



Meeting Agenda

Planning Commission

City Hall
601 4th Avenue E
Olympia, WA 98501

Contact: Cari Hornbein
360.753.8048

Monday, November 15, 2021

6:30 PM

Online & via phone

Registration link:

https://us02web.zoom.us/webinar/register/WN_ty1AftNKSte2v62yJnqknA

1. CALL TO ORDER

Estimated time for items 1-5: 20 minutes

1.A ROLL CALL

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

3.A [21-1099](#) Approval of November 01, 2021 Planning Commission Meeting Minutes

Attachments: [11012021 Minutes_Draft](#)

4. PUBLIC COMMENT

During this portion of the meeting, citizens may address the Advisory Committee or Commission regarding items related to City business, including items on the Agenda. In order for the Committee or Commission to maintain impartiality and the appearance of fairness in upcoming matters and to comply with the Public Disclosure Law for political campaigns, speakers will not be permitted to make public comments before the Committee or Commission in these two areas: (1) on agenda items for which the Committee or Commission either held a Public Hearing in the last 45 days, or will hold a Public Hearing within 45 days, or (2) where the speaker promotes or opposes a candidate for public office or a ballot measure. Individual comments are limited three (3) minutes or less.

REMOTE MEETING PUBLIC COMMENT INSTRUCTIONS:

Live public comment will be taken during the meeting but advance registration is required. The link to register is at the top of the agenda. You will be given the choice to comment during the registration process. After you complete the registration form, you will receive a link by email to log onto or call into Zoom for use at the meeting date and time. If you plan on calling into the meeting, you will need to provide your phone number at registration so you can be recognized during the meeting. Once connected to the meeting you will be auto-muted. At the start of the public comment period, the Chair will call participants by name to speak in the order they signed up. When it is your turn to speak, your microphone will be unmuted.

5. STAFF ANNOUNCEMENTS

This agenda item is also an opportunity for Commissioners to ask staff about City or Planning Commission business.

6. BUSINESS ITEMS**6.A** [21-1071](#) Climate Mitigation Plan Update

Attachments: [Slides](#)
 [Thurston Climate Mitigation Plan](#)

Estimated time: 30 minutes

6.B [21-1077](#) Urban Waterfront Code Amendments Public Hearing

Attachments: [Recommendation Letter.pdf](#)
 [Zoning Map.pdf](#)
 [Draft Amendments and Narrative.pdf](#)
 [UW Purpose Statement.pdf](#)
 [Link to Comprehensive Plan](#)
 [Link to Shoreline Regulations](#)
 [OMC 18.20.680 SMP Recreational Uses.pdf](#)
 [Link to Downtown Strategy](#)
 [OMC 18.48 Conditional Uses.pdf](#)
 [Public Comments.pdf](#)

Estimated time: 45 minutes

7. REPORTS**8. OTHER TOPICS**

Officer Elections

9. ADJOURNMENT

Approximately 9:30 p.m.

Upcoming

Next regular Commission meeting is to be determined. See 'meeting details' in Legistar for list of other meetings and events related to Commission activities.

Accommodations

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 Advisory Committee meeting, please contact the Advisory Committee staff liaison (contact number in the upper right corner of the agenda) 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 Hall
601 4th Avenue E.
Olympia, WA 98501
360-753-8244

Planning Commission

Approval of November 01, 2021 Planning Commission Meeting Minutes

Agenda Date: 11/15/2021
Agenda Item Number: 3.A
File Number:21-1099

Type: minutes **Version:** 1 **Status:** In Committee

Title

Approval of November 01, 2021 Planning Commission Meeting Minutes



Meeting Minutes - Draft

Planning Commission

City Hall
601 4th Avenue E
Olympia, WA 98501

Contact: Cari Hornbein
360.753.8048

Monday, November 1, 2021

6:30 PM

Online and via phone:

1. CALL TO ORDER

Chair Millar called the meeting to order at 6:30 p.m.

1.A ROLL CALL

Present: 7 - Chair Candi Millar, Vice Chair Aaron Sauerhoff, Commissioner Tammy Adams, Commissioner Carole Richmond, Commissioner Zainab Nejati, Commissioner Tracey Carlos and Commissioner Greg Quetin

Excused: 2 - Commissioner Paula Ehlers and Commissioner Rad Cunningham

1.B OTHERS PRESENT

Community Planning and Development staff:
Senior Planner Cari Hornbein
Principal Planner Joyce Phillips

Port of Olympia staff:
Real Estate and Business Development Director Allyn Roe
Thomas Architecture Studios Project Manager Amos Callender

2. APPROVAL OF AGENDA

The agenda was approved.

3. APPROVAL OF MINUTES

3.A [21-1051](#) Approval of October 18, 2021 Planning Commission Meeting Minutes

Attachments: [10182021 Minutes_Draft](#)

The minutes were approved.

4. PUBLIC COMMENT - None

5. STAFF ANNOUNCEMENTS

Ms. Hornbein and Ms. Phillips shared announcements.

6. BUSINESS ITEMS

- 6.A [21-1044](#) Recreational Vehicle Parks in the Urban Waterfront Zoning District - Briefing

Attachments: [Recommendation Letter.pdf](#)

[LUEC Media](#)

[Zoning Map.pdf](#)

[Draft Amendments and Narrative.pdf](#)

[Purpose Statement.pdf](#)

[Comprehensive Plan](#)

[Shoreline Master Program](#)

[Downtown Strategy](#)

[Public Comments.pdf](#)

Ms. Hornbein, Mr. Roe and Mr. Callender shared PowerPoint presentations regarding recreational vehicle parks in the Urban Waterfront Zoning District. The letter from the Port of Olympia to City Council, dated September 16, 2021 was shared and discussed.

The discussion was completed.

- 6.B [21-1033](#) Growth Management Act Periodic Update - Briefing

Attachments: [Draft Phased Update Overview](#)

[State's Periodic Update Webpage](#)

Ms. Phillips shared a PowerPoint presentation regarding the Growth Management Act Periodic Update.

The information was received.

7. REPORTS

Commissioners Richmond and Quetin reported on the October 21, 2021 Land Use and Environment Committee meeting, which included a discussion of the 2021 Annual Comprehensive Plan Amendments.

8. OTHER TOPICS

Commissioners held a discussion regarding officer elections. It was agreed upon that staff would provide an overview of officer responsibilities and interested Commissioners could indicate their interest at the November 15, 2021 meeting. Statements of interest will be presented and voting will take place at the December 6, 2021 meeting. Commissioners that have served in a leadership role will be invited to share their experiences.

9. ADJOURNMENT

The meeting adjourned at 8:43 p.m.



Planning Commission

Climate Mitigation Plan Update

Agenda Date: 11/15/2021
Agenda Item Number: 6.A
File Number: 21-1071

Type: information **Version:** 1 **Status:** In Committee

Title

Climate Mitigation Plan Update

Recommended Action

Information only. No action requested.

Report

Issue:

Update on the implementation of the Thurston Climate Mitigation Plan.

Staff Contact:

Pamela Braff, PhD, Climate Program Manager, 360.753.8249

Presenter(s):

Pamela Braff, PhD, Climate Program Manager

Background and Analysis:

Regional Climate Mitigation Planning

In April 2018, Thurston County, Olympia, Lacey, Tumwater and Thurston Regional Planning Council (TRPC) signed an Interlocal Agreement to complete Phase I of a regional Thurston Climate Mitigation Plan, with TRPC leading the effort. Phase I work resulted in the following regional greenhouse gas emissions reduction targets:

- 45% below 2015 levels by 2030
- 85% below 2015 levels by 2050

In November 2018, Olympia and the other partner jurisdictions approved a Phase II Interlocal Agreement addressing the development of the Thurston Climate Mitigation Plan (TCMP). A Steering Committee consisting of elected officials and key staff from each partner jurisdiction served as the decision-making body and a Climate Advisory Workgroup provided subject matter expertise and input on the TCMP. Councilmembers Parshley and Cooper represented the Olympia City Council on the TCMP Steering Committee.

Public involvement activities during plan development included booths at community events, presentations to committees and organizations, interviews with representatives from key sectors and organizations not otherwise participating, an on-line community survey, and a workshop for high

school students and educators.

Following an extensive public outreach process on the draft TCMP that included two virtual open houses and an on-line survey, the TCMP's Steering Committee approved the TCMP for individual acceptance by partner jurisdictions.

In February 2021, all participating jurisdictions accepted the TCMP as the framework for local climate mitigation action and approved a Phase III Interlocal Agreement to move the TCMP into implementation over the next year.

In March 2021, participating jurisdictions began the next phase of work to develop implementation details and a long-term agreement for governance, monitoring, and outreach. In Phase III, a Climate Action Steering Committee consisting of elected officials from each partner jurisdiction is serving as the decision-making body; Councilmembers Parshley and Huynh are representing the Olympia City Council on the Steering Committee. A multijurisdictional staff team, with key staff from each jurisdiction, are supporting the Steering Committee and coordinating implementation across jurisdictions.

Thurston Climate Mitigation Plan

The TCMP lays out a road map for continuing regional collaboration on reducing local greenhouse gas emissions. It is intended to provide Olympia and its project partners with a suite of solid strategies that will guide next steps, not lock the jurisdictions into specific actions that may not make sense as the details are worked out.

The framework for reducing local greenhouse gas emissions presented in the TCMP includes:

- Greening our grid
- Shifting energy sources
- Living lighter
- Storing carbon
- Building local capacity

Each action included in the TCMP will require additional work to understand its feasibility, cost and impacts as implementation is considered. As a first step in this work, the project partners have grouped each action into the following general implementation approaches:

- Legislative agenda
- Regionally coordinated
- Individual jurisdiction
- Supporting partner

The TCMP can be found on the Thurston Regional Planning Council website:

<https://trpc.org/909/Thurston-Climate-Mitigation-Plan>

Olympia's Climate Program

In January 2021, Olympia hired a Climate Program Manager to lead and coordinate the implementation of the TCMP and other city energy and sustainability programs. Under the direction of the Climate Program Manager, the City has identified six key focus areas to guide Olympia's climate change response.

- **Capacity Building:** Develop climate action tools, resources, and staff expertise to operationalize climate action across all programs and departments.
- **Municipal Operations:** Continue to improve energy efficiency of city buildings and reduce greenhouse gas emissions associated with city operations.
- **Code and Regulatory Changes:** Review and update zoning and development codes to address priority climate actions and reduce community-wide greenhouse gas emissions.
- **Regional Coordination:** Work with local jurisdictions to support a coordinated regional approach to climate mitigation.
- **Community Engagement:** Share information and resources and foster connections to increase community awareness of Olympia's climate change response.
- **Supporting Partnerships:** Support community organizations that are leading and implementing additional climate mitigation actions.

Neighborhood/Community Interests (if known):

During the TCMP planning process, many stakeholders and community members have voiced support for taking significant action to reduce the region's greenhouse gas emissions. Since the acceptance of the TCMP earlier this year, community members have continued to express the importance of rapid implementation climate mitigation actions.

Options:

None at this time. Information only.

Financial Impact:

None at this time.

