priority

The Commission, as suggested by Staff, decided to take the Downtown Master Plan (Downtown Plan) out of the Comprehensive Plan. The decision was made because it was felt that having the Downtown Plan outside of the Comprehensive Plan would give the community more flexibility to do planning. If the Downtown Plan was left in the Comprehensive Plan, the Downtown Plan would have retained more legal authority, but could only be revised yearly through the Comprehensive Plan amendment process. The Commission feels that the downtown planning activities should be started quickly. Additionally, they feel that it is important that a broad community participatory process be established that reaches out to all members of the downtown community and the rest of the city. There are concerns that other community planning efforts such as the Community Renewal Area are starting before the Downtown Plan is developed. There is the need for cohesion between these two and other planning activities.

1.10 The Commission Would Like to Have a Major Role in the Implementation/Action Plan

The Commission was assured that they would have a role in the implementation/action plan. The Commission welcomes the opportunity to work on this plan. Incumbent Commission members bring with them a depth of knowledge of the Comprehensive Plan and the policies the Commission drafted for the plan. New members bring vitality and a different facet of the community perspective. Together we can assist the Council, planning staff, and the community in formulating the implementation plan.

(See next page)

1.11 A Final Word

The signatories of this report consider their work and the public review process unfinished. They did not have time to vet or approve the entire July Draft Comprehensive Plan. The “Supplemental Majority Report” represents important background information that involves the context for developing the Commission’s policies. The signatories of this report feel it is important that the Commission’s work be viewed as a completely separate document. This report provides most of the major policies that were developed, written and approved by a super-majority of the Commission. Please see sections II and III for policies and supporting documentation.

Members of the Olympia Planning Commission worked very hard on this project as did members of the Olympia Planning Department. While Commission and staff disagreed on points of policy and process on occasion, the Commission is indebted to staff for their professional work and demeanor, their prompt response to requests, and their guidance in helping Commissioners understand the technical issues and legal considerations of the task on the work bench.

II. Planning Commission Recommendations

2.1 Urban Green Space

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

POLICIES:

P1: Provide urban green spaces in which to spend time. Include such elements as trees, garden spaces, variety of vegetation, water features, green walls and roofs and seating.

P2: Provide urban green spaces that are in people's immediate vicinity and can be enjoyed or viewed from a variety of perspectives.

P3: Establish a maximum distance to urban green space for all community members.

P4: Increase the area per capita of urban green space and the tree canopy-to-area ratio within each neighborhood.

P5: Establish urban green space between transportation corridors and adjacent areas.

2.2 Urban Agriculture

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

POLICIES:

P1: The City will actively partner with community organizations to provide education and information about the importance of local food systems.

P2: The City will encourage home gardens as an alternative to maintaining grass/lawn and other landscaping that is either non-productive for local food systems or not supportive of native ecology.

P3: The City will collaborate with community partners to ensure that everyone within Olympia is within biking/walking distance of a place to grow food.

P4: The City will encourage for-profit gardening/farming in the community.

P5: The City will support local food production with its own purchasing power.

P6: The City will allow rooftop food production and consider incentives for providing food-producing greenhouses atop buildings.

P7: The City recognizes the value of Open Space and other green spaces as areas of potential food production.

P8: The City will partner with community organizations to measure and set goals for increasing local food production, and develop strategies to accomplish these goals.

P9: The City will work with other local governments throughout the region to encourage the protection of existing agricultural lands, offer educational opportunities for promotion, and encourage the development of a vibrant local economy.

P10: Partner with community organizations to provide education to citizens raising animals for food in the City to ensure protection from predators, and to provide sanitary conditions and humane treatment for these animals.

P11: Educate and encourage citizens to purchase from local farms and small producers as an alternative to factory farms that engage in humane treatment of animals.

2.3 Heights and View Protection

GOAL: Community views are protected, preserved, and enhanced.

POLICIES:

P1: Implement public processes, including the use of Olympia’s digital simulation software, to identify important landmark views and observations points.

P2: Utilize Olympia’s digital simulation software to identify view planes and sightline heights between the landmark view and observation point.

P3: Prevent blockage of landmark views by limiting the heights of buildings or structures on the west and east Olympia ridge lines.

P4: Height bonuses and incentives shall not interfere with landmark views.

P5: Set absolute maximum building heights to preserve views of landmarks from observation points, such as those identified in the following matrix, as determined through public process:

Landmark Views: (Landmark views involve State Capitol Campus, mountains, waterways, and hills.)

- . Black Hills
- . Capitol Lake/ Estuary
- . Deschutes Valley treed hill slopes

- . Mt. Rainer
- . Olympic Mountains
- . Puget Sound
- . State Capitol Campus Promontory

Observation Points: (Observation points are either static or dynamic from: Puget Sound, State Capitol Campus, public parks, public right-of-ways, Olympia Waterfront Route Map, downtown Olympia surrounding community.

- . Puget Sound’s Navigational Channel
- . State Capitol Campus Promontory
- . Parks: West Bay Park, Priest Point Park, North Point, Sunrise Park, Madison Scenic Park, and Percival Landing.
- . Streets: State, 4th Ave, Harrison, Deschutes, West Bay, East Bay Drive, 4th Ave Bridge, Olympic Ave, Pacific Ave, Martin Ave, Brawne, Foote, and Capitol Way. (Portions of)
- . Washington “W” walkway and bikeway system (Portions of)
- . Downtown: Hands-on Museum, and old/new City Hall

2.4 Urban Neighborhoods

GOAL: Olympia’s Neighborhoods provide housing choices that fit the diversity of local income levels and life styles. They are shaped by public planning processes that continuously involve citizens, neighborhoods, and city officials.

POLICIES:

P1: Establish eight gateways that are entry/exit pathways along major streets to downtown Olympia and our Capitol. These streets will act as tree-lined civic boulevards that present a unified streetscape that enhances the grandeur of our Capital City.

P2: High-density Neighborhoods concentrate housing into a number of designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and West 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 primarily walk-dependent. At least one-quarter of the forecasted growth is planned for downtown Olympia.

P3: Protect and preserve the existing established Low-density Neighborhoods. Disallow medium or high density development in existing Low-density Neighborhoods except for Neighborhood Centers.

P4: Allow Medium-density Neighborhood Centers in Low-density Neighborhoods to include both civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process.

MAP: “Olympia Planning Commission’s Future Land Use Map – March 11, 2013”
(See Appendix D)

2.5 Public Participation

Goal: Citizens and other key stakeholders feel their opinions and ideas are heard, valued, and used by policy makers, advisory committees, and staff.

Policy: Build trust between all segments of the community through collaborative and inclusive decision making.

Policy: Replace or complement three-minute, one-way testimony with participation strategies that facilitate rich dialogue between and among interested citizens, other key stakeholders, City Council members, advisory boards, and staff.

Policy: Clearly define public participation goals and choose strategies specifically designed to meet those goals.

Policy: Evaluate public participation strategies to measure their effectiveness in meeting desired goals.

2.6 Public Preparedness and Earthquake Liquefaction

PS13.9: Educate citizens about the possibility, and potential impacts, of a Cascadia subduction zone earthquake and actions they can take to prepare for such an event.

PS13.10: Address the severe and extended impacts of a Cascadia subduction zone earthquake in the City’s emergency response plans and preparations.

PS13.11: Continue to gather best available information on the impacts of a Cascadia subduction zone earthquake, including the potential magnitude and impacts of vertical movements and tsunamis.

The final Commission approved language for the new goals and policies to the Transportation Chapter is not available electronically for this letters.

2.7 Sea Level Rise

Natural Environment Chapter:

Goal: The City has used best available information to devise and implement a sea level rise strategy.

Policy 1: Evaluate all options, including retreat, to deal with the impacts of sea level rise in Olympia.

Policy 2: Consider different scenarios for varying amounts of sea level rise, and the accompanying adaption and response options for each scenario.

Policy 3: Perform a cost-benefit analysis for each adaptation strategy. Consider the physical, environmental and social factors as well as costs in the analysis.

Policy 4: Evaluate different financing options for adaption strategies.

Policy 5: Use the best available science and the experiences of other municipalities in formulating future plans for sea level rise.

Policy 6: Engage the community in a discussion of the different mitigation scenarios and adaptation strategies and response and the cost.

Utility Chapter:

GU 11: The City has used best available information to devise and implement a sea level rise strategy.

PU 11.2: Coordinate with other key stakeholders, such as downtown businesses, LOTT Clean Water Alliance and the Port of Olympia, environmental and other public interest groups, and downtown residents.

PU 11.3: Incorporate flexibility and resiliency into public and private infrastructure in areas predicted to be affected.

PU 11.4: Maintain public control of downtown shorelines that may be needed to serve flood management functions.

PU 11.5: Engage the community in a discussion of the different mitigation scenarios and adaptation strategies together with the cost.

2.8 Vision and Values

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 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.

