



Meeting Agenda

City Council

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8244

Tuesday, June 11, 2024

6:00 PM

Council Chambers, Online and Via
Phone

Study Session

Attend: [https://us02web.zoom.us/j/89872515357?](https://us02web.zoom.us/j/89872515357?pwd=kTouU9CbxvwoYgOZ7wArwxvLZk2FJg.1)
[pwd=kTouU9CbxvwoYgOZ7wArwxvLZk2FJg.1](https://us02web.zoom.us/j/89872515357?pwd=kTouU9CbxvwoYgOZ7wArwxvLZk2FJg.1)

1. ROLL CALL

2. BUSINESS ITEMS

2.A [24-0494](#) Community Oversight of Law Enforcement Recommendations Discussion

Attachments: [Agenda](#)
[Draft Recommendations](#)
[Implementation Considerations](#)
[Benchmarking Report](#)
[Link to Engage Olympia](#)

2.B [24-0484](#) Capital Mall Triangle Subarea Plan Discussion

Attachments: [Subarea Plan](#)
[LUEC Changes to Subarea Plan](#)
[Changes Based on WSDOT Comments](#)
[Planning Commission Recommendation](#)
[Public Comments](#)
[Public Outreach](#)
[Subarea Plan Appendices](#)
[Project Webpage](#)

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 Executive Assistant 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 Council

Community Oversight of Law Enforcement Recommendations Discussion

Agenda Date: 6/11/2024
Agenda Item Number: 2.A
File Number: 24-0494

Type: study session **Version:** 1 **Status:** Study Session

Title

Community Oversight of Law Enforcement Recommendations Discussion

Recommended Action

Committee Recommendation:

The City Council Community Livability & Public Safety Committee on May 22 unanimously approved discussion of the recommendations at a City Council Study Session.

City Manager Recommendation:

Discuss the Community Oversight of Law Enforcement recommendations.

Report

Issue:

Whether to discuss the Community Oversight of Law Enforcement recommendations.

Staff Contact:

Stacey Ray, Director of Strategic Planning & Performance, Organizational Development and Performance 360.753.8046

Presenters:

Stacey Ray, Director of Strategic Planning and Performance
Kathryn Olson, Change Integration (Consultant)
Deputy Chief Sam Costello, Olympia Police Department
Chief Rich Allen, Olympia Police Department
Genevieve Chan, Co-Chair, Social Justice & Equity Commission
Rachelle Martin, Social Justice & Equity Commission
Karin Arnold, Social Justice & Equity Commission
Mark Hodgson, Social Justice & Equity Commission
Kevin Mattison, Social Justice & Equity Commission
Fauziya Mohamedali, Social Justice & Equity Commission
Marianne Ozmun-Wells, Social Justice & Equity Commission
Dr. Amna Qazi, Social Justice & Equity Commission

Background and Analysis

In November 2021, The City Council accepted a recommendation by a Founding Member Work Group to establish a new Social Justice & Equity Commission. The final recommendation was informed by listening sessions with historically marginalized and underrepresented community members. In addition to an overall mission and scope of work for the Commission, the work group also recommended that the City establish a separate board or commission to oversee complaints specifically related to policing.

In December 2022, the Olympia City Council also accepted a set of recommendations from a community work group on how to reimagine public safety for the City of Olympia. To develop those recommendations, the work group listened extensively to the community over the course of a year, and then developed strategies and actions that reflected the needs and desires of a diversity of residents. One of the strategies they identified was to expand the community's role in the City's public safety system.

The City Council asked that the newly formed Social Justice & Equity Commission (Commission) include in their 2023 work plan development of a recommendation for City Council's consideration on community involvement in law enforcement. The purpose being to ensure the Olympia Police Department is transparent and accountable; fostering confidence and trust through processes that are accessible to all; complaint and use of force investigations that are impartial, thorough, and without bias; and policies, practices, and training that are continuously being improved.

In May 2023, the Commission launched a process to develop recommendations in collaboration with a community member work group and Olympia Police Department (OPD) officers. The goal being to ensure the final recommendations are representative of a diversity of lived experiences, perspectives, and professional expertise, and reflect the community's values and needs.

In the first phase of the process, a Commission subcommittee, the community work group members, and OPD participants each worked independently to:

1. Learn how community members are currently involved in law enforcement;
2. Learn about current systems for oversight and accountability;
3. Identify values to be reflected in the final recommendation; and
4. Identify priorities and draft concepts for community involvement and oversight

In the second phase, participants from all three groups came together for two large group work sessions to develop a set of recommendations for community involvement in and oversight of law enforcement. Throughout the process, the recommendations were informed by agreed upon values, recognized attributes of successful oversight models, extensive research, and intentional outreach, including:

- Shared values amongst the participant groups;
- Nationally recognized best practices in civilian oversight;
- Continuous input from OPD, community member work group, and the Commission;
- Research, including interviews with staff, on other communities with systems of community involvement and oversight;
- Interviews with City staff and current Community Use of Force Board members;
- Input from City Councilmembers;
- Comments from community members; and
- Responses to an *Engage Olympia* community survey.

On March 11, the Commission subcommittee met with the Police Auditor and Police Chief to pilot a conversation about the Auditor's draft 2023 End of Year Report. The Commission's and staff takeaways from that experience also informed the draft recommendations.

The purpose of this agenda item is for the Commission to present to the City Council for discussion their recommendations on community involvement in policing. To support the discussion, attachments to this staff report include an agenda for the study session, the recommendations and implementation considerations as approved by the Commission and recommended for discussion by the Community Livability & Public Safety Committee, and the benchmarking report prepared by the project consultant, Kathryn Olson.

Climate Analysis:

This project is not expected to have an impact on greenhouse gas emissions.

Equity Analysis:

Enhancing Olympia's community involvement and oversight in policing was identified as a need through the process to establish the Social Justice & Equity Commission and highlighted as a priority in the Reimagining Public Safety Recommendations. The co-design process used to develop the recommendations was led by the Social Justice & Equity Commission and intentionally designed to be inclusive of community members with a diversity of lived experiences and perspectives, including marginalized community members and those who have been impacted by policing. The resulting recommendations center equity, including by addressing systems change, reducing barriers and enhancing accessibility, improving transparency and proactive communication, advancing data collection and data-driven decision-making, and creating greater opportunity for community involvement.

Neighborhood/Community Interests (if known):

Community groups, those most impacted by policing, and underrepresented community groups have requested more community involvement in policing with a goal of building trust and legitimacy in the City's public safety system. Meeting summaries, survey results, and other documentation from the process have continually been made available on *Engage Olympia* to support community members following and engaging in the process.

Options:

1. Discuss the recommendations for community involvement and oversight in policing.
2. Don't discuss the recommendations for community involvement and oversight in policing.
3. Discuss the recommendations for community involvement and oversight in policing at another time.

Financial Impact:

The estimated cost for this project is \$90,250 and was appropriated in the 2023 operating budget.

Attachments:

Agenda
Draft Recommendations
Implementation Considerations

Type: study session **Version:** 1 **Status:** Study Session

Benchmarking Report
[Link to Engage Olympia](#)

City Council Study Session

Tuesday, June 11, 6:00 PM - 7:00 PM

Location: Olympia City Hall, City Council Chambers

Social Justice & Equity Commissioners:

Genevieve Chan, Co-Chair, Social Justice & Equity Commission

Karin Arnold, Social Justice & Equity Commission

Mark Hodgson, Social Justice & Equity Commission

Rachelle Martin, Social Justice & Equity Commission

Kevin Mattison, Social Justice & Equity Commission

Fauziya Mohamedali, Social Justice & Equity Commission

Marianne Ozmun-Wells, Social Justice & Equity Commission

Dr. Amna Qazi, Social Justice & Equity Commission

Social Justice & Equity Commissioners unable to attend:

Parfait Bassalé, Co-Chair, Social Justice & Equity Commission, Robin Rosen-Evans, Social Justice & Equity Commission, Larry Watkinson, Social Justice & Equity Commission

City Staff:

- Jay Burney, City Manager
- Stacey Ray, Director of Strategic Planning & Performance
- Rich Allen, Police Chief
- Sam Costello, Deputy Police Chief

Guest Presenter: Kathryn Olson, Change Integration

AGENDA

6:05 PM – Introductions & Overview (10 min.)

- Introductions
- Purpose & Process
- Recommendations

6:15 PM – Recommendations (35 min.)

- Commissioners share highlights from the recommendations:
 - Genevieve Chan, Co-Chair, Social Justice & Equity Commissioner
 - Rachelle Martin, Social Justice & Equity Commissioner

- Q&A and discussion with the Committee and all Commissioners.

6:50 PM – Wrap-up & Acknowledgements (10 min.)

- Commissioners, staff, and Councilmembers share experiences and acknowledgements about the process

Social Justice & Equity Commission Recommendations for Community Involvement and Oversight

Last Revised: 4/23/24

Proposed Enhancements to the City of Olympia's Police Oversight Hybrid Model

- I. Overall Purpose: Build trust and legitimacy in the City of Olympia's public safety system by enhancing and maintaining the community's role to ensure police accountability and transparency.

Civilian Police Auditor

- II. Civilian Police Auditor - The purpose of the Civilian Police Auditor (Police Auditor) is to ensure OPD accountability and transparency by:
 - Auditing the misconduct complaint and reportable use of force investigation systems of the Olympia Police Department (OPD);
 - Making recommendations for operational, training, or policy changes related to observations during the auditing process or where OPD potentially is not aligned with best practices;
 - Assessing whether OPD Police Officers interact with the Olympia community in a socially just and equitable manner through auditing misconduct complaint and reportable use of force investigations; and,
 - Engaging with the Olympia community about policing, police oversight, and related community concerns.
- A. **Powers and Duties**
 - 1) Alleged Misconduct Complaints
 - (a) The Police Auditor is empowered to receive a complaint of alleged misconduct directly submitted to them and shall expeditiously refer it to OPD with a recommendation as to how it should be handled for investigation. If OPD does not follow the Police Auditor's recommendation, OPD shall provide a written explanation to the Police Auditor within a minimum of five (5) days of making the decision.
 - (b) The Police Auditor shall review all complaints received by the Office of Professional Standards to ensure all allegations appropriate to the complaint are included for investigation and/or whether the complaint is appropriate for investigation by the Office of Professional Standards, and to determine if there are other issues of immediate concern. When referring a complaint to the Police Auditor for review, the Office of Professional Standards shall include all related, accessible information, such as complainant and witness statements, police incident reports, photographs or Body Worn Camera footage, or other evidence available at the time of the referral. If the Police

Auditor has not addressed the complaint within a minimum of five (5) days of receipt, the Office of Professional Standards may proceed to begin investigating the complaint without input from the Police Auditor. This does not prevent the Department from taking immediate administrative action where appropriate per OPD policies.

- (c) The Police Auditor shall review all investigations, after they are completed to audit how they have been resolved, to ensure appropriate allegations were included for each complaint, and to identify any issues or trends related to the investigations reviewed or complaint investigation process to address through recommendations for operational, training, or policy changes.
- (d) In reviewing completed complaint investigations, the Police Auditor shall determine if each investigation meets the standard of being complete, thorough, fair, and timely.
- (e) The Police Auditor shall make a written request to the OPD Chief of Police for further investigation if the Police Auditor concludes that further work is needed for a complaint investigation to meet the established standard. The Chief of Police may respond to such requests from the Police Auditor either by providing the additional investigation or by providing the Police Auditor with a written explanation indicating the reasons why further investigation is not being conducted. The City Manager shall be provided with a copy of the written response in all cases where the Chief of Police elects not to conduct the additional investigation requested by the Police Auditor.
- (f) The Police Auditor shall regularly share with the Community Board an overview of misconduct complaint investigations audited, and any recommendations for operational, training, or policy changes made to OPD, so Board members can learn, ask questions, share concerns, and provide the community's perspective regarding the recommendations.

2) Use of Force

- (a) The Police Auditor shall audit all OPD reportable use of force incidents to determine if each use of force reported was consistent with applicable OPD policy and to identify any issues or trends related to use of force to address through recommendations for operational, training, or policy changes.
- (b) In reviewing reportable use of force incidents, the Police Auditor shall determine if each use of force report considered meets the standard of being completed and reviewed by OPD in accordance with applicable OPD policy and is respectful of the civil rights of all individuals involved.
- (c) The Police Auditor shall regularly share with the Community Board all use of force incident reports audited, and any recommendations for operational, training, or policy changes made to OPD, so Board members can learn, ask questions, and share concerns, and provide the community's perspective regarding the recommendations.

- 3) Operational, Policy, and Training Recommendations for Olympia Police Department
 - (a) The Police Auditor can make recommendations for operational, training, or policy changes related to their routine audit of misconduct complaint investigations, reportable uses of force, and the internal investigation process, or when the Police Auditor identifies instances when OPD potentially is not aligned with best practices.
 - (b) The Police Auditor, on an annual basis, will be provided a list of all OPD policy and training topics where review and potential changes are anticipated for the upcoming year and can indicate to OPD which topics appear relevant to their auditing of complaint, use of force, and internal investigation processes, or topics of particular concern for the community, so as to be given the opportunity to review and provide comment on specific changes before they are finalized by OPD. The Police Auditor also will receive notice and be provided an opportunity to review and provide comment regarding any policy or training topic that was not on the annual list provided to the Police Auditor, but that OPD decides to review for potential changes during the pending year.
- 4) Community Engagement
 - (a) The Police Auditor shall implement alternative ways to communicate about the auditing function and information concerning misconduct complaint investigations, use of force, and investigation processes that have been audited, with a goal of fostering widespread understanding of the Police Auditor's work, Olympia's police oversight system, and ways community members can get involved.
 - (b) The Police Auditor, in collaboration with members of the Community Board and in coordination with OPD, shall engage with the community through routine public meetings and outreach events.

B. Recruitment, Selection, and Qualifications of the Police Auditor

- 1) The Police Auditor shall be selected by the City Council, with involvement from the Community Board in the recruitment and selection process.
- 2) The Police Auditor shall have significant legal, investigative, criminal justice, civil rights, law enforcement oversight, labor law, auditing, monitoring, and/or prosecutorial experience. While not required, it is preferred that the Police Auditor have a JD degree and a demonstrated ability to audit and evaluate misconduct and/or use of force investigations, to assess complex aggregate data for patterns and trends, and to recommend systemic improvements to police policies and practices. The Police Auditor shall not have been formerly employed by the Olympia Police Department as a commissioned officer, and shall also have the following additional qualifications and characteristics:
 - (a) A reputation for integrity and professionalism, and the ability to maintain a high standard of integrity and professionalism in meeting their Police Auditor duties;

- (b) A commitment to the need for and responsibilities of law enforcement, including enforcement, community caretaking, and the need to protect the constitutional rights of all affected parties;
 - (c) A commitment to the statements of purpose and policies provided for the City of Olympia's Police Oversight Model, the Police Auditor, and the Community Board;
 - (d) A history of successful leadership experience;
 - (e) The ability to relate, communicate orally and in writing, and engage effectively with all who have a stake in policing, including, but not limited to, the general public, complainants, members of marginalized communities, Olympia Police Department commissioned and civilian employees, City Council Members, representatives of the City Manager's Office, other City personnel, and Community Board Members;
 - (f) An appreciation for the City of Olympia's ethnic and socioeconomic diversity and experience working with and valuing the perspectives of diverse groups and individuals; and,
 - (g) The ability to carry out the Police auditor duties in a manner that reflects sound judgement, independence, fairness, and objectivity in an environment where controversy is common.
- 3) The Police Auditor is subject to a background investigation.
 - 4) The Police Auditor shall protect from disclosure confidential, non-public Olympia Police Department files and records to which the Police Auditor has been provided access. Police Auditor written or oral reports shall not contain identifying information about anyone involved in any Olympia Police Department matter to which they are given access, except as specifically provided by law or policy.
 - 5) The Police Auditor may be retained under a professional services contract or as an employee of the City of Olympia, under conditions and for compensation determined appropriate by the City Council.
 - 6) The City Manager's Office shall confer with the Police Auditor when they are initially retained and, thereafter, on at least an annual basis to identify potential training and networking opportunities the Police Auditor will pursue to enhance their professional development, including anti-bias training, Olympia-based immersive experiences, and learning opportunities outside of the region. The Auditor will be responsible for their own professional development expenses.

C. Where the Police Auditor Fits in the Organization/Reporting Structure

- 1) The Police Auditor shall report to City Council and serves in an advisory capacity.
- 2) At a minimum, the Police Auditor shall submit monthly activity reports, a midyear report, and an annual report, filing the mid-year and annual reports with the City Council, with copies provided to the Community Board, City Manager, and Chief of Police. Copies of the monthly activity report shall be

provided to the Community Board, City Manager's Office, and posted on the City's website.

- 3) Prior to finalizing and filing their mid-year or annual report with City Council, the Police Auditor shall provide a draft of the report to the Community Board. The draft report shall be provided to the Community Board at least seven (7) days prior to the mid-year or annual meeting to be held between the Police Auditor and Community Board, during which Community Board members can ask questions and provide input to the Police Auditor concerning the report.
- 4) At all times, the Police Auditor shall be totally independent and their findings, requests for further investigations, recommendations, and reports shall reflect the views of the Police Auditor alone. No person shall attempt to influence or undermine the independence of the Police Auditor in performance of their duties and responsibilities.
- 5) While the Police Auditor shall be totally independent, the Police Auditor's responsibilities can best be accomplished through open communication and a collaborative relationship with the OPD, which will support an expeditious, objective, and independent analysis and timely reports to the Community Board, City Manager's Office, and the City Council, and which ultimately enhances transparency and accountability of the OPD.
- 6) The Police Auditor should exercise discretion in favor of recusing themselves from review of any OPD use of force incident, misconduct complaint investigation, or other matter that might reasonably be expected to create a conflict or the appearance of a conflict of interest. Recusal should occur when there exists any financial or personal interest, direct or indirect, that is incompatible with the discharge of the Police Auditor's duties, or might reasonably be expected to impair the Police Auditor's objectivity and independence of judgment in the exercise of their official duties.
- 7) City Council shall identify a Police Auditor Pro Tempore in any circumstance when the Police Auditor recuses themselves from review of a matter due to an actual or apparent conflict of interest or for a specified period of time, not to exceed three (3) months, if the Police Auditor is unavailable to fulfill their duties for any reason.

D. The Police Auditor's Relationship to the Community Board

- 1) The Police Auditor shall develop an annual work plan, to include prioritizing the specific OPD policies, training, and other issues of interest the Police Auditor intends to review, which shall be reviewed by the Community Board for input.
- 2) The Police Auditor shall meet with the Community Board, at a minimum, once per quarter, to summarize the misconduct complaint and reportable use of force investigations audited and any recommendations, and for Community Board Members to ask questions and share any concerns. Based on such input, the Auditor can subsequently adjust their mid-year or annual written report prior to filing the report with City Council.

Community Board

III. Community Board - The purpose of the Community Board is to ensure OPD accountability and transparency by:

- Monitoring independent investigations of use of deadly force that results in substantial harm or great bodily harm to inform whether such use of force meets the good faith standard established in RCW 9A.16.040;
- Participating on OPD Use of Force Review Boards convened to evaluate whether force was used lawfully, appropriately, and is consistent with training and policy;
- Assisting with the recruitment and selection of the Police Auditor;
- Advising the Police Auditor regarding their annual work plan;
- Assessing whether the Police Auditor met expectations regarding interactions with the Community Board;
- Providing feedback to the Police Auditor on their draft use of force and misconduct complaint investigation audit reports and providing the community's perspective regarding recommendations for operational, training, or policy changes; and,
- Collaborating with the Police Auditor on community engagement about policing, police oversight, and related community concerns.

A. Powers and Duties

1) Use of Force

- (a) Two Community Board Members will be selected by the Olympia Police Department (OPD) to serve as Community Representatives on the Capital Metro Independent Investigation Team (CMIIT) when CMIIT investigates an OPD officer-involved use of deadly force incident that results in death, substantial bodily harm, or great bodily harm or an in-custody death, per the Law Enforcement Training and Community Safety Act (LETSCA). OPD will establish a process for selection of the Community Representatives at the time service is needed and provide their information to the CMIIT Commander for notice and activation of their role. Community Representatives selected for participation on a CMIIT are required to have credible ties to the impacted community.
- (b) The CMIIT Standard Operating Procedures (SOP) and Guidelines for Officer-Involved Deadly Force Incidents (Updated January 2023) shall apply when Community Board members serve as CMIIT Community Representatives. As specified in the SOP, Community Representatives shall:
 - 1. Participate directly in the vetting, interviewing, and/or selection of Independent Investigation Team (IIT) investigators.
 - 2. Review conflict of interest statements from IIT investigators, which are to be submitted within 72 hours of the commencement of each investigation by the investigators.

3. Be present at the briefings with the involved agency (or agencies) Command staff.
 4. Have access to the investigation file when it is completed.
 5. Be provided a copy of all press releases and communication to the media prior to release.
 6. Review notification of equipment use of the involved agency.
 7. Sign a binding confidentiality agreement at the beginning of each police use of deadly force investigation that remains in effect until the investigation is complete and referred to the conflict Prosecutor.
 8. If the confidentiality agreement is violated, the Community Representative may be subject to removal from the CMIIT.
 9. Service Commitment: This is a voluntary commitment, and there are no requirements for the length or duration that a member wishes to serve in this role. The CMIIT Commander who establishes the list may remove a subject at his/her choosing. It would be recommended that a non-law enforcement member who is currently activated not be removed until after the completion of the CMIIT investigation. However, a Commander can remove an individual anytime they deem necessary and/or appropriate.
- (c) OPD shall Increase the number of Community Board representatives on OPD's internal Use of Force Review Board from one (1) to two (2) people. As members of a Use of Force Review Board, Community Board representatives shall have the same authority and responsibility as other Use of Force Board members, as outlined in Policy 301, OPD's Operations Policy Manual.
- 2) Alleged Misconduct Complaints
- (a) The Community Board will regularly meet with the Police Auditor to receive an overview of misconduct complaint investigations audited, and any recommendations for operational, training, or policy changes made to OPD, so Board members can learn, ask questions, and share concerns.
 - (b) Community Board Members shall not advise on or undertake the review of allegations and investigations related to the actions of individual police officers, including alleged misconduct complaints and uses of force, except as specifically authorized (i.e., participating on a CMIIT use of force investigation or on an OPD Use of Force Review Board).
- 3) Policy and Training Recommendations for the Olympia Police Department
- (a) The Community Board can advise OPD on matters of policy, training, outreach, and education, as requested by OPD.

- (b) The Community Board shall provide input to the Police Auditor regarding their annual work plan and priorities for reviewing specific operational, policy, or training issues.
- (c) The Community Board shall provide the community perspective regarding operational, training, or policy changes recommended by the Police Auditor in their audit reports.

B. Recruitment and Selection

- 1) The Community Board shall be comprised of seven (7) members.
- 2) The Community Board shall be recruited and appointed from a broad diversity of candidates.
- 3) The City of Olympia shall develop a broad communications and outreach plan to recruit individuals for the Community Board.
- 4) Community Board Members shall reside or work in the City of Olympia at the time of their appointment or reappointment. Community Board Members shall not have worked for the Olympia Police Department as a commission or civilian employee within twenty (20) years of their appointment. In addition, Community Board Members shall have no other prior relationship with the Olympia Police Department that might create actual or perceived bias for or against the Department of Olympia Police Officers. Candidates for the Community Board shall be required to disclose prior employment, contracts, and affiliations with the Olympia Police Department.
- 5) Community Board Members shall be representative of the City of Olympia's diverse population, drawn from different socio-economic backgrounds and racial and ethnic groups, including immigrant/refugee communities, and from the LGBTQ+, youth, faith, business, and other communities reflecting the overall demographics of Olympia. Consideration should be given to selecting Community Board members who speak English as a second language, have experience with living unhoused, or who have personal or professional experience with mental health challenges or substance use disorders.
- 6) All Community Board members shall have the following qualifications and characteristics:
 - (a) A reputation for integrity and professionalism;
 - (b) A commitment to the need for and responsibilities of law enforcement, including enforcement, community caretaking, and the need to protect the constitutional rights of all affected parties;
 - (c) A commitment to the statements of purpose and policies provided for the City of Olympia's Police Oversight Model, the Police Auditor, and the Community Board.

- (d) The ability to relate, communicate orally and in writing, and engage effectively with all who have a stake in policing, including, but not limited to, the general public, complainants, members of marginalized communities, Olympic Police Department commissioned and civilian employees, City Council Members, representatives of the City Manager's Office, other City of Olympia personnel, the Police Auditor, and other members of the Community Board.
 - (e) An appreciation for the City of Olympia's ethnic and socioeconomic diversity and experience working with and valuing the perspectives of diverse groups and individuals; and,
 - (f) The ability to exercise sound judgement, independence, fairness, and objectivity in an environment where controversy is common.
- 7) Candidates for appointment as Community Board Members are subject to a background investigation. Community Board Members who participate on CMIIT teams investigating certain uses of force must meet other qualifications, as outlined above under II.A.(1)b).
- 8) Community Board Members shall protect from disclosure confidential, non-public Olympia Police Department files and records to which they have been provided access. Community Board written or oral reports shall not contain identifying information about anyone involved in any Olympia Police Department matter to which they are given access, except as specifically provided by law or policy.
- 9) The City of Olympia shall consider whether compensation in the form of a stipend for Community Board Members is permissible. In deliberating about the provision of a stipend to Community Board Members, consideration should be given to providing a higher level stipend to those who participate on a CMIT investigation or OPD internal Use of Force Review Board, in recognition of the significant time commitment involved with these activities.
- 10) Community Board Members shall be eligible to serve a maximum of two (2) three (3)-year consecutive terms. All terms shall be staggered, such that no more than three (3) members' terms expire in any given year. If a member is appointed prior to the expiration of the term of the member's predecessor, the member may complete that term and then be reappointed to serve up to two (2) three (3)-year terms.
- 11) The term of appointment of any Community Board Member who has been absent from three (3) consecutive regular or special meetings, or who has missed more than one third (1/3) of Community Board meetings in a twelvemonth period, shall automatically terminate. The City Council may remove members by a majority vote of the Council.

C. Onboarding and Training

- 1) Community Board Members will participate in onboarding, initial training, and on-going training. Training for Community Board Members will cover topics to

include (but not be limited to) legal and OPD policy requirements for the use of force, reportable use of force investigations and review; OPD training on use of force tactics and tools; the role of critical decision-making, community care taking, de-escalation, duty to warn, and other considerations regarding use of force; OPD's police misconduct complaint investigation process and factors to consider in evaluating relevant evidence and whether an investigation is complete, thorough, fair, and timely; biased policing, implicit bias, and racial profiling; and procedural justice principles.

- 2) Community Board Members shall participate in a minimum of one (1) ride-along within the first six (6) months of their appointment and attend the Olympia Police Department's Community Academy within one (1) year of their appointment, class schedules permitting.

D. Where Community Board Fits in the Organization/Reporting Structure

- 1) The Community Board shall report to City Council and serves in an advisory capacity.
- 2) Community Board Members should exercise discretion in favor of recusing themselves from consideration of any OPD use of force incident or other matter that might reasonably be expected to create a conflict or the appearance of a conflict of interest. Recusal should occur when there exists any financial or personal interest, direct or indirect, that is incompatible with the discharge of a Community Board Member's duties, or might reasonably be expected to impair the Community Board Member's objectivity and independence of judgment in the exercise of their official duties.

E. The Community Board's Relationship to the Police Auditor

- 1) The Community Board shall be involved through City Council in the recruitment and selection of the Police Auditor.
- 2) The Community Board shall advise the Police Auditor regarding their annual work plan and assess whether the Police Auditor met expectations regarding their interactions with the Community Board.
- 3) The Community Board shall meet in person with the Police Auditor, at a minimum, once per quarter, providing an opportunity for the Auditor to summarize their misconduct complaint investigation and use of force investigations audit and recommendations, and for Community Board Members to ask questions, share any concerns, and provide the community perspective regarding recommended operational, training, or policy changes. The Auditor can subsequently adjust their written report, as needed, prior to finalizing and filing their audit report with City Council.
- 4) The Community Board can request that the Police Auditor provide an in-depth review of one completed use of force investigation per quarter, though time and other resources permitting, the Community Board and Police Auditor can mutually agree that the Police Auditor review more than one completed use of force investigation per quarter with the Community Board. Such investigation

reviews shall include the opportunity during regular quarterly meetings for Community Board Members to access relevant evidence collected during the investigation, with the only redactions being those required by law or policy. If the Community Board does not make a request for an in-depth review of a specific completed investigation, the Police Auditor shall select a use of force investigation to review with the Community Board. The duty to observe confidentiality regarding the Olympia Police Department's files and records shall apply to the investigation review process.

- 5) The Community Board shall collaborate with the Police Auditor on community engagement and support the Police Auditor's community engagement efforts to help facilitate communication between the community and OPD, increase public understanding of OPD policies and practices, and provide input on OPD policies and training that reflect community values and resource priorities.

Communications with the Community to Enhance Accountability and Transparency

- A. OPD shall create a dashboard to track OPD's response to each recommendation made by the Police Auditor, indicating whether the recommendation will be implemented and, if so, when implementation is expected and the steps involved, or indicating the recommendation will not be implemented, with an explanation as to why not.
- B. OPD shall seek input from the Community Board as to the types of data OPD should prioritize making available to the public and to the Police Auditor.
- C. OPD shall include information on Olympia's police oversight system and opportunities for community involvement in OPD in the Community Academy curriculum.
- D. OPD continues to provide anti-bias and implicit bias training and seek opportunities to become a part of and build trust with the communities they serve by meeting with residents, taking part in immersive experiences, and learning about their cultures and needs.
- E. OPD shall consider ways to enhance the involvement of community members on OPD hiring, promotion, and selection panels to encourage broader community representation and involvement from stakeholders with applicable experiences, perspectives, and expertise.
- F. OPD shall ensure that the Police Auditor and Community Board have access to information necessary for fulfilling their expanded duties and responsibilities.
- G. OPD shall consider how to activate the option available under current OPD policy to mediate a misconduct complaint and, where appropriate, use other approaches to foster early complaint resolution, such as sharing Body-worn Camera footage of the underlying incident with the complainant.
- H. OPD shall consider whether there are ways to improve communications regarding the investigation of uses of force that are of particular concern to the community, including final investigative or charging outcomes.

- I. OPD shall consider the pursuit of a change in state and/or local law to set a specific timeline for the prosecutorial decision whether to criminally charge an officer following an independent investigation of a use of force involving substantial harm or great bodily harm.

Regular Assessment (Measures of Success)

- A. Within one (1) year of City Council's adoption of the final recommendations made by the Social Justice and Equity Commission regarding police oversight in Olympia, assess and report out to the community the implementation status of all such recommendations.
- B. At least once per year, assess whether the Police Auditor and Community Board are meeting the specific duties, responsibilities, and standards of review as mandated under the Olympic Municipal Code and as amended following City Council's consideration of the final recommendations made by the Social Justice and Equity Commission regarding police oversight in Olympia.



Implementation Considerations

Listed below are topics that have been raised in the comments and questions involving how the recommendations, if approved, would be put into practice by the City. While these items are not included in the policy-level recommendations, they are noted here to reflect what was heard from process participants and inform City staff of what to consider as specific procedures are being developed.

Transition to and Regular Assessment of a New System:

- Identify a timeline for recruiting the Police Auditor and Board members following City Council acceptance of the recommendations.
- Identify what the near-term, intermediate-term, and long-term projected results/effects of the oversight system, how the system will be assessed and who will be responsible for overseeing the annual assessment.

Community Board:

- Conduct ongoing recruitment to maintain seven active members.
- When recruiting for Board members, clearly communicate what can disqualify someone from meeting the necessary standards and background check for participation as a Board member.
- Be clear about the expected time commitment for serving as a Community Board member.
- Identify and communicate how community members can directly engage with the Community Board and Police Auditor.
- Outline procedures for how the regular (quarterly) meetings between the Police Auditor and Community Board would be held and facilitated, including:
 - How and when the Board receives information in advance of the regular meetings with the Auditor.
 - How cases of interest are selected and shared with the Board as learning opportunities.
- Identify how desired and required trainings will be determined for Board members, including when and how they will be offered for existing and newly appointed members.
- Define the process for when and how a Community Board member would recuse themselves.
- Articulate the relationship between the Social Justice & Equity Commission and the Community Board. An example includes whether the Community Board has a member designated from the Commission, and whether the two bodies maintain ongoing communication.



Civilian Police Auditor:

- In the Request for Proposal (RFP) process, consider how to recruit and discern candidates who is committed to continuing education and training and has current training, experience in, and/or an appreciation for understanding implicit bias, racial profiling, the lived experiences and perspectives of marginalized groups, and procedural justice principles.
- Explore a four-year term for the Auditor's contract, including annual reviews to determine if the Auditor is accomplishing their work plan, and meeting the expectations for their relationship with the Community Board, City Council, the City Manager's Office, and OPD.
- Include in the Auditor's responsibilities a commitment to continuing education that is in alignment with the Community Board so as to help foster a shared basis of understanding and common language for collaborating.
- Consider broadening training from only classroom-based to immersive and shared experiential opportunities with local community members.
- Identify how desired and required trainings will be determined for the Auditor.
- Clearly articulate and communicate the ways in which community members can engage directly with the Community Board and Police Auditor.
- Outline specifically the Community Board's roles and responsibilities in working with City Council in recruitment and selection of the Police Auditor.
- Identify methods by which to make the Police Auditor's reporting process more transparent.
- Identify how cases of interest are jointly selected and shared with the Board as learning opportunities.
- Outline a process for the Auditor to receive complaints and then transfer to OPD for investigation.
- Identify specific procedures for utilizing a secondary Auditor as needed, for example, if the lead Auditor needs to recuse themselves, is unavailable, or otherwise can't fulfill the full scope of their duties.
- Define the process for when and how the Police Auditor would recuse themselves.

Olympia Police Department:

- Develop a public facing dashboard or other mechanism for tracking recommendations received from the Police Auditor, whether the recommendation will be implemented, a timeline for recommendations to be implemented, an explanation as to why any recommendation was rejected.
- Clarify ways that the Department's community engagement team can collaborate with the



Police Auditor and Community Board to facilitate community outreach and education.

- Outline specifically the process steps for involving Community Representatives on CMIIT investigations and/or internal Use of Force Boards.
- Ensure follow-up for community members who participate in hiring, promotion, and selection panels.
- Be committed to continuing education in and outside the region so as to learn from a broader set of experiences, expertise, and perspectives.
- Include immersive and experiential opportunities as ways of learning about community cultures and needs.
- Be committed to sharing our model for community involvement and oversight, and what we are learning through the development and implementation phases with other communities.
- Collect and share data on founded complaints (and other metrics to be identified) that can help later in assessing the effectiveness of the system.

Communication & Education:

- Ensure the Auditor and their work is visible, transparent, and accessible to the general public, and that they are understood to be independent from OPD in their auditing, receiving of complaints, and issuing findings and recommendations.
- Clearly articulate roles and responsibilities for communicating with the community, including for the Auditor, dedicated staff in the City Manager's Office, Board members, and OPD, and identify when that communication is better served independently or collaboratively.
- Conduct proactive outreach and follow-up with justice system-impacted individuals to ensure they know about and can readily access methods by which to, if needed, file complaints or voice concerns.
- Consider one site for all police oversight related information.
- Develop a glossary of terminology used regarding Olympia's police oversight system and processes.

**POLICE OVERSIGHT AGENCIES IN WASHINGTON STATE (REGARDLESS OF SIZE)
AND
A SAMPLE OF AGENCIES OUTSIDE WASHINGTON**

Created: April 8, 2024

Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
Oversight Agencies in Washington State					
King County Sheriff's Office (Population Served: 2,265,311)*					
◊ Office of Law Enforcement Oversight	<ul style="list-style-type: none"> Roll out to police shootings and sit on UOF Review Board. Review classification and completed investigations. Recommendations for policy, training, & practices. 	<ul style="list-style-type: none"> 14 FTEs for 2023-2024. Director. Deputy Dir. Community Engagement Mgr and Specialist. 3 Policy Analysts. 2 Investigation Analysts. Admin. 	<ul style="list-style-type: none"> \$4,981,000. 	<ul style="list-style-type: none"> King County Council. 	<ul style="list-style-type: none"> Authority to conduct certain UOF investigations has been in collective bargaining since 2015.
Pasco Police Department (Population Served: 79,315)					
◊ Citizen's Advisory Committee	<ul style="list-style-type: none"> Review police polices & strategies re: Community Oriented Policing. Provide input on police services, training, and education of citizens about their role in community based philosophy. 	<ul style="list-style-type: none"> Unclear how many members. 	<ul style="list-style-type: none"> It does not appear that the Committee is in the City's budget. 	<ul style="list-style-type: none"> Chief of Police. 	<ul style="list-style-type: none"> Limited information available about work of Committee. The CAC is included on PPD's org chart.

Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
Seattle Police Department (Population Served: 749,256)					
◇ Office of Police Accountability	<ul style="list-style-type: none"> Investigate misconduct allegations. Identify systemic issues. 	<ul style="list-style-type: none"> 28 FTEs. 	<ul style="list-style-type: none"> \$5,469,162 proposed for 2024. 	<ul style="list-style-type: none"> City Council. 	
◇ Community Police Commission	<ul style="list-style-type: none"> Engage with community. Monitor policy implementation. 	<ul style="list-style-type: none"> 9 FTEs. 	<ul style="list-style-type: none"> \$1,909,575 proposed for 2024. 	<ul style="list-style-type: none"> City Council. 	
◇ Office of Inspector General	<ul style="list-style-type: none"> Review quality of OPA investigations. Review OPA and SPD polices and audit management. 	<ul style="list-style-type: none"> 19 FTEs. 	<ul style="list-style-type: none"> \$3,989,208 proposed for 2024. 	<ul style="list-style-type: none"> City Council. 	
Spokane Police Department (Population Served: 230,160)					
◇ Office of Police Ombudsman	<ul style="list-style-type: none"> Monitor IA complaint investigations. Receive complaints. Participate in IA interviews. Make policy and training recommendations. 	<ul style="list-style-type: none"> Police Ombudsman. Deputy Ombudsman. Administrative Specialist. 	<ul style="list-style-type: none"> \$491,000. 	<ul style="list-style-type: none"> Mayor and City Council. 	<ul style="list-style-type: none"> Police Ombudsman Attorney (as needed). Mediation program.
Spokane County Sheriff's Office (Population Served: 549,690)					
◇ Citizen Advisory and Review Board	<ul style="list-style-type: none"> Review specific assigned or selected cases, use of force inquiries, disciplinary 	<ul style="list-style-type: none"> 15-19 volunteers. 	<ul style="list-style-type: none"> It does not appear that the Board is in the City's budget. 	<ul style="list-style-type: none"> Sheriff. 	

Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
	<p>actions, triage appropriate citizen complaints, and provide feedback as to outcomes and findings.</p> <ul style="list-style-type: none"> Review policies and procedures and the community-based philosophy of operation. 				
Tacoma Police Department (Population Served: 221,776)					
◇ Community's Police Advisory Committee	<ul style="list-style-type: none"> Review policy, procedure, rules, training, completed investigations, and programs at the request of City Council, City Manager, or Chief of Police. Promote awareness of complaint process. Review completed IA investigations to evaluate needs and effectiveness of polices, training, and programs. Convene community conversations on 	<ul style="list-style-type: none"> 11 volunteers. Staffing support by City Mgr's Office. 	<ul style="list-style-type: none"> It does not appear that the Committee is in the City's budget. 	<ul style="list-style-type: none"> City Council. 	<ul style="list-style-type: none"> Meeting 4/8. Website indicates that the CPAC is a "policy focused board that helps to ensure transparency and accountability in the way that the Tacoma Police Department operates."

Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
	services, programs, policy, procedures, rules, training, and issues of public safety. <ul style="list-style-type: none"> • Provide community outreach and education. 				
Sample of Oversight Agencies Outside of Washington State					
Davis Police Department (CA) (Population Served: 67,048)					
◇ Independent Police Auditor	<ul style="list-style-type: none"> • Review complaint investigations and post summary of the incident and their findings. • Receive complaints to forward to DPD. • Audit & recommend changes to policies, procedures, and training. • Receive notice of critical incidents and has authority to respond to the scene. • Work with PAC on community outreach. • Assess PAC's work with the Auditor. 	<ul style="list-style-type: none"> • 1 Independent Police Auditor (annual contract), though others from his office assist. 	<ul style="list-style-type: none"> • \$60,000 - \$80,000/ year. 	<ul style="list-style-type: none"> • Has regular interaction with City Mgr and Council Members can call with questions. 	<ul style="list-style-type: none"> • Very few complaints or UOF, and Auditor noted it is as or more helpful to have input on hiring, promotions, etc.
◇ Police Accountability Commission	<ul style="list-style-type: none"> • Develop community outreach plan. 	<ul style="list-style-type: none"> • 9 volunteers, plus 1 alternate. • Staffing support from City Mgr's Office. 	<ul style="list-style-type: none"> • The City was considering a stipend for 	<ul style="list-style-type: none"> • Advisory to City Council 	<ul style="list-style-type: none"> • 1 outreach program/year, with Auditor & PD handling

Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
	<ul style="list-style-type: none"> • Provide input & recommend changes to Auditor and Council on audit of policies, procedures, and training. • Review Auditor's reports on misconduct. complaint investigations. • Assess the Auditor's work with the PAC. • Time permitting, respond to DPD or Council for input on matters outside Auditor/Commission priorities. 		Commission members, but not clear if it was finalized.	and report about effectiveness of work with Auditor goes to Council and City Mgr.	<p>most of presentation; focused on topic of interest, e.g., property crime, and then add info about oversight.</p> <ul style="list-style-type: none"> • City Council can ask PAC to take on role and PAC reviewed surveillance policy and now reviewing surveillance. technology annually. Auditor helps PAC understand any technical or legal issues involved.
Eugene Police Department (OR) (Population Served: 77,923)					
◇ Police Auditor	<ul style="list-style-type: none"> • Receive, classify, and route complaints. • Monitor EPD investigations. 	<ul style="list-style-type: none"> • Police Auditor. • 2 part-time auditors. • 1 full-time bilingual outreach staff. • Admin and community engagement staff. 	<ul style="list-style-type: none"> • Proposed budget for 2023 was \$819,639, reflecting an increase of almost \$210,000. 	<ul style="list-style-type: none"> • City Council. 	<ul style="list-style-type: none"> • Assurance for adequate budget and access to PD info provided in ordinance. • Proposed budget included 1.0 FTE for a DEI Officer to ensure that Auditor complaint and investigation processes are inclusive and reflect the community's diversity and commitment to equity.

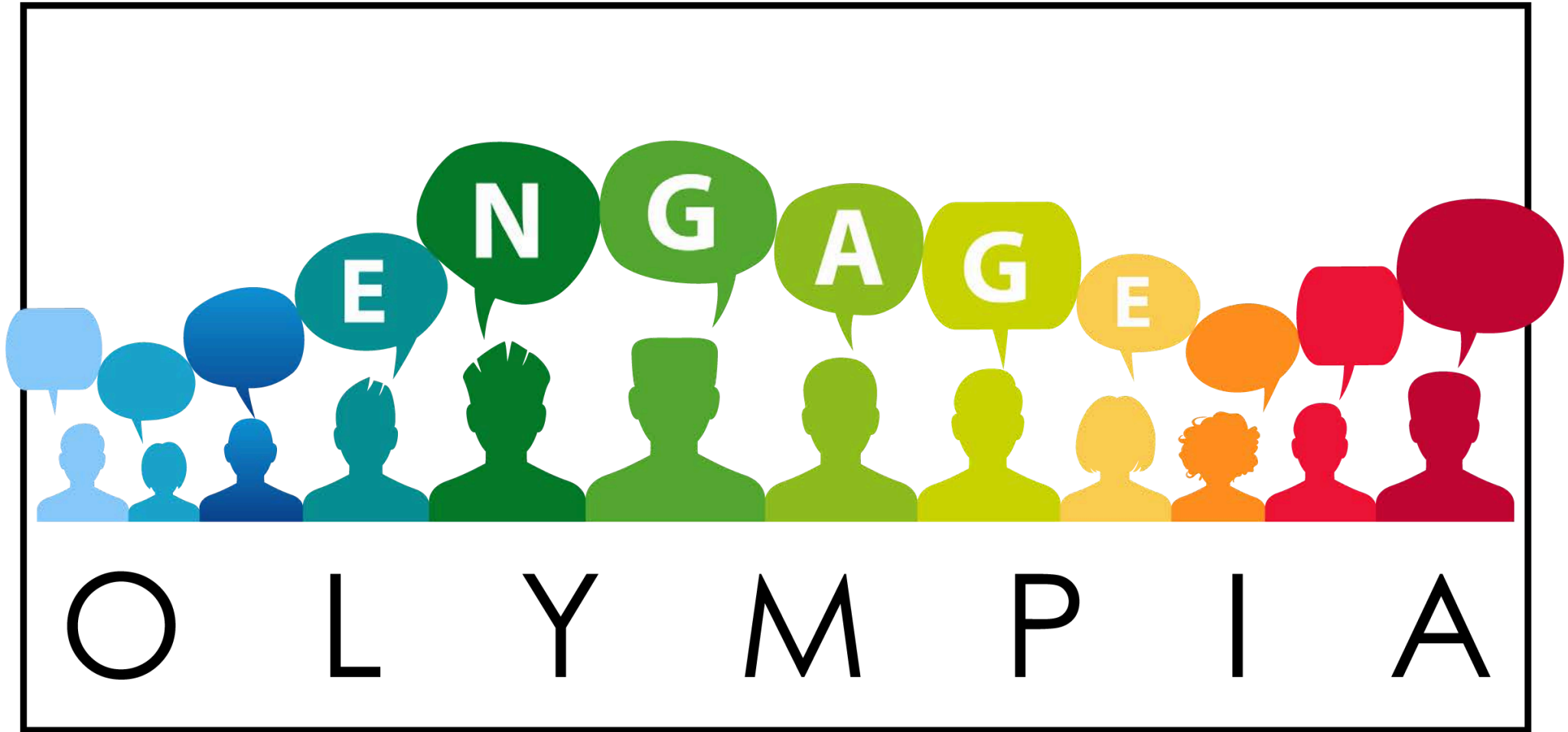
Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
◇ Civilian Review Board	<ul style="list-style-type: none"> Review quality of completed investigations in public meeting. 	<ul style="list-style-type: none"> 7 volunteers. 	<ul style="list-style-type: none"> It does not appear that the Board is in the City budget 	<ul style="list-style-type: none"> City Council. 	<ul style="list-style-type: none"> BWC is not viewed publicly. CRB reviews Auditor report to select cases to discuss publicly.
◇ Police Commission	<ul style="list-style-type: none"> Make recommendations on police policies, practices, and priorities. Input on service and resource needs. Work on police related projects directed by Council Provide forum to address public concerns related to police policies and practices Receive Auditor reports if trend indicates policy/training change needed 	<ul style="list-style-type: none"> 12 volunteers. 	<ul style="list-style-type: none"> It does not appear that the Commission is in the City budget. 	<ul style="list-style-type: none"> Advisory to City Council, City Mgr, and Police Depart. 	
Cambridge Police Department (MA) (Population Served: 118,488)					
◇ Police Review and Advisory Board	<ul style="list-style-type: none"> Receive, investigate, and mediate complaints (though because no dedicated investigative staff, focus on reviewing completed investigations). 	<ul style="list-style-type: none"> 5 Cambridge residents appointed by City Mgr. 	<ul style="list-style-type: none"> It does not appear that the Board is in the City budget. 	<ul style="list-style-type: none"> Reports quarterly to City Mgr, Mayor, and City Council. 	<ul style="list-style-type: none"> "Cambridge is a collaborative and relationship-based environment for civilian oversight with a cooperative and receptive department."

Law Enforcement Jurisdiction and Oversight Agency	Oversight Agency's Primary Functions	Oversight Agency's Staff	Oversight Agency's Budget	To Whom Does Oversight Agency Report?	Notes
	<ul style="list-style-type: none"> Review complaint investigations completed by Cambridge Police Department Professional Standards Unit. Issue recommendations on investigative findings, discipline, and policies and procedures. Board meets monthly and reviews completed complaints in Executive Session. 				
◇ PRPB Staff	<ul style="list-style-type: none"> Staff handle day-to-day complaint processing, manage communications, arrange and staff Board meetings, provide training. 	<ul style="list-style-type: none"> An Executive Secretary/Executive Director who splits their time also serving with the Cambridge Peace Commission. Office Mgr/Project Coordinator, who works for 3 other commissions, along with PRAB. No investigative staff given low number of complaints (7 filed with PRAB or PD in both 2015 and 2016). 	Averaged >\$81,000 for 2004 - 2016.	<ul style="list-style-type: none"> State law requires Board Secretary to report directly to the City Mgr. 	

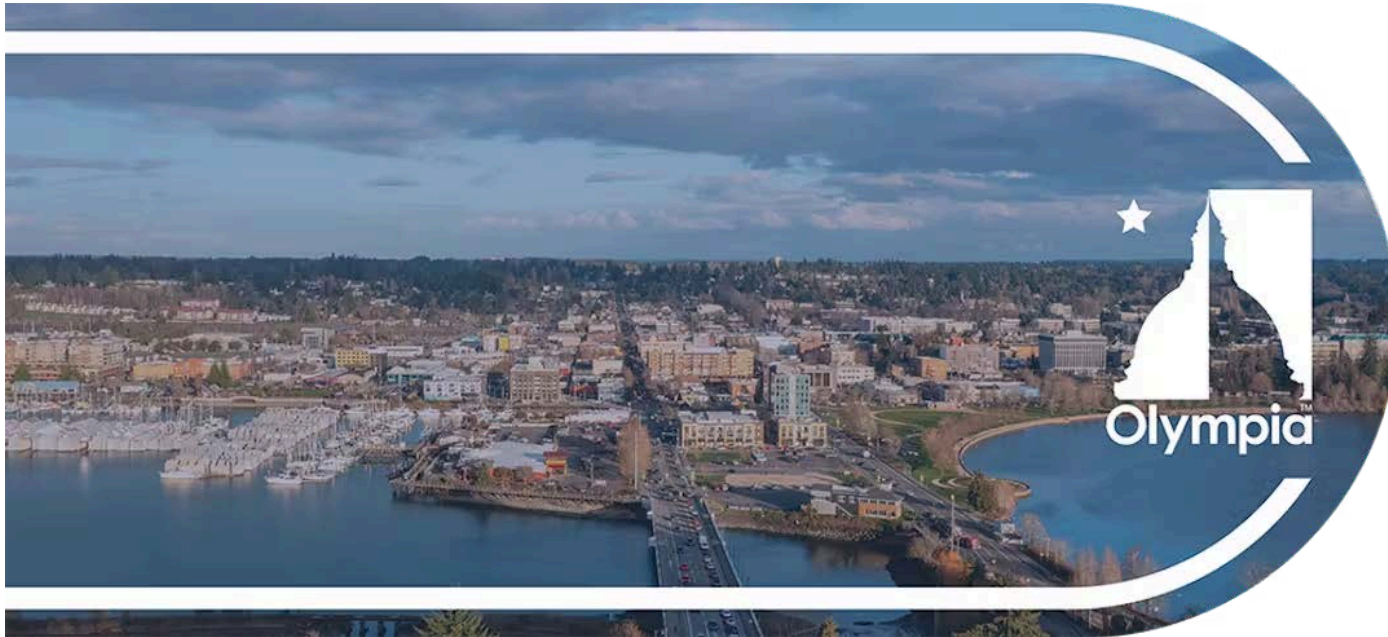
*Population served estimates are for 2022, unless otherwise noted. Population estimate for Olympia in 2022 was 55,669.

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Community Oversight of Law Enforcement



What's happening?

The Social Justice and Equity Commission voted to advance the recommendations to the City Council's Community Livability and Public Safety (CLPS) Committee, which will discuss the recommendations at their May 22 meeting.

About the project

The City of Olympia's Social Justice and Equity Commission is exploring models for community involvement and oversight for the Olympia Police Department to recommend to the City Council. The Commission will identify opportunities to improve policies, practices, and training to enhance transparency and

accountability.

To accomplish this goal, members of the Commission, members of the community, and members of the Olympia Police Department are working together, bringing a diversity of lived experiences and professional expertise to the process, and collaborate to develop a recommendation that reflects our community's values and needs.

In the first phase of the process, each group worked independently to:

- Learn how community members are currently involved in law enforcement;
- Learn about current systems for oversight and accountability;
- Identify values they feel need to be reflected in their recommendation; and
- Identify priorities and draft concepts for community involvement and guidance.

In the second phase, participants from all three groups are coming together to develop one draft recommendation. They are collecting input from community members on the draft through a survey, and then work together to finalize a recommendation.

In the last phase, the Social Justice and Equity Commission will bring forward a final recommendation to the City Council Community Livability and Public Safety Committee, then to the City Council for consideration and final approval.

Why are we doing this?

In December 2022, the Olympia City Council accepted a set of recommendations from a community work group on how to reimagine public safety for the City of Olympia. To develop those recommendations, the work group listened extensively to our community over the course of a year, and then developed strategies and actions that reflected the needs and desires of a diversity of our residents. One of the strategies they identified was to expand the community's role in the City's public safety system.

Unlike other communities across the nation, this process is not being driven by a federal or state requirement, but instead, is a continuation of the Olympia Police Department's long history of embracing changes that enhance public trust, transparency, and accountability, and inspire greater community confidence in the Department.

How is this work being done?

This process involves three different work groups that come together in the second and third phases of the process to collaborate on developing a recommendation on how community members are involved with and offer guidance to law enforcement.

Community Participants

The Community Participants are a group of ten community members with varying experiences with law enforcement who bring to the process a diversity of lived experiences and perspectives.

Olympia Police Department Participants

The OPD Participants include officers and staff from different divisions and levels of leadership within the department who bring to the process law enforcement expertise and lived experience.

Social Justice and Equity Commission Subcommittee Participants

A subcommittee of the Social Justice and Equity Commission will serve as Participants on behalf of the Commission, bringing an equity perspective to the process, contributing professional and lived expertise, and being charged with developing the final recommendation to be forwarded to the City Council for consideration.

How to get involved

Stay informed

Community members are invited to follow the process by reviewing meeting summaries and presentation materials, which will be shared after each group meeting.

You can also attend [Social Justice and Equity Commission meetings](#).

NEWS FEED	IDEAS	SURVEY
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CLPS forwards recommendations to City Council for discussion

24 May 2024



At the Community Livability and Public Safety (CLPS) Committee meeting on May 22, the Committee voted to forward the recommendations to the City Council for discussion, which the Council will do at their June 11 meeting.

[View the announcement](#)

Summary: Large Group Session #2

24 Apr 2024



Members of the Community Participants, Social Justice & Equity Commission, and Olympia Police Department gathered on Saturday, April 13, to discuss and provide input on a set of draft recommendations for community involvement and oversight.

- [View meeting summary](#)
- [View presentation slides](#)
- [View draft recommendations](#)

Social Justice & Equity Commission Approves Draft Recommendations

23 Apr 2024



At their meeting on Monday, April 22, Social Justice & Equity Commissioners approved a set of draft recommendations and implementation considerations for community involvement and oversight of law enforcement. The Commission will meet next with the City Council Community Livability & Public Safety Committee on Wednesday, May 22.

- [View the draft recommendations](#)
- [View implementation considerations](#)

Community Survey Analysis

28 Mar 2024



The community survey was available on Engage Olympia from February 16 to March 12, 2024. The survey received a total of 69 responses (plus one test response). [View the Community Survey Analysis](#) for more information on the trends that emerged.

Summary: Large Group Work Session #1

13 Feb 2024



Members of the Community Participants, Social Justice & Equity Commission, and Olympia Police Department gathered on Saturday, January 27, to discuss and provide input on a set of draft recommendations for community involvement and oversight.

- [View meeting summary](#)
- [View presentation slides](#)

- [View draft recommendations](#)

Community Oversight of Law Enforcement: Staff and Consultant Responses to Participant Questions

27 Dec 2023



Community member and Commission participants in this process have asked staff to respond to questions to help them better understand the Olympia Police Department, existing system of community involvement and oversight, and any other areas of interest that could help inform the recommendations.

- [View the Q&A](#)

Page last updated: 24 May 2024, 03:01 PM

Who's Listening

Stacey Ray

Director of Strategic Planning & Performance
City of Olympia

Email sray@ci.olympia.wa.us



Project timeline



2023

The three co-design groups will meet independently between now and the end of the year.



January 2024

Representatives from the groups will participate in a large group work session.



February 2024

Community members are invited to share input on draft recommendations through a survey on Engage Olympia.



March & April 2024

The Social Justice & Equity Commission will prepare to deliver a recommendation to the City Council.



April 2024

Representatives from the groups will participate in another large group work session.



May 2024

The Social Justice & Equity Commission will deliver a recommendation the City Council Community Livability & Public Safety Committee.



June 2024

the Social Justice & Equity Commission will deliver a final recommendation to the City Council for consideration.

Meeting summaries

-  April 13, 2024 - Large Group Work Session #2 (1.09 MB) (pdf)
-  March 11, 2024: Social Justice and Equity Subcommittee Meeting (1.7 MB) (pdf)
-  Jan. 27, 2024: Large Group Work Session #1 (1.26 MB) (pdf)
-  April 22, 2024: Social Justice and Equity Commission Meeting (704 KB) (pdf)
-  Dec. 6, 2023: Community Participants Meeting (1010 KB) (pdf)
-  Oct. 16, 2023: Social Justice and Equity Subcommittee Meeting (510 KB) (pdf)
-  Jan. 4, 2024: OPD Participants Meeting (1.25 MB) (pdf)
-  Dec. 18, 2023: Social Justice and Equity Subcommittee Meeting (1.13 MB) (pdf)
-  Dec. 12, 2023: OPD Participants Meeting (1.1 MB) (pdf)
-  Nov. 20, 2023: Social Justice and Equity Subcommittee Meeting (1.81 MB) (pdf)
-  Nov. 15, 2023: Community Participants Meeting (994 KB) (pdf)
-  Nov. 2, 2023: Community Participants Meeting (811 KB) (pdf)

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 [Oct. 14, 2023: Community Participants Meeting \(2.45 MB\) \(pdf\)](#)

 [Sept. 25, 2023: Social Justice and Equity Subcommittee Meeting \(1.9 MB\) \(pdf\)](#)

[more..](#)



City Council

Capital Mall Triangle Subarea Plan Discussion

Agenda Date: 6/11/2024
Agenda Item Number: 2.B
File Number: 24-0484

Type: study session **Version:** 1 **Status:** Study Session

Title

Capital Mall Triangle Subarea Plan Discussion

Recommended Action

Committee Recommendation:

The Land Use & Environment Committee recommends discussion and future approval the draft Subarea Plan. The Subarea Plan tentatively set to come before the City Council for formal action at the July 9, 2024 Council meeting.

City Manager Recommendation:

Discuss Capital Mall Triangle Subarea Plan.

Report

Issue:

Whether to discuss Capital Mall Triangle Subarea Plan.

Staff Contact:

David Ginther, Senior Planner, Community Planning and Development, 360.753.8335

Presenter(s):

David Ginther, Senior Planner

Background and Analysis:

In 2014, the Olympia Comprehensive Plan was updated following significant public outreach and multiple public participation opportunities. The five-year long update effort included 30 public meetings and resulted in approximately 2,000 public comments. The adopted Comprehensive Plan contains a vision for the Capital Mall area to:

1. Eventually transition to a high-density mixed-use neighborhood where people can walk, bike, or take the bus to obtain goods, services, and entertainment.
2. Keep the subarea a regional draw for the retailers and other businesses.

The main purpose of the Capital Mall Triangle planning project is to determine how to facilitate the vision articulated in the Comprehensive Plan. The subarea plan contains the vision, goals, and implementation recommendations to help move the area towards the community's vision for the area.

The community input received over the past two years contains three main themes: 1) safe and comfortable mobility for all forms of transportation, 2) a livable and complete urban neighborhood that is also economically healthy, and 3) a climate resilient, environmentally friendly, and sustainable area. These themes are woven throughout the plan and are explained in detail in Chapter 3.

Recommendations in the plan can be grouped into a few broad categories. These include the following:

- Focus public investment on people-oriented community facing infrastructure to catalyze development.
- Create a framework for a more connected transportation network that is safer for all forms of transportation.
- Adjust development regulations to provide more opportunities for redevelopment and provide incentives for desired development such as affordable housing
- Protect and support the economic vitality of the area

The Land Use & Environment Committee discussed the draft Subarea Plan at its meeting on May 9, 2024. LUEC forwarded an approval recommendation to the City Council with changes outlined in an attachment to this staff report.

A planned action ordinance will be completed after the approval of the subarea plan. This ordinance, combined with the environmental impact statement that was done for the project, provides project-level environmental review up front for some future development so that project level environmental review is streamlined when development occurs. The ordinance will also contain changes to development regulations as recommended by the subarea plan.

Member of the project consultant team will be available at the Study Session in addition to City staff to respond to questions regarding this project and the draft Subarea Plan. Consultant team members will include Rachael Miller (MAKERS Architecture and Urban Design), Brice Maryman (MXM Landscape Architecture), and Brian Vanneman (Leland Consulting Group).

Climate Analysis:

The planning project will result in long-term reduction of greenhouse gas emissions. It will facilitate development of high-density residential housing in a core urban area that is designated in the City's comprehensive plan for high-density housing mixed with commercial and other services.

Development of this style of housing in this location will result in a number of benefits in regards to climate impacts including the following: reducing sprawl; providing needed housing in close proximity to goods, services, and jobs; providing more efficient housing that consumes less energy, less drinking water, and produces less wastewater; construction of a more efficient transportation network with more connections and more opportunities for active forms of travel; and a reduction in vehicle miles traveled.

Equity Analysis:

The community will benefit from additional housing being developed. There is significant nationwide data which shows that increasing the housing supply has a positive impact on the cost of renting or buying housing. The additional inventory of housing will help to address the high demand and provide much needed housing for the additional residents expected in the next 20 years. Both those seeking

low-income housing as well as market rate housing will benefit from additional housing options.

Businesses in general will benefit from additional residents (potential customers) located near their establishments. Smaller businesses could be impacted by rising property values and higher commercial rents within the subarea. This could occur as the area develops and becomes a more desirable location in which to live and conduct business. Project staff met with the business community on multiple occasions to determine how best to meet their needs and address their concerns. The subarea plan addresses business displacement and provide recommendations on methods to mitigate potential impacts. A corridor study is recommended for the Harrison Avenue area due to its concentration of local and small businesses which contrast with the rest of the subarea.

Residents of adjacent neighborhoods, future residents of the subarea, employees, and customers will benefit from new transportation connections into and through the subarea. These multi-modal connections will be constructed and funded as new development occurs within the subarea. Along with associated safety improvements, these connections will provide easier and safer access into and through the subarea for all modes of travel, including active forms of travel such as walking, rolling, and biking. Community members without vehicles will benefit from improved transit efficiency and service. The subarea plan recommends coordinating with Intercity Transit regarding planning for a more appropriate location for the main transit stop within the subarea. This would potentially reduce route times and help to improve the efficiency of routes and schedules.

Neighborhood/Community Interests:

The project has received approximately 300 written comments from the community focused mainly on 1) transportation connections and safety; 2) housing, development, and community amenities; and 3) environmental issues.

Extensive outreach has been conducted for the project using multiple methods and a variety of participation opportunities have been offered. These include five public community meetings, five stakeholder work group meetings, three business focused meetings, 17 interviews, 19 presentations for organizations, and 14 briefings for city advisory committees/commissions and City Council. See the attached “Public Outreach” document, *Table 1-1 Engagement Summary* in Chapter 1 of the subarea plan, and *Appendix D - Engagement Report* of the subarea plan for additional information on outreach, public participation, and community input.

Financial Impact:

The project is funded by a \$250,000 Transit Oriented Development and Implementation grant from the Washington State Department of Commerce. The City of Olympia has supplemented the project with an additional \$83,529.

Options:

1. Discuss the Capital Mall Triangle Subarea Plan.
2. Do not discuss Capital Mall Triangle Subarea Plan.
3. Discuss Capital Mall Triangle Subarea Plan at another time.

Attachments:

Subarea Plan

LUEC Changes to Subarea Plan

Changes Based on WSDOT Comments
Planning Commission Recommendation
Public Comments
Public Outreach
Subarea Plan Appendices
Project Webpage



Capital Mall Triangle Subarea Plan

City of Olympia

Draft February 2024



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Acknowledgements

This Subarea Plan was prepared with financial support from the Washington State Department of Commerce, through a \$250,000 Transit Oriented Development Implementation Grant. The purpose of the Plan is to implement the City's adopted vision of a High Density Neighborhood Overlay Area in the City of Olympia's Comprehensive Plan (adopted 2014). This will help accommodate the planned growth projections outlined in the existing Comprehensive Plan while providing a mixed use, vibrant urban neighborhood in the Triangle Subarea.

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Land Acknowledgement

The City of Olympia honors and acknowledges the indigenous people who have stewarded this land since time immemorial and who still inhabit the area today, the Steh-Chass Band of Indigenous people of the Squaxin Island Tribe.

Introduction

01



Purpose

The Capital Mall Triangle subarea, also referred to as the “Triangle,” is a 288-acre area on the westside of Olympia. The Triangle is a regional shopping destination, but it has a current land use pattern that includes traditional big box retail, is auto-oriented, and has a suburban mall surrounded by vast parking lots accessed by a network of 5-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea.

The subarea is designated as an Urban Corridor and is one of the three areas in the City with the High Density Neighborhoods Overlay. The adopted Olympia Comprehensive Plan envisions the Triangle transitioning to a high-density, walkable, mixed-use urban neighborhood with a mix of jobs, housing, and services anchored by high frequency, direct transit service.

However, there has been little change to the subarea since 2014 when the vision and goals for the area were integrated into the Comprehensive Plan update. Therefore, the purpose of this plan is to help the subarea achieve the high-density, walkable, mixed-use urban neighborhood vision by addressing development barriers, encouraging transit-oriented development and redevelopment in the subarea, and by planning for more transportation options. A \$250,000 grant from the State of Washington Department of Commerce funds the long-range planning required for the subarea.

Process and Public Engagement

From August through November 2023, the project team gathered stakeholders' and community members' ideas and goals for the subarea. This engagement included 14 interviews with business and property owners, a site walk with neighborhood associations, more than 3,000 mailed notices to every address inside and near the subarea, over 200 public des, and a meeting with high school students. A summary table of the public engagement done for this plan is below.

Table 1-1. Engagement Summary Table

Event	Date	Audience	What we learned
Announcements of project details	January – November 2023	624 recipients 1,500 recipients 1,603 recipients 1,600 recipients 2,800 recipients	▪ N/A
Meetings with West Olympia Business Association	February & July 2022	West Olympia Business Association. Mall manager, City Manager, and Mayor also attended one.	▪ Significant interest in planning for the future of the subarea. Much of the response was focused on business and economic priorities, transportation, and development.
Meeting with Thurston Chamber	July 2022	Thurston Chamber	▪ Planning for the area should be comprehensive and take into account all interests including businesses, employees, housing, development/redevelopment, and the impacts of changing regulations.
Meeting with Neighborhood Group	July 2022	Burbank/Elliot Neighborhood Association	▪ Varied questions and comments but a general concern with safety, transportation, and housing affordability.
Podcast interview with Mayor Selby	July 2022	Mayor Selby does interview on Jim Greene's podcast (Greene Realty Group)	▪ N/A
Meeting with mall ownership (x2)	August 2022	Mall ownership/management group	▪ General interest and support for planning for the future of the subarea. Also, a concern that future regulations and plans need to be flexible to account for changing market conditions.

Event	Date	Audience	What we learned
Site visit and interview with three neighborhood associations	August 2022	Southwest Neighborhood Association, Northwest Neighborhood Association, Burbank/Elliott Neighborhood Association	<ul style="list-style-type: none"> ▪ Concern about traffic safety and feeling unsafe walking from neighborhood to Capital Mall area ▪ Safe multimodal connections throughout adjacent neighborhoods that connect to the mall area ▪ Street trees and/or a green buffer from main arterials ▪ More community services like daycares and more places like West Central Park
Presentations to local groups	August - October 2022	Thurston County Chamber of Commerce, West Olympia Business Association, West Olympia Community Visioning Group, Planning Commission, Council of Neighborhood Associations Land Use and Environment Committee, Multiple Listing Services Association, Realtors Forum, Builders Expo	<ul style="list-style-type: none"> ▪ Presented project background and goals ▪ Discussed project schedule and how to get involved ▪ Different groups prioritized different things, but overall, there was a general agreement with project goals
Interview with ownership of shopping centers	September 2022	Owner of shopping center that includes Goodwill and owner of shopping center that includes Five Guys	<ul style="list-style-type: none"> ▪ General interest in the planning project and support for flexibility in future regulation changes and plans for the area to allow for redevelopment consistent with the vision for the area.
Stakeholder Work Group meeting 1	October 2022	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Major themes include livable neighborhoods, transportation, housing, local businesses, and climate change ▪ Participated in polling exercises and each member of group got an opportunity to speak on their own top priorities/ideas ▪ What was appreciated about the Capital Mall Triangle area was that it is amenity rich and convenient shopping area

Event	Date	Audience	What we learned
Community Workshop	October 2022	Olympia general public	<ul style="list-style-type: none"> ▪ Main themes include a desire for safe and comfortable mobility; livable, compact, complete environments; and environmental commitment ▪ Participated in polling exercises ▪ Some diversity of views on levels of affordability to focus on and whether tax incentive tools should be used to encourage housing
Meeting with Capital High School Climate Club	October 2022	High School Students	<ul style="list-style-type: none"> ▪ Values high schoolers felt should drive the plan include safe & comfortable mobility, housing affordability and choice for all, economic vitality, climate adaptation, kid/teen friendly environment ▪ Connecting bike paths across Olympia, from downtown, to the mall, and to the high school ▪ Could see a major hub on the west side of the mall connecting up to Yauger Park
Meeting with mall ownership	October 2022	Mall ownership/management group	<ul style="list-style-type: none"> ▪ The mall group wants flexibility for their property in the long term. ▪ Interest in understanding layering of various code requirements—stormwater, trees, parking, affordable housing ▪ Interested in benefits of the Planned Action EIS and what it will study

Event	Date	Audience	What we learned
SEPA scoping comment period	October 2022	~3,800 recipients 97 comments received	<ul style="list-style-type: none"> ▪ Comment topic areas, in order from most to least mentions, included land use, transportation, climate, trees, stormwater, economic, and a few mentions of wildlife and utilities ▪ Interest in meeting housing needs, including addressing concerns about people experiencing homelessness ▪ Diverging views on increasing allowed building heights. Specific concerns included solar access (and shade on solar panels), wind turbulence, excess heat, and carbon emissions of concrete/steel construction type. Interest in mixed-use, compact, livable, multimodal community. ▪ Interest in improving walking, rolling (i.e., using a wheelchair, stroller, or small wheeled device), and biking connections and experience ▪ Concerns about transportation congestion and parking with growth ▪ Interest in sustainable, resilient, green development ▪ Interest in trees and parks/open space ▪ Interest in business vitality
Meeting with agencies and committees	November 2022	InterCity Transit, Olympia Planning Commission, & Land Use and Environment Committee	<ul style="list-style-type: none"> ▪ Concerns, comments, and questions generally were about affordable housing, displacement, equity, environmental impacts, and impacts on adjacent neighborhoods and on the transportation system.
Stakeholder Work Group meeting 2	January 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Shared draft alternatives in presentation ▪ Provided opportunity for the group to ask questions on sections they wanted more information on ▪ General agreement amongst group not to give up on outdoor public space ▪ Concern about if new streets would add cars. Group reiterates interest in walking and biking connections ▪ Open discussion on the name for Alternative 3

Event	Date	Audience	What we learned
Open House community meeting 2	February 2023	General public	<ul style="list-style-type: none"> ▪ Shared draft alternatives on poster boards ▪ Participants could use stickers and stick notes to share interests or concerns. ▪ General support for parks and outdoor open space ▪ A lot of support for green building standards ▪ Significant support for allowing 14 story buildings in Alternative 3
Meeting with mall ownership	February 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Interested in what the City is willing to invest in area (City doesn't currently have funds for major investments) ▪ Mall redevelopment nationwide has complemented and benefited existing businesses with residential, mixed-use, hotel, and/or other uses ▪ Would like Mall Loop Dr to go straight east
Meeting with Thurston Chamber of Commerce	February 2023	Thurston Chamber of Commerce	<ul style="list-style-type: none"> ▪ A variety of comments and questions related to economic development and business support ▪ Inquiry about the unknown costs of green development requirements

Event	Date	Audience	What we learned
Meeting with mall ownership	March 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Appreciates that Alternative 3 goes furthest on redevelopment flexibility ▪ Likes the idea of a neighborhood center and large community gathering space (could be public or private) directly north of the mall ▪ Curious about what main street treatment, green building requirements might be ▪ Interested in City upfront investment in regional stormwater facility with development payback over time ▪ Would like a flexible tree code ▪ Likes transit hub, but needs to be well managed ▪ Several potential opportunity sites on mall property for redevelopment in short, mid, and long terms. Could compliment and further support the existing businesses on site
Meeting with committees and local groups	March -April 2023	Bicycle Pedestrian Advisory Committee (BPAC), Olympia Master Builders (OMB), and Thurston Economic Development (EDC)	<ul style="list-style-type: none"> ▪ Staff briefed the groups on project updates. Staff received comments and questions on a variety of subjects, generally related to the focus of the subject group.
Meeting with mall ownership	May 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Used Miro to allow mall ownership group to envision the future of the mall as it adapts to changing trends in retail ▪ Like having transit nearby, buses need stronger subgrade in access roads ▪ Current tenants are doing well. No immediate drive to develop mall itself, but some properties nearby, including excess parking ▪ Envisions smaller block sizes and much more intense redevelopment over time, with better streetscape for people and connections to neighboring areas