Attachments:

Slides

Thurston Climate Mitigation Plan



Climate Action Update

Olympia Planning Commission
November 15, 2021

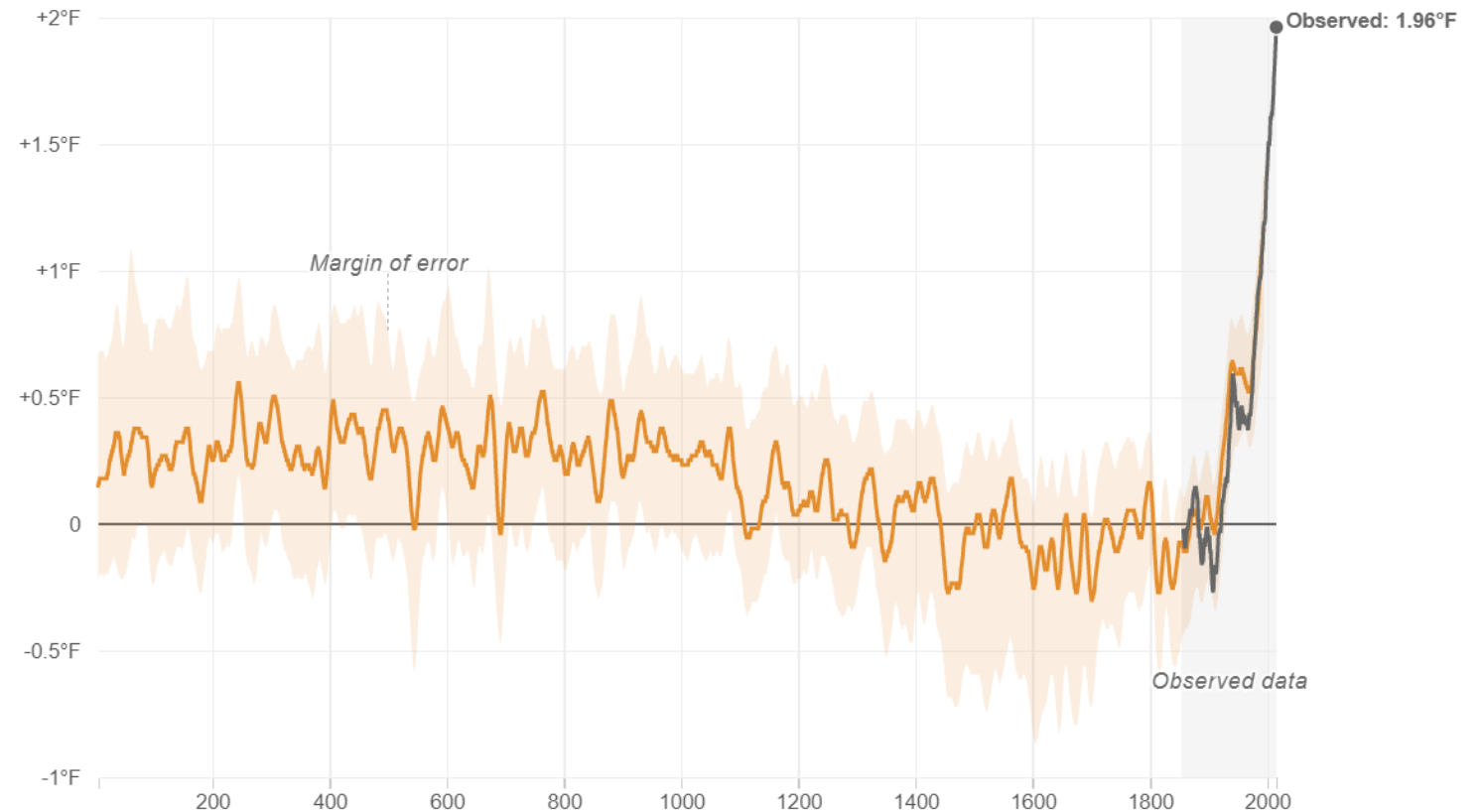
IPCC Report

Intergovernmental Panel on Climate Change
Sixth Assessment: Physical Science Report

Humans have caused rapid and widespread warming.

Global Temperatures Are Rising Quickly

Global temperatures have risen almost 2 degrees Fahrenheit, compared with the period from 1850-1900. **Observed temperatures** (1850-2020) are directly measured, and **reconstructed temperatures** (of the last nearly 2,000 years) are taken from physical records such as trees, caves and ice.



Source: IPCC Summary for Policymakers from *Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change.*

Credit: Ruth Talbot/NPR

Climate change is already impacting every region on Earth.

Extreme Heat Waves Are Hitting More Often

In the past, a 1-in-50 year extreme heat wave would have a 2% likelihood of happening every year. As the climate warms, that kind of heat wave is likely to occur much more often.

■ Extreme heat wave event

PAST (1850-1900)

0°F (0°C) ■ 1 time

PRESENT

1.8°F (1°C) ■ 4.8 times

FUTURE GLOBAL WARMING LEVELS

2.7°F (1.5°C) ■ 8.6 times

3.6°F (2°C) ■ 13.9 times

5.4°F (3°C) ■ 27.4 times

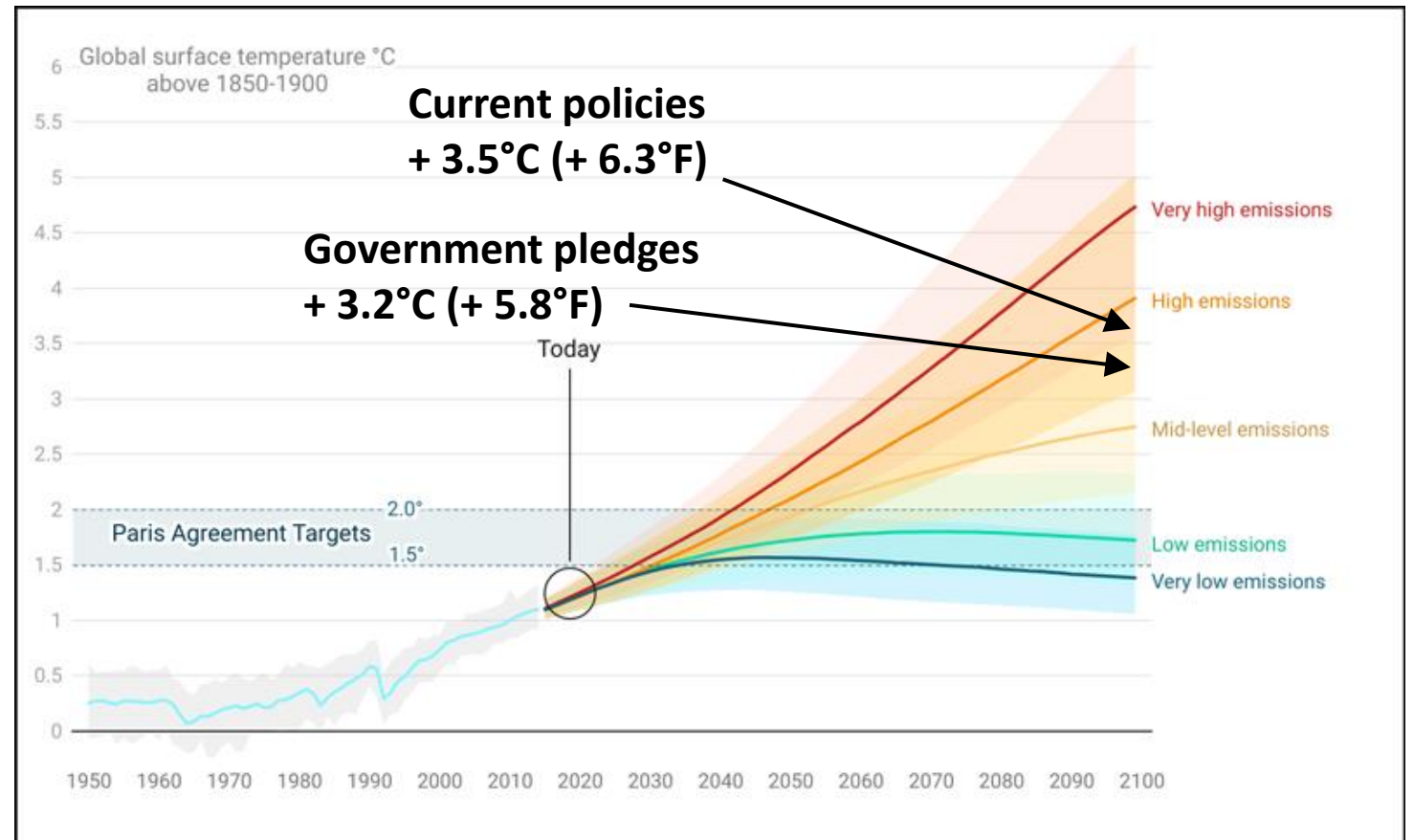
7.2°F (4°C) ■ 39.2 times

Source: IPCC Summary for Policymakers from Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change.

Credit: Ruth Talbot/NPR

Future Climate Pathways

Limiting global warming to 1.5 degrees C by the end of the century is still within reach, but requires transformational change.



Credit: Jenessa Duncombe. Source: IPCC (2021)

Thurston Climate Mitigation Plan

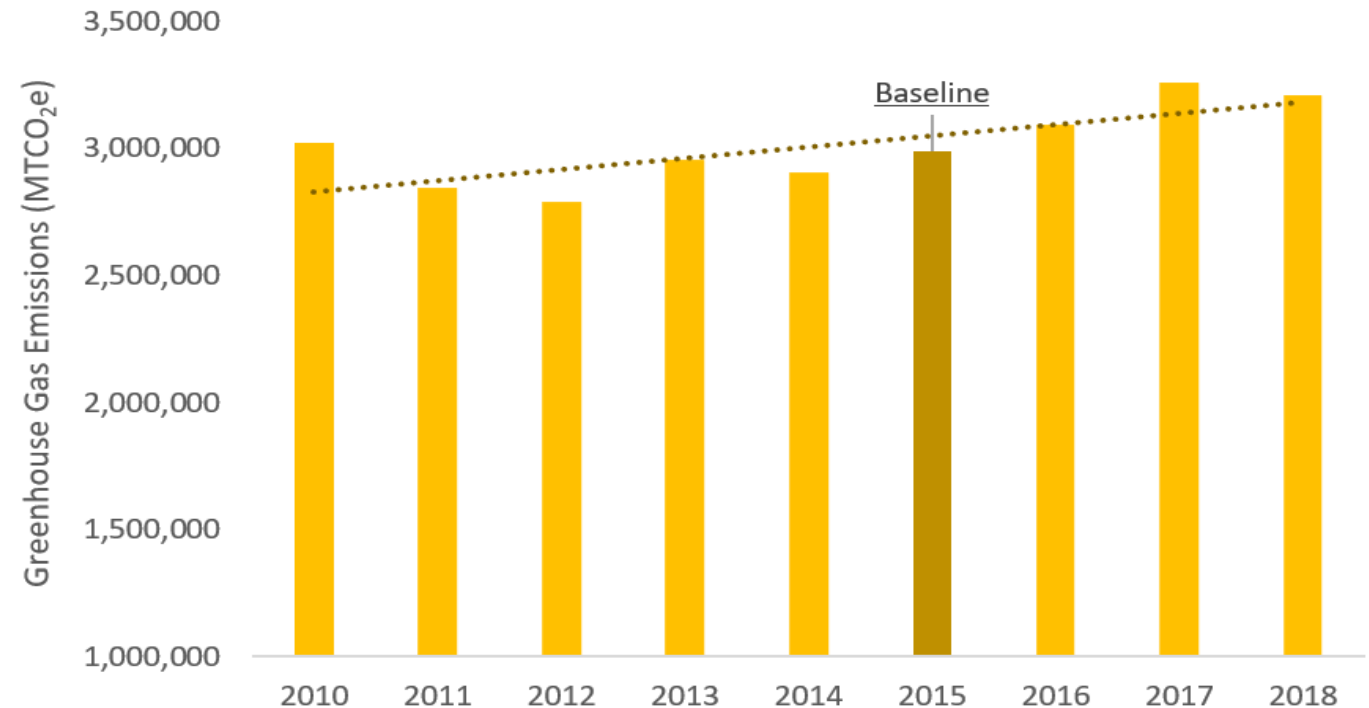
Regional framework for climate action.