How to Use this Document

This Comprehensive Plan is separated into nine chapters:

- Olympia's Vision;
- Public Participation and Partners;
- Natural Environment;
- Land Use and Urban Design;
- Transportation;
- Utilities;
- Economy;
- Public Health, Parks, Arts and Recreation;

Public Services.

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, Transportation, Utilities and even Economy. Likewise, policies related to walk-ability are included under both Land Use and Transportation. If viewing an electronic version, use the 'search' function to find all of the policies related to specific topics.

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 conflict with a goal to

preserve open space. 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.

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 the plan. The City will make every effort to quickly and reasonably develop, review and adopt any new or revised regulations to conform to this Plan.

Implementation

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.

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.

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.

Context for the Comprehensive Plan

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

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

The Act defines 13 goals, plus a shoreline goal, to guide the development and adoption of comprehensive plans. These focus on "smart growth" principles that maximize use of

land and existing utilities, protect historic and natural resources, and lower traffic and housing costs. Fortunately, Olympia has been taking this approach for a long time.

Olympia has long understood the merits of planning for the future and had a Comprehensive Plan as early as 1959. In many ways, our earlier plans created the community we have today.

For example, during community outreach for the 1994 plan, citizens 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.

A Changing Community

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

Olympia and its Urban Growth Boundaries

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

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

Preserving Our Sense of Place and Connections

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

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

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

Key Challenges

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:

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.

Accommodate Growth: Increased growth in Olympia is anticipated. Citizens need to integrate the: quantity of new residents, 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.

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

Revitalize Our Downtown: Located on Puget Sound and along the Deschutes River, downtown is the site of many historic buildings and places, and is home to many theaters, 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 places, green space, thriving local businesses, and integrated standards for design. public places, green space, thriving local businesses, and integrated standards for design.

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

Address Climate Change 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.

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.

For More Information

The Washington State Growth Management Act establishes rules to guide the development of comprehensive plans and development regulations that shape growth over a 20-year horizon

The Buildable Lands Report prepared for Thurston County by the staff of the Thurston Regional Planning Council helps Olympia to determine the quantity of land to provide for population and employment growth.

The City of Olympia Sustainability web pages have information about what the City is doing to put sustainability into action.

COMMUNITY VALUES AND VISION CHAPTER

Community Values

Through extensive public participation in *Imagine Olympia*, members of the public have expressed the values they wish to see reflected in the Comprehensive Plan. These are distilled for each of the chapters in the Plan.

Public Participation: Olympia residents value meaningful, open, respectful, and inclusive dialogue as a shared responsibility to make our community a better place.

Natural Environment: Olympia residents value our role as stewards of the water, air, land, vegetation, and animals around us and our responsibility to our children, our children's children, and all life, to restore, protect, and enhance our environmental birthright.

Land Use: Olympia residents value accommodating growth without sprawl or excessive reliance on automobiles; neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; local production of food; and public spaces for citizens in neighborhoods, downtown, and along shorelines.

Transportation: Olympia residents value moving people and goods through the community in a manner that is safe, minimizes environmental impacts, enhances connectivity, conserves energy, and promotes healthy neighborhoods.

Utilities: Olympia residents value a water supply under the ownership and control of the City, effective treatment of wastewater and stormwater prior to discharge to the Puget Sound, and the role that reuse, reduction and recycling plays in conserving energy and materials.

Public Health, Parks, Arts and Recreation Chapter: Olympia residents value the role of parks, open space, and the arts to our physical, spiritual and emotional well-being and to our sense of community.

Economy: Olympia residents value our community's businesses as a source of family wage jobs, goods and services and recognize the importance of our quality of life to a healthy economy.

Public Services: Olympia residents value protection provided by police, fire, and emergency medical services; code enforcement to maintain neighborhood quality; adequate and affordable housing for all residents; community gathering places and recreational centers.

Community Vision Statements

Natural Environment: Recognizing that gifts of nature define in large measure its greatness, Olympia works closely with the surrounding governments to preserve, protect and restore our natural heritage.

A dense tree canopy throughout the City provides aesthetic, health, environmental, and economic benefits. Despite the increased population, Olympia's air and water are cleaner. Seals, sea lions, orcas, and otters roam the waters of southern Puget Sound. Wildlife habitat has been preserved to maintain a biologically healthy diversity of species. As a result, salmon return to the streams where they were born to spawn and to die.

Land Use and Urban Design: Pedestrian-oriented streetscapes, livable and affordable neighborhoods, safe and meaningful street life, and high-quality civic architecture have made Olympia a showcase, fulfilling its potential as the capital city of the Evergreen State.

Olympia has collaborated with Tumwater and the Port of Olympia to make our urban waterfront a shared and priceless asset. This shoreline follows the Deschutes River from Tumwater's historic buildings, past Marathon and Heritage parks to Percival Landing and the Port Peninsula.

People walk throughout downtown, shop at its small businesses, enjoy its artistic offerings and gather at its many fine restaurants and meeting places. The historic Capitol

Way boulevard linking the waterfront and downtown to the Capitol Campus invites and attracts residents to enjoy the City's civic space. Plazas, expanded sidewalks, and art in public places have stimulated private investment in residential development, which, in turn, has greatly increased downtown's retail and commercial vitality.

Olympia has established "urban nodes" characterized by higher density and mixed use development, walkability, transit feasibility and lower costs for urban services. Infill projects and remodels help to meet the demands of population growth while creating more walkable communities. Older neighborhoods have been rejuvenated. Historic buildings are valued, preserved and adapted to new uses.

Olympia achieves its development and redevelopment goals through "sub-area planning." These plans determine where and how to increase density, how to retain green space, and how to enhance mobility. They assure safe and convenient access to the goods and services needed in daily life - grocery stores selling local products, schools, neighborhood parks, community gardens and neighborhood gathering places.

Transportation: Olympians, young and old, walk and bike to work, school, shopping, and recreation. Bike lanes and sidewalks are found on arterials and collectors throughout the city; all sidewalks and many bike lanes are separated from vehicular traffic by a buffer. Pedestrians and bicyclists also use trails and pathways through open areas, between neighborhoods, and along shorelines.

Sidewalks in compact, mixed-use neighborhoods, including downtown, are filled with walkers who stop at small shops and squares in lively centers near their homes. Trees lining the streets and awnings on storefronts provide comfort and protection for walkers. Nearly all residents are within easy walking distance of a transit stop.

Most people commute to work on foot, bicycle, transit, or carpool. Those who drive to work do so in small vehicles fueled by renewable resources. Comfortable electric buses arrive every ten minutes at bus stops along all major arterials.

Parking lots are located on the edges of downtown, hidden from view by storefronts and office space. Convenient short-term bike parking for visitors/shoppers and long-term bike parking for employees is found onsite or near all developments. Street faces are no longer broken up by surface parking lots.

Variable pricing of street meters and off-street facilities ensure that street spaces are available for downtown shoppers and visitors, while workers who car-commute make use of the peripheral off-street facilities.

Driving lanes throughout town are not excessively wide and streets provide room for bike lanes and parking and slow down traffic. System efficiencies, demand management and intersection improvements allow smooth traffic flow.

Due to slower speeds, frequent safe crossings, and well-managed intersections, deaths and serious injuries from car/pedestrian and car/bicycle collisions have been nearly eliminated.

Utilities: Olympia has been able to meet the water needs of an increased population through increased water use efficiency, conservation based rates, and use of reclaimed water. As a result of the improved treatment and reduction of wastewater and stormwater prior to discharge, Budd Inlet and our streams support increased aquatic life.

A majority of Olympia households use urban organic compost on their landscapes. Artificial fertilizers no longer contaminate local water bodies. State and national packaging standards, local solid waste incentives, and voluntary citizen actions reduce the volume of materials in Olympia requiring landfill disposal.

Public Health, Parks, Arts and Recreation: Parks and other public open space in every neighborhood play a key role in maintaining our health. The Olympia School District works with the City to allow maximum feasible public use of School District gyms and playgrounds.

The School District, local and state health agencies and the City provide programs to encourage good nutrition and exercise. These programs complement the City regulations to encourage both urban agriculture and markets for sale of local and regional produce.

Olympia has continually expanded and upgraded the bicycle facility network and has witnessed major increases in bike use for both commuting and recreation. The City has provided bike facilities on selected streets where there are high levels of use or potential conflict with motorized traffic.

All neighborhoods have sidewalks on at least one side of major collector streets. This, together with continued pedestrian crossing improvements and neighborhood pathways, use of traffic calming devices and enforcement of traffic laws, contributes to the dramatic increase of walking in Olympia.

The City sponsors and supports music and art events and festivals. These attract widespread involvement of Olympia residents and residents of surrounding communities. The City takes advantage of provisions in state law to fund art throughout the City.

Economy: The Olympia economy is stable in relation to the economies of comparable cities throughout the state and region. The City's investment in the downtown has led to many specialty or boutique stores. Regional shopping nodes, such as Capital Mall, provide high-density housing and transit and pedestrian access.