Event	Date	Audience	What we learned
Business Listen-in	June 2023	Business owners, property owners, and developers	<ul style="list-style-type: none"> ▪ Continue making use of regional destination ▪ Evolve Harrison Avenue into more people-oriented street with more intense redevelopment ▪ Study and plan traffic operations ▪ Encourage a few 50-60 unit residential projects and affordable, family-sized units ▪ Support affordable commercial space ▪ Attract development with stormwater facility or other project
Stakeholder Work Group meeting 3	September 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Interest in healthy trees that have adequate soil volumes and avoid breaking paving ▪ Interest in preserving existing conifers but focusing on deciduous trees when adding trees ▪ Support for transportation project ideas, including several for better multimodal connections and placemaking ▪ Discussion about purpose of required streets, clarifications that streets benefit people walking, rolling, and biking by including multimodal facilities, improving connectivity, and directing and slowing vehicular traffic ▪ Intercity Transit interests and considerations for roundabouts, Harrison Avenue corridor study, and transit hub locations
DEIS public comment period	October – November 2023	General public ~2,800 notice recipients 100 comments received	<ul style="list-style-type: none"> ▪ Strong support for Alternative 3 with some Alternative 2 actions mixed in ▪ More affordable housing and mixed in with market rate ▪ Reduce commercial parking requirements ▪ A split between interest in smaller dispersed parks and one large central park ▪ Concern for stormwater impacts

Event	Date	Audience	What we learned
Meetings with committees and local groups	October - November 2023	Bicycle Pedestrian Advisory Committee (BPAC), Planning Commission, Land Use and Environment City Council subcommittee (LUEC)	<ul style="list-style-type: none"> Variety of comments and questions related to public participation and outreach, displacement and equity, future projects and consideration of safety for walking and rolling modes of transportation, and potential impacts from changes to development regulations
Community meeting 3	October 2023	General public	<ul style="list-style-type: none"> Be bold with building allowances and height (support for 14 stories in central Triangle) Allow for innovation and encourage open space and greenery Concern about fee in lieu option for MFTE, prefer mixed-income neighborhoods and housing Connect to downtown without car travel
Community meeting 4	October 2023	General public	<ul style="list-style-type: none"> Interest in base maximum heights not going over 8 stories for most of the area Interest in high rise buildings close to the mall and center of the subarea More affordable housing and mixed in with market rate Increase connectivity and safe multimodal opportunities
Stakeholder Work Group meeting 4	November 2023	Stakeholder Work Group	<ul style="list-style-type: none"> Liked base maximum heights of 7 – 8 stories in HDC zones Interest in shrinking the affordable housing maximum height bonus overlay area Interest in no parking minimums or maximums for all uses in the subarea Interest in a central main public gathering space around Kenyon Street and 4th Avenue Interest in public-private partnerships for 3 smaller unidentified gathering space/streetscape projects in the subarea

Background

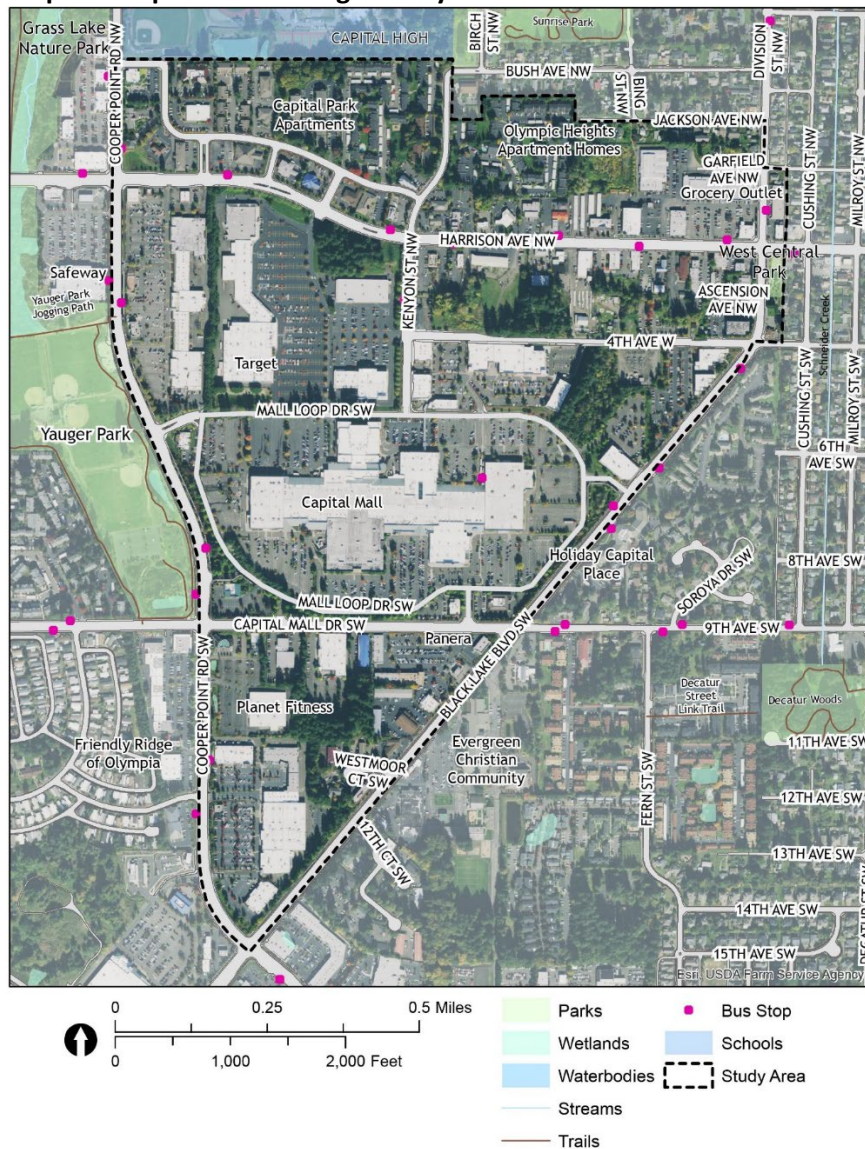
02



Study Area

The Olympia Capital Mall Triangle subarea (see **Map 2-1**) is located on the west side of Olympia. The southern point of the triangle is the intersection of Black Lake Boulevard SW and Cooper Point Road SW. The subarea is bounded on the east and west by Black Lake Boulevard and Cooper Point Road. The northern boundary of the subarea follows zone district boundaries which are located approximately one to two blocks north of Harrison Avenue. The subarea is approximately 288 acres.

Map 2-1. Capital Mall Triangle Study Area

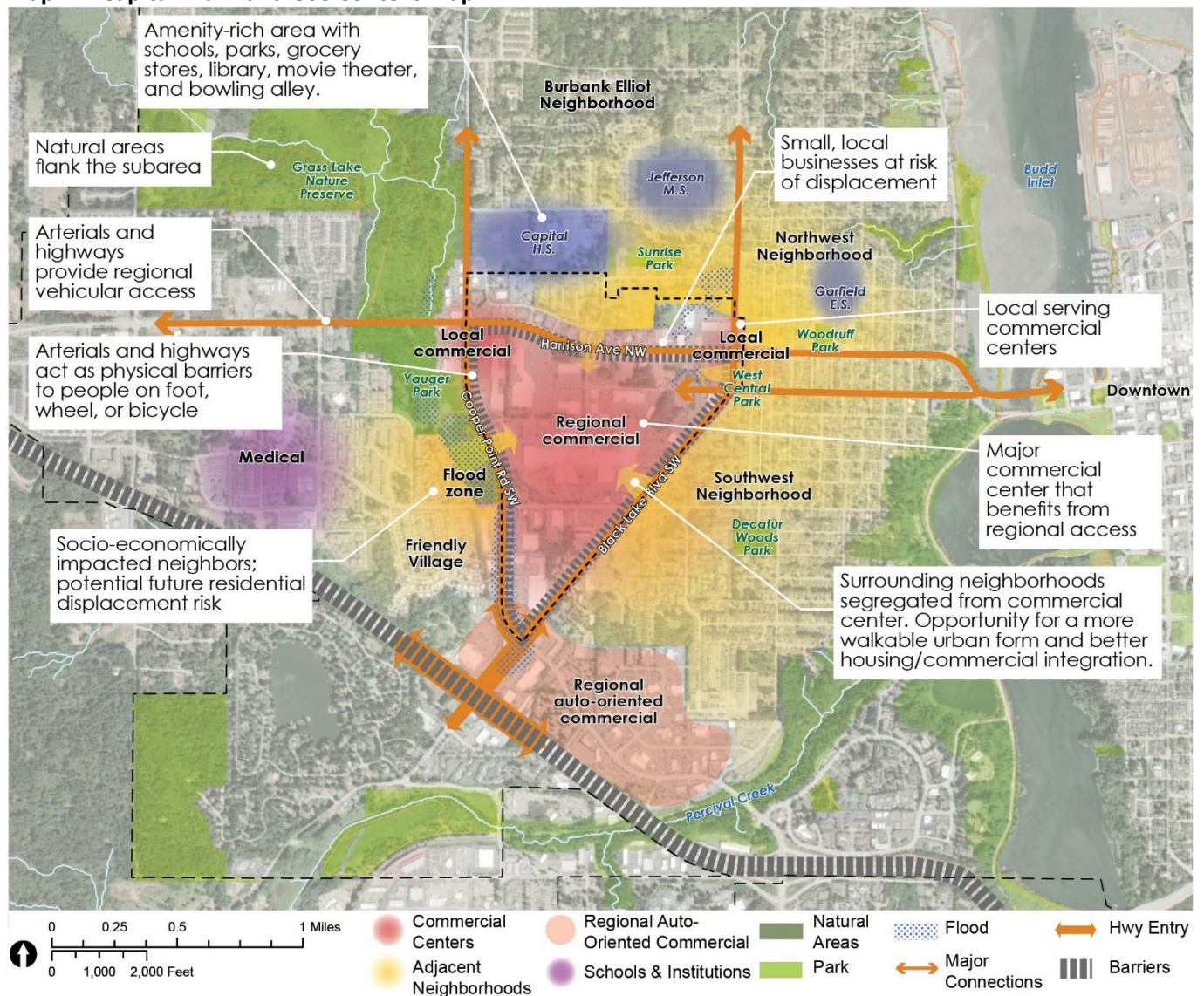


Source: City of Olympia, MAKERS, (2022)

Assets, Challenges, & Opportunities

The Capital Mall Triangle and environs are rich with economic opportunities and community assets, while also being challenged by a disconnected and auto-oriented environment. The following pages describe these assets and challenges this plan addresses, also summarized in **Map 2-2**. See *Appendix A: Existing Conditions Report* for additional detail.

Map 2-2. Capital Mall Land Use Context Map



Source: MAKERS (2022)

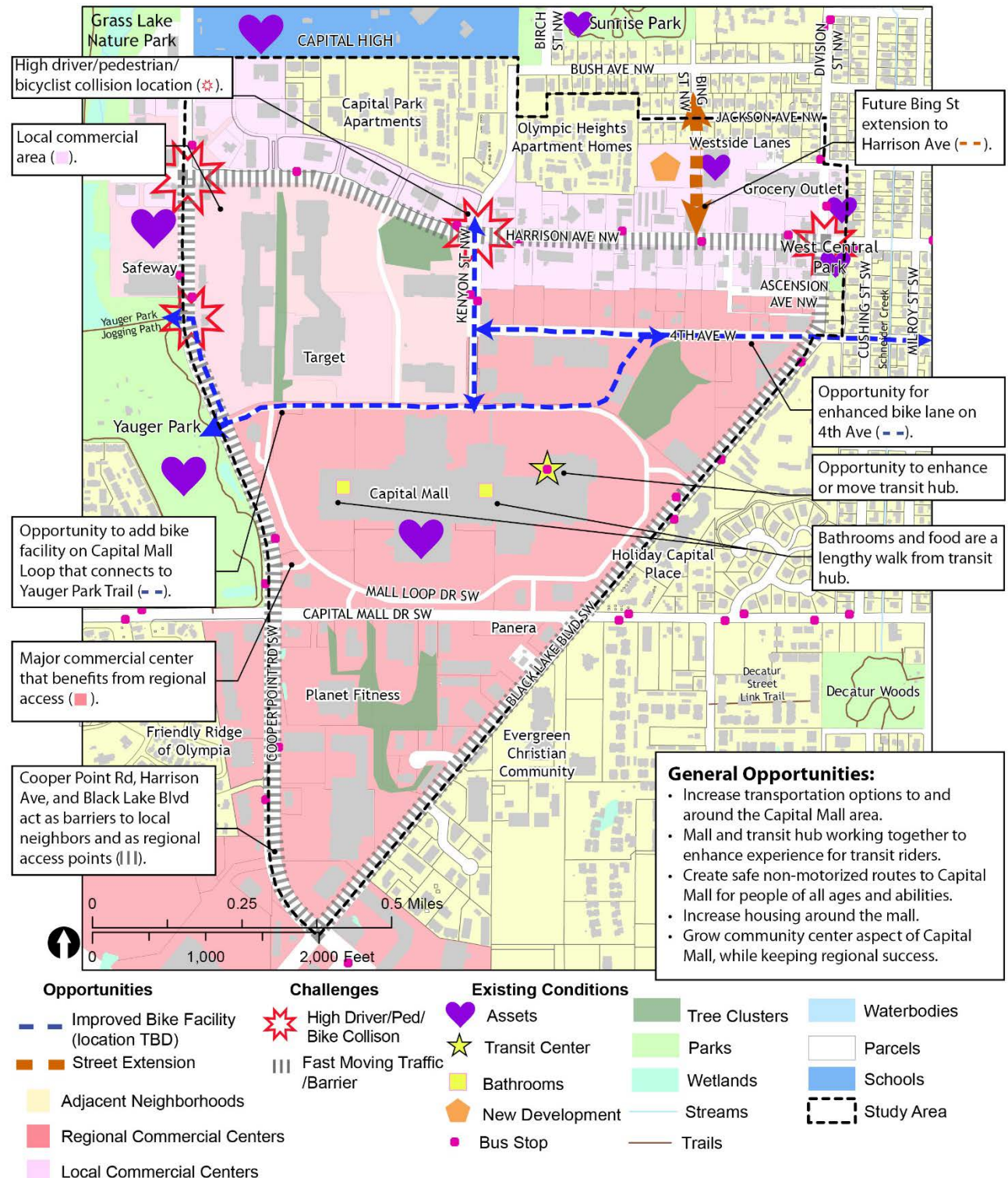
Assets

The Capital Mall Triangle Subarea (the Triangle) is a regional commercial center, rich with many businesses, services, and amenities, including:

- **Healthy regional center.** The Capital Mall Triangle is well-located for regional access and is economically healthy. The mall is the only major shopping center in South Puget Sound and has a very large trade area.
- **Diversity of shops and services.** The Triangle contains a wealth of businesses, retail, eateries, and services within close proximity that serve both a regional and local customer base.
- **Amenity rich.** Community and civic amenities within and near the Triangle include Capital Mall, Capital High School, Yaeger Park, Sunrise Park, West Central Park, Grass Lake Nature Park, Decatur Woods Park, the West Olympia Timberland Library, grocery stores, a bowling alley, and a movie theater.
- **Transit service.** A transit hub is located at the Capital Mall, and Intercity Transit serves the area relatively well. Inter-county transit also serves the area, bringing people to and from Mason and Grays Harbor counties.
- **Surrounding neighborhoods.** Homes, schools, and parks are found immediately outside the Triangle. West of Yaeger Park is one of Olympia's more dense neighborhoods with tree-lined, buffered sidewalks and a senior community. Also, west of the subarea is a MultiCare medical center campus. To the east and north are well established neighborhoods, with some multifamily closer to the subarea and large areas of predominately single family houses a block or two away.



Map 2-3. Assets, Challenges, and Opportunities



Source: MAKERS (2023)

Challenges

The Triangle developed as a regional commercial area mostly in the 1980s and was designed to prioritize the automobile rather than humans, resulting in physical challenges to achieving the current vision:

- **Lacks a walkable/rollable¹ urban form.** The Triangle is scaled to and designed for the automobile. For example, the mall is wide enough to cover 5 downtown blocks, meaning people on foot, bike, or wheel cannot travel in normal and direct ways. Multiple locations along the arterials have high driver/pedestrian/bicyclist collision rates. Sidewalks and informal paths are challenging for people on wheels.
- **Divided land uses.** Neighborhoods surround the Triangle but are physically divided from the shopping mall, and residents must cross wide streets with challenging intersections to reach destinations. Harrison Avenue, Cooper Point Road, and Black Lake Boulevard provide regional access but act as physical barriers for locals looking to get to the mall without driving. Virtually no residences are found within the arterial triangle.
- **Underutilized surface parking.** The surface parking lots consume a massive amount of land and were developed prior to modern tree and stormwater codes, so they contribute to urban heat and flooding.
- **Residential development is lacking.** Though the Triangle is designated as a high-density residential area in the City, there has been no residential development in the Triangle in over 20 years. Redevelopment trends are not on track to meet housing needs.



¹ “Rolling” refers to using a wheelchair, stroller, or other small wheeled mobility device.

Opportunities

Some key opportunities include the following:

- Make use of underutilized parking lots to develop new housing.
- Better connect the Capital Mall area to Downtown with enhanced bike infrastructure.
- Add or formalize safe bike routes or trails connecting the high school and surrounding residential homes to the mall.
- Enhance (or move) the Transit Hub and transit experience in and around Capital Mall area.
- Improve community health and wellbeing and climate resiliency with greater use of Low Impact Development (nature-based drainage solutions).
- Reduce transportation-related greenhouse gas emissions with a greater mix of uses in close proximity paired with infrastructure to support transit, active transportation modes, and electric vehicles.



Current Land Use Vision

The existing land uses are described in the prior assets, challenges, and opportunities lists. This section focuses on current policies and regulations guiding development in the Triangle.

Comprehensive Plan

The Comprehensive Plan describes the vision for the Capital Mall Triangle subarea as a regional shopping center, which also includes one of the area's best balances of jobs within walking distance of medium-density housing. The area should continue to be economically viable and contribute to the community's goals with infill, redevelopment, and connections to adjacent areas for all modes of travel. Lastly, as one of Olympia's three designated Urban Centers, the vision is for a complete urban neighborhood with a mix of jobs, housing, and services.

The arterials shaping the subarea and the land around them are designated as Urban Corridors. The Urban Corridor designation is intended for arterials in the City of Olympia that are prime candidates to evolve into a more human scale, transit-oriented, mixed-use environment. The subarea has also been designated as a High-Density Neighborhood, which is defined as multifamily, commercial, and mixed-use neighborhoods with densities of at least 25 dwelling units per acre for new residential projects.

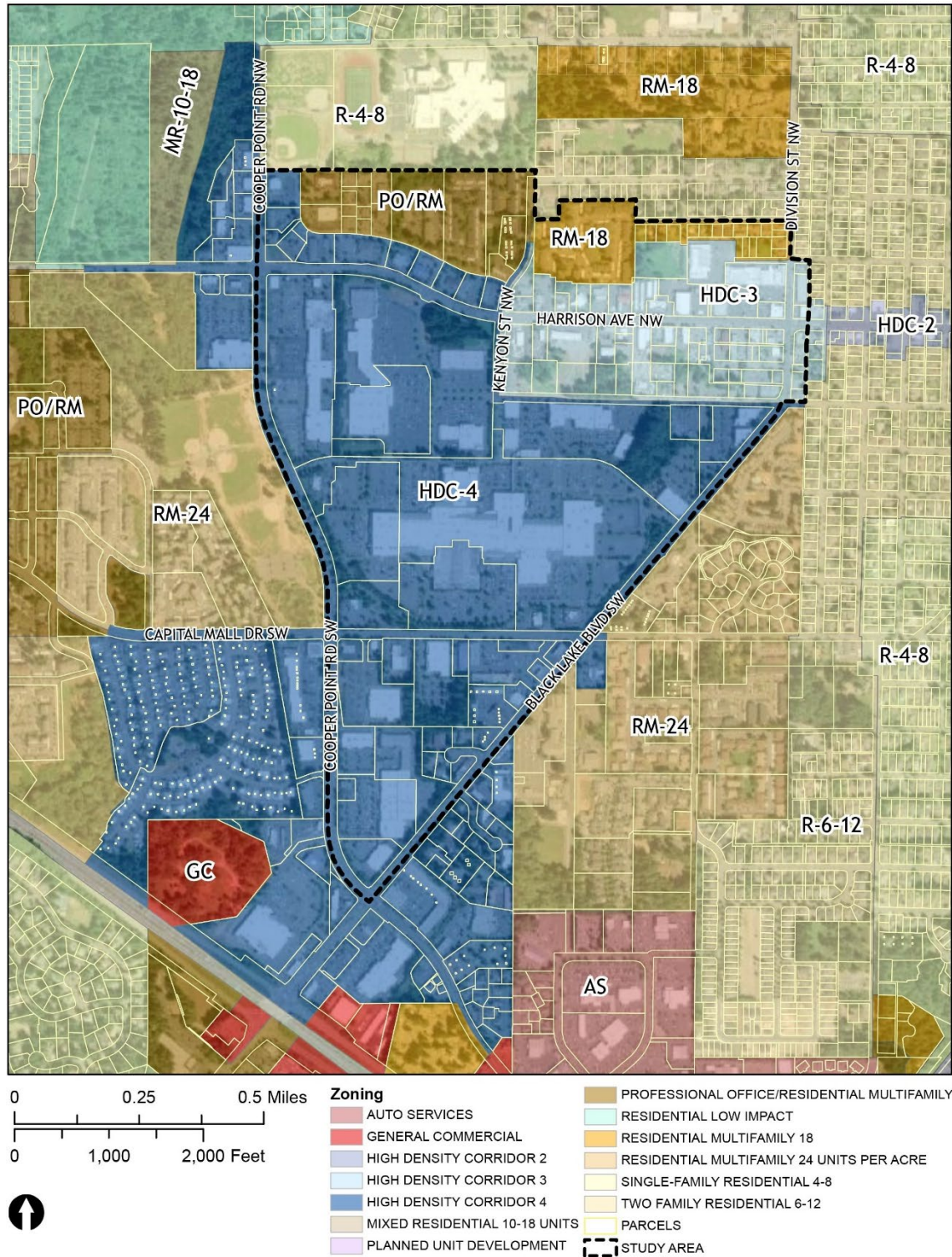
Zoning and Development Regulations

The zoning for the subarea (see **Map 2-4**) includes High Density Corridor 3 (HDC3), High Density Corridor 4 (HDC4), Professional Office/Residential Multifamily (PO/RM), Residential Multifamily 18/acre (RM18), and zone transition standards that increase setbacks and upper story stepbacks and decrease heights in HDC zones near lower density zones. The HDC zones allow up to 75 feet in height, but development capacity is limited by parking requirements and other barriers (see **Zoning Proposals and Development Incentives**).

- HDC3 – Accommodates a mix of medium to high intensity uses with access to transit. Max height: 75 feet.
- HDC4 – Accommodates a mix of high intensity uses with access to transit. Max height: 75 feet.
- PO/RM – Accommodates a transitional area between residential and commercial uses. Max height: 60 feet.
- RM18 – Looks to accommodate predominately multifamily housing, at an average maximum density of eighteen units per acre. Max height: 35 feet.



Map 2-4. Capital Mall Triangle Current Zoning Map



Source: MAKERS (2022)

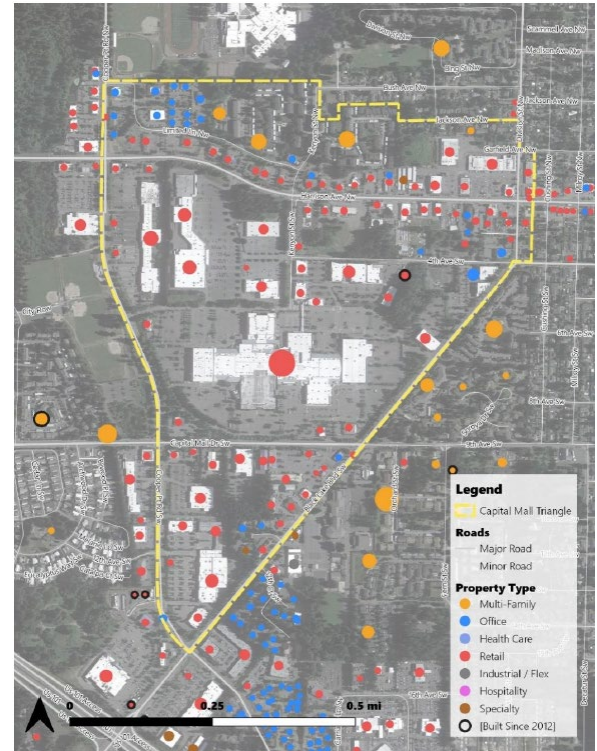
Market/Development

The Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area with retail space accounting for 76% of building area in the subarea. The subarea also has 500 housing units and is home to 1,172 residents.

Most of the construction in the subarea occurred in the 1970s, 1980s, and 2000s with the average year built for buildings in the subarea being 1985 and the average year built for multifamily properties in the subarea is 1987. However, between 2000 and 2022, the subarea has only seen light industrial, office, and retail development (total of 430,248 square feet). Even with the High-Density Neighborhood Overlay, no new residential development occurred between 2017 and 2022. The subarea does currently have a proposed 114-unit apartment building in the development review process.

The primary barrier to residential development in the subarea is the excessive parking requirements for shopping center, small retail, and other commercial uses (*see Appendix C: Land Use Alternatives*). Stormwater requirements and the City's tree ordinance likely add significant land area and costs to development and therefore limit development potential. Additionally, the combination of high costs to redevelop existing commercial land and the Westside's apartment rents being lower than those in Downtown Olympia lowers the feasibility of residential development in the subarea (*see Appendix A: Existing Conditions Report*).

Map 2-5. Property Types in Capital Mall Triangle



Note: Circle size correlates with rentable building area, in square feet. Source: Costar & LCG (2022)

Parks and Public Space

Yauger, Grass Lake, Sunrise, Woodruff, and Decatur Woods Parks are the public parks within a half mile of the Capital Mall Triangle subarea. The subarea also has a privately owned park at Division Street NW and Harrison Avenue called West Central Park, which is the only retail/restaurant-activated gathering place in the area. Most of the subarea and the surrounding residential neighborhoods are within a half mile of a park.

- Yauger Park abuts the west side of the subarea. This 39-acre park has multiple baseball, softball, and sports fields, a skatepark, a playground, community gardens, horseshoe pits, jogging paths, and it supports stormwater management for the City.
- Sunrise Park hosts a playground, halfcourt basketball court, and community garden. The park also has a large green field that can be used for play and picnicking. Grass Lake Park is Olympia's second largest park at 195 acres and provides opportunities for connection with nature through passive recreation as well as environmental protection of important natural features.
- Woodruff Park is a 2.46-acre park, with tennis courts, pickleball courts, half-court basketball, grass volleyball court, picnic shelter, and a seasonal sprayground.
- Decatur Woods Park has a playground, picnic shelter, and grassy play area, in addition to a forested area with a ¼-mile long walking path.

Map 2-6. Parks near the Capital Mall Subarea



Source: MAKERS (2023)



Transportation

The following streets provide access and mobility through the Subarea:

- Harrison Avenue, Cooper Point Road, and Black Lake Boulevard/Division Street are four-lane arterials with center turn lanes/medians.
- Capital Mall Drive is a three-lane major collector that cuts across the Subarea, with two lanes in the eastbound direction and one in the westbound.
- Kenyon Street and 4th Avenue are two-lane major collectors.

The subarea does not have a conventional grid system, leading traffic to be concentrated on a limited number of streets. This limits multimodal access to the mall area by making the existing streets car-centric and unpleasant for walking, rolling, or bicycling even when sidewalks and bike lanes are present. Additionally, the streets are far apart, which increases the distance people have to travel. This also makes it harder for people to walk, roll, or bike to their destinations.

The surrounding arterials have long been designated as Strategy Corridors in both the Regional Transportation Plan and the City's Comprehensive Plan. Strategy Corridors are streets where widening is not a preferred option to improve mobility. Instead, the City's focus is on making multimodal improvements.

Intercity Transit, Mason Transit, and Grays Harbor Transit are the three transit agencies serving the subarea. There is a transit hub at Capital Mall serving routes 41, 45, 47, 48, and 68 from Intercity Transit. Stops for route 6 from Mason Transit and route 40 from Grays Harbor Transit are on Harrison Avenue.

The City of Olympia Transportation Master Plan (TMP) was adopted in 2021. The TMP has highlighted a number of transportation projects that are already planned to be completed in the next 20 years within the subarea, which can be seen in **Table 7-1 Subarea Transportation Projects** and **Map 7-2 Transportation Projects**.



Stormwater

Approximately 75% of the of the 288-acre Triangle Mall subarea is impervious surface consisting of buildings, parking lots, streets, and sidewalks. Stormwater collection and conveyance systems for most of the subarea direct stormwater flows in generally westerly and southerly directions, with flows ultimately discharged off-site into Percival Creek south of the Triangle Mall subarea. Percival Creek flows into Capitol Lake, which has an outlet to the Budd Inlet arm of Puget Sound. Stormwater flows in the northeastern portion of the Triangle flow off-site to the north and east in the Schneider Creek basin, which discharges to Budd Inlet.

Much of the Triangle subarea consists of legacy (pre-1990) development that was constructed with stormwater management systems that do not meet current standards for incorporating Low Impact Development (LID) strategies and for flow control and runoff treatment. High peak flows and conveyance capacity constraints have contributed to flooding problems in the southern portion of the Triangle Mall subarea at the intersection of Cooper Point Road and Black Lake Boulevard. The City is seeking funding for improvements to the stormwater system intended to address flooding at the intersection, including major piping system upgrades. Without conveyance improvements, the City estimates the intersection will flood during an approximately 15-year recurrence interval storm (i.e., approximately 7% annual probability), based on past precipitation data, and potentially more frequently in the future with increasing rainfall intensities expected with climate change.

Plan Concept

03



Goals and Objectives

The following section came from the community engagement summarized in the **Process** section on page 3.

Climate and Equity

Equity and climate are underlying tenets behind the plan and are infused throughout the following goals and objectives and the plan's recommendations.

Overarching Themes from Engagement

1. **Safe and comfortable mobility**—walkable and bikeable for all ages and abilities, and for active modes to be more prominent and convenient than they are today
2. **Livable, compact, complete environment**—an economically vibrant, livable, mixed-use, compact environment with plenty of housing choices, especially for people with middle and lower incomes; more local businesses; public places to hang out; parks; and community amenities, such as a community center and daycare
3. **Environmental commitment**—a climate resilient, environmentally friendly, and sustainable area



Land Use and Economic Development

Goals

1. A thriving regional commercial center with improved local centers
2. Abundant housing supply, options, and affordability
3. Land uses that support and make use of transit, active transportation, and short trips
4. An attractive and vibrant urban form that has a mix of activities to live, work, play, educate, and flourish in close proximity
5. Business prosperity, including small and local businesses



Objectives

Land Use and Economic Development

- a. Retain the economic prosperity and healthy regional draw of the subarea's businesses.
- b. Retain and attract small and local businesses to the subarea.
- c. Prevent or minimize small business displacement.

- d. Foster the continued diversity of restaurants, shops, fitness, and services.

Housing

- a. Fill in excess parking lots with multifamily and/or mixed-use development.
- b. Increase the number and variety of homes, especially townhouses, multiplexes, and small and large midrise apartments/condominiums.
- c. Ensure that much of the new housing is affordable to people with workforce and low incomes.
- d. Remove regulatory barriers and incentivize development for mixed-use and residential buildings through a variety of tools (e.g., update development standards, reduce parking mandates, explore flexibility with tree code, expand and update MFTE areas).
- e. Seek opportunities and partners to accomplish the above (e.g., identify land owned by the City, other public entity, faith-based institution, or non-profit that could be used to expand affordable housing in the subarea; partner with community land trusts).
- f. Prevent or minimize residential displacement in and around the subarea.

Transportation

Goals

- 1. Safe, efficient, and comfortable multimodal mobility
- 2. Convenient and reliable transit/Prioritized transit

- 3. Less need for car usage within and near the subarea
- 4. More connected/redundant street pattern
- 5. Well connected to adjacent neighborhoods and attractions



Objectives

Active transportation/Multimodal

- a. Maintain a functional transportation system that safely allows emergency vehicles and delivery of goods and services.
- b. Protect people on foot, wheels, or bicycles by physically separating them from fast-moving vehicles (e.g., enhanced, buffered, or separated bike facilities and sidewalks).
- c. Develop a network of trails, bike facilities, and crossings that safely connects schools and parks to the Triangle (to enable teens/kids and neighbors to move more freely in the subarea) and the Triangle to downtown and the Capitol Campus (to encourage bicycle commuting).
- d. Fix, fill in, and maintain sidewalks for better pedestrian movement.
- e. Develop interior connectivity with redevelopment of the Triangle.

- f. Improve arterial crossing safety at major intersections, park trails, and key destinations, and reduce distance between crossings.
- g. Support micromobility options to make short trips to transit and throughout the Triangle easier.

Transit

- h. Move or upgrade the transit hub and provide a direct bus route to the mall transit hub (i.e., less circuitous routes through the mall parking lot).
- i. Work with Intercity, Mason, and Grays Harbor Transit to extend bus service to cover all mall operations hours and increase bus service frequency.
- j. Encourage better connections between the transit hub and bathrooms and food options to allow quick access for transit riders.

Urban Design and Community Livability

Goals

1. An attractive and vibrant urban form that has a mix of activities to live, work, play, educate, and flourish in close proximity
2. A multigenerational, especially kid/teen and elders, friendly and supportive environment



Objectives

- a. With redevelopment, include parks and public spaces (a “public living room”) to lounge and hang out without spending money.
- b. Maintain and increase kid/teen friendly activities, places to eat, and places to be.
- c. Seek opportunities to add community amenities, like a senior center, daycare, and larger library in or near Capital Mall.
- d. Foster multiple distinct districts to increase vibrancy, variety, and full-service communities within a 15-minute walk/roll.

Climate and Environment

Goals

3. A climate friendly, environmentally friendly, resilient, and sustainable community
4. Healthy tree coverage, greenery, and vegetation for a high density neighborhood
5. Safer and more resilient to flooding and extreme heat



Objectives

- a. Expand greenery and mitigate stormwater runoff and urban heat (considering climate change and future flooding and heat risks) using Low Impact Development (LID) in transportation improvements and redevelopment. Tree varieties, spacing, and planting requirements should be appropriate for a dense urban area.
- b. Implement the Thurston Climate Mitigation Plan by planning for more compact growth and density in the Triangle, an already developed area that is well-connected with transit to services and jobs.
- c. Find ways for existing tree canopy coverage to support housing density while managing stormwater and reducing urban heat. Recognize that most new vegetation is likely to be varieties selected for a high-intensity urban environment.
- d. Implement the Thurston Climate Mitigation Plan by reducing energy demand in new development and existing buildings, supporting the transition to all-electric buildings, and encouraging sustainability features like rooftop solar panels, heat pumps, green roofs, microgrids, EV charging stations, and green building technologies.
- e. Consider embodied carbon in building materials in new construction and significant redevelopment projects.
- f. Evaluate the feasibility, costs, and benefits of establishing an Ecodistrict within the subarea. Several of the characteristics of an Ecodistrict are already planned for with the subarea plan.

Plan Framework

The following concepts are the major game-changing strategies that will evolve the Triangle into the mixed use, economically thriving, affordable, green, well-connected urban center Olympians envision.