Thurston County Greenhouse Gas Emissions

**Total 2018
Emissions:**

3.2 million

metric tons of carbon
dioxide equivalent
(MTCO₂e)

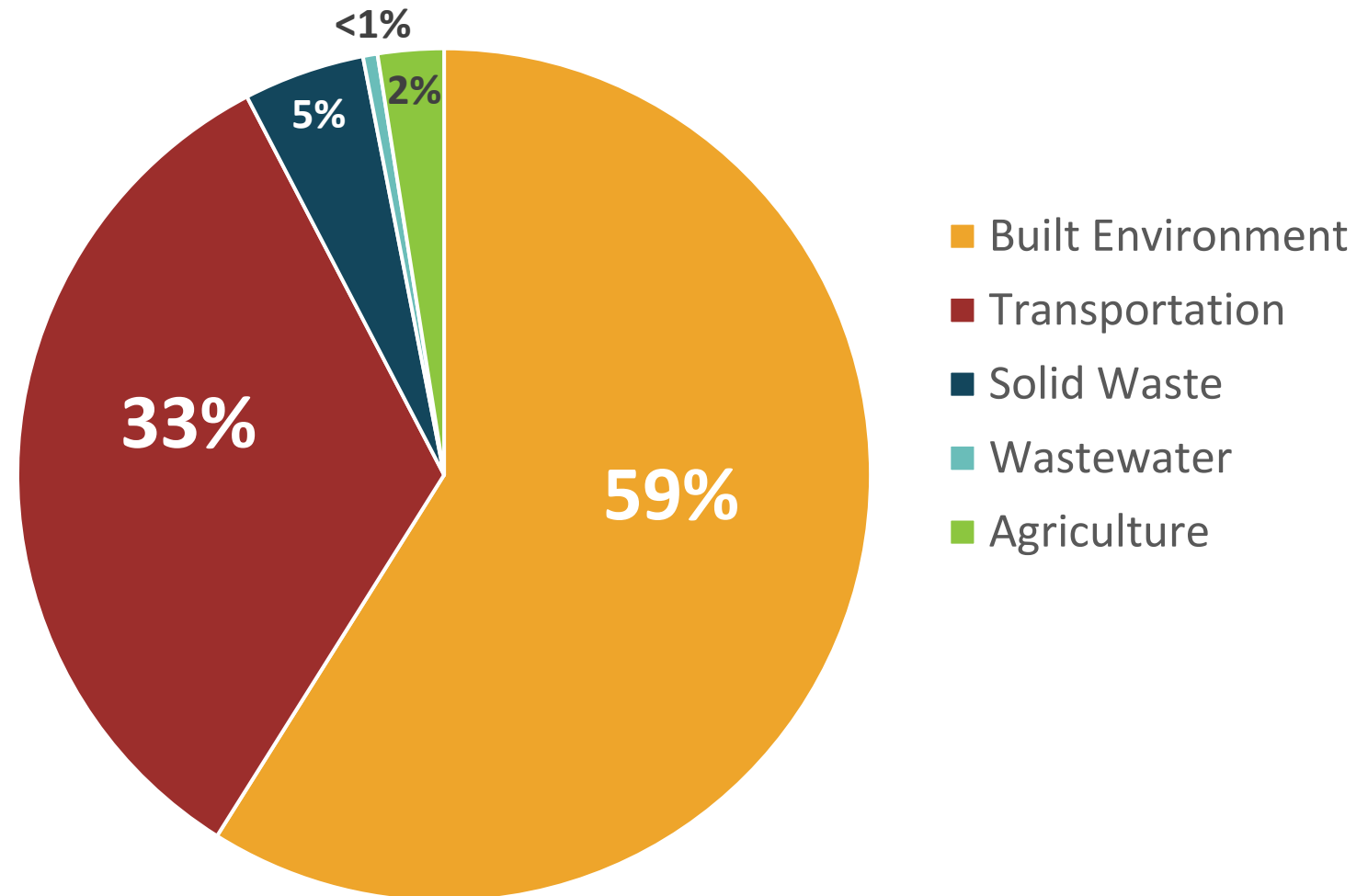


Thurston County Greenhouse Gas Emissions

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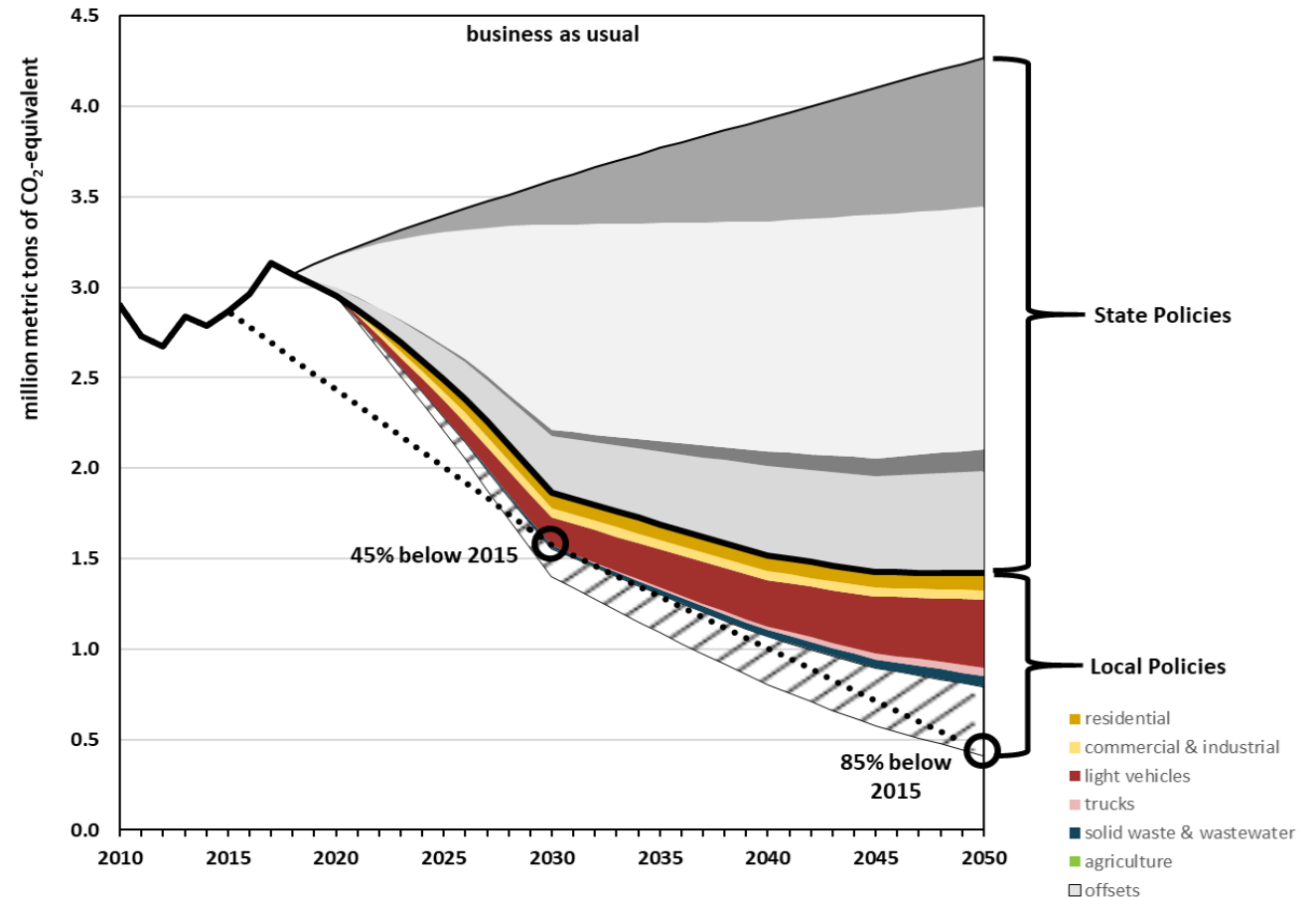


Adopted Regional Emissions Targets

**Reduce
emissions:**

45% below 2015
levels by 2030

85% below 2015
levels by 2050



Climate Mitigation Framework

Equitable distribution of costs and benefits

Green our Grid

- Support state-level action to generate electricity with 100% renewable sources
- Increase energy efficiency of homes and businesses
- Make it easier to install renewables on homes and businesses

Shift Energy Sources

- Switch more appliances, heaters, and vehicles to electricity
- Make it easier to charge electric vehicles in homes and around town

Live Lighter

- Create denser urban neighborhoods where more people can opt to drive less
- Make it easier to telework, walk, bicycle, and ride transit
- Reduce food and other waste

Store Carbon

- Plant trees and preserve tree canopy
- Preserve farmland and increase regenerative agriculture practices
- Preserve and enhance prairies

Build Local Capacity & Resilience

- Provide coordinated leadership on climate action
- Monitor greenhouse gases and assess progress
- Develop expertise in climate-forward practices
- Factor climate impacts into funding and decisions
- Support the development of a green economy
- Further understand and address social equity issues related to climate change

BUILDINGS AND ENERGY

Energy Efficiency

- Prioritize high-efficiency building envelopes.
- Increase efficiency of appliances.

Building Electrification

- Phase out fossil fuels for heating and cooking.

On-site Solar

- Increase the production of local solar energy.

TRANSPORTATION AND LAND USE

Reduce vehicle miles traveled (VMT)

- Set land use policies that support increased urban density and efficient transportation networks.
- Increase the use of public transit and active forms of travel such as walking and biking.

Vehicle Electrification

- Increase the adoption of electric vehicles.
- Increase the availability of EV charging infrastructure.

CARBON SEQUESTRATION

Forest and Ecosystem Management

- Protect and restore existing forests, prairies, and marine ecosystems.
- Increase forest cover where it is ecologically appropriate.

Regenerative Agriculture

- Increase agricultural practices that sequester carbon.

Forest GHG Accounting

- Calculate annual GHG emissions and removals from forests and trees



Olympia Climate Inheritance Resolution

“...the City commits to working with the youth of Olympia on the collective actions and strategies necessary to achieve a goal of net zero emissions by 2040.”

Next Steps

Cities Race to Zero Pledge

- Reach net-zero emissions by 2040, in line with global efforts to limit warming to 1.5° C.
- Set an interim target, which reflects a fair share of the 50% global reduction in CO2 by 2030.

Adopt a Climate and Equity Lens

- Develop and adopt a climate and climate equity lens for policy, planning, and funding decisions.

Mainstream Climate Action

- Establish cross-departmental Climate Action Team.
- Identify opportunities for climate action within all city programs and departments.

Regional Coordination

- Support regional coordination and implementation of the Thurston Climate Mitigation Plan.

Pamela Braff, PhD
Climate Program Manager
pbraff@ci.olympia.wa.us





Planning Commission

Urban Waterfront Code Amendments Public Hearing

Agenda Date: 11/15/2021
Agenda Item Number: 6.B
File Number: 21-1077

Type: public hearing **Version:** 1 **Status:** In Committee

Title

Urban Waterfront Code Amendments Public Hearing

Recommended Action

Conduct a public hearing to receive comments on proposed text amendments to OMC 18.06 relating to recreational vehicle parks in the Urban Waterfront zoning district.

Report

Issue:

Public hearing on proposed code amendments to allow recreational vehicle parks as an allowed use in the Urban Waterfront zoning district and establish related development standards.

Staff Contact:

Cari Hornbein, Senior Planner, Community Planning and Development, 360.753.8048

Presenter(s):

Cari Hornbein, Senior Planner

Background and Analysis:

Timeline

The City of Olympia received an application from the Port of Olympia to amend Chapter 18.06 of the Municipal Code in December 2020. The Planning Commission held a public hearing on July 19, 2021 and conducted deliberations on August 4, 2021. The Commission recommended denial of the proposed amendments and forwarded a recommendation letter with findings to the City Council (Attachment 1).

On September 16, 2021, staff briefed the Land Use and Environment Committee. The amendments were referred back to the Planning Commission to allow the Port additional opportunities for input. An informational briefing was held on November 1 where Port staff provided an overview of recent planning efforts and responded to Commissioner's questions.

Proposal

The proposed amendments would allow recreational vehicle (RV) parks as a principal use in the

Urban Waterfront zone district (Attachment 2) and establish related development standards. Currently, RV parks are permitted in the General Commercial and High-Density Corridor 4 zone districts as a principal use. RV sites are allowed as an accessory use to marinas in the Urban Waterfront district, but are available only to marina users, not the general public.

The proposed amendments involve the following actions:

1. Amend OMC 18.06.060, Table 6.01, Permitted and Conditional Uses, to add RV parks as a permitted lodging use in the Urban Waterfront zoning district, and add a reference to a new code section, 18.06.060.JJ under 'Applicable Regulations' in the table.
2. Add new section, 18.06.060.JJ, establishing development standards for RV parks pertaining to site area, proximity to a public marina, density, setbacks, open space, landscaping, access and circulation, services and utilities, and length of stay. Establishment of an operational plan and park rules were also proposed.

The full text of the proposed amendments and applicant narrative can be found in Attachment 3.