Young entrepreneurs, attracted by the amenities of the City and its open and accepting culture, have created new businesses and helped existing businesses expand.

The increased commercial activity and the number of small start-ups have diversified the job market and the economy, making it less vulnerable to downturns in state government employment.

Continued expansion of small farms at the urban fringe and local food producers provide additional diversity in local employment and reduces the vulnerability of local residents to the rising cost of imported food.

Public Services: The City has assured that all residents have achieved their basic housing needs by adopting “affordable” housing program criteria. One consequence has been the virtual disappearance of homelessness. This, in turn, has reduced the cost of City police and social services and has made the downtown more attractive for commercial activity. The City’s diverse housing typology accommodates the needs of young adults, middle class families, and aging populations.

Within each neighborhood, a strong code enforcement program has assured the protection of the distinct identity of all neighborhoods. Code enforcement emerges from citizen and neighborhood involvement

2.9 Transportation

A number of new transportation policies were adopted by the Commission however it was not possible to easily separate out new policies, from revised or unchanged policies in the July draft. Therefore transportation policies are not listed in this document.

III. APPENDICES

Appendix A

Urban Neighborhoods – Future Land Use Designations and Research

Low-density Neighborhoods: Protect and preserve the existing established Low-density Neighborhoods by grandfathering in current zoning limits and will not limit each neighborhood or its streets. Residential density range, which is primarily single-family detached housing and low-rise multi-family housing, is from a minimum of four to fourteen dwelling units per acre. This maintains and safeguards the current zoning which reflects specific qualities associated with each neighborhood. Low-density neighborhoods are shaped by the public planning process that continuously involves citizens, the neighborhood, and city officials. Low-density neighborhoods disallow medium or high density development, except for Neighborhood Centers, but allows for ADU. The maximum height in low-density neighborhoods is 35'-0".

Low-density Neighborhoods (LDN)

Use: Single-family Residential

Density: 4 to 14 units per acre, while protecting existing LDN zoning density.

Height: 35 foot maximum

Medium-density Neighborhoods: Medium-density Neighborhoods involve multi-family residential densities between 15 to 30 units per acre as determined by the neighborhood public process. Suggested housing land uses including townhouses, small apartment buildings. Clustering may be permitted.

Medium-density Neighborhoods (MDN)

Use: Multi-family Residential

Density: 15 to 30 units per acre

Height: 35 foot maximum

Medium-density Neighborhoods Centers: Medium-density Neighborhood Centers, that include both civic and commercial uses in the serve of the neighborhood, are allowed in Low-density Neighborhoods. Neighborhood centers emerge from the neighborhood public process where low-density neighborhood centers are proposed. The neighborhood public process will involve all necessary parameters to ensure street improvements, transit access, setbacks, and the level of public need for each center.

Medium-density Neighborhood Centers provide residential, commercial, and civic spaces. Suggested housing includes townhouses, small apartments, and other multi-family buildings. Low-density commercial neighborhood centers will have a maximum 35'-0" height for both low and medium density neighborhoods. [Note: Tumwater

Brewery District, a medium density commercial center, and transit hub could serve as a neighborhood center for southeast Olympia residents.]

Medium-density Neighborhood Centers (MDNC)

Use: Multi-family Residential and limited low-density Commercial

Density: 15 to 30 units per acre

Height: 35 foot maximum

High-density Neighborhoods: High-density Neighborhoods are Multi-family Residential and Commercial neighborhoods with densities of more than 30 dwelling units per acre. High-density Neighborhoods concentrate housing into a number of designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and West Capital Mall. Commercial uses directly serve the high-density neighborhoods and allow people to meet their daily needs without traveling outside their neighborhood. High-density neighborhoods are primarily walk dependent services. The height in this neighborhood would be based on the “Height and View Protection Goals and Policies.

High-density Neighborhoods (HDN)

Use: Multi-family Residential and Commercial

Density: > 30 units per acre minimum

Height: See Note 1

Gateways & Civic Boulevards: Establish eight gateways that are entry/exit pathways along major streets to downtown Olympia and our Capitol. These major streets act as tree-lined civic boulevards that present a unified streetscape that enhances the grandeur of our Capital City.

Gateways to the Deschutes River Valley are located at entry/exit points and along the green civic boulevards that enter the state capital city of the State of Washington. They are located at: city boundaries; topographical changes; transitions in land use; and shifts in transportation densities. Three of the eight gateways are located at the city limits. An option, at the three entrances allow for “Welcome to Olympia” signage. Gateways are densely planted with native trees and under stories that form the transition between distinct land uses and the formal green civic boulevards. Each civic boulevard forms a unique urban space of its own.

Urban Gateways and Civic Boulevards

1. Priest Point Park Gateway: East Bay Drive at City Limits
Single-family and Multi-family Residential, and Natural
2. Mt. Rainier Gateway: Martin Way and Pacific Intersection
Corridor Land Uses -Low density Mixed Use in Single-family Residential

3. Interstate Gateway: Henderson and Plum St. Intersection
Corridor Land Uses -Commercial and Multi-family Residential
4. Watershed Park Gateway: Henderson at North Street
Corridor Land Uses-Single-family residential, public schools, and natural
5. Capitol Gateway: Capital Boulevard at City Limits
Corridor Land Uses - Single-family Residential and low-density commercial
6. Deschutes Gateway: Deschutes Park Way at City Limits
Corridor Land Uses –Natural – Passive Recreation – and Public Use Area
7. Black Hills Gateway: Harrison and Division Intersection
Corridor Land Uses -Low-density Mixed Use compatible with Single-family Residential
8. Schneider Creek Gateway: Schneider Hill Rd.& West Bay Drive Intersection
Corridor Land Uses -Multi-family Residential and Commercial

Note 1: Delete all heights limitations from staff draft on LU Table 1, except as identified above. Specific height limits shall be established by development codes, which are based on the Comprehensive Plan’s “OPC - Height and View Protection Goals and Policies.”

Note 2: Each Civic Boulevard will have a distinct spatial environmental setting that is shaped by the public planning process that continuously involves citizens, neighborhoods, and city officials. Urban Corridors will be primarily accessed by transit and motor vehicles with provisions for pedestrian and bicycle travel. City of Olympia’s consistent theme along all civic boulevards will be “Urban Green Spaces.”

Appendix B

Urban Green Space Background

Green space provides a number of benefits including ecological, environmental, health, economic, and social. It is an essential component of the urban environment and will become even more important for people's well-being as Olympia's population increases and the region becomes denser.

Ecological and Environmental – Green space provides habitat for a variety of birds, fish and other animals. Trees can remove air pollutants that are prevalent in the urban environment such as particulate matter, ozone, nitrogen oxides and carbon monoxide. They also sequester the greenhouse gas carbon dioxide¹. A tree can remove 48 pounds of carbon dioxide a year and sequester a ton of carbon dioxide by the time the tree reaches age 40². The heat island effect is caused by large areas of heat-absorbing surfaces in combination with high energy use. Heat islands are likely to occur as Olympia becomes more urbanized and climate change causes warmer temperatures. Trees provide natural air conditioning; they shade and cool buildings and streets; and they use evapotranspiration (tree sweating) to cool themselves and surrounding areas³. Trees also reduce energy costs for buildings, both for heating and cooling. Increased vegetation reduces storm water runoff and improves water quality by filtering water. A mature tree in a year can intercept about 760 gallons of rainwater and cause evapotranspiration of 100 gallons of water⁴. Trees will also help diminish the flooding predicted with climate change. Noise reduction is another benefit of trees. Wide tree belts can reduce noise by 4-8 decibels⁵.

Health – Green space has a direct effect on people's health. Studies have shown a relationship between the amount of green space in the living environment and the degree of physical and mental health and longevity⁶. Increased green space has been found to decrease death rates⁷. People living closer to green space have greater levels of physical activity and are less likely to be obese⁸. Fifty percent of Washington's population is either overweight or obese. Having places where people want to exercise will aide people in living healthier life-styles. The public's perception of their general health has been found to be related to the amount of green space in their environment⁹. Views of nature can improve people's health and well-being by providing relief from stress and mental fatigue¹⁰. Hospital patients have been found to make quicker recoveries and need less pain medications when they have a view of a park compared to patients who only had a view of a wall¹¹.

Economic – Green space increases property values¹². Property values are directly related to the distance to green space and the type of green space. People living in multi-unit dwellings value living near an area with green-space while people in houses value living near a park¹³. Businesses are more likely to locate near an area having green or open spaces¹⁴. Places with urban natural capital tend to attract skilled workers. Having a

skilled work force further enhances the attractiveness of an area for businesses¹⁵. Places that are beautiful also increase tourism.

Social Capital – Urban green spaces provide opportunity for people to gather and interact with family, friends and neighbors. People living near these areas feel a greater sense of cohesion and are more likely to help their neighbors¹⁶.