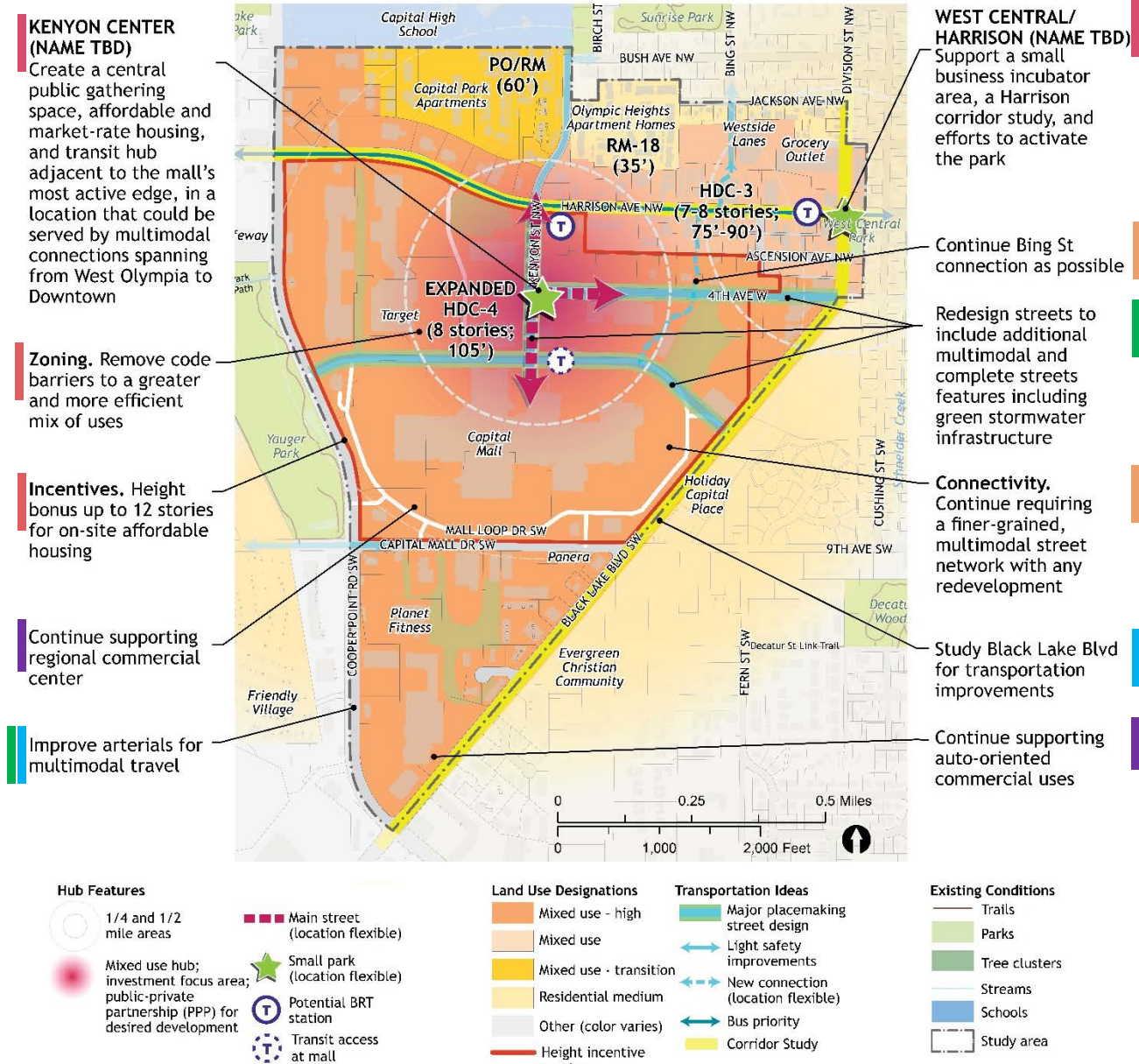
1. Catalyze the evolution of the Triangle through focused public investment in community space. Remove regulatory barriers and partner with property owners to catalyze opportunity site redevelopment. Target public investment in public, people-focused, community-facing infrastructure, which in turn sparks more private investment. Invest in high-quality, well-maintained, and activated park(s) and gathering space(s) for residents and visitors to come together, reinforcing the existing draw to the area. Public investments may include park/gathering space, community center, street infrastructure, transit improvements, affordable housing, or other. Foster holistic development that does it all, meeting people's existing and future needs within this urban center.

2. Framework for connectivity. Update development regulations so that as redevelopment occurs, block sizes are at a human scale and all modes are comfortably supported. Ensure freight and delivery access is maintained.

3. Safe mobility for all. Make public streetscape investments that improve the safety of all road users, particularly children, people with disabilities, and elders who may not be able to drive or walk long distances. Reduce exposure to risks and add separated infrastructure for these vulnerable roadway users.

4. Green infrastructure. Update requirements for and invest in Low Impact Development (LID), which uses systems that mimic natural processes which result in the infiltration or evapotranspiration of stormwater runoff. LID aims to preserve and protect water quality and associated aquatic habitat and reduce flooding risks. LID could be installed with new or redevelopment projects or by the City. Additionally, LID can provide landscaped areas (e.g., raingardens) to improve aesthetics and reduce the amount of hard surfacing in the area.

5. Protect existing assets. Continue supporting existing businesses and neighbors. The actions above are intended to bolster the Triangle as a regional draw that also serves locals better. Prevent residential and commercial displacement and support locals in surviving and thriving even through changes in the Triangle.

Map 3-1. Capital Mall Triangle Subarea Framework Map

Source: MAKERS (2023)

Table 3-1. Subarea Plan Major Proposals

TOPIC	CURRENT CONDITIONS ²	SUBAREA PLAN RECOMMENDATION
Intent Summary	The subarea is designated an urban center and has high intensity zoning. Though it is a functioning regional commercial center, desired infill development has not occurred.	Remove barriers and provide flexibility for the Capital Mall Triangle Subarea to develop into a compact, mixed-income, high-density, mixed-use area in Olympia.
LAND USE ACTIONS		
HDC-4 area³		Slight expansion of HDC-4 to parcels on the northern side of 4th Avenue
HDC-4 area height	60' – 75' (6-7 stories)	Base: 105' (8 stories) Incentive: Up to 12 stories (130') allowed for onsite affordable housing that is located near transit and within the height incentive overlay (note: no change to zone scale transition measures)
HDC-3 area height	60' – 75' (6-7 stories)	Base: 75' (7 stories) Incentive: Up to 8 stories (90') allowed for affordable housing (note: no change to zone scale transition measures)
PO/RM area height	60' (6 stories)	60' (6 stories)
RM-18 area height	35' (3 stories)	35' (3 stories)
Residential parking	Residential developments within ½-mile of frequent transit routes do not have a minimum parking requirement. Residential parking minimums were eliminated for most of the subarea <u>the area located between Cooper Point Road, Black Lake Boulevard, and Harrison Avenue</u> through a city-wide regulation change adopted in June 2023.	Apply existing City code as amended in June 2023
Commercial parking	Retail parking requirement: 3.5 per 1,000 sq. ft.	Retail parking range: 20 to 3.5 per 1,000 sq. ft.

² As of January 2024³ ~~Note, zone names will be updated to differentiate the Triangle's new zones from citywide zones during the zoning and development code update process.~~

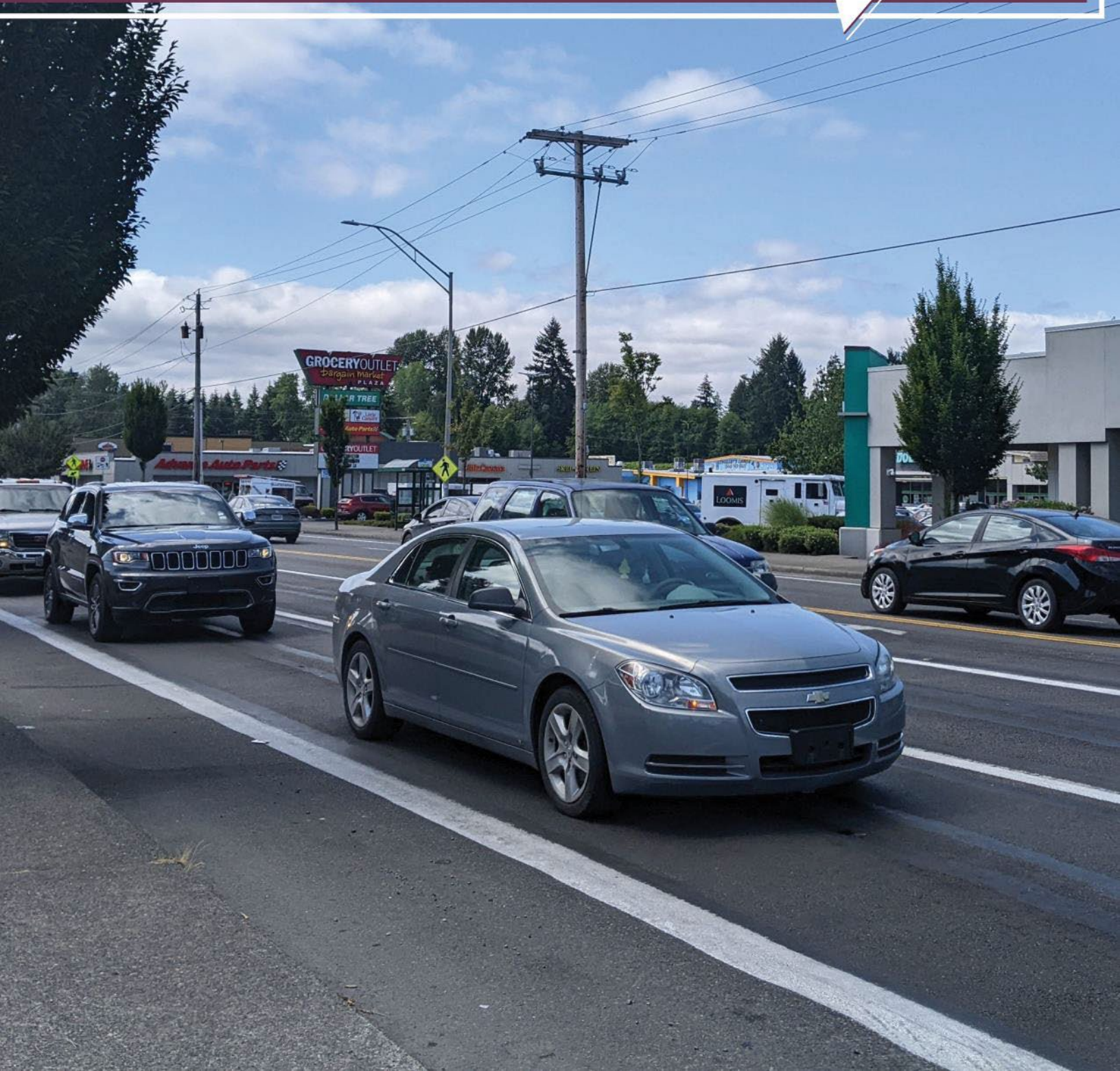
TOPIC	CURRENT CONDITIONS ²	SUBAREA PLAN RECOMMENDATION
<p><u>Notes: 1) A minimum of one ADA parking space is required in situations where no standard parking spaces are provided.</u></p> <p><u>2) These parking changes are to apply only within the Capital Mall Triangle Subarea.</u></p>	<p>Office parking requirement: 3.5 per 1,000 sq. ft.</p> <p>Shopping Center parking requirement: 4.5 per 1,000 sq. ft.</p> <p>Restaurant parking requirement: 10 per 1,000 sq. ft.</p>	<p>Office parking range: 2.0 to 3.5 per 1,000 sq. ft.</p> <p>Shopping Center parking range: 2.50 to 4.5 per 1,000 sq. ft.</p> <p>Restaurant parking range: 3.5 to 8.0 to 10 per 1,000 sq. ft. of dining area</p>
Minimum density	None (Comprehensive Plan policy states a minimum of 15 units/acre in HDC zones, but not in zoning code)	15 units/acre for residential or the residential portion of a mixed-use project
Zone scale transitions	35' height limit within 100' of land zoned less than 14 units/acre; Up to 60' or the height allowed in the abutting district within 50' of land zoned 14 units/acre or more.	No change
STRATEGIES		
Affordable housing height bonus	None	<p>HDC-4 area height incentive overlay: 130' (12 stories)</p> <p>HDC-3: 90' (8 stories)</p>
Main street treatment	Comprehensive Plan policy (but no code) for pedestrian-oriented streets near mall.	Main streets required near the Kenyon Center and other hubs.
Park/gathering place	Comprehensive Plan policy (but no code) for pedestrian-oriented streets near mall.	<p>A ½ acre plaza/gathering space required at the Kenyon Center with expected public investment.</p> <p>Public-private partnerships for 3 additional parks/plazas on a first come first serve basis (see LU-14).</p> <p>Provide trails through tree tracts where possible.</p>
Connectivity improvements	Blocks in commercial districts shall not exceed a perimeter of 2,000 feet (EDDS 2.040)	Block sizes will have 1,200 - 1,600-foot perimeters as the goal with flexibility up to 2,000 feet, depending on site conditions and when providing for finer-grained ped/bike connections.

TOPIC	CURRENT CONDITIONS ²	SUBAREA PLAN RECOMMENDATION
Green building	Existing stormwater regulations and building code	Continued State and City efforts on building code updates. Some low impact development (green stormwater infrastructure) may be included in catalyst streets projects. Encourage and incentivize development that is consistent with the Buildings and Energy actions and Climate and Environment Objectives (a) through (e).
Tree code	30 tree units per acre are required on the buildable area of a site.	Apply existing code similarly to how it is applied downtown to foster the transition to a complete high density urban neighborhood. Making use of existing flexibility within the code will become more appropriate as development occurs within this area.

TOPIC	CURRENT CONDITIONS	SUBAREA PLAN RECOMMENDATION
TRANSPORTATION		
TMP 20-year projects	Yes	Yes
Bus priority lanes	Bus priority lane on Harrison	Bus priority on Harrison (primarily signal prioritization)
Multimodal improvements	TMP 20-year project list	Add new projects to the TMP, including major street redesigns around the Kenyon Center; multimodal projects along arterials and connections to adjacent neighborhoods.
Transit hub	IT is planning for higher frequency transit along Harrison	Higher frequency transit is focused on Harrison. Continue coordination with IT to maintain transit access in the central Triangle.
2045 HOUSING AND EMPLOYMENT		
Total housing units by 2045	761 (Market Trend) 1,500 (TRPC)	2,749
Total employees by 2045	5,194	5,298
PUBLIC INVESTMENT		
Likely investment levels	Minimal, including TMP 20-year projects	Moderate plus Invest in public space in the Kenyon Center, <u>with</u> complete streets, <u>possibly</u> on Kenyon and 4 th Avenue (<u>depending on eventual location of the center</u>), streetscapes with mini-plazas in up to 3 yet-to-be-identified locations, stormwater, and planned transportation improvements.

Land Use & Development

04



What is this chapter about?

Designated as a High-Density Neighborhood, the subarea is planned and zoned for a high-density, walkable, mixed-use urban neighborhood, allowing up to 7 stories in much of the subarea. Currently, retail space accounts for 76% of the building area in the subarea, with a major regional shopping and commercial center, property owners who are open to mixed-use redevelopment, and large underutilized surface parking lots. The subarea also has 500 housing units, mostly north of Harrison Avenue.

However, even with these strengths and the desire for residential and mixed-use developments, the subarea has only seen low intensity light industrial, office, and retail development between 2000 and 2022. Layered development requirements, in combination with market factors, have limited the development potential (see *Appendix B: Market Analysis*). The following—altogether, not necessarily individually—are barriers: high commercial parking requirements for shopping centers, tree requirements, high costs of stormwater facilities, building height limits (in long term), and lack of comfortable, human-scaled, connected streets/paths.

This chapter recommends changes to the zoning and development code and other development incentives to nudge the Triangle’s evolution into the envisioned mixed-use environment. It also considers residential and commercial displacement risks and ways to keep all who want to be in and near the Triangle in the area.

What We Heard

“I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”

“Downtown in feel. Lots of mixed-use space. Walkable. Alive.”

“Dense multi use neighborhood with limited auto access and plenty of bike/walking paths supported by a robust streetcar/bus network”

“The City should gift the two lots it owns on 4th Avenue to one of the above listed low income”

“Affordable senior housing.”

“People from all economic levels of Olympia, including low-income folks and retail workers, can make their homes (live), shop (essentials and more), and have community (spaces to gather WITHOUT SPENDING MONEY) in the Triangle...”

Zoning Proposals

This section describes proposed rezones and changes to development code and parking minimums.

LU-1 Reduce subarea parking minimums

Parking, especially structured, is expensive to construct, takes up valuable space, and may not be needed to the same degree as in the past with a more accessible mixing of uses and multimodal options. Adding flexibility to parking requirements can make development more economically feasible and result in a more human-friendly neighborhood. Changes include:

- Eliminating residential parking minimums for the area between Cooper Point Road, Black Lake Boulevard, and Harrison Avenue ~~most of the subarea~~ (adopted June 2023)
- Eliminating residential parking minimums for residential developments within ½-mile of frequent transit routes (adopted June 2023)
- Apply parking maximums of 1.5 stalls per unit for multifamily projects 5-units and up (existing standard)
- Retail and office parking requirements of 2-3.5 stalls per 1,000 sq ft
- Shopping center parking requirements of 2.5-4.5 stalls per 1,000 sq ft
- Restaurant parking requirements of 3.5-8 stalls per 1,000 sq ft of dining area

LU-2 Increase max height of HDC-4 area

Height limit increases would align allowed height with typical midrise construction allowed in the building code and allow greater development flexibility in the long term. The HDC-4 zone area would increase height limit to 105 feet and allow 8 stories.

LU-3 Increase max height of HDC-3 area

The base max height for HDC-3 zoned areas would be set at 75 feet and allow 7 stories.

LU-4 Adjust upper floor stepback requirements

In HDC-4 areas, require upper floor stepbacks (minimum 8 feet) on floors above 6 stories instead of 3 stories to support feasible and energy-efficient buildings.

LU-5 Encourage mass timber construction

No upper-level stepback for mass timber/cross laminated timber (CLT) constructed buildings within the HDC-4 zone.

LU-6 Zoning for residential uses

Update development regulations (especially the HDC pedestrian street code in OMC 18.130.060.A.1) to more easily accommodate residential-only buildings where ground floor commercial is not necessary.

LU-7 Add minimum density to zones

In the Comprehensive Plan, the Future Land Use Designations for Urban Corridors sets a minimum residential density of 15 dwelling units per acre. Adopt a minimum density of 15 du/ac for residential uses in the HDC zones with appropriate applicability thresholds to flexibly accommodate investment in existing buildings.

Development Incentives

In addition to the zoning proposals listed above, which would reduce barriers to development, additional incentives include the following.

LU-8 Affordable housing height bonus

Apply the affordable housing height bonus to the overlay area outlined in red in Figure 4-1. Affordable housing taking advantage of this height bonus must have 100% of units serve households with area median incomes (AMI) of 80% or less and stay as an affordable unit for at least 50 years.

- The max height of affordable housing in the height incentive overlay for the HDC-4 zone will be 130 feet and allow 12 stories.
- The max height of affordable housing for the HDC-3 zone will be 90 feet and allow 8 stories.

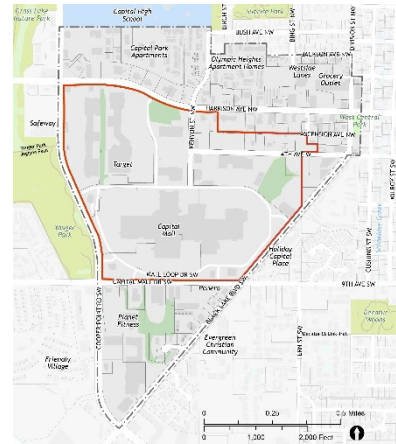


Figure 4-1. Affordable housing height bonus overlay area (red outline).

Source: MAKERS (2023)

LU-9 Urban neighborhood tree code application

Note that the mall property (orange properties in Figure 4-2.) currently has more trees and tree units than the required amount. However, in the event of redevelopment of non-mall properties (or potentially with major redevelopment of the mall), additional trees would be required under the current application of standards. Apply the tree code in the Triangle similarly to how it is applied downtown. As the area develops, use of options such as fee in lieu (often used downtown) will be appropriate for the subarea. The fee in lieu would allow developers to pay into a public fund that will be used to add public trees to public rights-of-way, parks, and open spaces. This would allow a more targeted approach to tree placement, tree canopy coverage, and urban heat concerns.

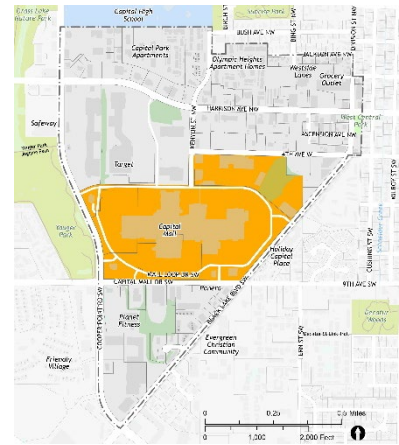


Figure 4-2. Capital Mall properties (orange parcels). Source: MAKERS (2023)

LU-10 Monitor MFTE program

The City expanded the multifamily tax exemption (MFTE) into the Triangle subarea in late 2023. Monitor the program's use and adjust as needed to meet goals. Ensure that the citywide MFTE program incentivizes development in the Triangle at least as much as other parts of the city.

LU-11 Tax increment financing (TIF) area

Study and potentially establish a tax increment area (TIA) in the subarea to capture some of the value of new construction and invest in infrastructure improvements. TIAs are best positioned to generate funds when significant private development is proposed. Continue coordination with property owners to clarify opportunities. The northern portion of the subarea, generally between Harrison Avenue and Capital Mall Drive, is a likely candidate.



Figure 4-3. New technologies like soil cells allow for proper soil volumes for urban trees while still accommodating utilities, irrigation, and paving in tight conditions.

Source: Seattle Department of Transportation

See **Stormwater & Tree Canopy** for additional recommendations that incentivize redevelopment.

Catalyst Sites

Focused public investment—through fully public or public-private partnerships worked out through a development agreement—can spark desired change by helping a development project become economically feasible, which in turn renders private investment. Olympia’s community expressed the most interest in catalyzing a “center of gravity” at the Kenyon Center, ~~the area along an area~~ generally in the vicinity of Kenyon Street NW around 4th Avenue W and Mall Loop Drive, as well as in several yet-to-be-identified locations.

Public investments will go toward projects related to gathering space, street upgrades/active transportation, and stormwater. See **Parks** and **Stormwater** for more details.

LU-12 Focus on catalyst sites

Continue coordinating with property owners to evaluate, envision, co-create a long-term vision for (e.g., conceptual site/street design), and pursue development/redevelopment at catalyst sites. Prioritize public investments at or near these sites to encourage redevelopment. Consider conducting analyses or a “pro forma” development report to inform the decision to invest public funds. Seek funding opportunities, such as through tax increment financing (TIF) (see **LU-11**) or an Economic Development District (EDD).



Figure 4-4. Rendering of public space in future Northline Village redevelopment at Alderwood Mall, Lynnwood. Result of a development agreement between the City and developer.

LU-13 Kenyon Center plaza and street upgrades

To spur desired development, focus public investments into the signature catalyst site in the subarea—the Kenyon Center. The Kenyon Center ~~includes several properties and mall parking lots along Kenyon~~ is in the generally vicinity of Kenyon Street NW, ~~near~~ 4th Avenue W, and Mall Loop Drive SW. The mall businesses close to the Kenyon/Mall Loop Drive intersection include a movie theatre and restaurants, which lend themselves well to evening uses that energize a neighborhood.

Work with property owners and developers to invest in two major projects:

1. A ½ acre (or more) plaza, which will help create a magnetic social pull to the area and act as a central attraction that knits the subarea together.
2. The general area of 4th Avenue – Kenyon Street – Mall Loop Drive – people-friendly streetscape upgrades with comfortable paths and stormwater-focused landscaping, which would connect people to the plaza, entertainment, shopping, and housing.

Depending on the mall ownership group's long-term plans, bus routing and street configuration should be considered for fastest, most reliable transit service. Ongoing programming and maintenance will be needed to ensure its long-term success.

The timeline will likely depend on grant opportunities and/or may be incremental and phased over many years. See **Table 9-2. Catalyst Projects Rough Cost Estimates.**

Co-siting public attractions, such as a library, public art, or other similar draws, could further elevate the importance of the area.



Figure 4-5. Kenyon Center catalyst site area (see Map 3-1), which could include several properties and mall parking lots along Kenyon Street NW near 4th Avenue W and Mall Loop



Figure 4-6. 4th Avenue shared use path, landscape, and low impact development (green stormwater infrastructure) conceptual vision.

LU-16 Strategic land purchases

While the City can use tools like community land trusts to reserve land for future projects that meet the City's goals, a more straightforward route may be for the City to purchase specific plots of land within the subarea that can be reserved for a future use that the market may not provide on its own. Where possible, the City should purchase parcels for future public-serving uses like affordable housing, affordable retail, parks or parklets, or even stormwater retention. Depending on the desired use, the City could choose to undertake the development or transfer control of the land through a below market rate sale or lease. Land subsidies reduce the amount of gap funding needed by low income housing developers, thus improving project feasibility.

As the Capital Mall Triangle begins to attract more development, land prices are likely to rise. Purchasing land in the subarea before this occurs ensures that the City will be able to reserve space in catalytic areas for future public benefit at a time when they are not in direct competition with private investors, thus limiting the size of subsidy required. Although opportunities for purchasing land within the subarea may be limited, identifying key parcels and having an acquisition process in place will help the City act more nimbly when an opportunity arises.

Affordable Housing and Residential Displacement

The City has a variety of affordable housing development incentives including impact fee exemptions for parks and transportation, special exceptions for water hookup charges, reduced parking requirements, regional funding opportunities (e.g., Home Fund, HB 1406 program), the Multi Family Tax Exemption program, renter protections, and several others. The Housing Program also offers grant and loan opportunities for low-income housing preservation to address displacement. Additionally, the City has worked with LOTT (the regional wastewater utility serving Lacey, Olympia, Tumwater, and Thurston County) and the Olympia and North Thurston School Districts to reduce charges and fees for low-income housing.

The zoning code changes, minimum parking reductions, tax incentives, and public investment will make it easier to build more housing in the subarea, which will increase the housing supply. Such changes will also make it easier to provide subsidized affordable housing projects in the area. Two City-owned parcels in the subarea along 4th Avenue are being investigated for their suitability for a possible affordable housing development.

LU-17 Partnerships with affordable housing providers

The City has partnered on a number of affordable and low income projects with affordable housing developers/organizations. The City should continue work to maintain existing partnerships and foster new partnerships.



Figure 4-8. Family Support Center of South Sound. 62 units of permanent supportive housing for low-income families. Occupancy set for November 2023. The City contributed \$5 million to the project.

LU-18 Anti-displacement programs

Economic displacement occurs when pressures of increased housing costs, such as rising rents, compel households to relocate. Housing costs are largely driven by the interaction of supply and demand in the regional housing market. Newer buildings in a constrained market usually come with higher rents. More demand to live in the subarea can potentially outpace the construction of new housing and increase the demand for existing affordable housing surrounding the subarea.

To address economic displacement risk nearby, Olympia will:

- Conduct a housing displacement analysis.
 - The City of Olympia is coordinating with other local jurisdictions to hire a consultant to conduct a housing displacement analysis. Completion of work is expected in early 2025.
- Require a 5-year rent stabilization at the end of a 12-year MFTE period, which limits rent increases to no more than 7% a year.
- Partner with community land trusts.
- Provide need-based rehabilitation assistance for existing housing to address weatherization and energy efficiency improvements.
- Provide down payment assistance for first-time buyers or longtime residents looking to stay in the area.
- Provide or connect people to the State's property tax assistance programs for longtime residents who own their homes and would struggle to stay in the subarea without assistance (the State's program is for senior citizens and people with disabilities).

LU-19 Offer height incentives for affordable housing

Consistent with Strategy 3.o of the Housing Action Plan, a height incentive is provided to affordable housing developments located with the core of the subarea. See LU-8 for more information and details.

LU-20 Donate and/or lease land to affordable housing developers.

Consistent with Strategy 1.a. of the Housing Action Plan, the City of Olympia should investigate the suitability of city owned properties within the subarea for affordable housing. Consider leasing or selling the properties to affordable housing developers as a way to facilitate the creation of more affordable housing within the subarea. There are two city-owned properties on 4th Avenue that should be evaluated. The City should also promote family-sized housing to be included in affordable housing developments. See LU-17 regarding coordination and partnerships with affordable housing developers.

LU-21 Expand housing supply by streamlining the development process.

Consistent with Strategy 3 of the Housing Action Plan, the City of Olympia should adopt a planned action ordinance for development within the subarea. This will streamline the development process and help to encourage more housing overall.

Economic Development

05



What is this chapter about?

The subarea and the surrounding area serve as a regional destination for shopping and services. Three main economic activities contribute to this regional draw: 1) Capital Mall and surrounding shopping centers, 2) the Olympia Auto Mall, located less than one mile southeast of the mall, and 3) MultiCare Capital Medical Center and surrounding medical offices, located less than one mile west of the mall. Of these three, only the Capital Mall and surrounding shopping centers are located within the Triangle subarea. In addition to providing important services for the Olympia community, these three draws also contribute to Olympia's employment and tax base. The City estimates approximately 7-11% of overall tax revenue is derived from the Triangle.

Adding housing and improving connectivity and placemaking elements have the potential to shift the subarea from a traditional shopping center area to a neighborhood and community destination, serving both residents of Olympia and the broader trade area. Retail and service-based businesses thrive when they are paired with other uses that drive foot traffic—this includes housing, food and beverage, entertainment, and additional retail, as well as public amenities like parks. The economic vitality of the Triangle depends on its ability to modernize and densify, which this subarea plan encourages.

North of the mall, the Harrison Avenue corridor serves as a neighborhood and regional commercial district, with a mix of locally-owned small businesses (restaurant, auto services, grocery, retail, etc.) and some national chains (fast food and banks). Small businesses also rent space in the mall and other shopping centers in the subarea. Redevelopment of existing retail is likely to increase commercial rents in the area, both for the renovated buildings and those adjacent to them. In addition, the older, smaller buildings that house local businesses could be at a higher risk of redevelopment. The potential addition of dense housing in the subarea as well as improved connectivity will be a boon to the existing small local businesses, but only if they are able to continue operating there. Supporting these businesses by mitigating commercial displacement through redevelopment will help maintain the variety of businesses in the area, improving economic vitality and serving specific cultural and community needs.

What We Heard

“Service like the rest of the City or commensurate with the commercial and residential tax revenue we bring in”

“Busy with people shopping, relaxing, visiting, wandering with few cars”

“Less chain stores and parking lots”

“It would be a vibrant welcoming area where people want to go to eat and recreate.”

“The westside of Olympia currently has a strong set of locally owned businesses; I hope these businesses will be preserved, and that other sites or streets within the subarea will be set aside for local businesses.”

“...areas containing existing commercial development like the Triangle are not blank canvasses. They were originally intended and designed to draw citizens residing throughout the region they serve, and it is important to preserve this characteristic as we attempt to attract more citizens to live and work within their boundaries. ... Therefore, ... focus on measures that allow developers to build upon and enhance the existing character of the Triangle over time as the market dictates, while avoiding onerous measures intended to immediately compel transformation of the Triangle into something drastically different than exists today.”

“Lots of independent small businesses, as well as taller structures for housing and mixed use. More GOOD restaurants.”

Regional Commercial Center

The City’s Economic Development staff regularly connect with Mall management, local medical leaders, and the owners and managers of the auto mall. City staff also regularly attend monthly meetings of the West Olympia Business Association (WOBA). These proactive relationships provide an opportunity to share information and plans, and for the City staff to understand if there are emerging issues appropriate for City departments or other economic development partners to address.

ED-1 Proactively maintain relationships

Continue ongoing coordination with regional economic drivers and WOBA to share information, address emerging issues, and coordinate plans. Ensure that continued engagement includes smaller businesses, particularly those in the northern portion of the subarea.

See **Development Incentives & Catalyst Sites** for additional recommendations that would support a healthy economic environment.

See **Transportation** for how the multimodal network will continue to support the regional commercial center.

ED-2 Economic Development District

Support regional Community Economic Development Strategy (CEDS) efforts to achieve a US Economic Development Administration-designated Economic Development District. If designated, seek funding for catalyst projects (streets and parks) (**LU-13** and **LU-14**) and a regional stormwater facility (**UN-4**).

Business Enterprise Resources and Support

The Harrison Avenue corridor is naturally incubating small businesses in Olympia by providing affordable commercial space and a regional and local clientele. The following recommendations reinforce City and regional partner efforts to support small businesses.

ED-3 Continue local business technical support

The Thurston region has a robust network providing full spectrum business support and training programs that are supported in part by the City of Olympia. For example, the Thurston EDC's Center for Business and Innovation (CBI) offers a suite of no-cost services and resources for entrepreneurs, business owners, and managers. This includes business start-up and scale-up training, consulting, assistance to access state and federal government contracts and financial loan opportunities. Enterprise for Equity (E4E) also offers financial training, business training, business technical assistance, and microloans for emerging and existing entrepreneurs and businesses, while placing a priority on individuals who have limited incomes. The City of Olympia provides funding to both the CBI and E4E to ensure Olympia residents have no cost access to business training programs. Other entities such as Northwest Cooperative Development Center, the Thurston County Chamber of Commerce, and local colleges South Puget Sound Community College (SPSCC) and the Evergreen State College (TESC) play strong roles in providing training and support to strengthen our business ecosystem.

The City's draft economic opportunities plan, Olympia Strong reinforces the importance of these enterprises toward building a stronger, more inclusive economy. Olympia Strong recommends the City continue funding scholarships for Olympia residents to access business training, and enhanced support to improve access to capital, community resource navigators, and efforts to attract and help grow anchor employers that align with Olympia values, among other initiatives.

ED-4 Co-ops and creative models

With twelve co-operative businesses in operation, Olympia boasts the most co-operative businesses per capita in the State of Washington. Most are located in downtown Olympia. There appears to be increasing interest in cooperative models, and the Evergreen State College, in partnership with the Northwest Cooperative Development Center (NWCDC), began their first cooperative training program in 2022. The Olympia Strong plan includes recommended support for training programs offered through NWCDC.

ED-5 Building and façade improvement program

Many properties can be functionally and/or aesthetically improved to enhance tenants' business success. Building and façade improvement programs provide public matching funds to enable capital improvements to commercial buildings.

Olympia has an existing Neighborhood Matching Grant program, but the amounts awarded are too small to catalyze significant capital improvements to buildings. These grants could be targeted towards small, local businesses in the Triangle, and could enable these businesses to remain in place and thrive. Therefore, these grants can have a strong anti-displacement component. Depending on available resources and city priorities, grants can range from \$5,000 to \$50,000, and sometimes more.

The City should consult its legal counsel when and if it decides to implement a building and façade improvement program. Historically, State law has limited cities' ability to make grants and loans due to prohibitions on the "gift of public funds"—certain funds to private entities. However, a building and façade improvement program can be crafted that helps businesses, while also honoring the spirit and letter of state law.

What makes a successful building improvement program?

While many such programs focus on the exterior or façade of a business, some of the most successful programs, such as the one in Beaverton, Oregon, offer more flexible grants that can be used for exterior or interior improvements. Businesses are then able to direct grant funds toward the projects with the biggest return on investment, whether that is new paint or signage on the exterior, new commercial-grade kitchen appliances or mechanical systems, or upgraded interior spaces.

Grant and loan programs that follow this model have been used extensively across the country; Tacoma, Auburn, and Vancouver all have successful programs.

Business Anti-Displacement/Affordable Commercial Space

The following actions slow and prevent physical (redevelopment on the same property) and economic (rising rents) business displacement.

ED-6 Harrison Avenue corridor planning

Work with businesses along the Harrison Avenue corridor to further develop the vision for the area, understand displacement risks, and connect businesses to resources for securing land and buildings. Determine whether there are opportunities to develop some of the larger tracts of land without displacing existing tenants. Also see **T-4** Harrison Avenue corridor study.

ED-7 Community land trusts

A community land trust (CLT) is a non-profit organization which buys and holds land for public benefit, including affordable housing and/or commercial space. Building occupants pay a monthly land lease fee to the trust, which maintains ownership of the land itself. CLTs build community wealth by cooperatively owning land, maintaining affordability, and retaining local businesses.

A similar model is a community investment trust (CIT) (e.g., Mercy Corp's [East Portland CIT](#)).

Seek partner organizations and facilitate funding opportunities (e.g., federal grants), land acquisition, and development permitting to establish CLTs in the Triangle, especially along Harrison Avenue.

ED-8 Ground floor commercial financing

Commercial space can be riskier for developers and lenders to finance than residential space, with fears that it may return lower rents than residential, have higher maintenance costs, and/or may be hard to lease. In addition, because of state restrictions on city/county funds, financing affordable commercial space can be more challenging than affordable housing. However, cities can use federal and private funds. Seattle used federal CDBG funds to support the [Liberty Bank Building](#) redevelopment, which includes affordable commercial space and community amenities on the ground floor. Using the federal funds avoids the state restrictions; however, CDBG's regulatory process and compliance is challenging, especially for smaller projects that can't absorb that cost.

Funding may also be more easily managed by Public Development Authorities (PDAs) and Ports rather than cities. PDAs, as quasi-public corporations, serve and are accountable to the public and administer public funds, while having the flexibility of a corporation. PDAs are particularly useful for developing and maintaining the ground floor space for commercial and arts activities and leasing to businesses and nonprofits. Ground floor improvement costs can otherwise be insurmountable to individual businesses and nonprofits. Successful PDAs include [Africatown-Central District Preservation and Development Association](#), the [Seattle Chinatown-International District Preservation and Development Authority](#), and [Twisp Public Development Authority](#).