Policy/Regulatory Framework

1. **OMC 18.06.020.B.4, Urban Waterfront Purpose Statement:** The Urban Waterfront district is intended to support a variety of uses that enhance Olympia's identity and appeal as a capitol city and promote public access and use of the shoreline. Some of these uses include recreational and tourist-oriented uses. See Attachment 4 for the full text of the purpose statement.
2. **Olympia Comprehensive Plan:** The Urban Waterfront zoning district reflects the Future Land Use Map of the Comprehensive Plan. The Urban Waterfront future land use designation is described as providing "for a compatible mix of commercial, light industrial, limited heavy industrial, and multifamily residential uses along the waterfront". See Attachment 5 for link to Comprehensive Plan.
3. **Shoreline Master Program:** In addition to meeting the requirements of the Urban Waterfront district, development within 200 feet of the shoreline must comply with the Shoreline Master Program (SMP). The city completed a periodic review of the SMP last spring, and changes went into effect in June. All development along the shoreline must be consistent with shoreline policies and standards, including but not limited to shoreline ecological functions, shoreline setbacks, vegetation conservation, building height, and public access. See Attachment 6 for link to the SMP.

One of the changes to the SMP clarified that camping is a water-oriented recreational use. A definition of 'camping facilities' was added, establishing a 15-day length of stay and including recreational vehicles as a type of camping facility. Water-oriented recreation is allowed in both the Marine Recreation and Urban Intensity shoreline environments. Whether a use is water-oriented must be demonstrated at the time of a shoreline permit application.

Recreational uses are regulated under OMC 18.20.680. When establishing a recreational use,

project proponents must demonstrate that the use will not have negative impacts to shoreline ecological functions or have significant adverse impacts on other shoreline uses. Measures to reduce light and noise impacts, such as limited hours of operation and use of shielded lights, must also be addressed. See Attachment 7 for the full text of OMC 18.20.680.

- 4. Downtown Strategy:** The Downtown Strategy (DTS), adopted in 2017, prioritizes actions to implement the Comprehensive Plan vision and goals for Downtown Olympia. Although not part of the primary focus areas, Port-owned properties north of Marine Drive (excluding the marine terminal) are considered part of the Waterfront Character Area. One of the goals of this area is to increase waterfront recreational opportunities as well as creating connections to downtown, marinas, and other attractions. See Attachment 8 for link to the DTS.

Issues to Consider

Staff believes that the proposed amendments are consistent with the intent of the Urban Waterfront zone district and guiding documents referenced above, but recommends that modifications be made to address the following:

1. Whether to expand to scope of the proposed amendments to allow RV parks in other locations in the Urban Waterfront district. As written, the amendments would limit RV parks from being established anywhere besides a public marina. If the Planning Commission recommends the inclusion of private marinas, the most likely location would be at West Bay Marina. Property south of the marina is under separate ownership but has sufficient land area. The Olympia Yacht Club, Martin Marina, and Fiddlehead Marina are in locations where vacant properties are not available.
2. Whether language pertaining to open space should be clarified. As proposed, the language could be interpreted as allowing open space to be distributed throughout the park instead of in a single location.

Commissioners have asked about requiring a conditional use permit. OMC 18.48 establishes the review process and other provisions relating to conditional uses (Attachment 9). Because there are other provisions that must be met (zoning, shoreline, engineering), and because conditions can be established in the shoreline permit, staff believes that a conditional use permit is not necessary.

Neighborhood/Community Interests (if known):

Members of the community provided comments prior the July 19 public hearing. These comments, as well those received since then can be found in Attachment 10. Comments that are submitted after the packet is posted on the City website will be emailed to Commissioners prior to the public hearing.

Options:

1. Recommend approval of the amendments to City Council as proposed.
2. Recommend approval of the proposed amendments with modifications.
3. Do not recommend approval of the proposed amendments.

Financial Impact:

None. The process of reviewing the code amendments is covered in part by the application fee and

the Community Planning and Development Department's base budget.

Attachments:

1. Recommendation Letter
2. Zoning Map
3. Narrative and Draft Amendments
4. UW Purpose Statement
5. Comprehensive Plan (link)
6. Shoreline Regulations (link)
7. OMC 18.20.680 - Recreational Uses
8. Downtown Strategy (link)
9. OMC 18.48 - Conditional Uses
10. Public Comments

Olympia Planning Commission

August 16, 2021

Olympia City Council
PO Box 1967
Olympia, WA 98507

RE: Olympia Planning Commission Recommendation – Proposed Urban Waterfront Code Amendments

Dear Mayor Selby and City Councilmembers:

On August 2, 2021, the Olympia Planning Commission unanimously voted to recommend denial of the proposed code amendments to permit Recreational Vehicle (RV) Parks in the Urban Waterfront Zoning District. This recommendation was made after considering written and oral comments from the public, in addition to several briefings and presentations from both Community Planning and Development staff and Port of Olympia staff and consultants. The Planning Commission found the proposed code amendments:

- Restrict and/or discourage waterfront accessibility
- Appear to benefit a single property owner
- Are inconsistent with the goals and objectives of the Olympia Comprehensive Plan
- Are inconsistent with the vision of the Downtown Strategy
- Are inconsistent with the goals and objectives of the Shoreline Master Program

The Port of Olympia identified a 3-acre parcel immediately adjacent to the shoreline and between the south end of Swantown Marina and Swantown Boatworks for a future RV Park. Under the existing UW zoning district code, an RV Park is not permitted. The Port requested a change in the code to allow an RV park. The subject parcel is currently accessed from the Billy Frank Jr. waterfront trail and a sidewalk along Marine Dr. NE. The nearest public parking lots are located off-site at the Farmer's Market and further north at the old Cascade Pole site. Currently, the waterfront trail is unimproved in this location. The constricting presence of an RV Park in this area would limit visual and physical access from the sidewalks, as well as discourage use of the waterfront trail. The Comprehensive Plan and the Downtown Strategy both stress the value of honoring the waterfront as a public amenity. An RV Park in this location would diminish this honor.

The proposed changes would modify the permitted uses in the Urban Waterfront Zoning District by allowing RV Parks to locate in proximity to public marinas and require a minimum of 1 acre for such a use. The only public marina that currently qualifies for this use is the

Swantown Marina. With no other property owner able to meet these qualifications, the code amendments only benefit the Port of Olympia instead of a wider public interest.

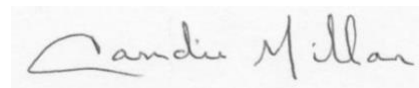
The Olympia Comprehensive Plan is the guiding document when considering future land use. The Plan expresses values of walkability, open-space, vibrancy, environmental stewardship, and recognition of the importance of land near water. An RV Park in the Urban Waterfront District would not preserve these values. In deliberation, the Planning Commission discussed ideas for future uses that are more compatible with the Comprehensive Plan including a park, community gardens, open space, small craft launch site, and small retail/restaurant or mixed use.

The Port of Olympia is proximal and integral to Downtown Olympia. As reflected in the vision of the Downtown Strategy, it is important that downtown and the Port by inference, be a “vibrant, attractive regional destination.” The shoreline is a natural attribute with great potential for enhancement. It is an amenity, if adjacent uses are well designed, that could be a desirable asset to downtown and community residents as well as out of town visitors. It is the Planning Commission’s interpretation that an RV Park does not lend itself to public interaction necessary for a socially vibrant and attractive space.


The recently approved update to the Shoreline Master Program identifies compatible uses within the shoreline setbacks that are of low-intensity, non-motorized and water-based. The Planning Commission recognizes that an RV Park is enhanced by the proximity to the shoreline but is in no way dependent on it. A recreational vehicle relies less on the natural environment where it is parked than on the infrastructure required to service it, such as a level hard surface, electricity, and water and sewer hookups. This type of use cannot be considered low-intensity and non-motorized. As situated, an RV Park advantages are more urban-oriented with proximity to downtown and other Port amenities than water-oriented.

Based on these findings, the Olympia Planning Commission is forwarding a recommendation of denial to permit Recreational Vehicle (RV) Parks in the Urban Waterfront Zoning District. We appreciate the opportunity to provide this recommendation and look forward to further opportunities to serve this Committee, the City Council, and the City of Olympia.

Sincerely,



Candis Millar, Chair
Olympia Planning Commission



Aaron Sauerhoff, Vice Chair
Olympia Planning Commission

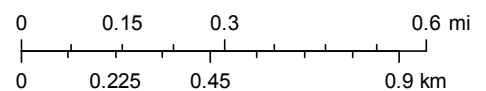


City of Olympia



2/11/2021 4:17:43 PM

1:18,000



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 property right to this information. The City of Olympia and its personnel neither accept nor assume any liability or responsibility, whatsoever, for any activity involving this information with respect to lost profits, lost savings or any other consequential damages.

TABLE 6.01

PERMITTED AND CONDITIONAL USES

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H)(H)	18.06.060(F)(2)						18.130.020	
1. EATING & DRINKING ESTABLISHMENTS														
Drinking Establishments			P		P	P	P		C 18.06.060 (P)		P	P	P	
Drinking Establishments - Existing		P 18.06.060 (GG)				P								
Restaurants, with drive-in or drive-through			P 18.06.060(F)(3)								C 18.06.060(F)(1)	C 18.06.060 (F) (1)	P 18.06.060 (F)(3)	
Restaurants, with drive-in or drive-through, existing			P				P 18.06.060(U)					C	P	
Restaurants, without drive-in or drive-through	P 18.06.060(U)(3)	C	P	P 18.06.060(U)(2)	P	P	P 18.06.060(U)(1)	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060 (HH)	18.06.060(F)(2)							
2. INDUSTRIAL USES														
Industry, Heavy														
Industry, Light			C		P/C 18.06.060(N)									
On-Site Treatment & Storage Facilities for Hazardous Waste					P 18.06.060(Q)									

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Piers, Wharves, Landings					P									
Printing, Industrial			C		P/C 18.06.060(N)									
Publishing		C	C		P		P		C	C				
Warehousing			P		P/C 18.06.060 (AA)		P							
Welding & Fabrication			C		P/C 18.06.060(N)		P							
Wholesale Sales		C 18.06.060(BB) (3)	P		P/C	18.06.060 (BB)		P		P	18.06.060(BB) (2)			
Wholesale Products Incidental to Retail Business			P		P	P						P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H H)	18.06.060(F)(2)							
3. OFFICE USES (See also SERVICES, HEALTH)														
Banks		P	P		P/C 18.06.060(D) (2)	P 18.06.060(D) (2)	P/C 18.06.060(D) (2)	P	P	P	P	P 18.06.060 (D)(1)	P 18.06.060 (F)(3)	
Business Offices		P	P		P	P	P	P	P	P	P	P	P	
Government Offices		P	P		P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
4. RECREATION AND CULTURE														
Art Galleries	P	P	P		P	P	P		P	P	P	P	P	
Auditoriums and Places of Assembly			P		P	P	P					P	P	
Boat Clubs					P	P								

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Boating Storage Facilities					P			P						
Commercial Recreation		C	P		P	P	P	P		C	C	P	P	
Health Fitness Centers and Dance Studios	P	P 18.06.060(L)	P	P	P	P	P	P	P	P 18.06.060 (L)	P 18.06.060(L)	P	P	
Libraries	C	C	C	C	P	P	P		P	C	P	P	P	18.04.060 (V)
Marinas/Boat Launching Facilities					P 18.06.060(C C)	P								
Museums		C	P		P	P	P		P	C	C	P	P	18.04.060 (V)
Parks, Neighborhood	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (T)
Parks & Playgrounds, Other	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (T)
Theaters (Drive-in)			C											
Theaters (No drive-ins)			P		P	P	P				C	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
5. RESIDENTIAL														
Apartments		P	P	P	P	P	P		P	P	P	P	P	
Apartments above ground floor in mixed use development	P	P	P	P	P	P	P		P	P	P	P	P	
Boarding Houses		P	P	P	P	P	P		P	P	P	P	P	
Co-Housing		P	P			P	P			P	P		P	
Collegiate Greek system residence, dormitories		C	P	P	P	P	P		P	C	P	P	P	
Duplexes	P	P	P	P			P		P	P	P		P	