References:

1 D.J. Nowak, D.E. Crane, J.C. Stevens. (2006) Air pollution removal by urban trees and shrubs in the United States. Elsevier. Urban Forestry and Greening 4:115-123. Accessed 01/24/13 from <http://www.fs.fed.us/ccrc/topics/urban-forests/docs/Air%20pollution%20removal%20by%20urban%20trees%20in%20the%20US.pdf>

2 American Forests. Tree Facts. Accessed 01/07/13 from <http://www.americanforests.org/discover-forests/tree-facts/>

3. New York State, Department of Environmental Conservation. Heat Island Effects: The Effect of Trees on Urban Health Islands. Accessed 01/07/13 from <http://www.dec.ny.gov/lands/30344.html>

4. United States Department of Agriculture and the United States Forest Service. (2006). Urban Watershed Forestry Manual, Part 2 Conserving and Planting Trees at Development Sites. Accessed 01/07/13 from <http://www.forestsforwatersheds.org/storage/part2forestrymanual.pdf>

5. Chih-Fang, F., Der-Ling, L. (2005). Guidance for noise reduction provided by tree belts. Elsevier. Landscape and Planning 71:29-34. Accessed 01/07/13 from <http://ir.lib.ncut.edu.tw/bitstream/987654321/2473/1/2005-Guidance%20for%20noise%20reduction%20provi>
<http://ir.lib.ncut.edu.tw/bitstream/987654321/2473/1/2005-Guidance%20for%20noise%20reduction%20provi>

6. Groenengwegen, PP, van den Berg, A. E., de Vries, S., Verheij, R. A. Vitamin G: effects on health, well being, and social safety. BMC 6:149 Accessed 01/07/13 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1513565/>

7. Villeneuve, P.J., Jerret, M., Su, J.G., Burnett, R.T., Chen, H. et al.. (2012). A Cohort study relating urban green space with mortality in Ontario, Canada. Environ Res 115:51-58. Accessed 01/07/13 from <http://www.ncbi.nlm.nih.gov/pubmed/22483437>

8. **Toftager M**, Ekholm O, Schipperijn J, Stigsdotter U, Bentsen P, Grønbaek M. et al.. Distance to green space and physical activity: a Danish representative national survey. (2011). J. Phy Act Health 8(6):741-749.

9. Maas J, Verheij RA, Groenewegen PP, de Vries S, Spreeuwenberg P. (2006). Green space, urbanity and health: how strong the relation? J. Epidemiol Community Health 60(7) 587-592. Accessed 01/07/13 from <http://www.ncbi.nlm.nih.gov/pubmed/16790830>

10. Groenewegen, *op. cit.*

11. Ulrich, R. S. (1984). View through a window may influence recovery from surgery. Science 224(4647): 420-421. Accessed 01/07/13 from <http://www.majorhospitalfoundation.org/pdfs/View%20Through%20a%20Window.pdf>

12. Active Living Research. (2010). The economic benefit of open space, recreational facilities and walkable community design. Accessed 01/07/13 from <http://atfiles.org/files/pdf/Economic-Benefits-Active.pdf>

13. University of Aberdeen. (2007). Urban parks, open space and residential property values. Accessed 01/07/13 from <http://www.jrbp.missouristate.edu/rippleeffect/pdf/UrbanParksOpenSpaceandResidentialPropertyValues.pdf>

14. Gensler, Urban Land Institute. (2011). Open space an asset without a champion. Accessed 01/07/13 from http://www.gensler.com/uploads/documents/Open_Space_03_08_2011.pdf

15. Roach, R. (2004). Green among the concrete: the benefits of urban natural capital. Accessed 01/107/13 from

<http://biology.duke.edu/wilson/EcoSysServices/papers/GreenAmongtheConcrete.pdf>

16. Roach, *op.cit*, 8.

Appendix C

URBAN NEIGHBORHOODS~

Introduction

Today, in a decade of global uncertainty, social inequity, and environmental degradation, we have brought into question the conventional wisdom, calling for reassessment of traditional notions of urbanity.¹¹ The concept of High Density Corridors is one of those notions that compounds issues of urban inequity, “internal city sprawl”, and other multifaceted problems that threaten Olympia: climate change, growth, sea-level rise, and earthquakes. As an alternative, *Green City* models compact and concentrate life’s needs into High Density Neighborhoods (HDN) and replaces the traditional frame and antiquated ‘business as usual’ paradigm formed by the *fossil-based urban modes* that represent: linear spatial configuration of the High Density Corridor (HDC); “...strip commercial ...”; dependency on motorized vehicles; and the dislocation and decentralization of single family neighborhoods.

This proposal summarizes some of the negative impacts, both health and social, that are associated with High-density Corridors and linked to the obsolescence of the fossil-based planning. An alternative in the 21st century is the renaissance of a Green City. Although the following briefly outlines a few negative impacts of HDC on Health and Neighborhoods, it does not address many important issues affected: greenhouse gases; energy; mobility; convenience; density; outdoor spaces; images of our state capitol city; social support systems; economic revitalization of downtown; treatment of HD arterials; and affordable housing.

Formal public hearings on the Comprehensive Plan for HDC identified the public’s lack of support for them and the “...contradictions ...”and “...conflicts...” associated with HDC. The purpose is to identify some problems associated with the HDC. The weakness of this proposal is that it does not represent all the HDC problems, and does not represent HDC’s problems in an exhaustive or in depth analysis

Although Olympia has the spatial capacity to accommodate a number of large-scale High Density Neighborhoods, the City of Olympia does not have a single High Density Neighborhood (HDN). To understand the concept and benefits of HDN, the city’s work plan requires time to reveal the countless internal inconsistencies and contradictions of antiquated fossil-based urban model of a HDC.

Urban achievements, similar to Howard’s Garden City, recognized the importance of relatively circular city plans. It established structural, social, and economic parameters of the city. Although urban reform requires physical arrangement, urban life is enhanced

when the physical environment works in harmony with human needs rather than against them.²⁵

Problem Statement

On January 12, 2013, the City Council developed work plans for 2013, which revealed that the “Olympia council wants people downtown...”.² The City Council wants to find “...ways to promote Olympia and its downtown core to attract visitors, but to make it more inviting to residents again.”² At the same time, the Comprehensive Plan demonstrated that the total planned growth over the next 25 years in the downtown is dramatically inadequate to achieve the City Council’s objectives.

First, the total planned growth for the City of Olympia in 2035 is 26,087 people. However, Olympia’s downtown’s total planned growth is less than 4% for the next 25 years. In other words, 24 out of every 25 new residents to Olympia will live anyway but downtown. Further, more than 2 out of every 3 new residents to Olympia within the planned growth are to live near the edges of the city limits, which exasperated urban sprawl, rather than encouraging more centralized growth in the City of Olympia’s downtown urban core.

Second, testimony from formal public hearings verified that neighborhoods oppose the HDC concept.

Third, the total planned growth of the HDC, excluding the HDN, is 251 people or less than one percent of the growth for the next 25 years, while HDC land uses consume almost 1,000 acres. In other words, the HDC for the next 25 years adds 1 new resident for every 4 acres. The HDC appears no more than a Low Density Neighborhood (LDN) that is slated for “... redevelopment...”⁵ and commercialization of local neighborhoods,⁶ and the displacement and relocation of single family residential neighborhoods.

The following are numerous examples of **health science** and **social science research** that challenge the very foundation and assumptions of locating residential neighborhoods near high-density corridors in any urban community of the 21st century.

Impacts of High Density Corridors on “Health”

Traffic-related air pollution (TRAP) has been linked to a number of adverse health outcomes or risk factors that are associated with chronic disease development. Traffic related air pollution has been linked to cardiovascular (heart disease and stroke) mortality and overall mortality (death). Nitrogen dioxide is a TRAP gas. People with higher exposure to nitrogen dioxide from traffic have been found to have a 26% increase risk of

cardiovascular death and 13% increase risk of death overall¹³. When people exposed to more TRAP were compared to those with less TRAP exposure, those with higher exposure showed markers for atherosclerosis (increased carotid artery intima media thickness (CIMT))¹⁴. Another study in California supported this finding. The study showed that those living within 300 feet of a highway had much more rapid increases in their CIMT¹⁵. Other research found, that people living within 200 meters (tenth of a mile) or less of roadway with volumes as low as 20,000-40,000 cars a day had increased C-reactive protein levels and increased pulse-pressure. Both are markers for cardiovascular disease development¹⁶. A study of over 13,000 middle aged men and women found that those that lived within 300 meters (1/5 mile) of a major road for an extended period of time had an increased risk of coronary heart disease¹⁷.

The strongest most consistent TRAP health risk has been the exacerbation or development of asthma and respiratory symptoms in children. Multiple studies in different countries have shown this risk. Children that breathe more roadway air pollution at home and at schools are at higher risk of developing asthma¹⁸. Kids that live at a distance of a tenth of a mile or less of a road having relatively low levels of vehicle traffic have been shown to have a 70% increased risk of experiencing wheezing¹⁹. A study was done in British Columbia of 38,000 children with varying exposure to air pollution in utero and during their first year of life. The study found that children were at increased odds of developing asthma if they were exposed to air pollution and that children exposed to TRAP had the highest risk of asthma²⁰.