ED-9 Small-scale and flexible space design

Preservation of existing affordable space is typically most effective for maintaining affordability, but if the area is redeveloping, set requirements or incentives to support nontraditional commercial uses on the ground floor, such as:

- Apply store size caps (can be an average) to ensure spaces for small and micro-retail are accommodated in new development.
- Require flexible space for a range of businesses (e.g., restaurants, micro-retail) and arts organizations to reduce initial move-in/tenant improvement costs. Flexible space means high ceilings to accommodate commercial kitchen grade HVAC and arts needs (dancers, lighting, etc.), opportunities for multiple entries (to divide space into smaller commercial units).

ED-10 Construction disruption assistance

Support businesses with marketing, signage, technical assistance, and/or grants or forgivable loans as reparations for revenue lost during construction projects (redevelopment or street/infrastructure projects).

ED-11 Commercial tenant protections

Commercial tenant protections are an emerging area of interest. Most cities have enacted stronger protections for residential tenants rather than commercial ones. While rent control is prohibited in the state of Washington, there are other protections that can be extended to commercial tenants through municipal programs. These can include tenant harassment protections, which give tenants the legal recourse if they face abusive pressure to relocate.

Olympia should explore this more through resources provided by organizations like the Association of Washington Cities, the American Planning Association, and the Municipal Research and Services Center.

ED-12 Local hiring ordinances

In cases where the City or other public agencies are involved in infrastructure investments (e.g., transportation, transit, parks, stormwater, other utilities) or redevelopment, they can use local hiring ordinances to ensure that local businesses and workers benefit from that public investment. While much of the development in the Capital Mall Triangle is expected to be private, implementing this kind of program at the outset will help ensure that smaller businesses realize some of the gains from public investment in the subarea. Local hiring ordinances can be part of community benefit and/or development agreements, as described in **LU-15** Community benefits/development agreements.

Design & Community Livability

06



What is this chapter about?

The transition of the subarea from a suburban mall area surrounded by vast parking lots to a high-density, walkable, mixed-use urban neighborhood will mostly likely happen over a medium to long period of time. New development will reduce large parking lots, bring new building forms, and add or upgrade streets to be more walkable. The subarea being both a mixed-use urban neighborhood and a regional destination means the area will be a continual destination, drawing new investment in community amenities.

Capital Mall is home to the popular West Olympia Timberland Library and has acted as a temporary healthcare site during the first year of the Covid-19 Pandemic. Most of the subarea is within a half mile walk to parks such as Yauger Park, West Central Park, and Sunrise Park. However, most residents, customers, and employees would have to cross a major arterial to reach one of these parks. The subarea also has Garfield Elementary, Jefferson Middle, and Capital High Schools nearby, along with several other schools on the westside of Olympia. Garfield, LP Brown, and Hansen Elementary Schools all offer before and after school care on site from the YMCA ([Y Care on Site](#)). However, there are currently limited after school services for middle and high school students. Additionally, the current school district boundaries impact some students in and around the subarea by requiring them to be bussed to schools further away than the nearby schools close to the subarea. Lastly, the subarea includes Olympia Fire Station 2. Future development in the subarea will provide opportunities to expand community amenities such as parks, plazas, and after-school care.

What We Heard

“A secondary downtown bustling with housing, restaurants with and urban neighborhood feel”

“Aquatics center and park surrounded by mixed use. All accomplished with state of the art environmental methods.”

“Spaces for community of all ages integrated together (childcare, work, senior living)”

“We need a day care center at Capital mall.”

“I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”

“Walkable, mixed-use high-density mixed-income "uptown" urban center”

Neighborhood Hubs

Neighborhood hubs are places where people want to gather and live. They include main streets with pleasant walkability, public gathering spaces or other valuable amenities, [public art](#), and are accessible to locals in the surrounding area. Community members expressed the strongest interest in two hubs—**Kenyon Center** (discussed in **LU-13**) and the **Division/Harrison/West Central Park area**—and flexibility for additional hubs that may naturally develop over time.

Because of the existing retail and entertainment nature of the Triangle, neighborhood hubs may not need any new commercial uses. Instead, public investment and requirements would focus on people-friendly and green streetscapes and small public spaces to supplement and leverage existing retail (see **LU-13** and **LU-14**).



Figure 6-1. Identified neighborhood hubs (green stars).

See **Catalyst Sites** for how City investments may support neighborhood hubs.



Figure 6-2. Neighborhood hubs—through people-friendly streetscapes and parks—provide places for people to gather.

DC-1 Main street designations

Designate the following existing and future streets as main streets to achieve wide sidewalks buffered from vehicular traffic, active ground floors (i.e., non-residential, flexible for a wide range of commercial uses, such as office/coworking space, residential amenity space, artisan manufacturing) where necessary to face and activate the street or park/gathering space, and pedestrian-oriented building front design (e.g., wide weather protection, ample transparency) with any redevelopment:

- Kenyon Center: short segments (e.g., 200-300 ft) along the new plaza and where retail/restaurant/entertainment already exists at/near the mall. ~~This designation would update the current extensive Pedestrian-Oriented Street requirement along 4th Avenue W and Kenyon Street.~~
- Division St between Garfield Avenue NW and Ascension Avenue NW. This designation's intent is to support the existing neighborhood hub and further activate the West Central Park.
- Up to 3 additional unspecified locations that make use of public investment per **LU-14**. These locations would have limited or no ground floor commercial requirements but would need wide sidewalks, mini-plazas or pocket parks, and a ground floor relationship between the building and sidewalk.



Figure 6-3. Main streets might include public-private stormwater partnerships like the Swale on Yale in downtown Seattle.

Source: 700 Million Gallons



Figure 6-4. Bothell Way (Bothell, WA) and Mercer Street (Seattle). Arterials might include larger rights-of-way with additional greenery, larger stormwater facilities, and/or local collectors.

Source: The Seattle Times (above) and HBB Landscape Architects (below)

DC-2 High visibility corner designations

Update design standards to require high visibility corner treatments—to create welcoming entries into the subarea that functionally and comfortably connect neighbors—at the following locations:

- Division Street NW and Harrison Avenue NW
- Mall Loop Drive and Black Lake Boulevard SW
- Mall Loop Drive and Cooper Point Road SW
- Capital Mall Drive SW and Cooper Point Road SW
- Kenyon Center, location(s) to be jointly determined with City and private developer

High visibility corner design standards flexibly encourage landscape and architectural treatments to announce entry into a special area. On low traffic volume streets, these may prioritize outdoor gathering space for people, but on arterials, they are eye-catching landmarks. Though the high visibility corner designation may require a building to orient toward an arterial and its cross-street, limit requirements to a short segment at the corner. It may be appropriate for a development to “turn its back” on an arterial so that it can focus its lively side on the cross street or other pathway with a more inviting pedestrian environment than the arterial. Do not require high visibility corners to have ground floor retail, except where designated per **DC-1**.



Figure 6-5. High visibility corner examples.

Parks

Although 95 percent of the subarea is within a half-mile (10 minute) walk to an existing park, residents, customers, and employees within the subarea would have to cross a major arterial to reach one, creating barriers to access these community and recreation amenities. Yauger Park, Decatur Woods, and Sunrise Park have playgrounds, but require an uncomfortable arterial crossing for families with small children. Yauger Park and Sunrise Park have community gardens. Yauger Park is mostly dedicated to sports fields—four baseball and one basketball court—and also has a skate park. Importantly, Yauger Park also functions as a floodable stormwater detention park. Woodruff Park includes basketball, pickleball and tennis sports courts, and a seasonal spray park. Decatur Woods includes mature trees, trails, and picnic areas. Grass Lake Nature Park features trails and environmental protection and education.

As more people move to the subarea with future growth and residential development, the need for more park space within the subarea—that is easier for residents to walk, bike, and roll to—will increase. New parks within the subarea would co-benefit residents and businesses, creating more of a draw for people to stay and linger near businesses.

Note that an urban plaza is already required with redevelopment north of the mall. In addition, purposeful, planned public investment in strategic places (see **Catalyst Sites**) is an opportune way to meet multiple public benefits, including significant park and community space as part of development.

DC-3 Parks performance metric

Consider a new performance metric for the Triangle that focuses on park and play space at close intervals (e.g., approximately $\frac{1}{8}$ to $\frac{1}{4}$ mile to a small park ([APA Planning Magazine](#))).

DC-4 Significant community gathering space

Increased housing development and population will increase the need for parks, plazas, and/or community centers where people can gather to play and lounge. Require a minimum $\frac{1}{2}$ acre public plaza in the Kenyon Center with redevelopment.



Figure 6-6. Parks and open space.

Source: MAKERS



Figure 6-7. Public plaza in downtown Bothell, WA. The plaza is transformed during art, movie, and culture events where people spill into the closed streets on summer nights.

Source: MxM Landscape Architecture

DC-5 Small parks/plazas

Require small parks/plazas in the three first come first serve catalyst sites (see **Catalyst Sites**), accomplished through public-private partnerships, and along main streets (see **DC-1** Main street designations) (most yet-to-be-designated through the first-come-first-serve catalyst site process). Requirements may include publicly accessible minor pocket parks, widened sidewalks with seating, children's play areas, outdoor dining, special landscaped spots, or similar spaces with redevelopment. These should weave through the Triangle, especially along designated main streets and through/alongside tree tracts (as trails or linear parks), to provide:

- Desired amenities for residents, workers, and shoppers
- Place identity-building features
- Public art
- Low Impact Development and urban heat mitigation
- Co-benefits of improved connectivity and increased public gathering space

These spaces may be privately owned and managed.

DC-6 Public space design

Adopt robust design standards for public spaces provided with redevelopment to achieve active edges around plazas, appropriate solar access and shade, adequate seating, appropriate night lighting, weather protection, bicycle parking, natural drainage, quality materials, universal accessibility, positive public space design, public art when possible, natural surveillance, and other human-centered design principles.

DC-7 Yaeger Park connection

Develop a paved bicycle and pedestrian trail to connect the Grass Lake Trail at Harrison Avenue south through Yaeger Park to connect with the west side of the subarea.



Figure 6-8. In Rockville, MD new development included a new public park that provides a focal point for community activity and activation.

Source: The Moco Show

Community Spaces

Community members expressed interest in several spaces that would support and build community, such as a community center, daycare, expanded library, youth activities, aquatic center, Senior Center, and Boys and Girls Club/YMCA/after school programs.

DC-8 Community recreation center

Seek partnerships with community center service providers (e.g., YMCA) to jointly rehabilitate an existing facility or develop a new community center facility. This could be accomplished in tandem with a **Catalyst Sites** project.

The City has discussed a recreation facility on the west side, and these discussions could evolve to specify the Triangle in the future.

DC-9 Expanded library

The existing Timberland Regional Library located in Capital Mall is one of the busiest and most popular libraries in the area. Public comments showed importance the community places on the library and that there is community support to expand the library. The City should work with Timberland Regional Library with a goal towards expanding the library.

DC-10 Swimming pool

The City has completed a Regional Aquatic Feasibility Study and identified a design that would require 6-8 acres of land. The specific location is slated to be identified in coordination with regional funding partners. This area could be considered as a potential site. (See [Regional Aquatics Facility Study](#) on Engage Olympia for more information.)

DC-11 Support daycare location in the subarea

Childcare is a particularly challenging use to achieve because of high costs to license and operate a daycare and limited public funding. The business model is generally not able to afford the high commercial space rents of new construction. Renovating existing spaces for childcare can also be challenging because of licensing requirements for multiple entrances, large outdoor play areas, ADA accessibility to all spaces, and so on. To locate a daycare in the subarea, consider the following options:

- Offer development capacity incentives for providing daycare space in new development.
- Facilitate conversations between daycare providers, property owners, and developers.
- Research funding opportunities for starting up new daycares.

Design for Health and Sociability

A lack of social connections increases the risk of many health issues and chronic stress ([CDC, 2021](#)). Loneliness is most prevalent in low-density areas where commuting by car reduces opportunities for social interactions and high-rise buildings if residential design does not promote community and relationship building ([Mattisson et al., 2015](#); [Kalantari and Shepley, 2021](#)). Development and design that support active living, non-car commutes, and social connections improve residents' chances at health and wellbeing.

Air and noise pollution near heavily trafficked roads and highways impacts health, especially for children and vulnerable populations in places such as schools, daycares, elder care facilities, and medical centers ([Washington Tracking Network](#), [EPA 2018](#), [American Lung Association](#), Jansen, et al at [National Center for Biotechnology Information](#), [National Bureau of Economic Research](#), [National Center for Biotechnology Information](#), [National Bureau of Economic Research](#)). Commercial buildings are often able to control indoor air quality and noise, and duration of exposure may be more limited than in residences.

~~DC-11~~DC-12 Residential building design for social connection

Remove code barriers and adopt design standards to encourage community-building spaces, such as:

- Encourage small social group sizes—important for building trust amongst neighbors—by encouraging building types that limit the number of units sharing a single entry or shared common space to 8 to 12 units. This may include removing barriers to single-stair access construction.
- Encourage cooperative and cohousing models that include shared amenities to encourage community building.
- Clearly delineate public to private space that encourages both social interaction but also creates private retreat areas for sense of safety and control over social exposure.
- Locate shared spaces along residents' daily paths to encourage chance interactions.

~~DC-12~~DC-13 Residential open space

Adopt residential open space standards to focus on achievable social spaces that help build trust amongst neighbors, sense of ownership over shared space, and chances at interaction. Study the interaction of shared open space standards with tree code requirements.

DC-13DC-14 Design for air/noise quality

Consider adopting landscaping, site planning, and building orientation design standards to mitigate traffic-generated air and noise pollution. Review building standards to ensure indoor air quality and appropriate noise levels.

Schools

There are three public K-12 schools near the subarea, and children living in and around the subarea are potentially zoned for three different elementary schools. The Olympia School District regularly coordinates with the City of Olympia and Thurston County to plan for population growth. Their Capital Planning & Construction Department develops their [Facilities Master Plan](#) and [Capital Facilities Plan](#) to guide school property investments based on current capacity, future enrollment projections, educational vision, and prioritization of facility needs.

DC-14DC-15 Coordinated school planning

Continue coordination between the City of Olympia's growth planning and School District planning. If needed, support the school district in holding community conversations to redraw school zones to respond to growth in the Triangle. If needed, support the school district in identifying opportunities for school facility expansion.

DC-15DC-16 After school programs

Facilitate school district conversations with after school program partners (e.g., Boys and Girls Club, YMCA), community members, and InterCity Transit (if after school program is located off-site). If needed, support and expedite permitting for site identification, evaluation, rehabilitation, acquisition, and/or development. If possible, seek opportunities for shared-use agreements for facilities that could benefit the full community (i.e., community center that also houses after school programs).

Fire/Emergency Services/Police

Fire

Fire Station 2 is located on the northern boundary of the subarea at 330 Kenyon Street NW. Station 2 is the busiest fire station in the City and protects the largest geographical response area. Fire Station 2 currently houses an Engine Company and a Medic Unit, together responding to over 4,800 calls for service in 2022. In 2024, an Aid Unit will be added to this Fire Station to help meet the 911 demand for this response area. To prepare for the additional response unit, the station will be modestly altered to accommodate the Aid Unit and associated staff.

The Community Assistance Referral and Education (CARES) Program received a significant enhancement in 2023 and will be realized by 2024. The CARES Program mission is to improve the health and independence of our underserved community by providing patient advocacy, healthcare, and social services navigation. This program will reduce the number of low-acuity 911 calls through proactive case management and treatment.

Aside from the response improvements noted above, there are no other staffing increases planned for this area of town. However, as the population grows, plans for increased staffing are possible and will be addressed at a citywide level.

Police

OPD West Side Station. An Olympia Police Department sub-station sits at 1415 Harrison Avenue NW, just east of the Triangle near Woodruff Park. Patrol officers, neighborhood officers, administrative staff, volunteers, crisis responders, Familiar Faces peers, and a Designated Crisis Responder work out of the station. The station is not open to the public and functions as a place for officers to work on reports, take breaks, and conduct meetings. It keeps officers closer to the calls they are responding to than the downtown main station. It is a working office for other employees.

Current staffing for West Olympia. For most of the day, the west side has two patrol officers responding to calls in the area. On weekdays, two neighborhood officers are on shift and split time between the east and west side. The Crisis Response Unit does not have designated areas and responds to calls all over the city, seven days a week.

There are no current staffing increases planned. However, as the population grows, plans for increased staffing are possible and addressed at a citywide level.

The Familiar Faces program assists people who have complex health and behavioral problems, frequent contact with OPD's Walking Patrol, and are among the most vulnerable and resistant to services and resources. Specialists offer a shared life experience and nonjudgmental and unconditional support.

DC-16DC-17 Crime Prevention through Environmental Design (CPTED)

Adopt CPTED design standards for public and private development. Certified City employees are available at different stages of the planning process to provide feedback in the areas of Natural Surveillance, Access Control, and Territoriality and Maintenance. They can review window, bike rack, crosswalk and activity placement, landscaping selection and placement, activity generators and more. Ensure that CPTED is used to benefit all community members, create positive public spaces, and equitably distribute vegetation and tree canopy.

DC-18 Emergency services

On-going coordination with emergency service providers will be needed as the area develops. The needs of the residents and businesses and the services provided will need to be reevaluated to determine if changes in services are necessary.

DC-19 Public art

Include public art in public areas such as parks/plazas, streetscapes, stormwater facilities (as appropriate), and other publicly accessible areas when possible. The only public art currently in the subarea are several traffic box wraps and a few decorative street tree protection guards adjacent to West Central Park.

Transportation

07



What is this chapter about?

When the Triangle developed, the main transportation focus was vehicle travel. The subarea is now faced with the challenge of retrofitting an environment designed for vehicles to also work for people walking and rolling, while still maintaining regional access. This chapter recommends transportation projects and requirements (to occur with redevelopment) to help that evolution.

In 2021, the City adopted its first [Transportation Master Plan](#), which outlines all the projects that need to be built to have a complete network for people walking, rolling, biking, taking transit, and driving. The City estimated how many of those projects could be built within 20 years, assuming that funding levels remained about the same.

Those projects on the 20-year list are included in this plan (see **Map 2-7 & Table 2-1**). Because the focus of the TMP was on City-owned streets, those projects are on the boundary of the Triangle. This plan gives us the opportunity to look within the Triangle and establish a new pattern for future development that will:

- Make it easier for people to walk, roll, bike, and take the bus within and through the area, reducing vehicle trips per capita.
- Create a more welcoming, human-scale development pattern that is attractive and vibrant.
- Support the economic goals of serving as a regional shopping center while transforming to a more urban, mixed-use area.
- With fewer and shorter vehicle trips, reduce greenhouse gas carbon emissions and pollutants in stormwater runoff, such as tire rubber ([6PPD-quinone](#)), trace elements from exhaust, heavy metals, and petroleum product spills.

Additionally, several projects on the street around the Triangle will improve safety, particularly for pedestrians and bicyclists. The new street connections envisioned within the Triangle will complement the safety projects and improve mobility for everyone getting around the westside, whether walking, rolling, biking, taking transit, or driving.

What We Heard

“A Dutch-style urban neighborhood where the default mode of transportation is cycling or walking, with frequent (every 5-10 minutes) and reliable transit”

“Walkable, thriving, community, where I can do the business of life with people I love.”

“A vibrant and walkable community resilient to environmental and economic challenges where people live, work, play”

“The parking lots would be gone and people would travel by foot, bicycle, small shared EVs.”

“I don't feel safe as a pedestrian crossing major streets”

“We want the city to have bike lanes, that are protected from traffic.”

Policies, Programs, and Requirements

T-1 Regional access

Continue to support access to the area as a regional draw while setting up the area to successfully transform into an urban center by encouraging street connections. Street connections will help ensure mobility for everyone who needs to get around, whether walking, rolling, biking, taking transit, or driving.

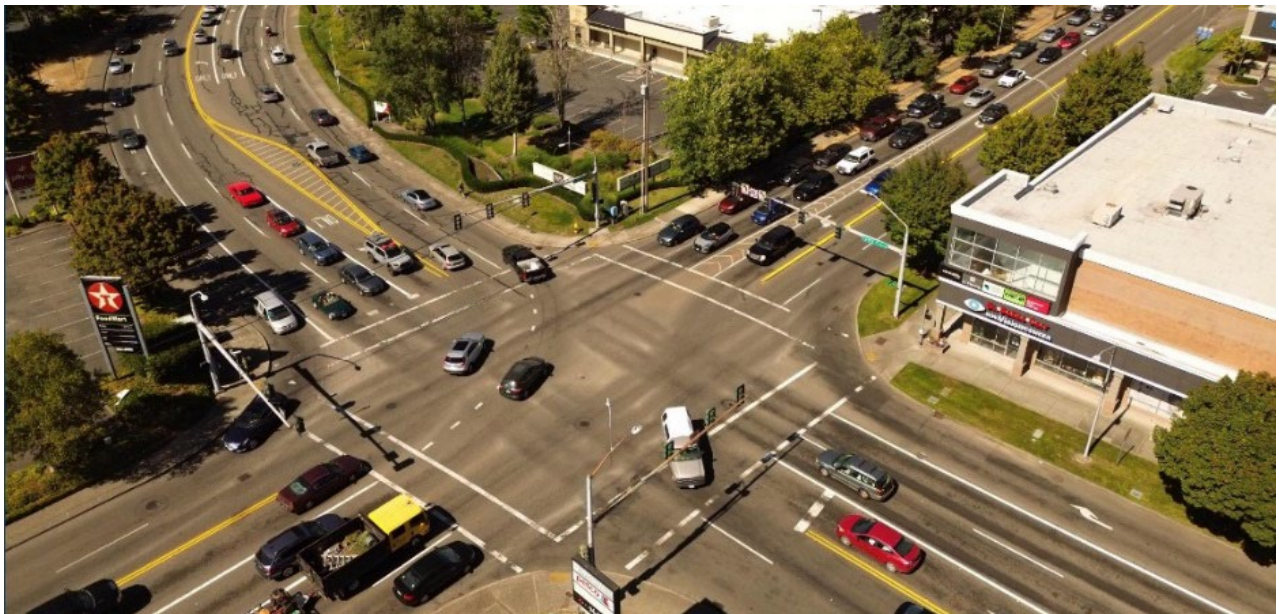


Figure 7-1. Cooper Point Road and Black Lake Boulevard

T-2 Essential streets and through-block connections

Adopt **Map 7-1** to supplement Olympia's existing connectivity standards and illustrate a baseline framework for future connectivity. **Map 7-1** illustrates a flexible framework; precise locations will be jointly determined with the City during property owner/developer site planning and design phases.

Streets will continue to be built to current City standards, which require sidewalks on all streets and bicycle facilities on larger streets (see **T-3** for more specificity). The new streets will make it easier for people to walk, roll, or bike to their destinations because they will offer more direct routes and include pedestrian and bicycle facilities. New street connections will also support transit, as the buses will be able to turn around easier and take more direct routes through the area, eliminating the current meandering path through the parking lot. In addition, street standards will continue to require freight and delivery access accommodation.

Require maximum block perimeters of 1,200 to 1,600 feet but allow perimeters of up to 2,000 feet, depending on site conditions. If block perimeters larger than 1,600 feet are allowed, require smaller through-block connections designed for pedestrian, bicycle, and emergency vehicle access. Adopt spacing guidelines like in Figure 7-3.

Also see **Neighborhood Hubs** in **Design & Community Livability** for main street considerations.

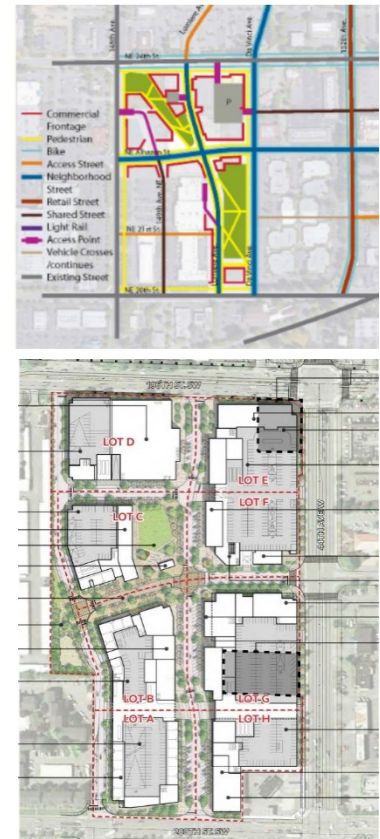


Figure 7-2. Northline Village redevelopment at Alderwood Mall, Lynnwood, that broke down superblocks with through-block connections.

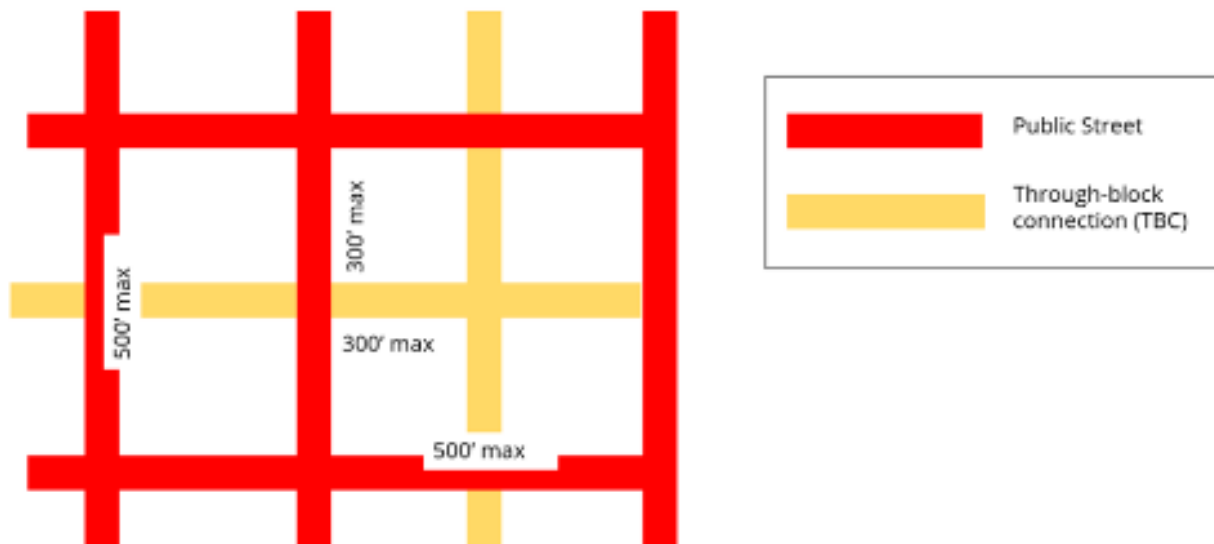
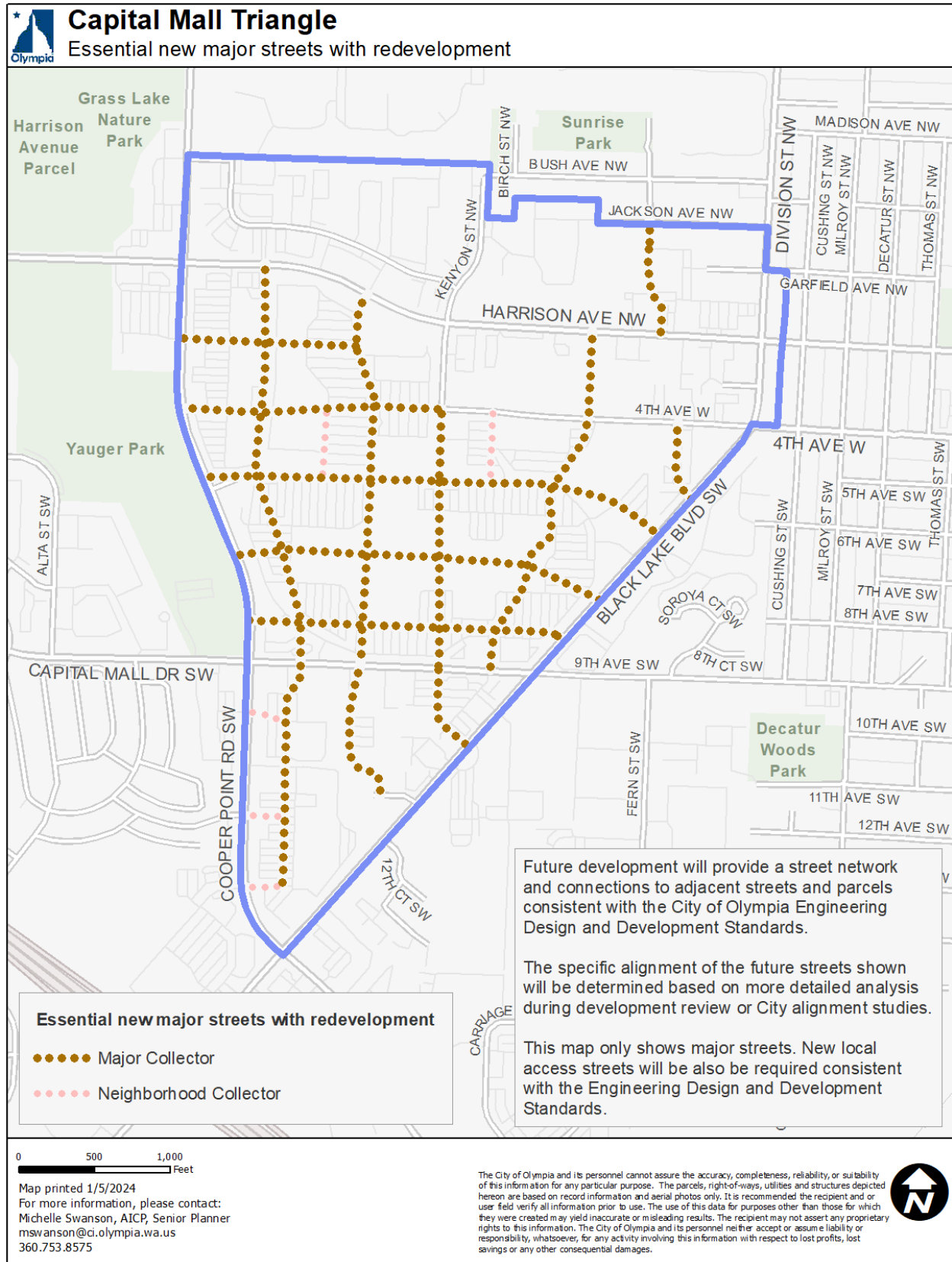


Figure 7-3. Potential essential street and through-block connection spacing requirements

Map 7-4. Essential New Streets Required with Development



Source: City of Olympia (2024)

T-3 Street classifications and design

Designate future essential streets with the classifications shown on **Map 7-1. Essential New Streets Required with Development**. These classifications achieve a hierarchy of streets that accommodate vehicular movement, including freight and buses, where any ped/bike facilities must be separated, to a finer-grained network of paths (not illustrated on the map, but required to be no further apart than 300 feet per the connectivity standards described in recommendation **T-2**).

On arterials, with redevelopment, require landscape buffers and separated sidewalks and bike lanes. Include low impact development (green stormwater infrastructure) as feasible. Also see project numbers 13 and 14 in **Table 7-1. Transportation Capital Projects**.

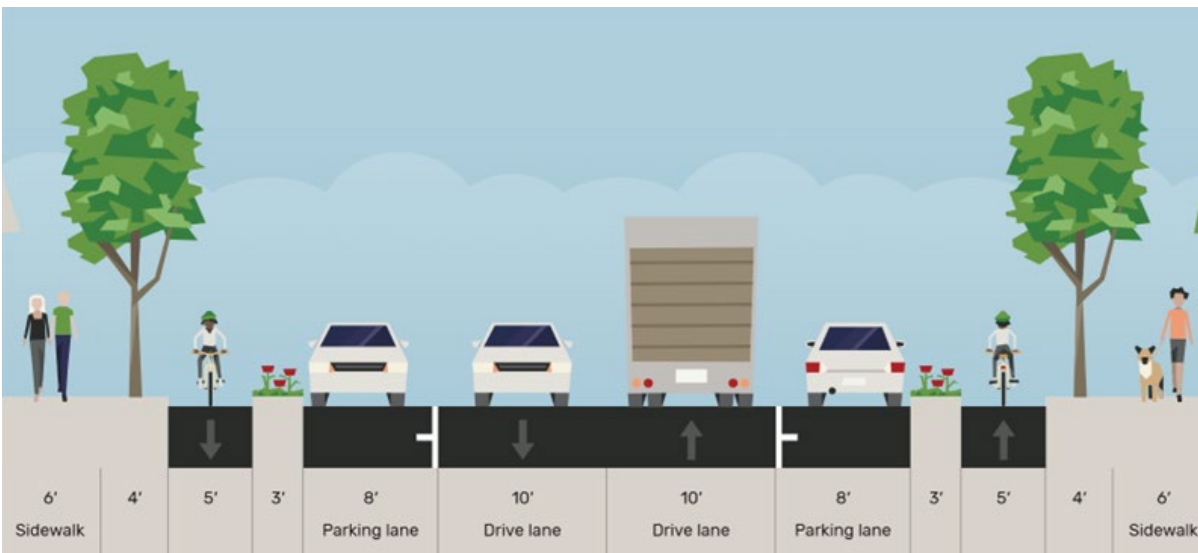


Figure 7-5. Typical street standard option for new essential streets. Some of the first new developments could make use of public funding to meet street requirements.

T-4 Enhanced bike parking

Require with redevelopment and/or fund a program to install enhanced bike parking and charging for e-bikes and other micromobility products, with an emphasis on multifamily housing, retail destinations, and other community gathering spaces.

Studies and Coordination

T-5 Harrison Avenue corridor study

Intercity Transit's Prop 1 funds high frequency bus service and signal prioritization, with the planning stage beginning in approximately 2026. Study the corridor in greater detail to better understand land use and transportation dynamics and priorities along the corridor, prioritize transit, including the study of priority bus lanes (also known as "business access and transit" lanes), and appropriately balance all modes of travel. See related recommendations **ED-5** Harrison Avenue corridor planning and **T-11** Project 17 Harrison Avenue Roundabouts.

T-6 Transit hub location

Intercity Transit plans to focus high frequency bus service in the subarea on Harrison Avenue. Coordinate with Intercity Transit to ensure a safe and comfortable hub that is well-connected to activity hotspots in the Triangle and maintain transit access near Capital Mall.

T-7 Black Lake Boulevard corridor study

Study Black Lake Boulevard to optimize all modes of travel with a focus on this route as an entry to Highway 101.

T-8 Transit signal priority

Collaborate with Intercity Transit to implement transit signal priority (TSP) along Harrison Avenue within the Triangle.

T-9 Subarea micromobility feasibility study

In collaboration with Intercity Transit, study potential micromobility options and/or partnerships that could be implemented to improve active mode connectivity within the subarea. These could include e-scooters, e-bikes, micro-transit, or something else. This is particularly important for connecting high frequency transit stations expected along Harrison Avenue to locations within the Triangle.

Capital Projects

This subarea plan reflects the projects that were identified in the City's Transportation Master Plan as being feasible within 20 years. It also identifies other projects that would improve safety and comfort when traveling in and to the Triangle. To implement the new projects, the City will need to consider them when updating the Transportation Master Plan (TMP). Note that new streets, sidewalks, and bike facilities would be required with large-scale redevelopment. New streets are required to be ADA accessible. Funding is yet to be identified for any projects not yet on the 20-year TMP project list.

T-10 TMP 20-year projects

Continue implementing the TMP 20-year projects (listed in **Table 7-1. Transportation Capital Projects**) as planned. As possible, prioritize subarea plan projects in the Capital Facilities Plan to achieve a better citywide transportation system that leverages its urban centers.

T-11 TMP projects beyond 2045

Continue prioritizing and implementing the TMP projects with expected implementation beyond 2045 (listed in **Table 7-1. Transportation Capital Projects**) as possible.

T-12 New transportation projects

In the next TMP update process, prioritize the multimodal, placemaking, safety, and pedestrian/bicycle facilities projects listed in **Table 7-1. Transportation Capital Projects**.

Table 7-1. Transportation Capital Projects

“Mode Priority” reflects the mode to be most improved; all projects are meant to accommodate multiple modes.