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Duplexes on Corner Lots	P	P	P	P			P		P	P	P	P	P	18.04.060 (HH)
Group Homes (6 or less)	P	P	P 18.06.060(K)	P	P	P	P 18.06.060(K)		P	P	P	P 18.06.060 (K)	P 18.06.060 (K)	18.04.060 (K)
Group Homes (7 or more)	C	C	C 18.06.060(K)	C	C	C	C 18.06.060(K)		C	C	C	C 18.06.060 (K)	P 18.06.060 (K)	18.04.060 (K)
Mobile or Manufactured Homes Park - Existing		C	C	C						C			C	18.04.060 (P)
Quarters for Night Watch person/Caretaker					P	P								
Retirement Homes		P	P	P	P	P	P		P	P	P	P	P	
Single-Family Residences	P	P	P	P			P		P	P	P	P	P	
Single Room Occupancy Units			C		P	P	P		P				C	
Townhouses	P	P	P	P 18.06.060(T)		P	P		P	P	P	P	P	
Triplexes, Four-plexes, and Cottage Housing		P											P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
6. RETAIL SALES														
Apparel and Accessory Stores			P		P	P	P					P	P	
Boat Sales and Rentals			P		P	P	P	P					P	
Building Materials, Garden and Farm Supplies	P		P		P	P	P					P	P	

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Commercial Greenhouses, Nurseries, Bulb Farms	C	C 18.04.060(G)	C	C					C		P	P		18.04.060 (G)
Electric Vehicle Infrastructure	P	P	P	P	P 18.06.060 (W)	P 18.06.060 (W)	P 18.06.060(W)	P	P	P	P	P	P	
Food Stores	P	P 18.06.060(H)	P		P	P	P		P	P 18.08.060 (H)	P	P	P	
Furniture, Home Furnishings, and Appliances			P		P	P	P				P	P	P	
Gasoline Dispensing Facilities accessory to a permitted use	P 18.06.060(W) (4)		P		P 18.06.060 (W)		P 18.06.060(W) (2)	P				P 18.06.060 (W)	P 18.06.060 (W)	
Gasoline Dispensing Facility accessory to a permitted use - Existing	P 18.06.060(W)		P		P 18.06.060 (W)		P 18.06.060(W)				P	P 18.06.060 (W)	P	
General Merchandise Stores	P	P 18.06.060(J)	P		P	P	P			P 18.06.060 (J)	P	P	P	
Mobile, Manufactured, and Modular Housing Sales			P											
Motor Vehicle Sales			P				P	P					P	
Motor Vehicle Supply Stores			P		P	P	P	P			P	P	P	
Office Supplies and Equipment		P 18.06.060 (DD)	P		P	P	P		P	P 18.06.060 (DD)	P	P	P	18.06.060 (CC)
Pharmacies and Medical Supply Stores	P	P 18.06.060(EF)	P	P	P	P	P		P	P 18.06.060 (EE)	P	P	P	18.06.060 (DD)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Specialty Stores	P 18.06.060(Y) (3)	P 18.06.060(Y) (4)	P	C 18.06.060(Y) (2)	P	P	P			P 18.06.060(Y) (4)	P	P 18.06.060 (Y)(1)	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
7. SERVICES, HEALTH														
Hospitals				P			P		P					
Nursing, Congregate Care, and Convalescence Homes	C	P	C	P			C		C	C	C	P	P	18.04.060 (S)
Offices, Medical		P	P	P	P	P	P	P	P	P	P	P	P	
Veterinary Offices/Clinics		P	P	P			P			P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
8. SERVICES, LODGING														
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P			P	P	P	P	18.04.060 (L)(3)(c)
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		C	P	P	P	P	18.04.060 (L)(3)(c)
Hotels/Motels			P	C	P		P		P				P	
Lodging Houses		P	P	P	P		P		P	P	P	P	P	
Recreational Vehicle Parks			P		P								P	18.06.060 (JJ)
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
9. SERVICES, PERSONAL														
Adult Day Care Home	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (L)(3)(b)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Child Day Care Centers	C	P	P	P	P	P	P		P	P	C	P	P	18.04.060 (D)
Crisis Intervention	C	P	C	P			P		C	P	C	C	C	18.04.060(I)
Family Child Care Homes	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (L)
Funeral Parlors and Mortuaries		C	P				P			C		P	P	
Laundries and Laundry Pick-up Agencies	P	P	P	P	P	P	P			P	P	P 18.06.060 (O)	P	
Personal Services	P	P	P	P	P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
10. SERVICES, MISCELLANEOUS														
Auto Rental Agencies			P		P	P	P	P			C	P	P	
Equipment Rental Services, Commercial			P		P		P				P	P	P	
Equipment Rental Services, Commercial - Existing		P 18.06.060(FF)												
Ministorage			P				P							
Printing, Commercial	P	P	P		P	P	P		P	P	P	P	P	
Public Facilities (see also Public Facilities, Essential on next page)	C	C	C	C	P	C	P	P	P	C	C	C	C	18.04.060 (V)
Radio/T.V. Studios		P	P		P	P	P		P	P	P	P	P	
Recycling Facilities	P	P	P	P	P		P		P	P	P	P	P	18.06.060 (V)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
School - Colleges and Business, Vocational or Trade Schools		C	P		P	P	P		P	C	C	C	P	18.06.060 (X)
Service and Repair Shops			P				P	P				P	P	
Service Stations/Car Washes			P				P 18.06.060(W)	P				P 18.06.060 (W)	P 18.06.060 (W)	
Service Stations/Car Washes - Existing			P		P 18.06.060(W)		P 18.06.060(W)				P	P 18.06.060 (W)	P 18.06.060 (W)	
Servicing of Personal Apparel and Equipment	P	P	P		P	P	P			P	P	P	P	
Truck, Trailer, and Recreational Vehicle Rentals			P					P						
Workshops for Disabled People	C	C	C	C	P	C	P		C	C	C	C	C	18.04.060 (R)
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
11. PUBLIC FACILITIES, ESSENTIAL														
Airports			C										C	18.06.060 (G)
Inpatient Facilities		C	C	C 18.06.060(T)	C		C		C	C	C	P	P	18.06.060 (G) 18.04.060 (K)
Jails			C		C		C		C				C	18.06.060 (G)
Mental Health Facilities			C	C 18.06.060(T)	C		C						C	18.06.060 (G) 18.04.060 (K)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Other Correctional Facilities		C	C	C 18.06.060(T)	C	C	C		C	C	C	C	C	18.06.060 (G)
Other facilities as designated by the Washington State Office of Financial Management, except prisons and solid waste handling facilities		C	C		C		C			C	C	C	C	18.06.060 (G)
Radio/TV and Other Communication Towers and Antennas	C	C	C	C	C	C	C	C	C	C	C	C	C	18.06.060 (G) 18.44.100
Sewage Treatment Facilities	C	C	C	C	P		P		C	C	C	C	C	18.06.060 (G) 18.04.060 (X)
State Education Facilities		C	C		C		C		C	C	C	C	C	18.06.060 (G) 18.06.060 (X)
State or Regional Transportation Facilities	C	C	C	C	C	C	C		C	C	C	C	C	18.06.060 (G)
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
12. TEMPORARY USES														
Entertainment Events			P		P	P	P						P	
Off Site Contractor Offices	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060 (DD)
Emergency Housing	P	P	P	P	P			P	P	P	P	P	P	18.04.060 (DD)
Emergency Housing Facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	18.50

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Fireworks, as determined by Fire Dept.			P		P	P	P				P	P	P	9.48.160
Mobile Sidewalk Vendors		P	P	P	P	P	P			P	P	P	P	
Parking Lot Sales			P		P	P	P	P			P	P	P	
Residences Rented for Social Event (6 or less in 1 year)	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (DD)
Residences Rented for Social Event (7 or more in 1 year)	C	C	C	C	C	C	C		C	C	C	C	C	
Temporary Surface Parking Lot		P	P		P	P	P		P					
District-Wide Regulations	18.06.060(R)				18.06.060(F) (2)	18.06.060 (HH)	18.06.060(F) (2)							
13. OTHER USES														
Accessory Structures/Uses														
Adult Oriented Businesses			P										P	18.06.060 (B)
Agriculture	P	P	P	P					P	P	P	P	P	
Animals	P	P	P	P	P	P	P		P	P	P	P	P	18.06.060 (C)
Cemeteries	C	C	C	C					C	C	C		C	
Conference Center			P		P	P	P						P	
Gambling Establishments			C											
Garage/Yard/Rummage and Other Outdoor Sales	P	P	P	P	P	P	P		P	P	P	P	P	5.24
Home Occupations	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060 (L)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	Applicable Regulations
Parking Facility, Commercial		P	P		P	P	P 18.06.060(S)			P	P	P 18.06.060(S))	P	18.04.060 (V)
Places of Worship	C	C	P	C	P	P	P		C	C	C	P	P	18.04.060 (U)
Racing Pigeons	C	C	C	C					C	C	C	C	C	18.04.060 (Y)
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
Schools	C	C	P	C	C	C	C		C	C	C	P	P	18.04.060 (DD)
Social Organizations		P	P		P	P	P		P/C 18.06.060 (I)	P	P	P	P	
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060 (X)
Wireless Communications Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44

LEGEND

- P = Permitted Use

MS = Medical Services

DB = Downtown Business

C = Conditional Use
- PO/RM = Professional Office/Residential Multifamily

AS=Auto Services

NR = Neighborhood Retail
- GC = General Commercial

UW = Urban Waterfront

UW-H = Urban Waterfront-Housing

CSH = Commercial Services-High Density
- HDC-1=High Density Corridor-1

HDC-2=High Density Corridor-2

HDC-3=High Density Corridor-3

HDC-4=High Density Corridor-4

(Ord. 7279 §1, 2021; Ord. 7267 §12, 2020; Ord. 7187 §3, 2019; Ord. 7180 §1, 2019; Ord. 7163 §3, 2018; Ord. 7032 §6 (Exh. E), 2016; Ord. 6975 §3, 2015; Ord. 6759 §5, 2011; Ord. 6592 §5, 2008)

No changes to section CC.

Only other changes to track are in table 6.01:

1. **Add 'P'** Under Row: **Recreational Vehicles Parks** and column: **UW**.
2. **Add 18.06.060.JJ** Under Row: **Recreational Vehicles Parks** and column: **APPLICABLE REGULATIONS**.

Below is the proposed added section JJ

JJ. Recreational Vehicle Park. Urban Waterfront (UW) Requirements:

1. Recreational vehicle (RV) parks are permitted on properties within the UW district which meets the following criteria:
 - a. Be a minimum of one acre in size.
 - b. Are located immediately adjacent to or on common property within a public marina.
2. Use specific standards:
 - a. Maximum size: The number of RV's permitted shall not exceed a capacity of 12 vehicles per gross acre of area devoted to the RV park or forty units, whichever is less.
 - b. Individual space size: Each individual RV space including pad, hook-up and surrounding area or associated area shall be no less than 1,000 square feet in size. No more than one RV may occupy an individual space.
 - c. Internal roads: All internal park roads shall be privately owned and maintained. Roads shall be constructed to City of Olympia Engineering Design and Development Standards for private access lanes.
 - d. Access: RV parks shall be located with direct access to an adjacent street with sufficient frontage to permit appropriate design of entrances and exits constructed to City of Olympia Engineering Design and Development Standards.
 - e. Open space/recreational facilities: A minimum of 10% of the site shall be set aside and maintained as open space for recreational use. Such space and location shall be accessible and usable by all RV Park users and guests for passive or active recreation. Parking spaces, driveways, access streets, and storage areas are not considered to be usable open space.
 - f. Vehicle setbacks: No RV pad shall be closer than 5 feet from any adjacent sidewalk or pathway. A minimum separation of 8 feet shall be maintained between all RV pads. Permanent structures within the park shall meet setbacks applicable to the UW District.
 - g. Screening and Landscaping: Provide a 15-foot averaged perimeter street front landscape buffer with a minimum width of 5-feet. A buffer consisting of Type III landscaping as defined in OMC 18.36.060.L shall be provided between the RV park and adjacent streets and land uses.