Traffic-related air pollution has also been found to increase the odds of pre term (early) births and preeclampsia (a pregnancy complication)^{21,22}. A survey study in Sweden found that people who lived near road traffic noise at 64 decibels and above were more likely to report they had high blood pressure²³.

A British Canadian study looked at neighborhood design and found that urban areas that are designed-for walking may inadvertently expose their residents to higher levels of TRAP. Additionally, people of lower socio-economic status often have the highest levels of exposure. The authors highlight that their research supports policies for locating residential buildings (especially schools, daycare centers, and assisted living facilities) back from major transportation corridors²⁴.

Impacts of High Density Corridors on Neighborhoods

Landmark studies have revealed the impact of HDC physical environments on human behavior. These studies have shown that High Density Corridors cause environmental stress in humans and as well as other outcomes. HDC were associated with less social interaction, street activity, and withdrawal from the physical environment as a result of HDC erosion of environmental quality. Further, research by J.M. Thompson calculated that living within 600 feet of a HDC had implications on people who suffered from a deteriorated environment.⁹ Contrasts between HDC and Low Density Neighborhoods (LDN) occurred in age, family composition, and the length of residence. Criteria categories for environmental quality: safety at intersections; traffic hazards;

dissatisfaction with noise; vibrations, fumes and soot; dust; stress; noise; pollution; feeling of anxiety; social interaction; privacy; home territory; and environmental awareness of the physical surroundings.⁷

Most importantly, the research showed that those people in HDC with children would move elsewhere for less stressful environmental neighborhoods if they have the financial ability to do so.⁷ In contrast, residents in the HDC had a shorter length of residence than a low density street, which were predominately family streets with many children and longer length of residence which spanned decades. Danger and safety issues associated with HDC were an important consideration for residents. Findings revealed that almost no children lived near the HDC and the housing was generally inhabited by single individuals. Traffic volumes produced different human stresses, need for withdrawal, and undermined the human coping mechanism.

Elder's perceptions of the HDC stressors were revealed by descriptive words, "...unbearable..."; It's "...too much..."; "People have moved because of the noise."; and the "Disgusting amount of litter"⁷ HDC noise levels were above 65 decibels for 45 percent of the time. "Noise from the street intrudes into my home."⁷ Car noises were relatively constant and produced a steady drone of traffic but the random city buses, and the screeching of brakes at the intersections added unnecessary disruptions. High Density Corridor's traffic volumes were destructive factors in urban life.⁸

Relocation of frail resident's and knowing functional level and wellness profiles for the baseline assessment helps determine an effective process to assure due process and protection of a resident's rights. Transfers are traumatic experiences which are often referred to in the literature base as "transfer trauma". Involuntary removing seniors can lead to increased liability.¹

Social interaction in LDN showed that children played on the sidewalk and in the streets, while HDC residents kept very much to themselves and held no feelings of community. "It's not a friendly street." and "People are afraid to go into the street ..."⁷ The concept of neighborhood as social support systems for families and individuals is loss or at least compromised in the HDC. HDC residents had little or no sidewalk activities while LDN were a lively close-knit community whose residents made full use of their streets. HDC residents sense of personal home territory did not extend into the streets, while LDN resident's showed "territorial expansiveness"⁷ into the street which was one of the salient findings of the study. HDC residents experienced withdrawal from the street and lived in the back of their home. In contrast, inhabitants on Low Density Neighborhoods streets had more acquaintances. People (LDN) said, "I feel it's home. ... I don't feel alone."⁷ People living in LDN had three times as many friends than those along the HDC who had little social interaction and the contacts across the street were much less frequent.

REFERENCES:

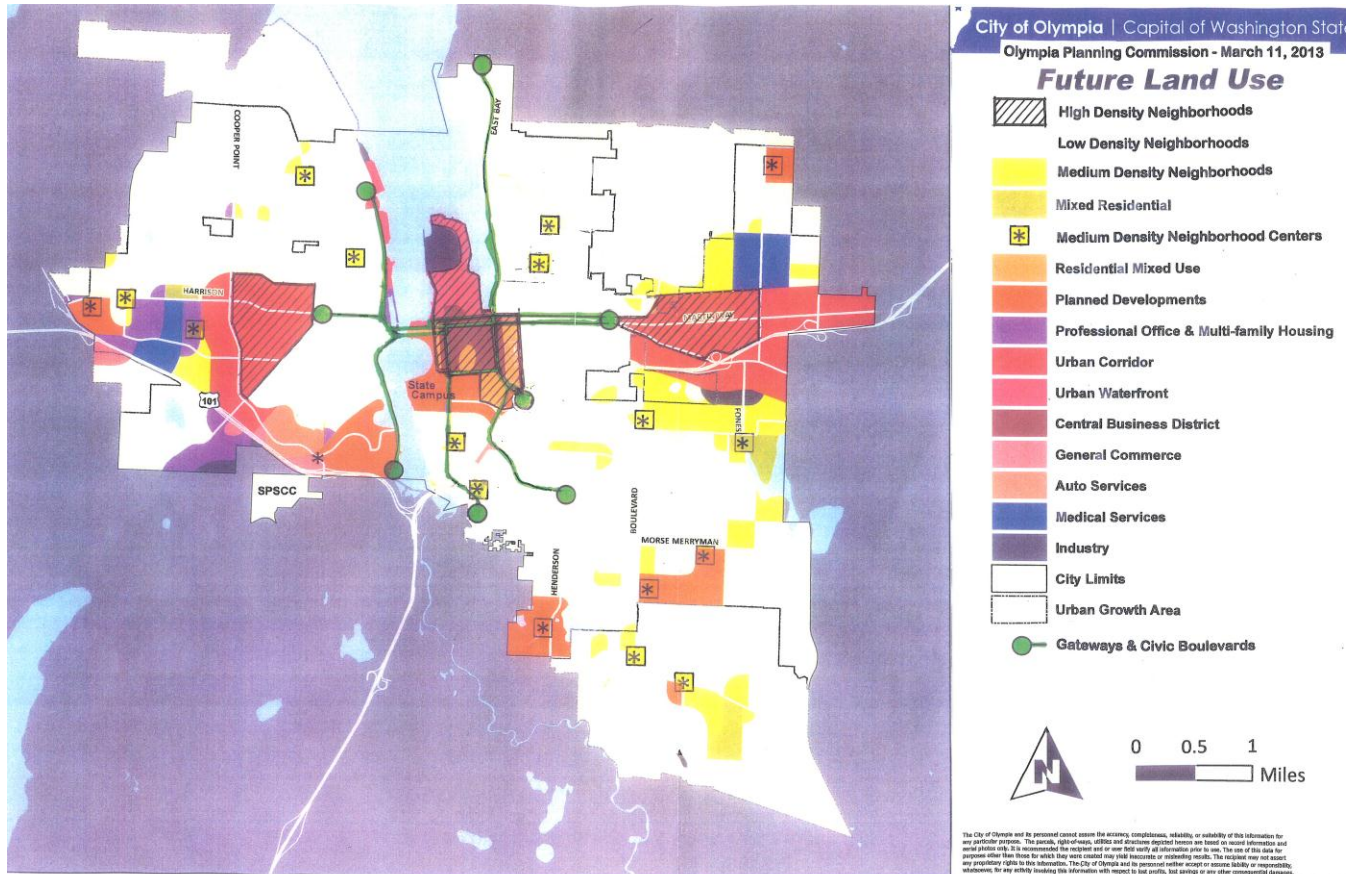
1. Pastalan, Leon, A., Aging in Place: The Role of Housing and Social Support, New York: The Haworth Press, 1990, p.103)
2. Krotzer, Chelsea, “Olympia Council wants people downtown,” *The Olympian*, January 13, 2013, p.A3.
3. City of Olympia, “Final Supplemental Environmental Impact Statement,” Department of Community Planning and Development, Olympia, Washington, December 4, 2012, p.126.
4. Ibid., p.127.
5. City of Olympia, “Comprehensive Plan Update – July Draft,” Department of Community Planning and Development, Olympia, Washington, July 10, 2012, p. 39 LU
6. Ibid., p. 43 LU
7. Appleyard, Donald, and Lintell, Mark, “The Environmental Quality of City street: The Residents’ Viewpoint,” *Journal of the American Institute of Planners*, Vol.38, No. 2, March 1972. pp. 84-101.
8. Ward, Barbara, The Home of Man, New York: Norton and Co., 1976.
9. Thompson, J.M., Motorways in London, London: Andworth and Co., Ltd., 1970
10. Walljasper, Jay, The Great Neighborhood Book, Gabriola Island, B.C.: New Society Publishers, 2007, p.7.
11. Ponce de Leon, Monica, “Letter from the Dean”, *Portico*, College of Architecture and Urban Planning, University of Michigan, Spring 2010, p.1.
13. Raaschou-Nielsen, O., Anderson, Z., Jensen, S. et. al. Traffic air pollution and mortality from cardiovascular disease and all causes: a Danish cohort study. *Environmental Health* 2012 11(60). Retrieved 020313 from <http://www.ehjournal.net/content/pdf/1476-069X-11-60.pdf>
14. Agulea, M.F., et. al., Association between long-term exposure to traffic-related air pollution and subclinical atherosclerosis: The REGICOR study. *Environmental Health Perspective*, December 2012, Retrieved 02/03/13 from: <http://ehp.niehs.nih.gov/wp-content/uploads/2012/12/ehp.1205146.pdf>
15. Kunzli, N., Jerrett, M., Garcia-Esteban, R., et.al. Ambient air pollution and the progression of atherosclerosis in adults. *PLoS one*, 2010 5(2). Retrieved 020313 from <http://www.plosone.org/article/info%3Adoi/10.1371/journal.pone.0009096>
16. Rioux, C.L., Tucker, K.L., Mwamburi, M., et.al. Residential traffic exposure, pulse pressure,