The “TMP” column indicates how the project relates to the current TMP:

- **20-year plan:** Currently listed on Olympia’s 20-year plan for implementation by 2045
- **Beyond 2045:** Currently listed in the TMP, but expected to be implemented beyond 2045
- **New project:** A new project recommended by this Subarea Plan for incorporation in the next TMP update; to be considered amongst citywide priorities and evaluation criteria

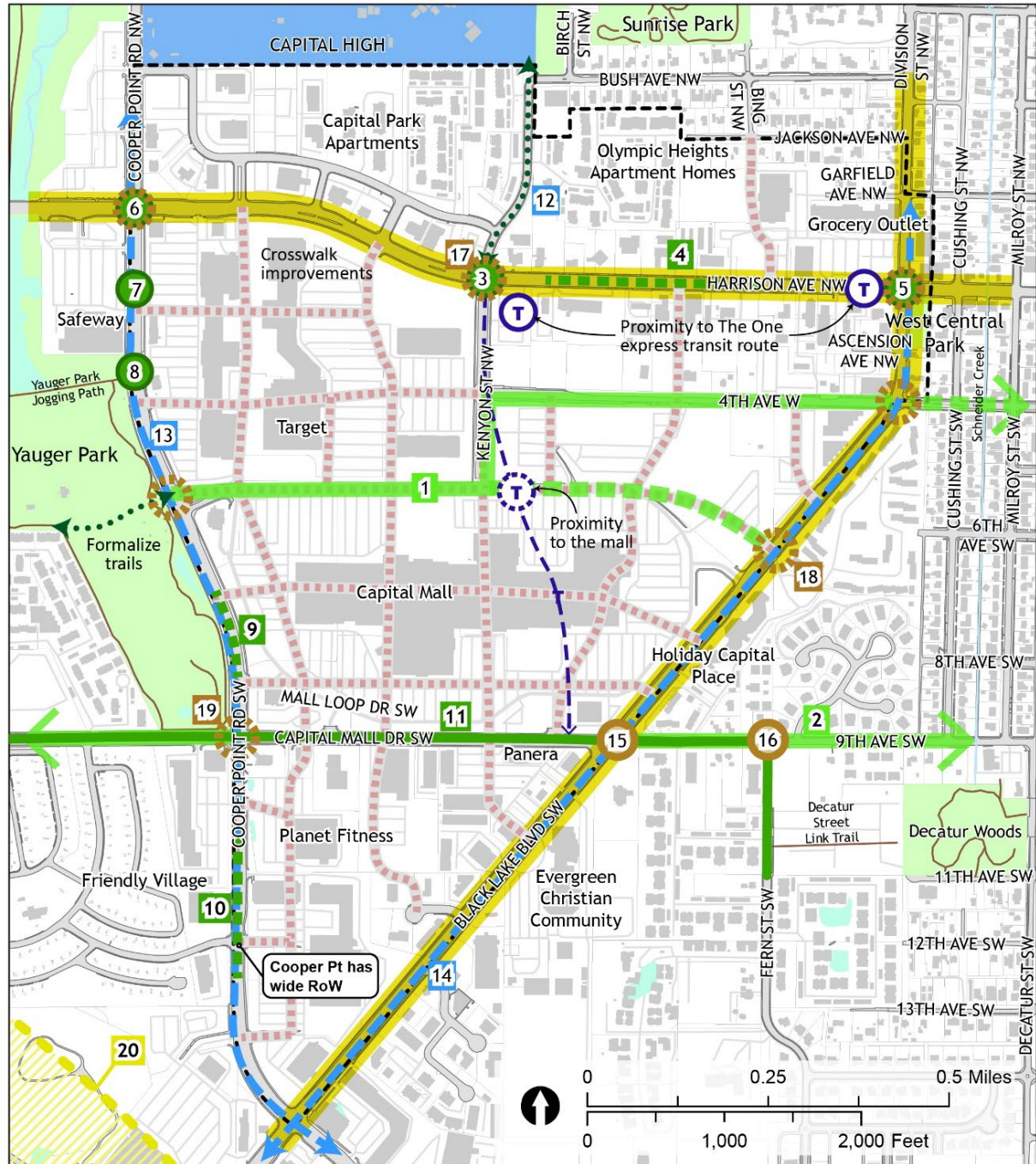
Project ID	Project Name	Description	Mode Priority	TMP
Multimodal placemaking and safety improvements				
1	4 th Avenue W – Kenyon Street – Mall Loop Drive Multimodal Placemaking and Safety	East-west people-oriented route through the Triangle. This is considered a priority investment for catalyzing desired development and connecting the subarea to adjacent neighborhoods and downtown (see Catalyst Sites: LU-13 Kenyon Center plaza and street upgrades).	Multimodal	Beyond 2045
2	Capital Mall Drive/9 th Avenue SW	Additional placemaking improvements west and east of the Triangle to connect neighbors more comfortably	Multimodal	New project
Crosswalk improvements on arterials				
3	Harrison Avenue and Kenyon Street Pedestrian Safety Improvements	Improve Harrison Avenue and Kenyon Street intersection for greater pedestrian safety	Pedestrian	20-year plan
4	Harrison Avenue east of Kenyon Street Mid-block Crossing(s)	Add mid-block crossing(s) on Harrison Avenue east of Kenyon Street. Potentially align the mid-block crossing with the Bing St connection that is required with development (mapped in Map 7-2.).	Pedestrian	20-year plan
5	Harrison Avenue and Division Street Pedestrian Safety Improvements	Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety	Pedestrian	20-year plan
6	Cooper Point Road and Harrison Avenue Bicycle Safety Improvements	Implement protected bike intersection improvements at the Intersection of Cooper Point Road and Harrison Avenue	Bicycle	20-year plan
7	Cooper Point Road north of Skate Park Mid-block Crossing	Add a mid-block crosswalk on Cooper Point Road north of the Skate Park crosswalk and south of Harrison Avenue	Pedestrian	20-year plan

Project ID	Project Name	Description	Mode Priority	TMP
8	Cooper Point Road and Skate Park Pedestrian Safety Improvements	Monitor recent improvements to the RRFB at the Cooper Point Road and Skate Park crosswalk. Improve if needed.	Pedestrian	20-year plan
9	Cooper Point Road north of Capital Mall Drive Mid-block Crossing	Add mid-block crossing(s) on Cooper Point Road just north of Capital Mall Drive	Pedestrian	20-year plan
10	Cooper Point Road south of Capital Mall Drive Mid-block Crossing	Add mid-block crossing(s) on Cooper Point Road just south of Capital Mall Drive	Pedestrian	20-year plan
Bicycle facilities				
11	Capital Mall Drive SW Enhanced Bike Lane	Implement enhanced bike lane along 7 th Avenue SW/Capital Mall Drive/9 th Avenue SW between Kaiser Road SW and Fern Street SW and along Fern Street between 9 th Avenue SW and the 11 th Avenue Pathway	Bicycle	20-year plan
12	Capital High School Connection	Improve Kenyon Street from Capital High School through Harrison Avenue for safe and comfortable walking, rolling, and bicycling connection between the school and mall	Pedestrian/ Bicycle	New project
13	Cooper Point Rd Bicycle Facilities	Require (or pursue a City-led project, whichever comes first) separated shared use paths along Cooper Point Road if separated bike lanes and sidewalks are infeasible.	Pedestrian/ Bicycle	<u>Beyond 2045</u>
14	Black Lake Boulevard Bicycle Facilities	Require (or pursue a City-led project, whichever comes first) separated shared use paths along Black Lake Boulevard if separated bike lanes and sidewalks are infeasible. Design to be determined during the Black Lake Boulevard Corridor Study.	Pedestrian/ Bicycle	<u>Beyond 2045</u>
Roundabouts				
15	9 th Avenue and Black Lake Boulevard Roundabout	Construct a roundabout at 9 th Avenue and Black Lake Boulevard	Multimodal	20-year plan
16	9 th Avenue and Fern Street Roundabout	Construct a roundabout at 9 th Avenue and Fern Street	Multimodal	20-year plan
17	Harrison Avenue Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Harrison Avenue corridor study.	Multimodal	<u>Beyond 2045</u>

Project ID	Project Name	Description	Mode Priority	TMP
18	Black Lake Boulevard Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Black Lake Boulevard corridor study.	Multimodal	Beyond 2045
19	Cooper Point Roundabouts	Consider designing and constructing roundabouts on Cooper Point Road SW at Capital Mall Drive SW and Mall Loop Drive.	Multimodal	Beyond 2045
Other vehicular				
20	US 101/West Olympia Access Project	New access ramps to US 101 at Kaiser Road and Yauger Way. The first phase of this project will complete the design, environmental permit and mitigation work, and right-of-way acquisition. The final project will include a new westbound off-ramp from US 101 to Kaiser Road and an eastbound on-ramp from Kaiser Road to US 101. The project will also construct a new westbound off-ramp from US 101 to Yauger Way via an at-grade connection through the existing interchange at US 101 and Black Lake Boulevard.	Vehicle	20-year plan

Source: City of Olympia, Fehr & Peers, and MAKERS (2023); TMP (2021)

Map 7-2. Transportation Projects



Projects included in the 20-year TMP

- Corridor study
- Multimodal/placemaking/safety
- Ped/bike connection improvements (location TBD)
- Enhanced bike facilities/shared use paths
- Roundabout (not in 20-year TMP)
- Transit hub options
- Transit priority (location TBD)
- Required with redevelopment (location TBD)

"No Action" Projects (included in 20-year TMP)

- Active transportation
- Potential crossing
- Major reconstruction
- Active transportation
- Roundabout

Source: City of Olympia, MAKERS, and Fehr & Peers (2023); TMP (2021)

Utilities & Natural Environment

08



What is this chapter about?

The City of Olympia provides the following utility services to the planning area:

- Sewer (collection only, treatment is provided by the LOTT Clean Water Alliance)
- Drinking water
- Stormwater
- Garbage and recycling collection

All City-owned and operated utilities develop and periodically update management plans. These provide the strategic direction for each utility and ensure each utility is prepared to serve growth consistent with the City of Olympia's comprehensive plan.

As the region experiences increasing impacts from climate change, Olympia's utility services will likely play a larger role in helping the city mitigate and adapt to climate impacts and be more sustainable. Items such as managing stormwater and flood risk, having a healthy tree canopy, and making buildings more sustainable are covered in this chapter's actions.

What We Heard

"An aesthetically beautiful community that meets basic and psychological needs. A symbiotic relationship with nature"

"an area that is used by the community while still being environmentally sustainable"

"A sustainable project that demonstrates our commitment to the environment"

"Flood reduction and low impact development"

"Multistory, efficient buildings"

"The mature trees (green infrastructure) are important for both climate mitigation and adaptation."

General Utilities

UN-1 Coordinated planning

Continue coordination of City-owned and operated utilities with the City of Olympia's growth and economic development planning.

UN-2 Management Plan updates

Continue to periodically update City-owned management plans regardless of whether a utility is required to by Washington state law.

UN-3 Strategic public infrastructure

Use strategic public infrastructure to stimulate private investment in economic development and redevelopment activities in the planning area such as latecomers agreements and system oversizing. City-owned and operated utilities should continue to pursue federal, state, and private grants to finance infrastructure in the Triangle. Explore strategies to achieve microgrids and backup power with redevelopment and/or as renovations.

Stormwater

Any investment in stormwater facilities, including Low Impact Development (LID), protects public health, safety, and welfare by preventing or reducing flooding and improving water quality. Public investment or cost-sharing to accomplish LID and/or regional stormwater facilities is also an incentive for private development, which can spur further economic development and city revenues. The City maintains and is currently updating its Hazard Mitigation Plan, which addresses flooding and interrelated hazards.

Facilities

The Yauger Park Regional Facility adjacent to the subarea is a City-managed regional stormwater treatment and detention facility serving shopping center properties. However, the existing pond does not have capacity to accommodate future (re)development needing off-site water quality treatment or flow control.

The Storm and Surface Water Utility owns property along 4th Avenue W (the Ascension property) for a future stormwater flow control and water treatment facility to address stormwater generated from existing developed areas that discharge to the downstream stormwater conveyance system in the Schneider Creek basin.

The arterials bounding the Triangle provide a unique opportunity for LID with their wide right-of-way and strong community interests in improved safety and comfort for people outside of vehicles.

See Stormwater **Funding Tools** below for ways to accomplish these facilities.

UN-4 Regional stormwater facilities

Yauger Park is the existing regional stormwater facility for the area and is performing well but has little capacity to expand or serve new impervious surfaces.

New regional facilities could be a result of Community-Based Public-Private Partnerships (CBP3s) that focus on removing impervious surfaces and saving space for Low Impact Development that accomplishes stormwater flow control and treatment.

Also see **Catalyst Sites** and **Development Incentives** for reasons why coordinated and/or public-private investments for large costs like stormwater infrastructure—that also improves public health and safety—can spur desired development. Consider coordinating stormwater management activities between property owners to find efficiencies and reduce costs (e.g., a single detention facility paid for through a latecomers agreement or other cost-sharing method that serves multiple properties may be more cost-effective than a detention facility on each property).

UN-5 Low Impact Development

Invest in and require Low Impact Development (LID) to slow and clean stormwater run-off. As much as possible, integrate LID with street and path design to perform additional functions, such as buffering people from fast cars, providing shade, and offering visual access to nature, as well as to make use of right-of-way funding opportunities. Grants are typically more prevalent for right-of-way projects than for private development or open space projects. Also, Federal and State grant funding opportunities can support tree and understory/shrub plantings when used as LID. Combining with street safety projects may improve grant funding ability. Increasing vegetation and tree canopy in hardscaped areas within the Triangle can help improve equity issues citywide. On City rights-of-way, the City would maintain plantings over time.

Update standards, foster partnerships, and seek funding to:

- Explore the potential for LID along streets to have enough capacity to manage run-off from both the right-of-way and offset private property requirements (e.g., the Swale on Yale in Seattle).
- Require LID alongside and within medians on Cooper Point and Black Lake with redevelopment (and/or with a City project, whichever comes first), paired with multimodal improvement.
- Require LID above-and-beyond stormwater manual requirements on catalyst sites taking advantage of public-private partnerships to achieve LID-lined streets and paths. See **Catalyst Sites** for priority locations.



Figure 8-1. New street tree plantings in this urban area include vegetation protection fences that protect plants and soils from people and pets which greatly improves their chances to survive and thrive. Source: MxM Landscape Architecture

Funding Tools

UN-6 In-Lieu Fee Mitigation Program

Study feasibility, benefits, and impact of an in-lieu fee mitigation program. These involve restoration, establishment, enhancement, and/or preservation of aquatic resources through funds paid to a program sponsor to satisfy compensatory mitigation requirements for unavoidable impacts to wetlands and other aquatic resources.

UN-7 Stormwater Transfer Control Program

If approved by the Department of Ecology, a Stormwater Transfer Control Program could allow development happening outside of the Triangle—where there is adequate stormwater management capacity—to help fund stormwater facilities in the Triangle. Such a program can be implemented to fully satisfy permit requirements associated with flow control as it is triggered at new and redevelopment sites. The goal of this innovative stormwater management approach is to direct stormwater management effort to watersheds where reducing high stream flows is more likely to contribute to maintaining or restoring designated and existing beneficial uses.

This program must be approved by Department of Ecology and does require substantial resources in order to get up and running, public involvement, and long-term program tracking. It may be feasible to implement dependent on development densities, real estate values, as well as community support or interest in transferring impacts to out-of-basin prioritized watersheds.

UN-8 Community-Based Public-Private Partnerships

Low impact development policies alone do not guarantee green stormwater solutions are used (as opposed to underground vaults, etc.). Community-Based Public-Private Partnerships (CBP3s) should be investigated to incentivize investments in stormwater solutions that ensure community co-benefits, especially considering the intent to provide affordable housing to low-income communities. Ecology anticipates that grants for CBP3s will be available and community-based organizations may have additional sources of grant funding.

Tree Canopy

Tree code updates are discussed under **LU-7** Update tree code. Tree canopy is also integrally related to embedding LID systems (see **UN-5** Low Impact Development) throughout the subarea.

UN-9 Public investment in urban tree canopy

To mitigate urban heat impacts, improve air quality, and mitigate noise from traffic, use public investments to add trees and plantings in rights-of-way and public or private parks. Coordinate with **UN-5** Low Impact Development. The City conducted an urban heat assessment in and near the Triangle in the summer of 2023. If staffing and funding allow for it to be continued in future years, it will help document the distribution of extreme heat impacts in Olympia. This assessment would be helpful in planning for tree canopy goals. Additionally, in 2023 a tree canopy assessment was conducted for the entire City. A similar tree canopy assessment was conducted in 2011. This data will be useful in planning for tree planting locations within the subarea and advancing tree canopy goals which also combat urban heat issues.

Buildings and Energy

Energy use in new buildings in Washington is governed by the Washington State Energy Code (WSEC). Approximately every three years, the Washington State Building Code Council (SBCC) updates the state's energy code to incorporate the latest technologies into new buildings and continue progress towards state targets for efficiency and fossil fuel-free new construction.

UN-10 New building electrification

The WSEC update will substantially reduce emissions in new commercial buildings. However, it will not completely eliminate fossil fuel emissions in new buildings. The City of Olympia is considering code changes that would help bridge the gap between the WSEC and full building electrification, including the installation of heat pumps that heat buildings using electricity instead of natural gas.

UN-11 Deep energy retrofits

Provide incentives and technical support to enable deep energy retrofits of existing buildings. Pair energy-efficiency measures with solar photovoltaics (PV), building electrification, and battery back-ups to optimize financial, resilience, and greenhouse gas reduction benefits.

UN-12 Cool/green/blue roofs

Consider incentives or requirements for strategies to reduce heat, manage stormwater runoff, and provide amenity space for people on roofs, including any combination of the following types:

- Green roofs provide space for plants to help manage and treat runoff from the roof surface (these could be paired with flexible strategies mentioned in **LU-9** Urban neighborhood tree code application).
- Blue roofs are non-vegetated systems that focus on collecting stormwater for use on site or for temporary detention to reduce storm impacts on local infrastructure

UN-13 Embodied/low-carbon building materials

Develop a strategy to reduce embodied carbon associated with redevelopment of the subarea. Identify policies and/or incentives to prioritize the most impactful approaches to reduce embodied carbon in buildings (e.g., prioritize use of existing building assets by reducing barriers to adaptive reuse of existing buildings). With any development or redevelopment, encourage the use of low-carbon building materials.

UN-14 Public EV charging

Support the development of public electric vehicle (EV) charging areas for commercial/residential use, to be located near residential uses for overnight charging, but available for shoppers and visitors during the day.

UN-15 Resilience

Support the development of Resilience Hubs and other policies/strategies to improve community-wide resilience to climate change and other natural hazards.

Implementation

09



What is this chapter about?

This chapter describes the key first steps and relationships between actions to achieve the vision for the Triangle. It opens by describing the City's early priority actions and then the longer-term focus. Finally, a chart summarizes the recommended actions from Chapters 4-8, identifying ideal timing, priority, responsible parties, potential costs and funding resources, and relationships between actions.

Priority Actions

Although this is a long-term plan that includes actions to take place over the next 20 years, several priority actions should be accomplished over the next few years. For this plan to be realized, public and private investment will be required. Trends over the past 20 years show that, without change, minimal private investment would occur in the Triangle. The following steps lay the groundwork for attracting private investment. Olympia will need to dedicate staff resources for code updates and secure additional funding sources for capital investments. Olympia's first steps include:

1. **Adopt zoning, development, street standard updates, and the Planned Action Ordinance.** These will remove code barriers to development and increase development capacity in the bulk of the Triangle. Combined with expected public investments, these changes make it easier for development to meet community expectations and provide public benefit (e.g., affordable housing, open space, mini-plazas, excellent street design and connectivity, tree canopy, etc.). Regulatory changes include:
 - a. Zoning and development code updates (**LU-1 - LU-8**)
 - b. Design standards for affordable commercial space (**ED-9**)
 - c. Design standards for community livability, sociability, and active living (**DC-1, DC-2, DC-4, DC-5, ~~DC-12~~DC-13, ~~DC-13~~DC-14, ~~DC-14~~DC-15, DC-17**)
 - d. Street, connectivity, and bike infrastructure standards for multimodal options and low impact development (**T-2, T-3, T-4, and UN-5**)
2. **Secure funding for catalyst sites and key publicly-funded projects.** This includes TIF (**LU-11**), latecomers agreements for regional stormwater projects (**UN-3**), and/or any other mechanisms (e.g., climate implementation grants for flooding and urban heat projects). See **Table 9-2. Catalyst Projects Rough Cost Estimates** for rough order of magnitude cost estimates for catalyst projects.

This early step will ensure that the City is able to make public improvements (e.g., Kenyon Center streets and plaza) and/or ready to enter into a public-private partnership when there is interest from the private development community. Where possible, co-create conceptual site/street designs for key publicly funded projects.

3. **Continue coordinating with Intercity Transit** on high frequency transit planning along Harrison Avenue, the transit hub location, and micromobility opportunities.
4. **Update the TMP with transportation projects.** Weigh the recommended projects amongst the citywide project list, considering that the City has identified the Triangle for greater levels of growth and change than was expected under the current TMP. Update impact fees as needed and continue seeking grants to ensure adequate transportation funding.
5. **Foster relationships and actively seek partnerships.** Continue collaborating with property owners and businesses to hone the vision for any redevelopment, market the area to community-oriented developers, and foster relationships for public-private partnerships.

Mid- and Long-term Implementation

With the groundwork in place, Olympia will then **focus on orchestrating private development**—likely through several public-private partnerships—to build out the public spaces, streetscapes, and well-connected paths envisioned in this plan. This will likely be an incremental, market-driven, site-by-site evolution over several decades.

Other major mid- and long-term actions include:

- Continue implementing the TMP.
- Continue conducting conceptual design and pursuing grants and other funds that can enable infrastructure projects, including a regional stormwater facility, microgrid/back-up power, and tree canopy.
- Study the Harrison and Black Lake Boulevard corridors and identify more specific actions for these areas.
- Monitor progress of new programs, including MFTE, TIF, affordability and anti-displacement efforts, and building electrification and other climate response programs.
- Evaluate and complete other actions as described in **Table 9-1. Actions Summary**.

Actions Summary

The following chart summarizes the actions found in Chapters 4-8.

Actions Summary Table Key

Timing

S	Short term (by approximately 2028)
M	Mid term (approximately 2029-2035)
L	Long term (approximately 2035-2044)
O	Opportunistic (as funding is available)
S-L	Ongoing

Priorities

H	High priority
M	Medium priority
L	Low priority

Cost Estimate

\$	Less than \$100,000
\$\$	\$100,000 - \$1,000,000
\$\$\$	\$1,000,000 – 10,000,000
\$\$\$\$	Greater than \$10,000,000

Responsible Parties and Other Acronyms

BAT	Business access and transit
CPD	Community Planning and Development
CC	City Council
ED	Economic Development
Frontage	Street, landscape strip, and sidewalk improvements required with development
HH	Housing and Homelessness
IT	Intercity Transit
MFTE	Multifamily Tax Exemption
MOG	Mall ownership group
OPD	Olympia Police Department
OSD	Olympia School District
PAR	Parks, Arts & Recreation
PO	Property owners
PC	Planning Commission
PW	Public Works
TIF	Tax increment financing
TSP	Transit signal priority
TDM	Transportation demand management
TDR	Transfer of development rights
TMP	Transportation Master Plan
CFP	Capital Facilities Plan

Table 9-1. Actions Summary

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$,\$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Land Use & Development						
LU-1 Reduce subarea parking minimums	S	H	CPD , PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8 , ED-9 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12 DC-13 , DC-13 DC-14 , DC-14 DC-15 , DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
LU-2 Increase max height of HDC-4 area	S	L	CPD , PC, CC	\$	Public	Same as above
LU-3 Increase max height of HDC-3 area	S	L	CPD , PC, CC	\$	Public	Same as above
LU-4 Adjust upper floor setback requirements	S	L	CPD , PC, CC	\$	Public	Same as above
LU-5 Encourage mass timber construction	S	M	CPD , PC, CC	\$	Public	Same as above
LU-6 Zoning for residential uses	S	H	CPD , PC, CC	\$	Public	Same as above
LU-7 Add minimum density to zones	S	M	CPD , PC, CC	\$	Public	Same as above
LU-8 Affordable housing height bonus	S	H	CPD , PC, CC	\$	Public	Same as above
LU-9 Urban neighborhood tree code application	S	H	CPD	\$	Public	
LU-10 Monitor MFTE program	S	M H	CPD , PC, CC	\$	Public	
LU-11 Tax increment financing (TIF) area	S	H	CPD , PC, CC	\$	Public	Funding source for catalyst site investments

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
LU-12 Focus on catalyst sites	S	H	CPD , ED, MOG, PC, CC	\$	Public (e.g., TIF), private	Must take place for catalyst site partnerships to occur (LU-13 - LU-15).
LU-13 Kenyon Center plaza and street upgrades	M	H	CPD , ED, HH, MOG, PC, CC	\$\$\$	Public (e.g., TIF), grant	Dependent on coordination with property owners (LU-12) and funding source identification, including LU-12 , LU-11 , and TMP/CFP and associated impact fee updates (T-10 - T-12). See Table 9-2. Catalyst Projects Rough Cost Estimates .
LU-14 First come first serve catalyst sites	S	H	CPD , ED, HH, MOG/PO, CC	\$\$\$	Public (e.g., TIF), grant	Same as above
LU-15 Community benefits/ development agreements	O	H	CPD , ED, MOG/PO, PC, CC	\$	Public, private	Mechanism for implementing joint catalyst site improvements (LU-13 and LU-14)
LU-16 Strategic land purchases	O	M	ED , HH, CPD, CC	\$\$\$	Public, grant	This action can aid LU-17 and LU-18 implementation.
LU-17 Partnerships with affordable housing providers	O	H	HH , ED	\$\$	Public, grant	When possible, include affordable housing projects in catalyst site and development agreement projects (LU-13 - LU-15).
LU-18 Anti-displacement programs	S-L	H	HH , ED, CPD	\$-\$\$	Public, grant	
<u>LU-19 Height incentives for affordable housing</u>	<u>S</u>	<u>H</u>	<u>CPD</u>	<u>\$</u>	<u>Public</u>	
<u>LU-20 Donate or lease land to affordable housing providers</u>	<u>S-L</u>	<u>H</u>	<u>HH, CC</u>	<u>\$</u>	<u>Public</u>	
<u>LU-21 Streamline development process</u>	<u>S</u>	<u>H</u>	<u>CPD, CC</u>	<u>\$</u>	<u>Public</u>	<u>Adoption of a planned action ordinance</u>

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Economic Development						
ED-1 Proactively maintain relationships	S-L	H	ED , CPD	\$	Public	
ED-2 Economic Development District	S	M	ED , CPD	\$	Public	If designated, seek funding for catalyst projects (streets and parks) (LU-13 and LU-14) and a regional stormwater facility (UN-4)
ED-3 Continue local business technical support	S-L	H	ED	\$-\$\$	Public, grant	
ED-4 Co-ops and creative models	S-L	M	ED	\$-\$\$	Public, grant	
ED-5 Building and façade improvement program	S	H	ED	\$-\$\$	Public, grant	
ED-6 Harrison Ave corridor planning	S	H	CPD , ED , local businesses, neighborhoods, HH, PC, CC, PW	\$	Public, grant	Coordinate economic development and transportation planning (T-4) for Harrison.
ED-7 Community land trusts	S-L	H	HH or ED , CPD	\$	Public, grant	Could have affordable housing and/or commercial space focus
ED-8 Ground floor commercial financing	S-L	H	ED , CPD	\$	Public, grant	Consider for catalyst site and community benefit/development agreement projects (LU-13 - LU-15).
ED-9 Small-scale and flexible space design	S	M	CPD , ED , PC, CC	\$	Public	Adopt alongside other zoning and development code updates (LU-1 - LU-8 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12 DC-13 , DC-13 DC-14 , DC-14 DC-15 , DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
ED-10 Construction disruption assistance	S-L	H	PW , ED	\$	Public, grant	Offer alongside applicable transportation projects (T-10 - T-12)
ED-11 Commercial tenant protections	S	M	ED	\$	Public, grant	
ED-12 Local hiring ordinances	S	M	ED	\$	Public	

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Design & Community Livability						
DC-1 Main street designations	S	H	CPD , PC, CC, PW	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8 , ED-9 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12 DC-13 , DC-13 DC-14 , DC-14 DC-15 , DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
DC-2 High visibility corner designations	S	M	CPD , PC, CC	\$	Public	Same as above
DC-3 Parks performance metric	M	M	PAR	\$	Public	Approach with next Parks, Arts & Recreation Plan update
DC-4 Significant community gathering space	S	H	CPD , PAR , PC, CC	\$	Public, private	Adopt alongside zoning and development code updates (LU-1 - LU-8 , ED-9 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12 DC-13 , DC-13 DC-14 , DC-14 DC-15 , DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5). Implemented through the LU-13 Kenyon Center public investments catalyst projects.
DC-5 Small parks/plazas	S	H	CPD , PAR , PC, CC	\$	Public, private	Same as above. Primarily implemented through the LU-14 First come first serve catalyst sites.
DC-6 Public space design	S	H	CPD , PAR , PC, CC	\$	Public	Same as above
DC-7 Yaeger Park connection	M	H	PAR , PW	\$\$	Public, grant	
DC-8 Community recreation center	S-L	H	ED , PAR	\$- \$\$\$\$	Public, grant	ED leads for any non-profit/private entity partnership projects, which could be in the S-M timing. PAR leads study for City facility by 2034; construction in long term.

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
<u>DC-9 Expanded library</u>	<u>S-M</u>	<u>M</u>	<u>CC</u>	<u>\$\$</u>	<u>Public</u>	
DC-9 <u>DC-10</u> Swimming pool	S-M	M	PAR , regional partners	\$\$\$\$	Public, grant	Regional Aquatic Center location is undetermined and will be informed by regional partners.
DC-10 <u>DC-11</u> Support daycare location in the subarea	S-L	H	CPD	\$	Public, grant	
DC-11 <u>DC-12</u> Residential building design for social connection	S	H	CPD , PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12DC-13, DC-13DC-14, DC-14DC-15, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
DC-12 <u>DC-13</u> Residential open space	S	H	CPD , PC, CC	\$	Public	Same as above
DC-13 <u>DC-14</u> Design for air/noise quality	S	L	CPD , PC, CC	\$	Public	Same as above
DC-14 <u>DC-15</u> Coordinated school planning	S-L	H	CPD , OSD	\$	Public	
DC-15 <u>DC-16</u> After school programs	M	H	CPD , OSD, PAR	\$	Public, grants	See related action DC-9 <u>DC-10</u> Community recreation center.
DC-16 <u>DC-17</u> Crime Prevention through Environmental Design (CPTED)	S	M	CPD , OPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12DC-13, DC-13DC-14, DC-14DC-15, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
<u>DC-18 Emergency Services</u>	<u>M-L</u>	<u>M</u>	<u>PAR, PW, CPD, CC</u>	<u>\$-\$\$</u>	<u>Public</u>	

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
<u>DC-19 Public art</u>	<u>S-L</u>	<u>M</u>	<u>PAR, PW, CPD, CC</u>	<u>\$-\$\$</u>	<u>Public, grants</u>	

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Transportation						
T-1 Regional access	S-L	H	PW , CPD, PC, CC	\$	Public	Include policy support for regional access in the Comprehensive Plan and TMP
T-2 Essential streets and through-block connections	S	H	PW , CPD, PC, CC	\$	Public, grant	Adopt alongside zoning and development code updates (LU-1 - LU-8 , ED-9 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12DC-13 , DC-13DC-14 , DC-14DC-15 , DC-17), other street and connectivity standards (T-3 and T-4), and LID requirements (UN-5).
T-3 Street classifications and design	S	H	PW , CPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8 , ED-9 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12DC-13 , DC-13DC-14 , DC-14DC-15 , DC-17), other street and connectivity standards (T-2 and T-4), and LID requirements (UN-5).
T-4 Enhanced bike parking	S	H	CPD , PW , PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8 , ED-9 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12DC-13 , DC-13DC-14 , DC-14DC-15 , DC-17) and other street and connectivity standards (T-2 and T-3).

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
T-5 Harrison Avenue corridor study	M or O	H	CPD , PW, IT, ED, PC, CC	\$	Public, grant	Coordinate economic development (ED-6) and transportation planning for Harrison. Coordinate with Intercity Transit's BRT planning. Related T-11 capital project 17 Harrison Avenue Roundabouts.
T-6 Transit hub location	S	H	IT , CPD, PW	\$	Public	Coordinate with IT's The One BRT planning
T-7 Black Lake Boulevard corridor study	O	H	PW , WSDOT, IT	\$	Public, grant	
T-8 Transit signal priority	O	H	IT , PW	\$	Public, grant	Coordinate with IT's The One BRT planning
T-9 Subarea micromobility feasibility study	S	H	PW , IT, CPD	\$	Public, grant	Coordinate with IT's The One BRT planning
T-10 TMP 20-year projects	S-L	H	PW	\$- \$\$\$\$	Public, grant	
T-11 TMP projects beyond 2045	M-L	M	PW	\$- \$\$\$\$	Public, grant	With next TMP update
T-12 New transportation projects	O	H	PW , CPD, ED	\$	Public	With next TMP update
T-12.1 4 th Ave W – Kenyon St – Mall Loop Dr Multimodal Placemaking and Safety	O	H	CPD , PW, ED	\$\$\$	Public, grant, private	Public project and frontage requirements. See Table 9-2. Catalyst Projects Rough Cost Estimates.
T-12.2 Capital Mall Dr/9 th Ave SW	O	H	PW	\$\$\$	Public, grant, private	Public project and frontage requirements
T-12.3 Capital High School Connection	O	H	PW	\$\$\$	Public, grant, private	Public project and frontage requirements

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
T-12.4 Cooper Point Rd Bicycle Facilities	O	M	PW	\$\$\$	Private, public, grant	Frontage requirements and/or public project
T-12.5 Black Lake Boulevard Bicycle Facilities	O	M	PW	\$\$\$	Private, public, grant	Frontage requirements and/or public project

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Utilities & Natural Environment						
UN-1 Coordinated planning	S-L	H	PW , CPD, ED	\$	Public	
UN-2 Management Plan updates	S-L	H	PW , CPD	\$	Public	
UN-3 Strategic public infrastructure	S-L	H	PW , CPD, ED	\$- \$\$\$\$	Public, grants, private	
UN-4 Regional stormwater facilities	O	H	PW , CPD, ED	\$- \$\$\$\$	Public, grants, private	Coordinate with catalyst sites and development incentives actions (LU-12 - LU-16)
UN-5 Low Impact Development	S and O	H	PW , CPD	\$	Public, grants, private	LID frontage requirements alongside other code updates. Also see T-3 street standards.
UN-6 In-Lieu Fee Mitigation Program	L	L	PW	\$	Public, grants	
UN-7 Stormwater Transfer Control Program	S	M	PW	\$	Public	Mechanism to fund stormwater facilities in the Triangle
UN-8 Community-Based Public-Private Partnerships	O	H	PW , ED, HH, CPD	\$	Public, grants, private	Ecology grants for CBOs to use green stormwater solutions
UN-9 Public investment in urban tree canopy	O	H	PW , Climate, CPD	\$	Public, grants, private	Coordinate with UN-5 Low Impact Development
UN-10 New building electrification	S	H	Climate , CPD, PC, CC	\$	Public, grants	Citywide code update, implemented with private development
UN-11 Deep energy retrofits	S-L	H	Climate , CPD, PC, CC	\$	Public, grants	Citywide effort
UN-12 Cool/green/blue roofs	M	M	Climate , CPD, PC, CC	\$	Public, grants	Consider with citywide code update

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
UN-13 Embodied/low-carbon building materials	S	M	Climate, CPD, PC, CC	\$	Public, grants	Coordinate with ED-5 Building and façade improvement program and ED-6 Harrison Ave corridor planning
UN-14 Public EV charging	O	H	CPD , PW, Climate	\$	Public, grants, private	Look for opportunities with redevelopment and streets projects
UN-15 Resilience	O	H	Climate, PW, CPD	\$	Public, grants	

Table 9-2. Catalyst Projects Rough Cost Estimates

Project	Current (2023) Cost - Low Range	Current (2023) Cost - High Range	2029 Cost – Low Range	2029 Cost – High Range
Half-acre Catalyst Public Park. ½ acre public park with spray park.	\$7,5648,695	\$14,204,720	\$11,819,090	\$21,949,738
Without spray park	\$3,272,088	\$6,076,736		
4th Ave Streetscape Retrofit (300 linear feet). 300 lf of half-street improvements including: 1 travel lane (10'), bioretention/swale (10.5'), shared use path (12'), and sidewalk (6'). Limited lighting improvements.	\$607,218	\$1,127,691	\$938,300	\$1,742,556
Half New Street (300 linear feet). New street connection elsewhere in subarea. Assumed 65' right-of-way for 300 lf. From the yellow striping of the travel lanes, 1 travel lane (10'), bioretention/swale (10'), asphalt bike lanes (5'), concrete sidewalk (6'). Includes lighting but not signalization.	\$851,238	\$1,580,871	\$1,315,370	\$2,442,830

Source: MxM Landscape Architecture and City of Olympia, 2023

Capital Mall Triangle Subarea Plan List of Draft Changes

Amendments based on direction from the May 9, 2024, Land Use and Environment Committee meeting:

1. Residential parking: Clarified the areas where minimum parking requirements for residential were eliminated in 2023. City code specifies that it is the area between Cooper Point Rd, Black Lake Blvd, and Harrison Avenue. P.31 and p.38.
2. Commercial parking:
 - a. Changed commercial parking minimums to zero for restaurants, retail, shopping centers, and offices within the triangle on P.31-32 in Table 3-1. Added clarifications that at least one ADA parking space is required even if zero standard parking spaces are provided. Also clarified that the changes only apply within the subarea (city-wide parking changes would be addressed in a separate process).
3. Kenyon Center location:
 - a. Adjusted language to provide more flexibility on the location of Kenyon Center.
 - i. Table 3-1 on p.34.
 - ii. Figure 4-5 on p.42.
 - iii. LU-13 on p.42.
 - iv. DC-1 on p.59.
 - b. LU-12 on p.41 was adjusted to include a recommendation to conduct analyses or a pro forma prior to investing public funds.
4. Expanded library
 - a. Added a new goal of working with the library to expand on p.63. It was inserted as DC-9 so existing goals DC-9 through DC-17 have been renumbered.
 - b. Note: DC-17 was referenced in the plan in places where it originally should have referenced DC-16. No edits are needed where DC-17 already appeared in the plan.
5. Rezone from HDC3 to HDC4 on north side of 4th Avenue: Direction was to remove the north side of 4th Avenue from the recommended area to be rezoned from HDC3 to HDC4.
 - a. Existing zoning shows entire northside of 4th Avenue as HDC3.