- h. Utilities: Electricity, Sewer, and Water service shall be provided to each recreational vehicle space. All utility lines in the park shall be underground and shall be approved by the agency or jurisdiction permitting the service.
 - i. Stormwater: Stormwater facilities shall be provided to serve the site as required by the City of Olympia Municipal Code and Engineering Design and Development Standards.
 - j. Other Services: RV parks shall provide the following services:
 - i. A water station for filling recreational vehicle water storage tanks.
 - ii. Restroom facilities containing showers and toilets connected to a public sanitary sewer, the minimum number of which shall be one toilet and one shower for each 20 recreational vehicle sites.
 - iii. Refuse containers for solid waste.
- 3. Length of Stay: If located within shoreline jurisdiction, use of individual recreational vehicle spaces shall be limited to no more than fifteen consecutive days in accordance with Shoreline Master Program; otherwise length of stay shall be limited to 28 consecutive days.
- 4. Regulation and Standards: The RV park must establish an operational plan and adopt park rules governing park operations which include, at a minimum, mandatory quiet periods between ten p.m. and seven a.m. daily.



Port of Olympia – Waterfront Destination Development Plan

Olympia Municipal Code (OMC) Amendments Explanations

Amendment #1:

18.06.040 TABLES: PERMITTED AND CONDITIONAL USES – TABLE 6.01

8. SERVICE, LODGING

Add Recreational Vehicle Parks as 'PERMITTED' under Urban Waterfront (UW). Include section for references "18.06.040.JJ" for APPLICABLE REGULATIONS (see amendment #2 for defined applicable regulations)

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Veterinary Offices/Clinics		P	P	P			P			P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H)(H)	18.06.060(F)(2)							
8. SERVICES, LODGING														
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P			P	P	P	P	18.04.060(L)(3)(c)
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		C	P	P	P	P	18.04.060(L)(3)(c)
Hotels/Motels			P	C	P		P		P				P	
Lodging Houses		P	P	P	P		P		P	P	P	P	P	
Recreational Vehicle Parks			P		P								P	add reference
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H)(H)	18.06.060(F)(2)							

Detailed Description: By permitting Recreational Vehicle Parks within the Urban Waterfront Zone the City of Olympia is addressing a missing component of development to attract visitors. Within the narrow bank of property between the shoreline and the adjacent streets there is very limited development opportunities. Recreation Vehicle (RV) parks fit within this and other limitations outlined by the Municipal code and the Shoreline Master Program (SMP). This low impact development can fill that void and become an attraction destination for locals as well as out of town visitors. The addition of an RV park would also compliment the nearby marina and boat launch activities.



Amendment #2:

18.06.060 COMMERCIAL DISTRICTS' USE STANDARDS

Add the following proposed section of JJ to code:

JJ. Recreational Vehicle Park. Urban Waterfront (UW) Requirements:

1. Recreational vehicle (RV) parks are permitted on properties within the UW district which meets the following criteria:
 - a. Be a minimum of one acre in size.
 - b. Are located immediately adjacent to or on common property within a public marina.
2. Use specific standards:
 - a. Maximum size: The number of RV's permitted shall not exceed a capacity of 12 vehicles per gross acre of area devoted to the RV park or forty units, whichever is less.
 - b. Individual space size: Each individual RV space including pad, hook-up and surrounding area or associated area shall be no less than 1,000 square feet in size. No more than one RV may occupy an individual space.
 - c. Internal roads: All internal park roads shall be privately owned and maintained. Roads shall be constructed to City of Olympia Engineering Design and Development Standards for private access lanes.
 - d. Access: RV parks shall be located with direct access to an adjacent street with sufficient frontage to permit appropriate design of entrances and exits constructed to City of Olympia Engineering Design and Development Standards.
 - e. Open space/recreational facilities: A minimum of 10% of the site shall be set aside and maintained as open space for recreational use. Such space and location shall be accessible and usable by all RV Park users and



guests for passive or active recreation. Parking spaces, driveways, access streets, and storage areas are not considered to be usable open space.

- f. Vehicle setbacks: No RV pad shall be closer than 5 feet from any adjacent sidewalk or pathway. A minimum separation of 8 feet shall be maintained between all RV pads. Permanent structures within the park shall meet setbacks applicable to the UW District.
 - g. Screening and Landscaping: Provide a 15-foot averaged perimeter street front landscape buffer with a minimum width of 5-feet. A buffer consisting of Type III landscaping as defined in OMC 18.36.060.L shall be provided between the RV park and adjacent streets and land uses.
 - h. Utilities: Electricity, Sewer, and Water service shall be provided to each recreational vehicle space. All utility lines in the park shall be underground and shall be approved by the agency or jurisdiction permitting the service.
 - i. Stormwater: Stormwater facilities shall be provided to serve the site as required by the City of Olympia Municipal Code and Engineering Design and Development Standards.
 - j. Other Services: RV parks shall provide the following services:
 - i. A water station for filling recreational vehicle water storage tanks.
 - ii. Restroom facilities containing showers and toilets connected to a public sanitary sewer, the minimum number of which shall be one toilet and one shower for each 20 recreational vehicle sites.
 - iii. Refuse containers for solid waste.
3. Length of Stay: If located within shoreline jurisdiction, use of individual recreational vehicle spaces shall be limited to no more than fifteen consecutive days in accordance with Shoreline Master Program; otherwise, length of stay shall be limited to 28 consecutive days.
4. Regulation and Standards: The RV Park must establish an operational plan and adopt park rules governing park operations which include, at a minimum, mandatory quiet periods between ten p.m. and seven a.m. daily.



Detailed Description: These updates to the code are regarding allowance of Recreational Vehicle (RV) Parks in Urban Waterfront (UW) zones and regulations define how the site is to be used.

OMC 18.06, Commercial Districts

OMC 18.06.020.B, Purpose Statements

4. Urban Waterfront (UW) District

This district is intended to:

- a. Integrate multiple land uses in the waterfront area of downtown and the West Bay in a way that improves the City's appeal and identity as the Capital City on Budd Inlet.
- b. Encourage high-amenity recreation, tourist-oriented, and commercial development which will enhance public access and use of the shoreline.
- c. Encourage development that protects views of Budd Inlet, the Olympics, Mt. Rainier, and the Capitol, and preserves a sense of openness on the waterfront.
- d. Encourage water-dependent and water-related development (as defined in the Shoreline Master Program for the Thurston Region) on shoreline properties and permit light manufacturing uses which support nearby industrial and marine related uses.
- e. Provide shoreline public access to significant numbers of the population, which is a major goal of the Shoreline Master Program for the Thurston Region. It is also the intent of this district to integrate the policies of the Shoreline Master Program for the Thurston Region into zoning designations applicable to waterfront properties. It is not the intent of this district, however, to make the restrictions of the Shoreline Master Program legally applicable outside the shoreline management zone.

18.20.680 Recreation Revised 6/21

A. Water-oriented recreation uses and development are preferred shoreline uses and shall be allowed when the applicant demonstrates that they:

1. Will not cause a net loss of shoreline ecological functions or processes; and
2. Will not have significant adverse impacts on other shoreline uses, resources and/or values such as navigation and public access.

B. Park and recreation facilities may be used for events and temporary uses when the proposed use will not damage the shoreline. Structures associated with such uses shall be located as far landward as feasible and shall be removed immediately after the event is over. Shoreline areas shall be returned to pre-event conditions.

C. Recreational use and development shall include appropriate mitigation to minimize light and noise impacts on adjoining properties. Such measures shall include, but not be limited to, fencing, vegetative screening, increased setbacks, limited hours of operation, and other appropriate measures. Where lighting is used, the illumination levels shall be the minimum needed for the intended use. Lighting must be shielded to avoid light and glare on the water and to prevent spillover offsite.

D. The construction of new trails or the expansion of existing trails shall be subject to the mitigation sequencing process and shall be designed to minimize impacts to the ecological functions of the shoreline while providing access and waterfront enjoyment to the public.

E. All commercial recreation facilities shall conform to this section and OMC sections 18.20.660, 18.20.663, and 18.20.667.

F. Recreational facilities shall be located, designed, and operated in a manner consistent with the purpose of the environment designation in which they are located.

(Ord. 7280 §2, 2021; Ord. 7028 §4 (Exh. B), 2016).

**Chapter 18.48
CONDITIONAL USES**

18.48.000 Chapter Contents

Sections:

[18.48.020](#) Conditional use approval.

[18.48.040](#) Additional conditions.

[18.48.060](#) Compliance.

[18.48.080](#) Appeals.

[18.48.100](#) Transferability.

18.48.020 Conditional use approval

A. Hearing Examiner approval. Certain uses, because of their unusual size, infrequent occurrence, special requirements, possible safety hazards or detrimental effects on surrounding properties and other similar reasons, are classified as conditional uses. These uses may be allowed in certain districts by a Conditional Use Permit granted by the Hearing Examiner or as provided below. Prior to granting such a permit the Hearing Examiner shall hold a public hearing, unless otherwise provided for in this code, and determine that all applicable conditions will be satisfied. If the conditional use proposed in a residential zone exceeds 5,000 square feet in floor space, it must also be reviewed by the Design Review Board.

B. Permit content and enforcement. Conditional Use Permits shall state the location, nature and extent of the conditional use together with all conditions that were imposed and any other information deemed necessary for the issuance of said permit. A copy of this permit shall be kept on file in the Community Planning and Development Department and if, at any time, it is found that the conditional use no longer complies with the conditions therein specified, the owner shall be declared in violation of this Title and shall be subject to its penalties.

C. Expansion of Approved Conditional Uses. The Director may authorize up to a twenty-five (25) percent expansion, in any five (5) year period, of an approved conditional uses gross floor area, height, parking and occupancy (e.g., number of seats, classrooms and students). The Director may also authorize alterations to the site design, including landscaping, fences, lighting, signs and similar site features. If the expansion in a residential zone exceeds 5,000 square feet in floor space, it must receive review by the Design Review Board. All such modifications shall be consistent with the original conditions of approval and applicable regulations. Notice of the proposed expansion or alteration shall be sent to property owners within three hundred (300) feet of the subject site, consistent with the notice requirements specified in Chapter 18.78. If anyone requests a public hearing in writing within the specified comment period, the Director shall refer the request to the Hearing Examiner. Copies of all Director decisions shall be mailed to everyone who commented on the project or requested a copy of the decision. Director decisions may be appealed to the Hearing Examiner consistent with Section 18.75.020, Appeals of Administrative Decisions.

D. SEPA-exempt Conditional Uses. The Director may authorize any conditional use that is exempt from the State Environmental Policy Act. See OMC 14.04.065 and WAC 197-11. Part Nine. Notice of such proposed use shall be sent to property owners within three hundred (300) feet of the subject site, consistent with the notice requirements specified in Chapter 18.78. If anyone requests a public hearing in writing within the specified

comment period, the Director shall refer the request to the Hearing Examiner. If the conditional use is in a residential zone and exceeds 5,000 square feet in floor space, it must be reviewed by the Design Review Board. Copies of all Director decisions shall be mailed to everyone who commented on the project or requested a copy of the decision. Director decisions may be appealed to the Hearing Examiner consistent with Section 18.75.020, Appeals of Administrative Decisions.

(Ord. 6967 §27, 2015; Ord. 6408 §26, 2006; Ord. 5759 §1, 1998; Ord. 5664 §11, 1997; Ord. 5517 §1, 1995).

18.48.040 Additional conditions

The Hearing Examiner or Director, as applicable, may impose additional conditions on a particular use if it is deemed necessary for the protection of the surrounding properties, the neighborhood or the general welfare of the public. The conditions may:

- A. Increase requirements in the standards, criteria or policies established by this Title;
- B. Stipulate an exact location as a means of minimizing hazards to life, limb, property, traffic, or of erosion and landslides;
- C. Require structural features or equipment essential to serve the same purpose set forth in item B above;
- D. Impose conditions similar to those set forth in items 2 and 3 above to assure that a proposed use will be equivalent to permitted uses in the same zone with respect to avoiding nuisance generating features in matters of noise, odors, air pollution, wastes, vibration, traffic, physical hazards and similar matters;
- E. Ensure that the proposed use is compatible with respect to the particular use on the particular site and with other existing and potential uses in the neighborhood.
- F. Assure compliance with the Citywide Design Guidelines, Unified Development Code Chapter 18.20, as recommended by the Design Review Board.

(Ord. 6967 §28, 2015; Ord. 5759 §2, 1998; Ord. 5664 §11, 1997; Ord. 5517 §1, 1995).

18.48.060 Compliance

Noncompliance with the conditions of the permit shall be grounds for rehearing before the Hearing Examiner. The Hearing Examiner may suspend or revoke a conditional use permit pursuant to this section and/or impose penalties, for violation of any of the provisions of this title or original conditions of approval.