- and c-reactive protein: consistency and contrast among exposure characterization methods. *Environmental Health Perspectives* 2010, 118(6). Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2898857/>
17. Kan, H. Heiss, G., Rose, K.M., et.al. Prospective analysis of traffic exposure as a risk factor for incident coronary heart disease: The Atherosclerosis risk in communities (ARIC) study. *Environmental health perspectives*, 116(11). Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2592264/>
18. McConnell, R., Islam, T., Shankardass, K., et.al. Childhood incident asthma and traffic-related air pollution at home and at school. *Environmental Health Perspectives* 2010, 118(7). Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2920902/>
19. Anderson, M., Modig, L., Hedman, L. et. al. Heavy vehicle traffic is related to wheeze among school children: a population-based study in an area with low traffic flows. *Environmental Health* 2011, 10(91). Retrieved 02/03/13 from: <http://www.ncbi.nlm.nih.gov/pubmed/21995638>
20. Clark, N.A., Demers, P.A., Karr, C.A., et.al. Effects of early life exposure to air pollution and development of childhood asthma. *Environmental Health Perspectives* 2010 118(2). Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2831931/>
21. Wilhelm, M., Ghosh, J., Su J., et.al. Traffic-related air toxics and preterm birth: a population-based case-control study in Los Angeles County, California. *Environmental Health* 2011, 10(89). Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pubmed/21981989>
22. Wu, J., Ren, C., Delfino, R.J., et.al. Association between local traffic-generated air pollution and preeclampsia and preterm delivery in the south coast air basin of California *Environmental Health Perspectives*, June 24, 2009. Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2801174/>
23. Bodin, T. Albin, M. Ardo, J., et.al. Road traffic noise and hypertension: results from a cross-sectional public health survey in southern Sweden. *Environmental Health* 2009 8(3). Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pubmed/19744313>
24. Marshall, J.D, Brauer, M. Frank, L.D. Healthy neighborhoods: walkability and air pollution. *Environmental Health Perspectives*, July 2009. Retrieved 020313 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2801167/>
25. Johnston, Norman, J., Cities in the Round, Seattle and London: University of Washington Press, 1983, p.127.
-

“A society grows great when ...(elders) plant trees, whose shade they know they shall never sit in.” Greek Proverb¹⁰

Appendix D

Future Land Use Map (also as electronic PDF “flum”)~ *Note some additional small changes may be made to the FLUM



[Home](#) » [City Services](#) » [Transportation](#) » [Plans, Studies & Data](#) » [Urban Corridors](#)

Urban Corridors

Featured Links

- [Transportation Plans, Studies & Data](#)
- [Draft Comprehensive Plan Update](#)
- [Community Renewal Area Planning](#)

Navigation

- [Transportation](#)
- [Plans, Studies & Data](#)
- [Signs, Signals & Streetlights](#)
- [Speeding Concerns](#)
- [Streets](#)

What Are Urban Corridors?

Urban Corridors are an integrated land use and transportation concept. Urban Corridors are the major arterials in our regional street system. Because they were originally built as state highways, many areas along these corridors are characterized by low density residential housing and strip commercial shopping.

Corridors are served by frequent transit service, and, in many areas, have the potential to transition from auto-oriented corridors to walkable areas with nodes of activity.



Urban Corridors in the Thurston Region

Residents of the Thurston Region envision vibrant and walkable city centers in Olympia, Lacey, and Tumwater that serve as the community's heart. Along the major transit corridors that connect these centers, residents want activity nodes that encourage active transportation and serve surrounding neighborhoods with additional housing, jobs and services. To help achieve this vision, the Thurston region has developed strong land-use and transportation policies centered on our Urban Corridors.

[The Sustainable Thurston Plan and Other Actions](#)

A goal of the [Creating Places, Preserving Spaces, Sustainable Development Plan for the Thurston Region](#), is that by 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

To support this vision, higher density residential and commercial land uses - relative to the current condition - are proposed within a quarter mile on either side of the corridor. This is consistent with recommendations made by the Urban Corridors Task Force, which the Thurston Regional Planning Council convened in 2009. Members included policy makers from Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, North Thurston Public Schools, citizens and business representatives. After three years of study, the Task Force completed a [one-page summary](#), and a [full report](#), presenting their recommendations for overcoming barriers to achieving more compact, transit-supportive land-use patterns along the Urban Corridors.

On November 5, 2012, the Olympia City Council adopted a [joint resolution](#) with Lacey, Tumwater and Thurston County, agreeing to take a leadership role in pursuing the vision and recommendations of the report. These jurisdictions will work extra hard to create vibrant, attractive mixed use centers with great amenities and convenient walking, biking and transit services.

The Task Force report is consistent with the policy direction of Olympia's [Transportation Mobility Strategy](#).

Olympia's Urban Corridors

Olympia's goal is to achieve more infill and redevelopment, especially housing, along the Urban Corridors. Land uses supported by a multimodal transportation system, and vice versa, enable people to minimize care trips by living close to services, work and commuting options.

[Major Arterials in Olympia](#)

Live Plow Map

FIND OUT WHERE WE ARE PLOWING RIGHT NOW.




Pathways

LEARN ABOUT THE NEIGHBORHOOD PATHWAY PROGRAM



Your Trip

LEARN ABOUT YOUR TRANSPORTATION OPTIONS



City Calendar

- 04/03** - 5:30 p.m.
[Utility Advisory Committee \(UAC\)](#)
- 04/05** - 09:00 a.m.
[CAC/Property Owners Urban Design Workshop](#)
- 04/05** - 10:00 a.m.
[Volunteer Work Party](#)
- 04/05** - 10:00 a.m.
[Volunteer Work Party](#)
- 04/08** - 5:30 p.m.
[Special Joint City Council/Port of Olympia Meeting](#)

→ [View full calendar...](#)

City Updates

BUDGET. The [2014 Adopted Operating Budget](#) is available for viewing online.

PLASTIC BAG BAN OPEN HOUSE On Wednesday, April 16 from 5:00-7:00pm at Olympia City Hall, Room 207 the City of Olympia and Thurston County Solid Waste will be hosting an informational meeting to assist retailers with the upcoming plastic bag ban.

FUNDRAISING. Help support Olympia's Yauger Park through the national "Heart Your Park" Program. [More...](#)

OLYMPIA MUNICIPAL CODE. Quick link to the [Olympia Municipal Code](#).

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

- East 4th Avenue
- State Avenue
- Martin Way
- Harrison Avenue
- Cooper Point Road
- Black Lake Boulevard
- Capitol Way

All of these arterials are considered First Priority Bus Corridors for high-quality transit and Strategy Corridors for multi-modal transportation options. However, not all arterials have a corresponding 'Urban Corridor' land use designation in the draft Comprehensive Plan Update. See the [Transportation Corridors Map](#) for details.

[Description of Urban Corridor Land Use Designation](#)

Urban Corridors are envisioned to gradually redevelop into areas with:

- Well-designed buildings that front the street with street-level windows and welcoming entrances
- Wide sidewalks, street trees, landscaping and benches that make the street safe, comfortable and interesting
- Retail businesses, restaurants, and other commercial uses mixed with libraries, schools, clinics and other services that meet the daily needs of and provide jobs for nearby residents
- Frequent and convenient bus services that makes the bus more appealing than driving
- Streets that are human scale and oriented towards people, not dominated by cars
- Vehicle traffic that is slow but moving, so that the presence of traffic has a low impact to people on the sidewalk and in the buildings
- A mix of residences including apartments, townhouses, and small cottages at a density that supports the nearby businesses
- Carefully designed streets and buildings off the corridor that help to transition from the mixed, active areas to quieter residential neighborhoods

Comprehensive Plan Land Use Policy

The City Council is still considering where to apply "Urban Corridor" land uses – in other words, where along the arterials to allow for higher densities and a mix of residential and commercial uses, and what is the appropriate width for this type of land use in various arterial areas?