- b. Map 2-3 Assets, Challenges, and Opportunities will need to be edited. The darker pink area along the north side of 4th Avenue will need to be shown as lighter pink.



- c. Map 3-1 Capital Mall Triangle Subarea Framework Map will need to be edited. The red line boundary and the orange colored area on the north side of 4th Avenue will need to be moved down to the center line of 4th Avenue. The “orange” is the area recommended to be rezoned from HDC3 to HDC4. The red line is the height incentive overlay for affordable housing.



6. Housing:

- a. LU-17 on p.45 had additional language added to clarify that the city should continue to maintain existing partnerships and foster new partnerships with affordable housing providers.
- b. LU-18 on p.46 regarding displacement has been adjusted to include the housing displacement study that is currently being undertaken by the city and surrounding jurisdictions.
- c. Three new sections have been added showing for strategies from the Housing Action Plan on pages 46-47.
 - i. LU-19 Height incentives for affordable housing (Housing Action Plan Strategy 3.o)
 - ii. LU-20 Donate/lease to affordable housing developers (Housing Action Plan Strategy 1.a.)
 1. Also added direction to encourage family-sized housing be included in affordable housing developments.
 - iii. LU-21 Expand housing supply by streamlining development process (Housing Action Plan Strategy 3).

7. Public art

- a. Added reference to public art in LU-13 on p.42.
- b. Added public art to Neighborhood Hubs description at beginning of Chapter 6 on p.58.
- c. Added public art to DC-5 Small Parks/Plazas description on p.62.
- d. Added public art to DC-6 Public Space Design on p.62.
- e. DC-19 on p.67 was created specifically to recommend more public art be included in the subarea.

8. Priority levels for Multi Family Tax Exemption (MFTE) monitoring, the Black Lake Boulevard corridor study, and the Harrison Avenue Corridor study.

- a. Changed priority level for the MFTE from medium to high in Table 9-1.
- b. Both corridor studies already have high priority listed in Table 9-1.

9. Preamble added to the Acknowledgements page mentioning grant funding source and purpose.
10. DC-18 on p.67 was added to ensure on-going coordination with emergency services and re-evaluation of the needs of the businesses and future residents as the area develops.

Minor clerical staff edits:

3/7/2024: Update of cost estimates in Table 9-2 regarding public investment.

3/25/2024: Updated Land Acknowledgement section with city approved language for the Squaxin Island Tribe.

4/25/2024: Updated list of city staff on the project team in "Acknowledgements" at beginning of plan.

Capital Mall Triangle Subarea Plan

Draft language to address comments from WSDOT

(to be inserted into Chapter 7 *Transportation*)

The Capital Mall Triangle Subarea Plan was written in conjunction with a planned action Environmental Impact Statement (EIS). A planned action is:

- A development action for which the environmental impacts have been addressed by an Environmental Impact Statement (EIS). Environmental impacts include those to the natural environment and the built environment.
- Associated with a plan for a specific area, or a subarea plan.
- A detailed review under with the State Environmental Protection Act (SEPA) which is consistent with [RCW 43.21C.031](#) and [WAC 197-11-164 through 172](#).
- Done before private development projects are proposed.

By analyzing possible environmental impacts and their mitigation before development happens, the environmental review process for private development projects in this subarea will be streamlined. The EIS for this project identified more vehicle trips as a transportation impact, and it proposed a mitigation method called a trip cap. For projects proposed in this area that will generate fewer vehicle trips than the trip cap, the City will allow a streamlined environmental review process of transportation impacts. Any projects that generate vehicle trips above the trip cap would be required to do a full SEPA analysis for transportation.

To address comments from WSDOT about potential impacts of new development to US 101, the City will consider creating a two-tiered trip cap in the planned action ordinance. The first tier will be lower than the one described in the EIS. If that lower trip cap is met, the City will require additional SEPA review for private development projects in the subarea and evaluate travel patterns in the area and consider additional mitigation measures. The second tier will be the one described in the EIS. The City will monitor the new trips generated in the subarea once the Planned Action Ordinance is effective.

Olympia Planning Commission

April 16, 2024

Olympia City Council
PO Box 1967 Olympia
WA 98507-1967

SUBJECT: Capital Mall Triangle Subarea Plan Recommendation

Dear Councilmembers:

The Olympia Planning Commission (OPC) held a public hearing on April 1, 2024, regarding the Capital Mall Triangle Subarea Plan (Subarea Plan). Subsequent deliberations were held on April 15, 2024. The public hearing and deliberations follow briefings provided directly to the Planning Commission, individual Planning Commissioner participation in various Subarea Plan events, and the OPC regularly receiving written updates through the life of the Subarea Plan project.

The OPC voted 7-0, with one absence and one vacancy, to recommend adoption of the draft Subarea Plan as presented. The OPC recommendation includes the following suggestions for consideration by the City Council when reviewing the Subarea Plan:

1. Prioritize requirements for mixed-income housing and a mixed-income neighborhood in the final Subarea Plan and resulting future Comprehensive Plan and Olympia Municipal Code updates. In the course of the OPC deliberations, several Planning Commissioners expressed concern that low-income and affordable housing developments may result in a “red-lining effect” if such developments are proposed in isolation and separate from mixed-income housing. This concern was also expressed by the Olympia Social Justice and Equity Commission.
2. Members of the OPC expressed interest in working toward a goal of reducing commercial parking minimums to zero where development includes a shared parking benefit district, or some similar mechanism of ensuring parking access. The intent is that

new development would not require a minimum of new additional parking spaces when a shared parking benefit district or similar alternative is available. However, new development should still be required to ensure that a minimum of accessible parking spaces is available as required by law even if other parking is not otherwise provided.

3. The OPC supports, in agreement with community input, an emphasis in the Subarea Plan for finding opportunities to increase access to new and existing parks, and other open spaces. Parks and open spaces should be easily accessible by people traveling outside of an automobile through walking, rolling, and biking means of human mobility. Sidewalks, trails, and bike path improvements should be made to existing spaces.

In deliberations, the OPC was broadly in support of the stated goal of encouraging multifamily and mixed-use development. The OPC also looks forward to opportunities for improving connectivity to the surrounding neighborhoods, improving community mass transit connectivity, reducing parking overall, improving human-centered modes of transportation, and increasing tree canopy and park space throughout the Subarea Plan's geographic area.

Thank you for your consideration,

A handwritten signature in black ink, reading "Gregory R. Quetin". The signature is written in a cursive, flowing style.

**Greg Quetin, Vice Chair
Olympia Planning Commission**

From: jen olson <jenolson@gmail.com>
Sent: Wednesday, April 17, 2024 1:21 PM
To: Capital Mall Triangle Plan
Subject: biking in West Olympia

Hello,

As the weather gets nice and I bike more around West Olympia, I realize how difficult it is to negotiate West Olympia by bike. Hopefully the Capital Mall Triangle subarea plan includes better access for those on bike. In particular:

- Biking on Black Lake Blvd is dangerous and I have to use the sidewalk between Harrison and 101 exits.
 - If I'm trying to get to the Cooper point/Black Lake area, I often might drive due instead of bike to avoid the dangerous route section from Harrison to Cooper Point.
- Harrison from downtown bridge to Black Lake is difficult to negotiate by bike. i use residential streets instead. The City may consider have a designated bike route (maybe up 5th Ave?) that is well marked so that cars look out for bikes on the designated bike route from downtown up the hill.
- There is no easy route to get from the SW neighborhood to TESC or the bike paths in that area. Hopefully the Triangle Plan will resolve that issue and not make it worse.
- Not many Jefferson or Capital kids bike to school. School age kids need safe routes to get to Coleman including possibly a "bike route" for school age kids coming from the SW neighborhood such as signage from the crosswalk on Harrison/Perry to the Jefferson/Captial area, more bike racks at both schools. This may also be needed for the other quadrants to increase safe access for kids to bike to school.
- Capital mall is car-centric. Bikes need to compete with cars in all lanes and negotiation of parking lots to get to the limited bike racks (and drivers are not always looking for bikes).
 - There are also no pedestrian sidewalks in some areas of capital mall for kids, those with strollers or other walking devices who cannot jump up on the grass if a car drives by.

My apologies for the laundry list. I have not read the most recent plan nor attended the recent public hearing, so disregard if these issues have already been addressed. I love to bike in Olympia and hope the younger generation does as well. We look forward to the West Olympia development and hope it is bike friendly,

Sincerely,

Jen Olson
1023 5th Avenue SW
Olympia, WA 98502
503-901-4523

From: A Z <digranesjl@gmail.com>
Sent: Wednesday, April 17, 2024 1:41 PM
To: Capital Mall Triangle Plan
Subject: Quality of Living

I've read quite a bit about increasing the amount of asphalt and the height of buildings. Not much about establishing parks, maintaining/increasing tree canopy cover, or environmentally sound noise reduction plantings

So, is the Planning Department really working for sustainable, quality of living growth taking taxpayers for a ride?

Joe Digranes
Olympia



April 2, 2024

To: Olympia Planning Commissioners

Subject: Joint Comment Letter on the Draft Capital Mall Subarea Plan

Dear Commissioners,

The Community Visioning Group (CVG) and West Olympia Business Association (WOBA) have carefully reviewed the Draft Capital Mall Subarea Plan dated March 7, 2024. We appreciate the extensive work that has gone into developing this vision for the future of the Capital Mall area. However, we have significant concerns about the plan's feasibility, impacts, and missing elements that must be addressed before it can serve as a reliable framework for the area's future.

First, the plan lacks a comprehensive transportation strategy to support the envisioned growth. Key issues like the future of the Harrison Avenue corridor, the location and capacity of the Intercity Transit Hub, and the phasing of transportation investments are deferred to future studies, leaving critical uncertainties. In particular, we believe planning for 4th Avenue should be coordinated closely with a vision for Harrison Avenue as a walkable, transit-oriented corridor, not addressed prematurely in isolation. A more integrated and definitive transportation plan is essential.

Second, we are concerned the plan's ambitious development vision may not be economically feasible or contextually appropriate. The proposed building heights, densities and uses need to be rigorously vetted for market viability to ensure the plan requirements and incentives are realistically calibrated. We worry that incompatibilities with the scale and character of surrounding neighborhoods may also hinder the prospects for successful redevelopment. More analysis is needed to confirm the plan offers a workable framework for stimulating change.

Third, the plan suggests extensive public investments in land acquisition, existing business support, affordable housing, transportation projects and amenities - but the City's capacity to fund these investments is not demonstrated. There also appears to be a risk that conversion of commercial space to residential and public uses could diminish the area's vital role as a regional economic engine and tax base for City services. Additional analysis of these fiscal implications and tradeoffs is required.

Finally, the omission of specifics on changes to parking ratios, development standards, and design requirements leaves the feasibility of the plan unclear. These details need to be pinned down and vetted thoroughly with the development community and property owners to ensure that the regulations, incentives and process will truly facilitate the envisioned transformation.

In sum, while the Subarea Plan is a start, it is not yet a complete, convincing and actionable roadmap for change. We urge the Planning Commission and City Council to invest the time needed to close these gaps, align the plan with market realities, and build solid stakeholder consensus before adopting it as the fixed blueprint for the area's future. The CVG and WOBA stand ready to fully engage in this effort.



Thank you for considering our concerns and recommendations. We look forward to rolling up our sleeves with the City and community to shape a revised plan that we can all get behind - and that will deliver a thriving, equitable and sustainable future for the Capital Mall area.

Sincerely,

The West Olympia Community Visioning Group
The West Olympia Business Association

1 April 2024

Greetings, Olympia Planning Commissioners –

For about 15 years now, I've been interested in the redevelopment potential of a significant part of the area referred to as the Capital Mall Triangle. My primary area of interest, as a westside resident and transportation planner, has been the 1970s-era triangle bounded by Harrison Avenue to the north, Cooper Point Road to the west, and Black Lake Boulevard to the east. Contrary to the study area boundaries – bounded inexplicably by the centerlines of Black Lake Boulevard and Cooper Point Road – the functional area actually includes both sides of those arterials and a swath around the perimeter.

In my capacity at TRPC at the time, I led the public engagement element of the original West Olympia Access Study in 2010-11, from which the Yauger Way ramp/Kaiser Road interchange concept was born. I facilitated TRPC's urban corridors policy maker initiative, focused on transforming the region's pre-I-5/US 101 federal and state highway corridors into walkable, people-oriented transit corridors. Harrison Avenue is the west end of the regionally significant Harrison/4th-State/Martin Way urban corridor extending all the way to the UGA boundary east of Lacey. This is where Intercity Transit is growing high frequency urban corridor service. I am a founding member of the West Olympia Community Visioning Group (CVG), a tiny non-profit hellbent on catalyzing West Olympia economic and geographic assets for the benefit of surrounding residents, the city, and the regional economy. CVG initiated the acquisition around 2011-12 of the 27-acre Yuell parcel between Yauger Park/Harrison Avenue and Grass Lake. We were also instrumental in getting this study on the city's 2021 planning docket and supported its efforts in obtaining a grant for this work. City staff and consultants will attest, with some degree of exhaustion, that I provided ample input and formal comment along the way.

At the end of the day, it was an unfortunate grant for what the city needed. The purpose of this Commerce grant program was to preserve housing affordability within established Transit-Oriented Development (TOD) areas like Northgate, where an old mall has transformed over the last two decades into a vibrant mixed use community. Massive public investments in a Sound Transit Link light rail station and supporting infrastructure is driving up housing demand and reducing the availability of affordable housing in that robust mixed-use, transit-oriented area. That is not West Olympia's situation.

The grant Olympia received was not really intended to help a community develop an understanding of what "Transit-Oriented Development" actually means and the mechanisms by which a highly suburban area that is also an economic engine for the city can transform over time to be a less car-dependent place. That kind of a process might have evaluated what kinds of retrofits make sense in different areas and why, and the various considerations and trade-offs that go into transforming an area from a thriving regional commercial center to a robust mixed-use area that retains its regional commercial significance. Drawing the study area boundary north of Harrison ensured the planning subarea included some residential uses, but no one would mistake those areas for TOD. Nor are recommendations of the draft plan concerned with making those existing residential areas more transit-oriented and mixed-use.

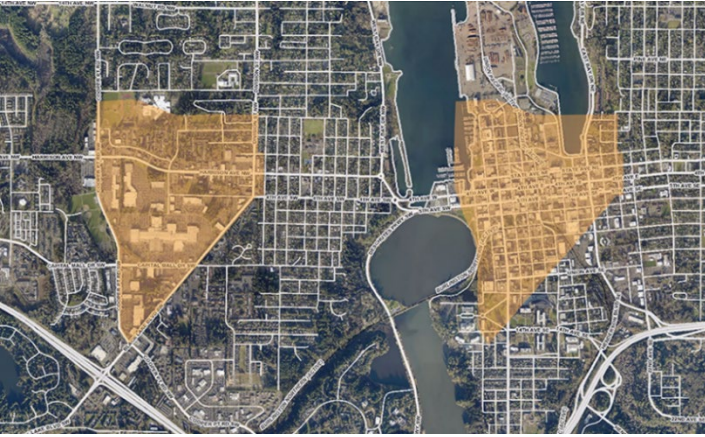
My concerns about unresolved transportation issues this plan dodges are well documented throughout the process and not worth additional time to rehash here, except to say they are compounded by the "black box magic" of the traffic mitigation fee structure associated with the recommendation. I'm more familiar than most people with transportation mitigation fee mechanisms, and I couldn't begin to explain this one beyond the theoretical intent.

Instead, my comments to you are concerned with the overall economic feasibility of the plan and the consequences of using it as the basis for a Planned Action EIS. I have some thoughts about Harrison Avenue and 4th, too.

If it doesn't pencil out, it won't be built.

I regret my comments don't reflect more confidence in the process, the resulting plan, and recommendations. I'm concerned it does not present a feasible, pragmatic strategy for stimulating the kind of infill and redevelopment that will transform this area over time. Saddling this whole thing with a Planned Action EIS only compounds that concern. No one is advocating for keeping the area as it is, generally. But if it is not feasible, little will change in this area over the next two to three decades. Distasteful as many find the sentiment, the reality is that if it won't pencil out, it won't be built.

This is a significant geography. The subarea is as big as all of downtown Olympia, from the Farmers Market to the Capitol.



It is an economic engine for the city, generating retail sales tax and B&O revenue for essential services and urban amenities across the city, pulling in revenue for Olympia's General Fund coffers from a retail-trade area that draws heavily from five counties. The "Capital Mall Triangle" underwrites many city services and amenities that people equate with the high quality of life in Olympia. Taxpayers from other counties grow the General Fund. My understanding is that the city intends for it to continue in this regard. This is good because residential uses cost more in taxpayer funded services than they generate in taxes.

With that context it seemed reasonable to expect we would look at the potential economic impacts of alternatives to assess how changes in land use will diminish or increase opportunities for revenue generation, for business and city tax base alike. Will there be more square footage for tax-generating commercial purposes in the future or less, given the intended repurposing of commercial areas for non-commercial uses? Concepts like Floor Area Ratio and aggregate taxes generated per square foot of building area are often employed when planning for commercial areas and changes in use over time, to evaluate the relative net impacts of proposed changes. This process was not burdened with that kind of analysis, and so it is hard to know what the likely effects will be on city resources of the proposed changes in land use and resulting tax base.

My efforts to pin down gross estimates were unsuccessful, but the Preferred Alternative will take a significant share of private land out of commercial use and put it into public use – for a connected grid of "Main Street treatment" streets built at developer expense, protected bike lanes and trails, public parks and gathering spaces, and public buildings. It aims to replace a sizeable share of the remaining commercial land with residential uses. We may end up with the same square footage of commercial uses, but it will be stacked into more expensive multi-story buildings. The Preferred Alternative will require developer-funded structured parking to support all of this, a very expensive proposition for replacing all of that surface parking to meet commercial and residential needs. All of this will be reflected in the resulting rents for businesses and residents alike, perhaps contrary to city objectives to focus a lot of affordable housing in this area and support small businesses.

The Preferred Alternatives is meant to stimulate private sector investments towards converting single-use commercial lands into mixed-use transit-oriented development with a high proportion of affordable units and extensive public amenities, and with assurance of a "streamlined" development process. I lack confidence that its recommendations are sound and make sense over the next two to three decades in our economic market here in West Olympia. It's unfortunate because there is a lot to be said for redevelopment potential in this area, but it isn't Northgate.

Harrison Avenue is low-hanging fruit for neighborhood scale, walkable mixed-use infill and redevelopment served by high frequency urban transit services – aka Transit-Oriented Development. Future redevelopment of 4th Avenue should be oriented towards Harrison, not the mall. Pull 4th from the Preferred Alternative and reserve it for the future Harrison Avenue corridor study and Black Lake corridor study.

One consequence of the study emphasis on mall redevelopment is that it marginalized the potential of Harrison Avenue infill and redevelopment, designating it as low redevelopment potential and deferring it to some future study effort. Yet Harrison is arguably the ripest opportunity for neighborhood compatible transit-oriented infill and redevelopment of the entire subarea.

Failure to consider the role of Harrison Avenue in generating mixed-use infill and redevelopment compatible with surrounding neighborhoods and supported by high frequency transit service undermines the wisdom of including 4th Avenue in the proposed redevelopment scheme for the Planned Action EIS. Incentivizing redevelopment of 4th Avenue without a clear vision for Harrison and the relationship between the two streets is short sighted.

Redevelopment of 4th should orient towards Harrison at least as much or more so than internally towards Capital Mall. It is local and neighborhood oriented, not regionally oriented like the mall. High frequency transit will be on Harrison, not internal to the hub envisioned in the plan. Planning for 4th jointly with Harrison presents rare opportunities associated with redeveloping an old highway corridor (Harrison Avenue was Primary State Highway 9 before US 101 was built, with buildings from that era) in coordination with a relatively undeveloped parallel road one city block away (4th Ave). It is part of the whole Harrison Avenue transit-oriented corridor development scheme that this plan ignores because it's not mall redevelopment. There are no more than two parcels between the two streets, and a couple of parcels go from street to street. Some parcels have land values in excess of building values, a key indicator in identifying properties with great potential for redevelopment in the near-term.

This study's focus on mall redevelopment minimized the potential value of Harrison in achieving actual transit-oriented development. Pursuing redevelopment of 4th before thinking through the strategy for Harrison (and the intersection of 4th/Black Lake/Division) misses an important transportation-land use relationship that can easily preclude high-value opportunities to orient development towards the actual high frequency transit corridor on Harrison Avenue. Redevelopment of 4th Avenue should be excluded from this subarea plan recommendations and revisited whenever the city gets around to taking a serious look at Harrison Avenue.

Is it a subarea plan or a subarea wish? Time will tell.

The city is about to adopt a plan and Planned Action EIS for this subarea, whether it pencils out or not. We can articulate in fine detail the land use we want to occur and all the public features we want, but if it doesn't pencil out, it won't happen. That will be true here, too.

It was stunning to me to learn the city knew its development regs conflicted with the HDC4 zoning that has been in place here for over a decade and did nothing to correct that. No wonder no redevelopment occurred – there's not enough parking at Capital Mall today to meet the city's current parking standards, much less with intensified uses. This goes for trees, too. This highly developed area can't redevelop and meet the city's tree standards required in code.

It sure seems like there were obvious measures that could have been taken that may well result in more redevelopment interest and built form envisioned in the Comprehensive Plan than this will, but we'll never know. I fear this plan will result in a whole new array of internal inconsistencies and unrealistic developer requirements that will further delay reinvestment into this area and undermine future business and property owner opportunities.

As someone who's thought about how this area could grow and change more than most sane people, I close with a cautionary note.

The Nisqually Indian Tribe is finalizing its plans for mixed-use development of a 200+ acre tract of land just off I-5 in northeast Lacey. It's an area roughly the size of the commercial triangle within Olympia's subarea, without all the challenges that come with redevelopment anywhere. The Tribe and Lacey will be exacting in their standards, and their development process will be predictable for developers. It will be an attractive investment opportunity for the kind of built environment Olympia's plan would like to generate and it will suck up a lot of investment capital for a couple of decades or more.

There's only so much investment capital to go around. This region has a finite capacity to generate and absorb private sector investment. Investors have choices; Olympia is not the only show in town. We owe it to the businesses and property owners in West Olympia to ensure the plans and regulations that will bind their properties and investments for decades to come are reasonable and financially feasible, including a development code aligns with the city zoning.

I wish you luck sorting through all the comments you're receiving. It is no small task to help the city devise a rational and productive path forward. Thank you for all the time you put into your work.



Thera Black
Conger Avenue, Westside

From: Gerald Y <geyeazell@gmail.com>
Sent: Friday, April 19, 2024 11:02 AM
To: Capital Mall Triangle Plan
Subject: Input for Comp Plan Updates

Increase housing density in the city to create walkable neighborhoods with transit access that supports minimal development in the unincorporated rural area of the county.

Gerald Yeazell
Sent from my iPhone

From: Lisa Bailey <squitahead@yahoo.com>
Sent: Monday, April 22, 2024 6:55 PM
To: Capital Mall Triangle Plan
Subject: Leave rural areas Rural!

Please please:

Increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county, and don't support attempts by the county to rezone rural areas to urban to pretend that's not development of unincorporated rural areas.

[Sent from Yahoo Mail for iPad](#)

From: Judi Dedge <kleinsmithjm7@gmail.com>
Sent: Friday, April 26, 2024 11:49 AM
To: Capital Mall Triangle Plan
Subject: Re: PRESERVE RURAL LANDS

Please adopt the sustainable Thurston goal of building NO MORE THAN 5% of new housing in rural areas, and don't rezone rural areas to urban to claim you're accomplishing the goal. Most future housing growth should be in the denser urban areas.

Also, increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county, and don't support attempts by the county to rezone rural areas to urban to pretend that's not development of unincorporated rural areas.

Thank you.

On Fri, Apr 26, 2024 at 11:44 AM Judi Dedge <kleinsmithjm7@gmail.com> wrote:

| Please adopt the sustainable Thurston goal of building NO MORE



**Washington State
Department of Transportation**

Olympic Region
7407 31st Ave NE, Lacey
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / Fax 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 25, 2024

Mr. David Ginther
City of Olympia
Community Planning and Development
601 4th Avenue East, PO Box 1967
Olympia WA 98507-1967
Sent via email to: dginther@ci.olympia.wa.us

Dear Mr. Ginther:

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to review the City of Olympia's (City) Capital Mall Triangle Subarea Plan (Subarea Plan) and Planned Action Final Environmental Impact Statement (FEIS). WSDOT appreciates the City's consideration of WSDOT's comment letter in response to the Draft Environmental Impact Statement (DEIS). Nonetheless, WSDOT remains concerned that the FEIS does not fully address our prior comments related to the scope of the DEIS transportation analysis and the proposed trip cap. WSDOT requests that the City defer any action to certify the FEIS or adopt the Subarea Plan until the items noted in this letter are fully resolved.

CAPITAL MALL TRIANGLE SUBAREA PLAN

The City of Olympia Comprehensive Plan (Plan) describes the vision for the Capital Mall Triangle Subarea as a regional shopping center, which includes various types of jobs within walking distance of medium-density housing. The vision is for a "...complete urban neighborhood with a mix of jobs, housing, and services." WSDOT fully supports the City's vision for a job-housing balance and walkable/rollable urban neighborhood.

Transportation goals in the Subarea Plan include safe, efficient, multimodal mobility; convenient and reliable transit; and better-connected street pattern. Also, objectives around active transportation, multimodal, transit, climate and resiliency align well with WSDOT priorities.

While WSDOT supports the City on the above-mentioned vision, goals and policies in the Subarea Plan, there are certain key elements to improve upon to better understand and mitigate the proposed action's probable significant impacts to the state highway system.

PLANNED ACTION FINAL ENVIRONMENTAL IMPACT STATEMENT

Transportation Network Assumptions

FEIS Table 4-5 (FEIS, page 4-30) lists the transportation network improvement assumptions for each alternative. The FEIS (page 4-12) states funding for the US 101/West Olympia Access Project design and right-of-way acquisition is programmed after 2029, and there is no identified construction funding. The lack of identified construction funding for this project and other potential transportation improvements makes these assumptions speculative in nature. WSDOT believes it is inappropriate to make speculative assumptions when assessing transportation impacts.

Transportation Impacts

The potential transportation impacts of all Action Alternatives (Alternatives 2, 3, and the Preferred Alternative) are measured by the City against the expected conditions of Alternative 1 (FEIS, page 4-27). The FEIS states (page 4-28), "...any increase in trip generation over the Alternative 1 condition would be identified as a significant impact, as this would represent an increase in congestion when compared to Alternative 1." The City's rationale for this approach is stated in the DEIS (Page 4-27) as "[s]ince the City does not have any mechanisms to stop or amend development allowed under the current zoning, the trip generation and traffic congestion that could occur under Alternative 1 is an important baseline by which to compare the impacts of Alternatives 2 and 3."

WSDOT disagrees with this rationale and impact analysis approach. WSDOT notes that while zoning compliance is necessary for new development, zoning compliance, in and of itself, is not sufficient for development to proceed. For example, new development proposals need to comply with GMA concurrency requirements and multiple City review and approval processes (which may include a project-specific transportation impact assessment) prior to receiving approval. In fact, the City has multiple "mechanisms to stop or amend development" that does not comply with legal and administrative requirements even if the development is consistent with approved zoning.

Vehicle Trip Cap

WSDOT requests modifications to the proposed trip cap to help meet the City's goals for shorter trips and mode shift as desired by the City's Transportation Master Plan and to reduce level of performance degradation on WSDOT facilities below adopted standards. Rather than all mitigations being tied to triggered SEPA actions for the 'last developer(s) on the block,' a more deliberate and tiered trip cap structure should be used.

The Capital Mall Triangle Subarea will continue to be a regional draw for trips outside of the area within the trip caps in the FEIS. Even a portion of those allowable trips under current zoning have the potential to degrade the performance of WSDOT facilities. A tiered trip cap can be structured in several ways. WSDOT proposes the following structure (rates and thresholds are subject to further analysis and change).

Internal Trip Cap

Trip caps internal to the subarea itself can be retained as discussed in the FEIS. However, when redevelopment triggers these thresholds, the City's capital projects must be complete prior to further development. There must be a connection between allowed developments and programmed/funded capital projects and mitigating strategies. No significant modeling has been performed to align levels of development with the requisite level of future funded capital investments. WSDOT requests, projects without committed construction funding be excluded when assessing transportation impacts.

This internal trip cap may be similar to the trip cap mentioned in the FEIS document, but there remains significant uncertainty in how closely the methodologies will track with actual outcomes. For example:

- Are desired travel patterns shifting?
- Are novel trip generation and trip capture rates calibrated with pre-COVID data valid in a post-COVID environment?
- How are work-from-home and school/college enrollment trends solidifying?

The current trip cap internal to the subarea represents a three-quarters increase over what represents market conditions in the allowable zoning. This is a significant increase in traffic even after the internal trips subtracted via the MXD methodology. Therefore, we propose the additional trip cap, described below to separately monitor and track the regional trips.

External Trip Cap

Trip cap at cordon line(s) external to the subarea (at least at the control count locations in the City's annual data collection – namely the Black Lake control point) is necessary for all regional partners to incentivize shorter trips and simultaneously plan for appropriate mitigations to WSDOT facilities. When data indicates a certain volume at the Black Lake control point, then no further subarea development can occur until the interchange project is funded and underway. This volume threshold can be based on either new analysis or analysis done related to the 2016 Interchange Justification Report (IJR) work.

Unless further analysis is performed, a 10% increase in peak hour volumes conservatively triggers the need for mitigations either within the City of Olympia (Transportation Demand Management and Transportation System Management & Operations strategies, increased connections in the city street network – both inside and outside the subarea to distribute trips to alleviating routes, enhanced bus services, etc.) or the funding and construction of interchange improvements.

This approach is more appropriate to incentivize the City and its partners to implement the most cost-effective ways to achieve the densified land use and higher levels of development and activity within West Olympia while maintaining a safe and resilient transportation system. WSDOT is happy to meet with the City to discuss and resolve the above-mentioned critical issues moving forward. We believe aligning our shared goals will result in successful outcomes.

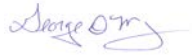
Mr. David Ginther

March 25, 2024

Page 4

Thank you again for the opportunity to engage in the planning process and review of the Subarea Plan and FEIS. We look forward to successful resolution of these outstanding issues.

Sincerely,

A handwritten signature in blue ink, appearing to read "George Mazur", is positioned above the printed name.

George Mazur, P.E.

WSDOT Olympic Region Multimodal Planning Manager

GM:na

cc: Andrew Larson, WSDOT Olympic Region Development Services
Teri Chang, WSDOT Multimodal Planning and Data Division

From: Kuba Bednarek <bednarej@gmail.com>
Sent: Sunday, March 24, 2024 1:47 PM
To: David Ginther
Subject: Triangle Comments

I'm emailing in full support of alternative four which would increase building heights to 12 stories and add significant additional housing and mixed zoning. I think this is a great strategy to meet the demand for housing in our area. I believe any future commercial development in the Capitol Mall triangle should include as many levels of residency as possible on top of it. There is no other way to meet the demand for housing. We must build up and not sprawl out! If they don't want it on the west side, build it on the Eastside, please. Please also include some space for a natural area park, or square for people to gather.

Thanks for such a great planning vision. I hope there are more in the city who support it.

Kindly,
Jakub Bednarek
Eastside Olympia

From: smahlum@proton.me
Sent: Sunday, March 24, 2024 2:50 PM
To: David Ginther
Subject: Capital mall plans

Please can you just build more affordable housing we have so many homeless people in this state. OMG we need more housing please affordable housing.

Sent from [Proton Mail](#) for iOS

From: Yujin Ghim <ghim.yujin@gmail.com>
Sent: Sunday, March 24, 2024 8:20 PM
To: Capital Mall Triangle Plan
Subject: Capital Mall Triangle Input

Hello,

I know there is a meeting on April 1st, but I cannot attend. I would like to voice my input for the capital mall triangle. I believe option 3 would be the best to alleviate the housing issue in Thurston county.

Thank You for Your Time,

Yujin

From: Gary Wiles <wilesharkey@yahoo.com>
Sent: Monday, March 25, 2024 1:42 PM
To: Capital Mall Triangle Plan
Subject: comment on park planning for the Capitol Mall Triangle

Dear Mr. Ginther,

I attended the city's open-house on the Capitol Mall Triangle development project on March 7 and thought it was very informative. I'd like to submit a public comment for your planning process that pertains to the inclusion of a new city park to be built within the Triangle. I spoke with your parks representative who was present that evening and was told that the city would eventually try to establish a park 2-3 acres in size in the Triangle. I like this idea a lot, but based on the Triangle's large size, the several thousand people who are eventually expected to live within it, and the high-density of residents being planned, I suggest creating a larger park of at least 5 or more acres in size without having any athletic facilities added in (these already exist in nearby parks). A large park with lots of trees, shade, benches, etc would become a desired destination for Triangle residents to enjoy, especially during our increasingly hotter summers as climate change worsens, and more generally would be something the city could be proud of as it progresses with its future high-density development plans. I've seen city parks like this in large cities in the East and they are very popular with people who want go outside without having to drive anywhere. This would therefore fit right in with the city's goal to make the Triangle more pedestrian and bicycle friendly. Thus, my suggestion is to think big, not small, when planning for this park. Thanks for listening to my comment.

Regards,
Gary Wiles
521 Rogers St SW
Olympia

From: e norton <octaviavision19@outlook.com>
Sent: Monday, April 1, 2024 4:59 PM
To: David Ginther
Subject: Capital mall subarea plan comment

Somewhere in here must be a plan to deal with the existing homeless population. The current situation of begging on sidewalks, intersections and streetcorners, and squatting in the nooks and crannies surrounding the mall, and doing hard drugs in parking lots and landscaped areas is bad for them and bad for us, their neighbors.

Please create a preliminary plan to house and provide services to these guys before any groundbreaking ceremonies take place. Learn from the downtown Olympia experience. Prioritize solving this problem over making money.

Thankyou.

Betsy Norton

1405 evergreen park dr sw,.olympia 98502

Sent from my Verizon, Samsung Galaxy smartphone

Get [Outlook for Android](#)



Wig Properties LLC

4811 – 134th Place Southeast; Bellevue, Washington 98006 • Office: (425) 641-2044 • Fax: (425) 865-8648

April 1, 2024

Planning Commission
City of Olympia

Thank you for the opportunity to comment on the Capital Mall Triangle Subarea Final EIS. We own the property located at the southwest-corner of Harrison Avenue and Cooper Point Road with MOD Pizza, Ace Hardware, and Goodwill. Overall, we support both the EIS and the Olympia Capital Mall Triangle Subarea Plan and would submit the following two comments for the Planning Commission's consideration:

1. On page 3-75 (and elsewhere in your Design Standards) of the final Environmental Impact Statement, it is noted that projects go through the Design Review Board or staff review depending whether they are over or under 5,000 square feet, respectively, however, regardless of square footage, standards require "a continuous row of storefronts, stoops porches, or distinctive entryways facing streets" and "surface parking location and design." **This should be clarified that (a) existing buildings' main entrances simply need to face toward the street, not necessarily be located on the street, and/or (b) allow existing structures (pre-2024) to reuse, repurpose, re-tenant, and even expand existing structures, without needing to add storefronts along the street nor requiring buildings to be located between the street and the parking fields.**

We recommend requiring the creation of a street edge that is continuous and close to the street only upon full redevelopment of these sites (and perhaps only for residential-only buildings as recommended by the Subarea Plan).

We are strongly opposed to any requirement that projects would need to create a street edge that is continuous and close to the street other than upon full redevelopment, as allowances need to be made for repair/reconstruction of existing structures. Otherwise, this could prevent positive, incremental changes from occurring for many years, and potentially decades, in the interim.