(Ord. 5517 §1, 1995).

18.48.080 Appeals

The action by the Hearing Examiner on an application for a Conditional Use Permit shall be final and conclusive unless appealed in the manner and within the time limits set forth in Chapter 18.75 of this Development Code.

(Ord. 5517 §1, 1995).

18.48.100 Transferability

A Conditional Use Permit shall be transferable provided that the transferee complies with the conditions. If at any time the conditional use no longer complies with the conditions of the permit, the owner shall be declared in violation of this title and shall be subject to its penalties, and the Hearing Examiner may suspend or revoke the

permit.

(Ord. 5517 §1, 1995).

Public Comment for the Olympia Planning Commission
February 22, 2021
Helen Wheatley, Olympia Resident

The Planning Commission is being asked to consider language presented by Thomas Architecture Studios, on contract to the Port of Olympia, regarding a proposed RV Park in the Marina District of the Port.

The Port earlier asked for a change to the Shoreline Master Program to include RV Parks as “water-oriented recreation.”

Now it is asking for change to the municipal code to alter permitted uses under the Urban Waterfront Plan.

Why is this necessary? Because up until now, neither the Port of Olympia Strategic Plan, nor the change to the Olympia comprehensive plan in order to implement the Downtown Strategy, have allowed camping on the urban waterfront.

Not in the Plans

The proposed RV campground is located in what the Port’s comprehensive scheme designates as part of its “Marina District.” A commercial RV camping facility introduces a new land use to the Port’s strategic plan for that district. Yet the Port has not formally modified its strategic plan. Nor has it initiated a process to formally do so.

In fact, both comprehensive plans currently exclude camping. For Olympia, modification to the strategic plan based on the Downtown Strategy (Ordinance No. 7032) is extremely specific in its *exclusion* of RV camping:

Suggested permitted and conditions uses for a UW-F2 Commercial District specifically exclude RV Parks under the section on “Services, L:

8. SERVICES, LODGING					Urban Waterfront					
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		P	P
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060(E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P	C	P	P
Hotels/Motels			P	C	P		P	P		
Lodging Houses		P	P	P	P		P	P	P	P
Recreational Vehicle Parks			P							
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)			

This chart demonstrates that the Port is asking the Planning Commission to consider a change to the strategic plans of both governments. The Planning Commission should deliberate with a full awareness of what is being requested of it by the Port.

The City should ask the Port when and how it intends to modify its comprehensive plan to permit RV camping in its marina district, because it hasn't happened yet.

The current "Destination Waterfront" process in which the Port is engaged, like its Vision 2050 Plan, is an outreach process only and not a modification to the strategic plan. Before moving forward, the city should demand greater clarity from the Port regarding its plans to update its actual strategic plan.

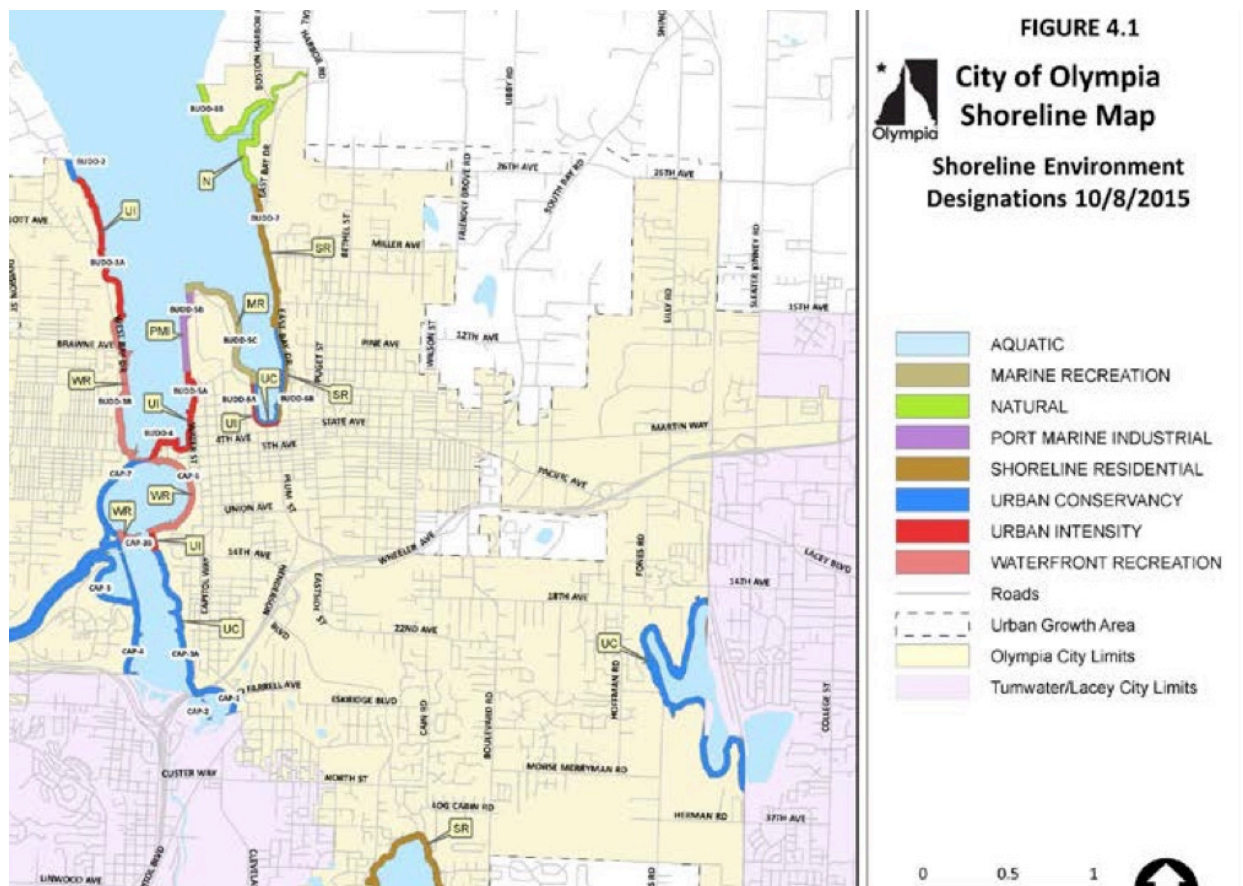
Despite years of strategic planning, the city of Tumwater is currently engaged in a protracted and, so far, failed effort to get the Port of Olympia to engage in completion of a development agreement regarding the New Market Industrial Campus. As a neighbor and partner, Olympia may want to consider more deliberately the extent to which Port plans and promises should be backed by solid policy-making procedures.

Olympia Should Demand Consideration of Other Land Uses

When it worked on its Downtown Strategy, the City of Olympia was quite clear about the fact that there are other land use considerations for the Port Peninsula.

When the city worked on its Downtown Strategy, it did not include the Port's Boatworks and Marina Districts (designated under the Port's comprehensive plan) in its consideration of land use changes. Indeed, the city specifically recognized a need for "Recognition of the importance of lands near water." The City emphasized that the focus of the change to the Comprehensive Plan for the Downtown Strategy and any accompanying code changes were specifically aimed at "'built' land uses such as housing and commercial structures and development patterns." It left "complementary parks, open spaces and natural areas" to be "addressed in the Public Health, Parks, Arts and Recreation and Natural Environment chapters."

The City also states in regard to the Downtown Strategy that "the Future Land Use Map...is *not* a zoning map." (emphasis added). Rather, it is a *guidance* for zoning and other regulations to be consistent with the Comprehensive Plan. The Zoning Map presented with the Packet is consistent the Future Land Use map, but it is crucial to note that it is not consistent with the Shoreline map under the SMP:



At the time the city changed its comprehensive plan for the Downtown Strategy, the City was clearly deferring discussion of shoreline land use, to a significant degree, to revision of the SMP.

Concerning the shoreline of the Port's Urban Waterfront, the SMP specifically calls out the importance of being consistent with the Port comprehensive scheme in its section on marine recreation, 2.9(F): "The City recognizes the Port's responsibility to operate its marine facilities and plan for this area's future use through the development and implementation of its Comprehensive Scheme of Harbor Improvements."

The SMP language change to include RV camping is therefore somewhat ill-considered and creates some inadvertent internal contradiction, because camping is not yet a strategic plan option for urban shorelines.

In addition, adding the RV language to the SMP sows some confusion because Olympia has created its own term, "water-oriented recreation" which elides confusingly the more conventional policy distinction between water-based recreation and water-enhanced recreation.

What is "orientation?" Other governments, as well as professional literature concerning the recreation and leisure industry, distinguish between water-based recreation, which requires water, and water-enhanced recreation, which benefits from water but does not require it. Water-based recreation is understood to mean such activities as boating and fishing, or even the viewing of landscape and wildlife unique to water and shorelines that cannot be viewed in a strictly land-bound area.

The continued designation of the Port's Marina as Marine Recreation shoreline (Reach 5C) rather than changing the area to Waterfront Recreation or Urban Intensity under the current revision, certainly implies an intention that shoreline recreational use continue to be water-based in Reach 5C. Adding the RV language in one section of the

SMP without changing the zoning or environment designations mapped, creates an unresolved internal contradiction within the SMP. The City should not move forward on the RV Park until it resolves this contradiction.

The Shoreline Management Act is very clear about preserving public access, which raises an interesting policy question about whether it would be appropriate under the SMP to replace a shoreline area that is now fully accessible to the public for recreation (and with significant water-based viewing opportunity), in order to turn it into commercial space not accessible to the general public (for water-enhanced private camping). The SMP includes stated goals and policies to “Increase public access to publicly-owned areas of the shoreline” and “Increase recreational opportunities for the public in the shoreline.” This would seem to imply that public access should be preferred over privatization of recreation.

Setting aside questions about recreational use of the land, and just looking at commercial use, Section B(4) of the SMP discusses the intention for the Urban Waterfront District shoreline (18.06.060 F2 Commercial District) with the following phrases:

“Encourage high-amenity recreation, tourist-oriented, and commercial development which will *enhance public access* and use of the shoreline”; “Encourage development that...*preserves a sense of openness on the waterfront*”; “Encourage water-dependent and water-related development (as defined in the Shoreline Master Program for the Thurston Region) on shoreline properties and permit light manufacturing uses which *support nearby industrial and marine related uses*” (emphasis added)

In regard to optimizing shoreline use, the SMP actually provides a roadmap for the city of Olympia to consider land use changes on the shoreline to achieve preferred use. No net loss is one stated policy, but so is the including of “incentives to restore shoreline ecological functions where such functions have been degraded by past actions.” It lists “restoration and enhancement of shoreline ecological functions” as “high priorities” that are to be “applied to all uses, developments and activities that may occur within the shoreline jurisdiction.”

It also calls for “Provision of direct physical access to the water where appropriate,” and “provision of a shoreline trail where feasible and consistent with applicable laws.” It calls for restoration of native vegetation. It calls for “bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures water-ward of Ordinary High Water Mark where appropriate.” It states that “Space for preferred shoreline uses should be reserved. Such planning should consider upland and in-water uses [and]...public access and views.”

In the Marine Recreation Environment section, the SMP states that preferred uses “Encourage bulkhead removal and replacement of hardened shoreline with soft structural stabilization measures.”

When considering land use within the Marine Recreation Environment, economic development is placed within a matrix that includes “a variety of benefits to the community including boat moorage...public access, water enjoyment, recreation,” and “wildlife habitat.”

And most importantly, the City clearly calls in the SMP for changes in land use to be wrapped into a “jointly developed shoreline restoration and stabilization plan for Reaches 5C and 6A.”

The SMP makes it very clear: after a restoration and stabilization plan is developed, “the City will initiate a limited amendment to the SMP to implement this Plan.” The proper time to consider changes to the code in regard to RV camping, would be *after* a decision is made to allow RV camping on the shoreline. And the proper way to consider such a revision of land use, is to *jointly develop a restoration and stabilization plan* for the shoreline.

The Timing is Wrong

City preferences for restoration and stabilization under the SMP must be duly considered and incorporated. Climate change must be duly considered. Preserving and enhancing public access to the shoreline and preventing net loss of water-based recreational opportunities must be duly considered. Finally, given an increasing emphasis

on environmental justice and the element of recreational access within that policy concern, the benefit of the balance of Port recreational activities to all residents of the Port district should be duly considered.