[Planning Commission Recommendations](#)

In their draft Comprehensive Plan Update, the Planning Commission recommends: (see [Future Land Use Map](#))

- A half mile of "Urban Corridor" land uses near the Capitol Mall triangle and Martin Way/State Ave triangle to Lilly Road.
- A narrower width along Harrison Avenue between Division Street and the 4th Avenue Bridge, as well as State Avenue from Eastside Street to the State/Martin triangle.
- Maintaining low density residential land uses along Capitol Way past the State Capitol Campus.

The City Council expects to hold public hearings on the Comprehensive Plan Update as early as June 2014. Residents and businesses are encouraged to weigh in.

[Additional Resources](#)

- [TRPC's Corridor's Communities page](#) 
- [Urban Corridors Presentation](#) (for Planning Commission, Oct 7, 2013)
- [Frequently Asked Questions](#)
- [Olympia's Martin Way Study](#)
- [Evolution of a High Density Corridor Poster](#)
- [Urban Transit Corridors Illustration](#)
- [5 Elements of a Walkable Urban Center](#)

Contacts

Transportation Questions : Sophie Stimson, 360.753.8497, sstimson@ci.olympia.wa.us

Community Planning Questions: Amy Buckler, 360.570.5847, abuckler@ci.olympia.wa.us

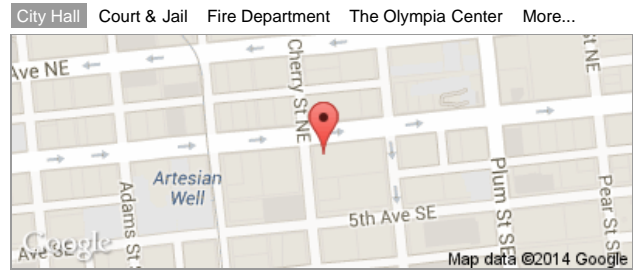
[back to top...](#)

Copyright © 2012. All rights reserved. Last Updated: Apr 02, 2014

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

City of Olympia, Washington
PO Box 1967
Olympia, WA 98507-1967

[Home](#) [Contact Us](#) [Jobs & Volunteering](#) [Online Services](#) [Website](#)
[Support](#) [Privacy](#) [Sitemap](#)



City of Olympia

City Council

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

Discussion and Potential Guidance on the Comprehensive Plan Update including Background Information, Process and Next Steps Regarding Urban Agriculture

Agenda Date: 4/8/2014

Agenda Number: 2.B

File Number: 14-0329

File Type: work session

Version: 1

Status: Study Session

..Title

Discussion and Potential Guidance on the Comprehensive Plan Update including
Background Information, Process and Next Steps Regarding Urban Agriculture

..Recommended Action

City Manager Recommendation:

Receive and discuss goals and policies recommended by the Olympia Planning
Commission and staff regarding Urban Agriculture. Provide initial guidance on next
steps.

..Report

Issue:

The Planning Commission has presented Council with recommendations on the
Comprehensive Plan Update, currently online. The City Council will hold a public
hearing on a draft Plan Update at a date to be determined (most likely in June of
2014.) Guidance is needed on issues and language regarding Urban Agriculture to be
included in that draft document.

Staff Contact:

Amy Buckler, Associate Planner, Community Planning & Development, 360.753.8206

Presenter(s):

Amy Buckler, Associate Planner, Community Planning & Development
Carole Richmond, Olympia Planning Commissioner

The Olympia Planning Commission has been notified of the meeting.

Note: The meeting will be set up "study session discussion" style around tables on the
main floor of the Council Chambers.

Background and Analysis:

At its February 25 work session on the draft Comprehensive Plan Update
recommended by the Olympia Planning Commission, the City Council referred several
policy issues to future Council work sessions. At tonight's work session the Council will
consider Urban Agriculture.

"Agriculture" is defined by the **Olympia Municipal Code** as, "the use of land for
farming, dairying, pasturing and grazing, horticulture, floriculture, viticulture, apiaries,
animal and poultry husbandry, and accessory activities, including, but not limited to,

Agenda Date: 4/8/2014

Agenda Number: 2.B

File Number: 14-0329

storage, harvesting, feeding or maintenance of equipment, and onsite sales of agricultural products, but excluding stockyards, slaughtering or commercial food processing.”

“Urban Agriculture” is a broad term in common vernacular that involves the practice of cultivating, processing and distributing food in and around a city. Examples include: backyard, roof-top and balcony gardening; community gardening in vacant lots and parks; aquaculture; bee keeping; roadside urban fringe agriculture; and farmers markets or stands.

‘Urban Agriculture’ is a component of a larger food movement that is gaining traction in the United States, including regionally and locally. The movement is based on concern about the negative economic, social and environmental effects of industrial farming and food methods that dominate the U.S. food system. The aim of the food movement is to localize and transform the food system in an effort to improve human health and food security, better care for the environmental and species, improve attractiveness of empty or underused lots, promote social equity and self-sufficiency, support local economies, and improve community life.

Through participation as partners, promoters and administrators of programs and regulations that support local farming and healthy food, local governments are playing an increasing role in enhancing the sustainability of local food systems. The Olympia public has expressed an interest in the City of Olympia playing such a role. Currently, the City of Olympia:

- Allows urban farming in all districts (although commercial greenhouses require a conditional use permit.)
- Relaxed its development code in 2012 to allow for more types and number of permitted animals, deer fences and farm stands.
- Allows gardening on City-owned parcels and rights-of-way with some restrictions and a permit.
- Allows community gardens on private property.
- Operates two community gardens (Sunrise Park and Yauger Park), including low-cost garden plots for rent, work parties and free gardening clinics.

In addition, one of the priority goals of *Creating Places, Preserving Spaces: A Sustainable Development Plan for the Thurston Region* is, “Support a local food system to increase community resilience, health, and economic prosperity.

In support of the community vision, the Olympia Planning Commission added several new goals and policies to the draft Comprehensive Plan (Attachment 1.)

Neighborhood/Community Interests (if known):

The following community objective, based on public input during the 2010-11 *Imagine*

Agenda Date: 4/8/2014

Agenda Number: 2.B

File Number: 14-0329

Olympia Focus Meetings, was identified in the *Focus Meeting Series Summary Report*:

- Facilitate the production and purchase of local food supplies, including allowing and encouraging the raising of backyard food-producing animals, residential market stands, and community gardening, reducing the carbon footprint associated with the shipment and relocating of food nationally or internationally (Environmental Track, Community Objective #3.)
- Explore the feasibility of creating local renewable energy via hydro, solar, food waste and other sources (Potential policy issue identified at end report.)
- Facilitate the production and purchase of local food supplies (Potential policy issue identified at end report.)

The Planning Commission also received comments in support of 'Urban Agriculture' during their review of the draft Comprehensive Plan. Since the specific proposed policies were drafted and recommended by the Planning Commission, the public has not yet had the opportunity to comment on the specific goal and policy language proposed.

Options:

Receive and discuss information. Provide initial guidance on next steps.

Financial Impact:

None; this work item is an element of the Comprehensive Plan Update.

OPC Recommendations RE: Urban Agriculture

Background: The Planning Commission passed these recommended goals and policies on February 25, 2013. The topic sponsor was Commissioner Leveen. The OPC Minutes are included at the end of this document. There was no written rationale from the topic sponsor; however Commissioner Leveen did make it known that when crafting his proposal, he did review goals and strategic direction developed by Sustainable South Sound's local food systems program to better understand regional and local food system needs.

Environment Chapter:

PE4.3: Restore and protect the health of Puget Sound as a local food source.

PE9.7: Reduce energy use and the environmental impact of our food system by encouraging local food production.

Land Use & Urban Design Chapter:

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

PL25.1: The City will actively partner with community organizations to provide education and information about the importance of local food systems.

PL25.2: The City will encourage home gardens as an alternative to maintaining grass/lawn and other landscaping that is either non-productive for local food systems or not supportive of native ecology.

PL25.3: The City will collaborate with community partners to ensure that everyone within Olympia is within biking/walking distance of a place to grow food.

PL25.4: The City will encourage for-profit gardening/farming in the community.

PL25.5: The City will support local food production with its own purchasing power.

PL25.6: The City will allow rooftop food production and consider incentives for providing food-producing greenhouses atop buildings.

PL25.7: The City recognizes the value of Open Space and other green spaces as areas of potential food production.

PL25.8: The City will partner with community organizations to measure and set goals for increasing local food production, and develop strategies to accomplish these goals.

PL25.9: The City will work with other local governments throughout the region to encourage the protection of existing agricultural lands and the development and promotion of a vibrant local food economy.

PL25.10: Partner with community organizations to provide education to citizens raising animals for food in the City to ensure protection from predators, and to provide sanitary conditions and humane treatment for these animals.

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

PL22.3: Encourage the use of appropriate food-producing trees to increase local food self-sufficiency.