The Port is jumping the gun in bringing forward changes to the city code. Clearly, it needs to work jointly with the city on developing a strategic plan for the shoreline, instead of simplistically rolling the Port's marine shoreline into a more general suggested planning guideline of "urban waterfront" that covers the whole of the peninsula except for the Marine Terminal. Together, the City and the Port should decide whether an RV constitutes a *preferred* shoreline use. Only then should the City consider changing its code to accommodate this brand new land use.

The City of Olympia, unlike the Port, has another urgent consideration.

The City of Olympia is currently engaged in dialogue with other local governments regarding homeless mitigation. RV camping is a big part of that conversation. It seems tone-deaf, at the very least, to consider RV camping as profit-earning recreation only, when there is an urgent local need for RV camping for housing mitigation.

The City could consider, and decide, that it wants a mitigation site on the Port peninsula. This is absolutely possible under the Port RCWs. Other Ports provide mitigation sites.

As noted, at present the section of the Port shoreline being considered for an RV campground is not included in the downtown residential strategy. It could be appropriate to locate a mitigation site in this area as a commercial zone. The proposed RV campground is not directly adjacent to Swantown Marina. RV ("land yacht") mitigation site residents would not impinge on or displace Swantown Marina "liveaboard" boat residents, or on the "urban intensity" zoned areas. It seems reasonable to assume that the public would expect consideration of this possibility, given the immediacy and urgency of the housing crisis.

Cari Hornbein

From: Nicole Floyd
Sent: Tuesday, June 01, 2021 8:12 AM
To: Cari Hornbein
Subject: FW: RV Park

Public comment for you.

From: Bette Jean Phillips <bettejeanp@outlook.com>
Sent: Friday, May 28, 2021 11:11 AM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: RV Park

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Please do not add an RV Park next to Swantown Boatworks. It would ruin the entire area. Keep that area an open area. What about runoff into the sound from the RV's. Are they to be lived in??

Cari Hornbein

From: Barbara Herman <hermanbarbara@icloud.com>
Sent: Sunday, June 13, 2021 9:54 AM
To: Cari Hornbein
Subject: Recreational vehicle parks on waterfront

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Please add my vote against this proposal. This is our city's beautiful recreational area and doesn't need to be mucked up with RV parks.

Sent from my iPad
Barbara

Cari Hornbein

From: mary fitzgerald <olymfitz@hotmail.com>
Sent: Wednesday, July 07, 2021 11:50 AM
To: Cari Hornbein
Subject: RV park within Swantown development area.

External Email Alert!

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Dear Ms. Hornbein,

I would like to voice my support for the proposed change to city regulations to allow development of an RV facility at the Swantown site. A small park would be a good way to attract visitors to the downtown core that includes many restaurants, shops, the farmers market and public access to our beautiful waterfront.

Many people will oppose this idea because when they think of RVs, they only think of the homeless population that appears to litter, and disrespect the city that has been most generous in allowing them to populate areas around the lake and along the road into the St. Peter hospital.

Their RVs and obvious lack of ability to pay to live in a proper facility does not reflect the type and majority of visitors this facility would attract. In general RVers are responsible, clean and financially sound.

Most state parks keep the RVs allowed at kept under 23 feet which would help with road and turnaround space required. The Port of Port Townsend has a small RV park that is very popular and a place where boaters can meet up with RVers. Attracting both to the same area of downtown will benefit the downtown businesses that have suffered so greatly during the covid pandemic.

I fully support the city's exploration of this issue and think it would be a positive use of the empty space that surrounds the Swantown/Port of Olympia peninsula.

Thanks for your time and consideration.

Sincerely,
Mary Fitzgerald
Olympia Resident 38 years

[utlook for Android](#)

Cari Hornbein

From: Karen Bray <gkbray@gmail.com>
Sent: Tuesday, June 15, 2021 4:20 PM
To: Cari Hornbein
Subject: Port of Olympia's plan to build a RV park

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Dear Ms Hornbein:

We are hopeful that considerations concerning reduction of CO2 emissions and sea level rise will prevail and the Port's application will be denied. It does not seem an appropriate use considering the adoption of the Climate Mitigation Plan. We have been sailors most of our lives, but the last few years we have explored land by RV, albeit a very small one. We are familiar with RV parks and opportunities for holding tank mishaps and excessive use of generators. All of which are inconsistent with improving water and air quality.

As a nearby neighbor of the Port we already live with light and noise pollution. We have participated in the Audubon Christmas bird count and Cornell backyard bird count for almost 50 years. There has been a dramatic decrease in numbers and species in the East Bay area....and reduction in salmon return to Moxley Creek.

As city taxpayers we would like to see that parcel used for a place where Olympians can gather on the near shore....perhaps restore a marsh area for habitat for birds, amphibians and fish. Perhaps a place where children could actually put their feet in the sea water. instead of a concrete artificial stream at the East Bay Plaza.

We appreciate the opportunity to comment on this application.

Kind Regards,

Karen Bray

Cari Hornbein

From: Karen Bray <gkbray@gmail.com>
Sent: Wednesday, July 07, 2021 2:17 PM
To: Cari Hornbein
Subject: Revised code amendments for the Port

External Email Alert!

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As folks who have lived on the shores of Budd Inlet for over 50 years, we are concerned that the Port is not taking the Thurston Climate Mitigation Plan very seriously. RV owners, and we have been one, run generators, are sloppy about emptying their holding tanks and generally produce a lot of non recyclable trash. Private and State Parks seem to be doing a fine job of filling that need.

As the Ports closest neighbor on East Bay Drive we already live with light pollution, excessive noise, and air pollution from logging trucks and equipment.

We have attended city meetings in the past about sea level rise mitigation. What we learned from those meetings is that the natural shoreline is important to absorb the rise and we need to be creating more.

We taxpayers have been supporting the Port quite handily over the years. What about a park for "We Olympians" so kids can actually put their feet in the water, view shore birds, learn about the tides, and picnic.

Thank you for the opportunity to comment,

Karen and George Bray

Cari Hornbein

From: jacobsoy@aol.com
Sent: Monday, July 19, 2021 3:30 PM
To: Cari Hornbein
Subject: Testimony for this Evening's Hearing

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Hi Cari --

Please forward this to the Planning Commission for this evening's hearing. I will be unable to attend due to another commitment.

Thanks,

Bob Jacobs

=====

Planning Commission Members:

Please accept this email as my testimony on Item 6A of your agenda this evening, Recreational Vehicle Parks in the Urban Waterfront Zoning District.

Waterfront areas are the most valuable land in the state, as indicated by the fact that they have their own statewide zoning law, the Shorelines Management Act (SMA).

The city of Olympia largely follows the spirit of the SMA in its regulation of this uniquely precious area. For instance, by forbidding parking lots in the shoreline area.

This Port of Olympia proposal is, in my opinion, out of step with both the spirit of the SMA and Olympia's regulations. It seems quite inappropriate to allow recreational vehicle parks in the shoreline area.

A possible exception would be if these RV parks were for homeless people to use on a temporary basis, since homelessness is a serious problem.

Bob Jacobs
360-352-1346

720 Governor Stevens Ave. SE
Olympia 98501

July 27, 2021

Dear Olympia Planning Commission,

I write in opposition to the proposed change in the Comprehensive Plan to allow the Port of Olympia to site an RV park on the waterfront.

The Port once was the site of heavy industrial activity. A 1947 photo shows logs everywhere. These logs were treated with creosote, chromated copper arsenic, diesel oil and other toxic chemicals that were routinely dumped into the water. The logs themselves were sprayed with DDT, a chemical relative of Agent Orange.

The sediments on the Port were tested and analyzed about 20 years ago by Dr. Kate Jenkins, dioxin expert at the EPA. Prior to testing the Cascade Pole site, she was the expert who analyzed contamination at Love Canal and Tynes Beach, Missouri. She reported that the sediments at Cascade Pole were magnitudes more contaminated than these other infamous sites. Her consultant was Alan Fixdel, who later became the Executive Director of the Washington State Energy Facility Site Evaluation Council. Similar toxic sediments are at the site of this proposed neighboring campground, including polycyclic aromatic hydrocarbons, one particularly nasty toxin which vaporizes in temperatures over 50 degrees. Despite the Port's claim that Cascade Pole is being cleaned up, it has merely been contained, and contamination continues to leak from it.

The idea of hosting overnight stays for families and children in the summer on an extremely toxic site with no adequate cleanup should stop this project in its tracks. Will families want to camp at a place emitting toxic vapors where their children and pets cannot even touch the water because it is so contaminated? Will the Port and City include the history of this site and the findings of the extremely high level of toxics found there in their advertising? To not do so would be, in my opinion, immoral. I am certain that the toxic nature of the site will become common knowledge, if it is not already, dissuading many campers from stationing themselves on top of it. People should not be allowed, let alone encouraged to live on top of toxic sites, even for a night.

Also, the Port's own Destination Waterfront Survey tallied less than 25% approval for the idea of RV camping at the Port. The public does not support this idea.

Thank you.
Esther Kronenberg

Cari Hornbein

From: Sandler & Seppanen <Laurel.Lodge@Comcast.Net>
Sent: Monday, August 02, 2021 8:54 PM
To: Cari Hornbein
Subject: Comment on proposed RV park

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Cari Hornbein,

I am writing in opposition to approving an RV Park on Port's waterfront property. Like most of the people who many provided feedback via Survey 1 of Destination Waterfront on opportunities to consider, I did not choose RV Park as an opportunity I would consider. Less than 25 people out of about 425 respondents selected the RV park as the opportunity of interest while 5 other categories were selected by 50 people each.

The community has a low level of interest in an RV Park at on the waterfront. Public access and recreation are greater interest, yet the RV Park might negatively impact public path through the project area. It does not make sense to threaten the item of interest to offer an opportunity of lesser interest.

Loretta Seppanen
2919 Orange Street SE, Olympia, WA

Cari Hornbein

From: foxeangel <foxeangel@comcast.net>
Sent: Thursday, November 04, 2021 11:37 AM
To: Cari Hornbein
Subject: RE: Recreational vehicles proposal.

Thank you for including my comments at the meeting.

I don't know how the Port could get them off their property when their time limit expires.

The city has a 24 hour limit (or a limit) to park on the streets. Apparently, the homeless overrides that policy and the city accepts their behavior.

I just want Olympia to be a beautiful place again. We are the Capitol of the state in a gorgeous location. The city could get rid of them if it took more pride in the city.

Thanks for getting them off of squatting on the sidewalks.

Most of them could work - like I did and as a single mother. Thank you. Have a good day.

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: Cari Hornbein <chornbei@ci.olympia.wa.us>
Date: 11/4/21 11:05 AM (GMT-08:00)
To: foxeangel <foxeangel@comcast.net>
Subject: RE: Recreational vehicles proposal.

Greetings,

Thank you for your comments. I'll include them in the packet of information the Planning Commission will receive prior to the public hearing.

For your information (assuming the Port's proposed code amendments are approved), the RV park is intended to be for recreational use with a maximum length of stay of 15 days. The Port will be managing the RV park, so it will have more oversight.

I hope this helps address your concerns, but feel free to reach out if you have additional questions or comments.

Regards,

Cari Hornbein, AICP, Senior Planner

City of Olympia

Community Planning and Development Department

360-753-8048 | chornbei@ci.olympia.wa.us

From: foxeangel <foxeangel@comcast.net>

Sent: Thursday, November 04, 2021 10:30 AM

To: Cari Hornbein <chornbei@ci.olympia.wa.us>

Subject: Recreational vehicles proposal.

This is just another opportunity to destroy Olympia. You know, as well as I know, it is an invitation for the homeless to move in. Please, don't let Olympia develop another ghetto area and claim a beautiful piece of land - especially by the water.

I vote no to the proposal.

Sent from my T-Mobile 4G LTE Device

Cari Hornbein

From: Barbara Herman <hermanbarbara@icloud.com>
Sent: Thursday, November 04, 2021 2:03 PM
To: Cari Hornbein
Subject: RV amendments

The planning commission had it right the first time. We do not need RV's mucking up our waterfront more than it is already.

Sent from my iPad
Barbara