Public Health, Arts, Parks & Recreation Chapter:

PR9.1: Provide opportunities that promote a mentally and physically active lifestyle and healthy food choices, including participation in local food production.

From February 25, 2013 OPC Minutes:

Commission Discussion:

- Commissioner Horn proposed adding language to encourage humane treatment of animals in Goal 22. He proposed two additional policies, PL22.10 and PL22.11.
- Vice Chair Bardin said that PL19.3 should include a balance with native plants.
- Regarding PL22.6, Vice Chair Bardin and Commissioner Ingman expressed concern about allowing height bonuses that may obstruct views. Commissioner Leveen said he was willing to remove reference to height bonuses.
- Commissioner Tousley raised concerns about the implications for development regulations if fruit trees are promoted.
- Commissioner Richards doesn't like the phrasing, "mentally and physically active" in PR 9.1.
- Commissioner Richards also doesn't like use of "discourage" in PL 22.2, and would prefer "as an alternative to grass lawns..."
- Commissioner Richards wondered what "minimize its support" means in PL 22.5.
- Regarding new PL22.1, Chair Parker said reference should be to Thurston County, not just the City in the policy, "In its promotion of local food production the City will interpret local food production to include all food production within Thurston County". Commissioner Leveen accepted Commissioner Ingman's suggestion of adding "Thurston County" after local in GL22.

Comprehensive Plan Update
City Council Work Session
April 8, 2014

- Commissioner Horn said, for GL22, urban agriculture is included in local food production and so doesn't need to be stated as well.
- There was a discussion of replacing "county" with "region" in GL 22.9, and adding, "offer educational opportunities for promotion and encourage development of a vibrant local food economy." Staff will reword to remove redundancy.

Commissioner Leveen moved, seconded by Commissioner Ingman, to adopt language as amended. There was unanimous approval.

32. Urban Agriculture

Proposal

Add a goal supporting production of food and other agricultural products within the Urban Growth Area; specifically, Land Use and Urban Design Goal 25, *“Local Thurston County food production is encouraged and supported to increase self-sufficiency, reduce environmental impact, promote health, the humane treatment of animals, and to support our local economy.”*

Background

Olympia has permitted agricultural activities within the City. For example, gardening is common and “agricultural uses” are permitted in most residential zoning districts. However, the Comprehensive Plan is generally silent on this topic. Recently members of the public have expressed an interest in seeing the subject addressed in the Plan.

Options

Option 1. Goal as quoted above, plus the eleven associated policies.

Option 2. Adopt a more succinct policy: *“Support local food production including urban agriculture, and provide for a food store with a transit stop within one-half mile of all residents.”*

Option 3. No action: Do not expressly address the topic.

Analysis

Production of food, fiber, feed, and other agricultural products in urban areas is a complex topic raising issues such as pollution, land use conflicts, access to healthy food, sustainability and economic efficiency. This topic was not included in the scope of this Plan update. The proposed policy would establish a basic policy consistent with past practices and development regulations. The City may elect to pursue this topic in more detail.

The related half-mile food store element of this policy is drawn from the neighborhood centers and ten-minute neighborhood variation of the existing plan. Many studies indicate that one-quarter mile is a ‘reasonable’ walking distance from housing to transit stops, neighborhoods businesses, parks and similar destinations. Other studies suggest that a minimum of 1,000 to 1,500 nearby households is needed to support a ‘corner grocery.’ (See, for example, *Creating Walkable Neighborhood Districts*, Gregory Easton and John Owen, June 2009.) Given Olympia’s relatively low residential densities ranging from five to ten unit households per acre, few locations will achieve these minimums within one-quarter mile in the near-term. Thus the policy proposes to disperse food stores throughout the City consistent

with business needs, and if not always within walking distance, at least within comfortable bicycling and short bus-ride and driving distances.

Original Staff Proposal

Option 2. Approve proposed policy or a variation consistent with existing practices of the City and community.

Planning Commission Recommendation

Option 1. A more expansive and detailed version of Option 2.

Amy Buckler

Subject: FW: Urban Ag at Council

From: TJ Johnson [<mailto:urbanagrarian@comcast.net>]

Sent: Thursday, March 06, 2014 5:50 PM

To: Amy Buckler

Subject: RE: Urban Ag at Council

Amy-

Thanks for the message. I am encouraged to hear about the study session on April 8. Unfortunately that is Spring Break week for Olympia schools and I will be in California visiting colleges with my son.

I am concerned with both getting the policies recommended by the Planning Commission adopted as part of the Comp Plan and seeing meaningful and aggressive implementation in the short, medium and long term. My sense is that Council and staff see urban ag and the food system as just another issue (hence 1 of 19 issues to look at), meaning that something will happen, but probably without significant enough focus or commitment to really make much difference. I and a growing list of experts across the world believe food and water availability, along with climate change, will be the defining issues of the 21st century and we need to start dealing with these issue ASAP. Other cities are ahead of of us in this regard.

Is the Land Use meeting really April 25 (Friday) at 5:30pm? Please confirm so I can put it on my schedule and inform others.

As far as partnerships for implementing Sustainable Thurston, the plan calls for the Thurston Food System Council (TFSC) to develop a regional food action plan. We are working on doing that (I am co-leading the effort along with Katie Rains from GRuB), and TFSC is being asked to act on our proposal for the process in early April. I would be happy to share additional information with you and the Land Use committee once the TFSC acts on our proposal.

TJ Johnson

urbanagrarian@comcast.net

"Whether we and our politicians know it or not, Nature is party to all our deals and decisions, and she has more votes, a longer memory and a sterner sense of justice than we do." – Wendell Berry

"I arise in the morning torn by a desire to save the world and a desire to savor the world. This makes it hard to plan the day." – E.B. White

"Our lives begin to end the day we become silent about things that matter."- Dr. Martin Luther King Jr.

"Habit and routine have an unbelievable power to waste and destroy." – Henri de Lubac

"The reasonable man adapts himself to the world; the unreasonable man persists in trying to adapt the world to himself. Therefore all progress depends on the unreasonable man."- George Bernard Shaw

From: Amy Buckler [<mailto:abuckler@ci.olympia.wa.us>]

Sent: Wednesday, March 05, 2014 4:17 PM

To: urbanagrarian@comcast.net
Subject: Urban Ag at Council

Hi T.J.,

Recently, the City Council chose the topic of Urban Agriculture as one of 19 issues they want to delve into a little more during their preliminary review of the Comprehensive Plan. They have scheduled a Council Study Session for this on April 8 (time is TBA - probably 5:30 but might switch to 7:00.) Since this is a discussion about the Comp Plan, the purpose is to delve into to the proposed goal and policies to ensure these provide the right basis for future implementation efforts. Curiously, are you more concerned with the policies as stated at this point, or ensuring there will be strong implementation?

We expect Council will schedule a formal opportunity for public testimony to occur in May. You can also provide written testimony any time to imagineolympia@ci.olympia.wa.us (forwarded at various times in batches) or directly to citycouncil@ci.olympia.wa.us.

Also, we still have an item on the Land Use & Environment agenda for April 25 at 5:30 pm to discuss potential actions/partnerships to implement Sustainable Thurston. I'll be writing the staff report for that, so feel free to forward any comments my way (2 weeks in advance to make it in the packet.) Time for public comment is typical at LUEC meetings.

Please let me know if you have any questions.

Best Regards,

Amy Buckler

Associate Planner
Community Planning & Development
601 4th Ave E
P.O. Box 1967
Olympia, WA 98507-1967

Office: (360) 570-5847
Cell: (360) 507-1955
Fax: (360) 753-8087

This email is subject to public disclosure

Links to Local Plans & Food Network Organizations Providing Data & Policy Guidance

*The following are links to some of the entities working to shape food system policy in our region.**

Sustainable Thurston

Regional plan for sustainable development that is supported by Olympia City Council Resolution M-1802, and other jurisdictions in Thurston County:

http://www.trpc.org/regionalplanning/sustainability/Documents/FINAL%20ST%20REPORT/December%202013/FINAL_SustainableThurstonPlan_December2013.pdf

Thurston Food System Council

Organization of diverse community stakeholders working within the community, including local governments, to foster active collaboration and engagement in the local food system:

<http://thurstonfoodcouncil.org/>

Sustainable Thurston Task Force Local Food Systems Panel

Data regarding the local food system:

<http://www.trpc.org/regionalplanning/sustainability/Pages/LocalFoodSystemsPanel.aspx>

Municipal Research & Services Center (MRSC)

Washington State strategies and what other local governments are doing:

<http://www.mrsc.org/subjects/parks/comgarden.aspx>

Puget Sound Regional Food Policy Council

Comprehensive Plan recommendations for jurisdictions interested in local food economy and food access:

<http://www.psrc.org/growth/foodpolicy/blueprints/>

** The City of Olympia is not responsible for maintaining these websites and links, which may become broken; thus, these resources are intended solely to provide additional resources for the City Council in preparation for their April 8, 2014 Council Work Session on Urban Agriculture.*