For example, if a desirable business wanted to locate in an existing building in the HDC zones, but to accommodate that business's needs, the building footprint had to be adjusted by more than 5,000 square feet, this could inadvertently drive that business away from the property by requiring that their whole building be located on the street edge, which may not be appropriate if the entire site was not redeveloping at once. If this requirement had such an effect, it would lead the property to have more vacancy, which could in turn lead to additional public safety issues, and a less activated pedestrian realm. This could also have the unintended effect of driving investment away from the City of Olympia.

2. **We would like to voice our strong support for, and encourage the building and façade improvement program that was recommended as ED-4 in the September 28, 2023 draft Olympia Capital Mall Triangle Subarea plan.** The City recommended looking at models in other cities in order to craft a program appropriate for Olympia. This could have the most meaningful near-term effect in beautifying the City. If cash-grants are deemed unlawful due to the "gift of public funds", an alternative option would be a credit against permitting and traffic impact fees, or even allowing owners to bank the credits toward future development costs otherwise payable to the City.

Thank you for the opportunity to comment. We are excited by the City's and community's vision ahead and thank you for your hard work on this important matter.

Warm regards,

Leshya Wig
Wig Properties LLC-CV

Comments on the Draft Capital Mall Subarea Plan,
dated March 7, 2024

Philip W. Schulte

April 1, 2024

I. Objectives and Actions For This Subarea Plan

The main purpose of this subarea plan was “help the Capital Mall Triangle achieve the high-density, walkable, mixed-use urban neighborhood”. Individual objectives are established for climate and equity (3), land use and development (4), housing (6), transportation (10), urban design and community livability (4) and climate and environment (6). Each of these 33 objectives are worthy of further discussion.

In addition, there are 78 individual actions proposed in Table 9-1 (see Pages 93-102) of this subarea plan. Commentary on all of these objectives and actions would take many pages and cannot be summarized in a three minute address. Therefore, I have submitted written comments to address only a few of the areas which need further review and consideration before this plan should be submitted to the city for final action.

II. Some Important Missing Pieces of the Puzzle

A. The Future for The Harrison Avenue Corridor

The draft subarea plan Recommendations ED-6 and T-5 (pages 52 and 73, respectively) includes the recommendation that the city “Work with businesses along the Harrison Avenue corridor to further develop the vision for the area, understand displacement risks, and connect businesses to resources for securing land and buildings.” There would also be a “Harrison Avenue corridor study to use Intercity Transit’s Prop 1 funds for high frequency bus service and signal prioritization, with the planning stage beginning in approximately 2026.”

The Harrison-4th Ave. corridor between Kenyon St. and Black Lake Blvd. is a key area for mixed use and mid-rise or high-rise residential development. Leaving it undefined is a major gap in the planning. If there is limited change in this area, it is difficult to see how adding 2,749 new housing units to the Capital Mall Triangle is even feasible at all.

B. The Future For The Intercity Transit Hub and Transportation Investments

1. Transit HUB and Bus Service

Increasing the density in the Kenyon St. area to the level indicated in the subarea plan requires a through transportation plan to accommodate additional businesses and housing units. Transportation Goal h (page 28) is “To move or upgrade the transit hub and provide a direct bus route to the mall transit hub”.

However, Transportation Recommendation No. T-6 (Transit Hub Location: page 73) indicates that Intercity Transit plans to focus on high frequency bus service in the subarea on Harrison Avenue. Given the growth planned for the Harrison-Fourth Avenue Corridor, Street upgrades, increased bus and other public transportation has to be a part of the solution and yet, the planning for installing higher frequency bus service and signal prioritization will not even start until 2026.

2. The Future of Black Lake Blvd.

Another of the three main Triangle arterials (Black Lake Blvd.) will be the subject of another study (Recommendation T-7, page 73) which has no target date. Finally, there will be a micro-mobility feasibility study at an undefined future date. So, the future transit hub and transportation network will be undefined until three additional studies are completed at some undefined time in the future. How will the additional thousands of average daily trips for the new residents and employees be addressed?

C. Re-development of Existing Low-rise Commercial Areas into A Dense, Compact Neighborhood

Plan Framework Concept No. 5 (page 30) provides that support for existing businesses will consist of “preventing residential and commercial displacement and support locals in surviving and thriving”. Yet, at the same time, the subarea plan calls for high rise housing, extensive street changes and transportation changes, connectivity measures, new public amenities, infrastructure etc. How is all of this change possible without extensive current land use conversions?

D. Neighborhood Character and Scale of New Housing Complexes

The existing built environment in the Triangle is one or two stories and the subarea plan proposes up to 130 foot tall housing structures. These buildings will tower over the existing landscape especially where they would be close to existing housing on Black Lake Blvd and Harrison Avenue. The existing HDC-4 height limits with first floor commercial and residential units are much more suitable.

III. A Major City Investment will be needed For the Plan to Be Implemented:

A. Strategic Land Purchases

Under Goal LU-16 (page 44), it is suggested that the city “purchase parcels for future public-serving uses like affordable housing, affordable retail, parks or parklets, or even stormwater retention”. Depending on the desired use, the City could also choose to undertake the development or transfer control of the land through a below market rate sale or lease.

Based on the County land tax assessments for three Harrison Avenue parcels, HDC-4 land is valued at an average of \$21.50 per square foot or \$940,000 per acre. Acquiring sufficient land for 2,739 new housing units at an average density of 75 units per acre would cost 36 million dollars. City property taxes and even in-lieu fees would be a small fraction of the cost of acquiring land.

B. Assistance to Existing Businesses and Individuals

Under Housing (page 33), there is an objective f to “prevent or minimize residential displacement in and around the subarea” and the plan lists grant and loan opportunities for low-income housing preservation. However, rent stabilization, weatherization and energy efficiency grants, downpayments for buyers and long-time residents are not defined and the cost of these measures has not been examined.

In the Economic Development Chapter, the subarea plan proposes to “mitigate commercial displacement through redevelopment”. There are also proposals for city building and façade improvement grants which are to have a strong displacement component, ground floor commercial financing assistance through city Community Development Block Grants or the formation of a Public Development Authority along with maximum store size mandates, and requiring that certain types of businesses have rental opportunities.

The city would also pay for marketing, signage, technical assistance, and/or grants or forgivable loans as reparations for revenue lost during construction projects (redevelopment or street/infrastructure projects). There would also be “commercial tenant protections through city actions such as tenant harassment protections, to give tenants the legal recourse. The costs and the impact of these constraints on the re-development of this subarea are not explored.

C. Transportation Projects

There are a total of 20 transportation projects listed in Table 7-1 (pages 75-77) consisting of multi-modal placemaking, cross walk improvements, bicycle facilities, a total of five or potentially more roundabouts and the US-101 West Olympia Access project. Most of the expensive roundabout projects on the three main arterial roads are projected for completion after 2045, long past the study period. Most of the new bicycle projects are projected for the Beyond 2045 period or have no projected completion date. The crosswalk improvements are the only transportation scheduled for the next twenty years.

The Kenyon Street-West 4th Avenue Mall Loop Drive investments which are key for this entire subarea plan are listed as beyond 2045 and placemaking on Capital Mall Drive has no projected completion date. Having most of the significant transportation improvements occurring after 2045 isn’t acceptable for the transformation of this subarea into a mixed use, walkable community.

D. Catalyst Projects and Infrastructure

Table 9-2 (Page 108) shows that a total high cost estimate cost of 17 million dollars for a half acre public park with a spray foundation, 300 foot retrofit of Fourth Avenue and 300 linear feet of a new Half Street. However, these three projects do not cover the many utility improvements such as stormwater capacity enhancements to implement low impact development standards, utility enhancements, other public amenities etc.

IV. Conclusions and Recommendations

There are so many other issues such as parking, building facades, public amenities, changes in the development code, tree requirement etc. that also need some careful thought and reflection. However, it comes down to this: a subarea plan must not be merely exploratory but a cohesive framework for implementing change, having analyzed and considered all of the important factors, constraints and opportunities. This plan does not meet this test at present and additional refinements are needed before the subarea plan is completed.



Capital Mall Triangle – Outreach Summary

CNA = Council of Neighborhoods Association
LUEC = Land Use and Environment Committee
BPAC = Bicycle and Pedestrian Advisory Committee
PRAC = Parks and Recreation Advisory Committee
OPC = Olympia Planning Commission

POR = Parties of Record
SJEC = Social Justice and Equity Commission
RNA = Recognized Neighborhood Associations

2022

January

5 – Letter to project area & vicinity announcing upcoming planning project. 624 recipients.

February

1 – City Council grant recognition at meeting
17 – West Olympia Business Association

March

17 - LUEC
18 – E-mail to POR, City Council, & OPC
31 – E-Newsletter #1. Announced that the grant was secured and the webpage launched. Approximately 1500 recipients.
31 – Email to POR. 137 recipients.

April

1 – JOLT Newsletter
4 – JOLT newsletter (ICYMI section)

June

12 – Student at Fosbre Academy of Hair Design
28 – E-Newsletter #2. Announced consultant selection, how to get involved, and next steps. 1603 recipients
28 – Email to POR. 148 recipients.

July

15 – Thurston Chamber Meeting. 15 attendees.
17 – Burbank/Elliott Neighborhood Association meeting. 25 attendees.
21 – West Olympia Business Association meeting. Approximately 50 attendees (including mall manager, City Manager, and Mayor)
XX – Mayor Selby interview on Jim Greene podcast (Greene Realty Group).

August

5 – Mall ownership/management group meeting. 7 attendees.
8 – CNA meeting. 17 attendees.
9 – Multiple Listing Services Association meeting. Approximately 30 attendees.
12 – Interview with NW, SW, and BENA neighborhood presidents.
13 – Sustainable Steps Ecotour & Expo. Approximately 40 people stopped by the booth.
23 – Interview with mall ownership
28 – Thurston Talk article

September

15 – Interview with ownership of shopping center at SE corner of Harrison/Cooper Point (Goodwill, etc)
19 – Interview with ownership of shopping center at north/northeast corner of Black Lake/Cooper Point (5-guys Burgers, etc.)
22 – South Sound Real Estate Forum. 15 stopped by city table, approximately 200 in attendance.

October

4 – Stakeholder workgroup meeting #1. 12 Attendees.
14 - Interview by staff with two business owners within the area (Iron Rabbit and Brons Automotive)
20 – Community Workshop #1. 62 attendees. ~3600 letters to property owners, businesses, residents in triangle, within 300ft and large area to west with 7 apartment complexes and a mobile home park. E-news #3 with 2189 recipients to five subscription lists - Planning & Development, Climate Action, Diversity, Equity & Inclusion, Parks & Rec and the Housing and Homelessness groups. Emails to POR including tribes, CIELO, Asian Pacific Islanders Coalition, Ecology, DOT, Commerce, CNA, (170 addresses), RNAs on west side (7), OPC (9), Council+City Manager+all dept directors (22), stakeholder group (14), 7 onsite notices, one notice



Capital Mall Triangle – Outreach Summary

in library inside mall, social media (twitter, instagram, facebook), and Olympian notice.



Capital Mall Triangle – Outreach Summary

24 - SEPA Scoping comment period. Notice in the Olympian, POR list (193), E-news #4 (1653), 300ft property owner and site address list (~2000 – support staff estimate), SEPA Register, Council plus admin., social media. Comment period open from October 24 through November 14.

24 – Mall ownership/management meeting. 10 attendees.

26 – Capital High School Climate Club meeting. 12 Attendees.

November

1 – InterCity Transit meeting

7 – OPC meeting/briefing

8 – Difference Makers Employee E-newsletter. ~500 recipients.

17 – LUEC meeting/briefing

2023

January

11 – Stakeholder Workgroup meeting #2. 12 attendees.

February

2 – Community Meeting #2 (Open House). ~55 attendees in person. ~8 attendees online. E-news #5 with 2189 recipients to five subscription lists - Planning & Development, Climate Action, Diversity, Equity & Inclusion, Parks & Rec and the Housing and Homelessness groups. Emails to POR including tribes, CIELO, Asian Pacific Islanders Coalition, Ecology, DOT, Commerce, CNA, (250 addresses), RNAs on west side (7), OPC (9), Council+City Manager (22), stakeholder group (14), social media (twitter, instagram, facebook), and notice sent to media outlets.

14 – Meeting with mall ownership. ~10 attendees. Economic Development staff, consultants, and CP&D Director.

14 - Difference Makers Employee E-Newsletter Feb. 2023 vol. 1. ~500 recipients.

17 – Thurston Chamber of Commerce briefing and update. 25 attendees.

March

13 – Meeting with mall ownership. ~12 attendees. Economic Development staff, consultants, and CP&D Director also attended.

15 – Bicycle Pedestrian Advisory Committee (BPAC). ~10 attendees.

23 – Olympia Master Builders (OMB). 6 attendees.

23 – Email to stakeholder work group regarding project timeline extension. 16 recipients.

30 – Email to Parties of Record regarding project timeline extension and update. 253 recipients.

30 – E-news #6. Announcement about extended timeline for project and update on project status. ~1600 recipients.

April

26 – Thurston Economic Development Council (EDC). ~30 attendees.

May

3 – E-news #7. Update on project (timeline drafting, next steps, current work underway). ~1600 recipients.

3 – Parties of Record (POR) email list. Update on project (timeline drafting, next steps, current work underway). 253 recipients.

16 – Meeting with mall ownership and management. 10 attendees.

24 – Meeting/interview with business organization representatives including West Olympia Business Organization, Thurston Chamber, realtors, Community Vision Group, and the Economic Development Council. 7 attendees.

June

5 – Kiwanis Club briefing (~45 attendees)

7 – E-news #8. Update on project and offer to provide briefings for groups and organizations. ~1600 recipients.

7 – Parties of Record (POR) email list. Update on project and offer to provide briefings for groups and organizations. 253 recipients.

13 – Council study session.

15 – Meeting with businesses & business organizations. 8 attendees.

15 – Southwest Olympia Neighborhood Association. 30 attendees.

Capital Mall Triangle – Outreach Summary

September

28 – Draft EIS and Subarea Plan Publication. E-news #9 with 2189 recipients to five subscription lists - Planning & Development, Climate Action, Diversity, Equity & Inclusion, Parks & Rec and the Housing and Homelessness groups. Email #11 to POR including tribes, CIELO, Asian Pacific Islanders Coalition, Ecology, DOT, Commerce, CNA, RNA's (265 addresses), Council+City Manager (22), stakeholder group (14). Posted on social media (twitter, instagram, facebook), Engage Olympia and project webpage updated, notice sent to media outlets, notice published in The Olympian, and 300ft notification by letter (~345 recipients). Also included outreach to the Lewis-Mason-Thurston Area Agency on Aging. Comment period was from September 28 through October 30.

October

2 – KXXO radio interview
5 – “Week Without Driving” bus tour. 10 attendees including TRPC staff and director, Intercity Transit General Manager, Olympia School Board, and other local transportation leaders/staff.
9 – CNA briefing. ~15 attendees.
10 – Lions Club briefing. 16 Attendees.
12 – Business meeting #2. 9 Attendees.
16 – OPC briefing. ~14 Attendees.
18 – Community Meeting #3. Announcement for meeting was included in the September 28 public outreach efforts.
25 – Community Meeting #4. 34 attendees. Parties of Record email #12 (280 recipients). Social media announcements sent 3 days before meeting. Announcement for meeting was also included in the September 28 public outreach efforts.
26 – Land Use and Environment Committee.

November

6 – City Council Meeting
14 – Intercity Transit Meeting
15 – Bicycle and Pedestrian Advisory Committee
16 – Northwest Olympia Neighborhood Association (NWOA). 35 Attendees.
28 – Stakeholder Work Group meeting #4. ~12 Attendees.

2024

February

8 – Final EIS and Final Draft Subarea Plan Publication. E-news #10 with 2189 recipients to five subscription lists - Planning & Development, Climate Action, Diversity, Equity & Inclusion, Parks & Rec and the Housing and Homelessness groups. Parties of Record email #13 (255 recipients) including tribes, CIELO, Asian Pacific Islanders Coalition, Ecology, DOT, Commerce, CNA, RNA's, and Council+City Manager (22). Posted on social media (twitter, instagram, facebook), Engage Olympia and project webpage updated, notice sent to media outlets, notice published in The Olympian, and 300ft notification by letter (~345 recipients).
29 – West Olympia Business Association briefing. 14 attendees.

March

7 – Community Meeting #5 – Open House. E-news #11 with 2189 recipients to five subscription lists - Planning & Development, Climate Action, Diversity, Equity & Inclusion, Parks & Rec and the Housing and Homelessness groups. Parties of Record email #14 (260 recipients) including tribes, CIELO, Asian Pacific Islanders Coalition, Ecology, DOT, Commerce, CNA, RNA's, and Council+City Manager (22). Posted on social media (twitter, instagram, facebook), Engage Olympia and project webpage updated, notice sent to media outlets, notice published in The Olympian, and 300ft notification by letter (~345 recipients). 21 attendees (15 in person and 6 online).
11 – CNA briefing. ~12 attendees.
18 – OPC briefing. ~10 attendees.
20 – BPAC briefing. ~9 attendees.
21 – PRAC briefing. 12 attendees.
25 – SJEC briefing.
27 – EDC briefing. ~35 attendees.

April

1 – OPC public hearing. 27 attendees.
15 – OPC deliberations.

May

9 – LUEC

CITY OF OLYMPIA

CAPITAL MALL TRIANGLE SUBAREA
PLAN AND PLANNED ACTION

FINAL ENVIRONMENTAL IMPACT STATEMENT
APPENDICES

FEBRUARY 2024

CITY OF OLYMPIA
Community Planning & Development
601 4th Avenue E
Olympia, WA 98507-1967





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APPENDIX A Signed Determination of Significance and Notice of Scoping



Determination of Significance Notice of Planned Action Environmental Impact Statement (EIS) and Public Scoping Comment Period

Capital Mall Triangle Subarea Plan and Planned Action EIS

SEPA File Number: 22-5347

Proponent: City of Olympia

Project Name: Capital Mall Triangle Subarea Plan and Planned Action Environmental Impact Statement

Funding: The Subarea Plan and EIS are funded, in part, by a \$250,000 grant from the Washington State Department of Commerce (Transit-Oriented Development Implementation grant).

Description of the Proposal: The proposed project involves development of an area-wide subarea plan for Olympia's Capital Mall area, which will become an optional element of the City's Comprehensive Plan. The subarea plan is expected to include elements such as land use, economic development, housing, the environment, public facilities and services, and transportation. The subarea plan is being developed for consistency with the Growth Management Act, countywide planning policies and the City of Olympia Comprehensive Plan.

Planned Action Environmental Review: The City of Olympia intends to designate this Capital Mall Triangle Subarea as a planned action under the provisions of RCW 43.21C.440 and RCW 43.21C.420. A planned action environmental review involves detailed State Environmental Policy Act (SEPA) review and preparation of EIS documents in conjunction with sub-area plans, consistent with RCW 43.21C.031, RCW 43.21C.420, RCW 43.21C.440, and WAC 197-11-164 through WAC 197-11-172. Completing a non-project EIS presents a cumulative impact analysis for the entire subarea, rather than piecemeal analysis of the environmental impacts and mitigation on a project-by-project basis [Olympia Municipal Code 14.04]. As a result, the environmental impacts and mitigation are comprehensively evaluated at the subarea-wide level. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects. The City would not make a threshold determination and may not require additional environmental review, for a future development proposal that is determined to be consistent with the planned action ordinance. This will provide certainty and predictability for both development proposals and the community, streamline the environmental review process within the subarea, and encourage the goals of SEPA¹ and the State's Growth Management Act (Chapter 36.70A RCW). Community members, agencies and tribes are encouraged to participate and provide comment during this planned action environmental review effort while the evaluation is under preparation since it will guide future development proposals and future threshold determinations would be limited.

Location: The Capital Mall Triangle Subarea Plan is based on the area surrounding the Capital Mall in Olympia, which is further defined and depicted in the City of Olympia Comprehensive Plan. The subarea is bounded on the east and west by Black Lake Boulevard and Cooper Point Road. The northern boundary of the subarea follows zone district boundaries which are located approximately



one to two blocks north of Harrison Avenue.

¹SEPA is the State Environmental Policy Act (Chapter 43.21C RCW). Regulations that implement SEPA are called the SEPA Rules (Chapter 197-11 WAC).

Lead Agency: The City of Olympia is lead agency for SEPA compliance.

Environmental Impact Statement Required: The grant from the Washington State Department of Commerce, which is funding this project, requires an EIS be prepared. Consistent with the grant requirement and state law, the City of Olympia has prepared a Determination of Significance which states that the Capital Mall Triangle Subarea Plan is likely to have a significant adverse environmental impact. An EIS under RCW 43.21C.030(2)(c) will be prepared. The EIS will consider land use and how it is affected by differing intensities and distributions of factors such as housing, employment, services, and transportation facilities. It will also consider adopted and pending plans and policies such as the Olympia Comprehensive Plan. Other issues such as the human experience of place, noise/air quality, light/glare, public services, equity and socioeconomic issues are expected to be discussed under the subarea plan.

Alternatives: It is proposed that the EIS will analyze three alternatives as part of the Capital Mall Triangle Subarea Plan. The Alternatives include a No Action Alternative and two Action Alternatives. It is anticipated that the alternatives will be based on variations of elements such as the mix of commercial and residential zoning and land uses, employment growth scenarios and housing types and location.

For purposes of the No Action Alternative, it is assumed that development would occur within the subarea based on existing zoning and development standards. Development or redevelopment that is proposed in conjunction with the No Action Alternative would undergo environmental review on a project-by-project basis. Such projects would be subject to site-specific mitigation and potential SEPA-based appeals.

EIS Scoping: Agencies, affected tribes and members of the public are invited to comment on the scope of this proposed EIS. Comments on the alternatives, probable significant adverse impacts, and proposed mitigation measures are all welcome. Methods for presenting your comments are described below. The scoping process is being provided pursuant to the Washington Administrative Code (WAC) 197-11-408.

Please note that the City of Olympia does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or a reasonable accommodation, please contact Community Planning and Development at 360.753.8314. TTY or speech-to-speech users, please dial 711 to connect to Washington Relay Services.

Comment Deadline: The City is providing for a 21-day written comment period beginning 8:00 a.m. Pacific Standard Time (PST) on October 24, 2022. All comments on the alternatives, probable significant adverse impacts, and proposed mitigation measures are due no later than 5:00 p.m. PST on Monday, November 14, 2022.



Methods to Provide Comments:

Written comments may be submitted:

- By mail (with postmark no later than November 14, 2022) to:
David Ginther, Senior Planner, Community Planning and Development, PO Box 1967
Olympia, WA 98507-1967
- By email to: triangle@ci.olympia.wa.us
- By comment form on the city website: <http://www.olympiawa.gov/triangle>
- Project-related information can be reviewed on the project website at:
<http://www.olympiawa.gov/triangle>

SEPA Responsible Official: Nicole Floyd
Position/Title: Principal Planner, Community Development and Planning Department

Signature:



Issue Date: October 24, 2022
Comment Deadline: November 14, 2022



APPENDIX B Workshop Results Summary

Community Workshop #1 – Visioning: Summary Results

Thursday, October 20, 2022, 6-8pm
Zoom



Meeting Objectives

- Develop a shared understanding of current conditions, opportunities, and project goals
- Build communication and develop trust among committee members and staff
- Brainstorm and develop proposals for the team to explore

Participants

Olympia community members: 64 participants

Olympia staff: David Ginther, Amy Buckler, Michelle Swanson

Consulting team: Rachel Miller (MAKERS), Markus Johnson (MAKERS), Brice Maryman (MxM)

Polling Exercises

City staff and consultants gave a presentation on the Capital Mall Triangle (“the Triangle”) Subarea Plan project background, purpose, scope, and schedule, and on early findings about the subarea’s existing conditions. While presenting, the consultants interspersed Poll Everywhere questions to gauge community members’ interests, confirm and clarify the findings, and give participants an opportunity to see thoughts and ideas from their fellow neighbors.

Approximately 34-39 people participated in the polling exercises. The consultant team asked open-ended questions early in the presentation to gather themes and understand the range of views. Near the end of the meeting, the team compiled those themes into multiple-choice question responses to confirm the team’s understanding. Complete results are included in the attachments:

- A. Triangle Community Visioning Workshop Presentation (which includes summary poll results)
- B. Triangle Community Visioning Workshop Full Poll Results (which includes all responses, including open-ended comments)

Key Takeaways

The main themes expressed through the polling exercises include the following desires:

1. **Safe and comfortable mobility**—walkable and bikeable for all ages and abilities, safe enough to do so, and for those modes to be more prominent than driving currently is

2. **Livable, compact, complete environment**—a livable, mixed-use, compact environment with plenty of housing, especially affordable to middle and lower incomes; more local businesses; public places to hang out; parks; and community amenities, such as a community center and daycare
3. **Environmental commitment**—a climate friendly, environmentally friendly, and sustainable area

These themes arose during early open-ended questions and were confirmed in the concluding polls. One of the final confirmation polls was “In 20 years, what would be a successful outcome of this plan? (Select up to three),” where the top responses included:

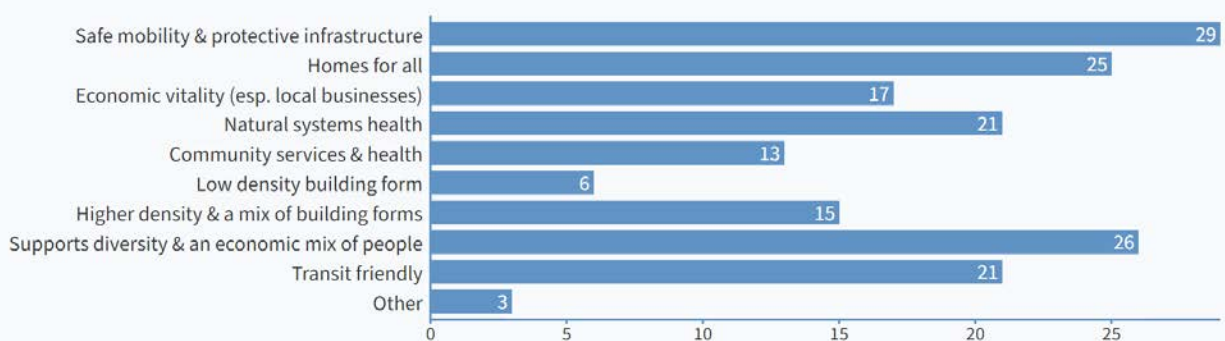
- “An area that feels safe to walk, roll, and bike for all ages and abilities” (68%)
- “A livable mixed-use environment” (63%)
- “A green, sustainable, and environmental friendly area” (53%)
- “An affordable and dense area of Olympia” (37%)

These same themes were prominent in another concluding poll, “What are the most pressing challenges facing the Triangle? (Select up to 3),” where participants answered:

- “Inefficient use of space (e.g., large surface parking lots)” (61%),
- “Lacks safe and comfortable ways to walk, roll, and bicycle” (58%),
- “Potential for residential renters to be priced out of the area” (50%)
- “Lacks homes mixed in with businesses” (32%)

In summary, participants generally agree on walkability, bikeability, compact mixed-use environment, and climate friendly themes. There are many informative comments throughout the full open-ended responses (in Attachment B Triangle Community Workshop Poll Full Results).

Which values do you believe should drive this plan? (Select all that apply)



Poll results on what values should drive the plan (response options developed from themes that arose in earlier open-ended comments). 36 people responded to this poll.

Diversity of Views

Housing Affordability Levels

Though housing affordability is an agreed-upon theme, there are some differences in how participants would like to see housing affordability achieved. Some expressed concern about market rate housing and wanted to limit new housing to subsidized and below market rate prices. Others were open to all types of housing.

Housing Incentives and City Budget

Some participants support more housing but oppose development incentives that give tax breaks to private developers to provide it. (This tool is called a “Multifamily Tax Exemption” (MFTE) and is being studied under a separate effort.) Others expressed interest in any tool that would help achieve more housing.

Building Height and Development Intensity

Overall, most respondents were interested in more dense and taller housing development than in lower density forms. Some participants expressed concern about “high-rises” (in this case, 10-14-story buildings) in the Triangle. A couple participants expressed that they don’t want any buildings over three stories in the Triangle. Some expressed concern that development would impact vehicular traffic in surrounding neighborhoods. Most participants were interested in a better mix of housing densities, types, and sizes; more housing options; understanding the connection between dense housing and housing affordability; replacing some of the parking lots around the mall with infill housing; and a mix of methods or incentives to get more housing built in the Triangle.

Example Quotes

Below are some responses to the question “If you could wave a magic wand and change the Triangle however you wanted, what would you wish for? I.e., in 20 years, what would be a successful outcome of this plan?” that also capture the main themes:

- “A secondary downtown bustling with housing, restaurants with and urban neighborhood feel”
- “A woods, with bike paths, water and wetlands, small cafes and joy, museums, art installation; plaza”
- “A sustainable project that demonstrates our commitment to the environment”
- “The parking lots would be gone and people would travel by foot, bicycle, small shared evs.”
- “A Dutch-style urban neighborhood where the default mode of transportation is cycling or walking, with frequent (every 5-10 minutes) and reliable transit”
- “People from all economic levels of Olympia, including low-income folks and retail workers, can make their homes (live), shop (essentials and more), and have community (spaces to gather WITHOUT SPENDING MONEY) in the Triangle. If you're a retail worker in a shop, you should be able to walk to work. Pedestrian and bike friendly, cars de-emphasized.”
- “I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”



APPENDIX C Existing Conditions Report

CITY OF OLYMPIA CAPITAL MALL TRIANGLE SUBAREA PLAN & PLANNED ACTION EIS

**EXISTING CONDITIONS REPORT
FINAL DRAFT DECEMBER 2022**

Prepared by:
**MAKERS
ESA
Fehr & Peers
Leland Consulting Group
MxM**

ACKNOWLEDGEMENTS

Agencies

City of Olympia

Consultant Team

MAKERS, Prime

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KEY TAKEAWAYS

This document is an early step in the planning process and is intended to describe existing conditions in the study area. Topics addressed in this report include:

- Land Use
- Transportation
- Stormwater

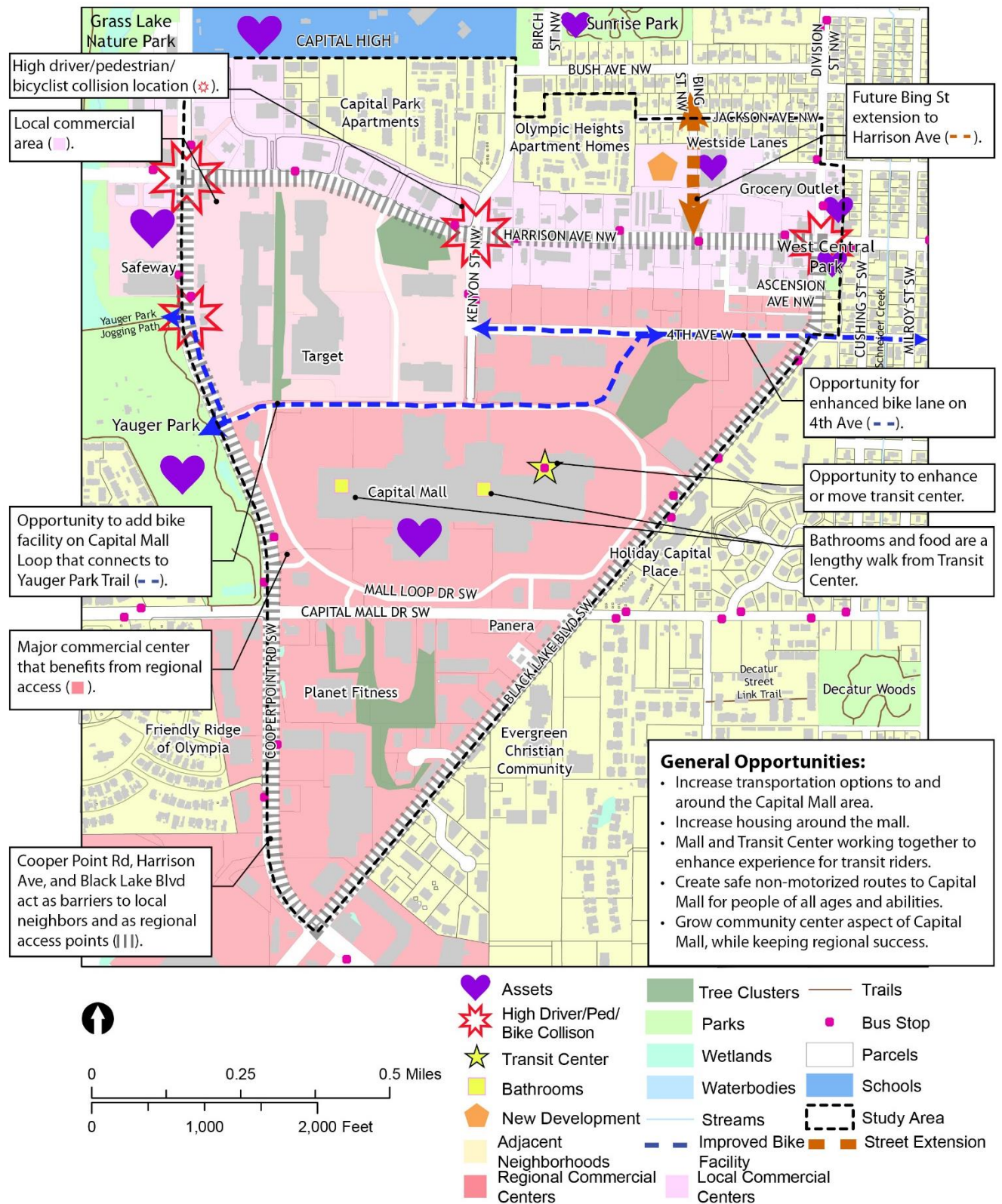
While each chapter in the report explores a unique aspect of the study area, some recurring themes cut across chapters. A short summary of these overarching themes and key findings associated with each of the topics is included below.

Note: The report analyzing current market conditions, development feasibility, housing, demographics, and displacement risk is attached. It is titled “Market Analysis: Existing Conditions”

Overall Themes

Assets. The Capital Mall Triangle Subarea (the Triangle) is rich with many businesses, services, and amenities, including:

- **Healthy regional center.** The Capital Mall Triangle is well-located for regional access and is economically healthy. The mall is the only major shopping center in South Puget Sound and has a very large trade area.
- **Diversity of shops and services.** The Triangle contains a wealth of businesses, retail, eateries, and services within close proximity that serve both a regional and local customer base.
- **Amenity rich.** Community and civic amenities include Capital Mall, Capital High School, Yauger Park, Sunrise Park, West Central Park, Grass Lake Nature Park, Decatur Woods Park, the West Olympia Timberland Library, grocery stores, bowling alley, and a movie theater.
- **Transit service.** The Transit Center is located at the Capital Mall, and InterCity Transit serves the area relatively well.
- **Surrounding neighborhoods.** Homes, schools, and parks are found immediately outside the Triangle. West of Yauger Park is one of Olympia’s more dense neighborhoods with tree-line, buffered sidewalks and a senior community. To the east and north are well established single family neighborhoods.



SOURCE: MAKERS (2022)

EXHIBIT 1 Assets, Challenges, and Opportunities

Challenges. The Triangle developed as a regional commercial area mostly in the 1980s and was designed to prioritize the automobile rather than humans, resulting in physical challenges:

- **Lacks a walkable/rollable urban form.** The Triangle is scaled to and designed for the automobile. For example, the mall is wide enough to cover 5 downtown blocks, meaning people on foot, bike, or wheel cannot travel in normal and direct ways. Multiple locations along the arterials have high driver/pedestrian/bicyclist collision rates. Sidewalks and informal paths are challenging for people on wheels.
- **Divided land uses.** Neighborhoods surround the Triangle but are physically divided from the shopping mall, and residents must cross challenging intersections to reach destinations. Harrison Ave, Cooper Point Rd, and Black Lake Blvd provide regional access but act as physical barriers for locals looking to get to the mall without driving. Virtually no residences are found within the arterial triangle.
- **Underutilized surface parking.** The surface parking lots consume a massive amount of land and were developed prior to modern tree and stormwater codes, so they contribute to urban heat and flooding.

Opportunities. Some key opportunities include the following:

- Make use of underutilized parking lots to meet Olympia housing supply and other needs without directly displacing businesses or residents. However, as investments improve the area, prepare for potential economic displacement risks to nearby renters as rents rise.
- Connect the Capital Mall area to Downtown with an enhanced/protected bike lane on 4th Ave.
- Add or formalize safe bike routes or trails connecting the high school and surrounding residential homes to the mall.
- Enhance (or move) the Transit Center and transit experience in and around Capital mall area.
- Improve community health and wellbeing and climate resiliency with greater use of green stormwater infrastructure (nature-based drainage solutions).
- Reduce transportation-related greenhouse gas emissions with a greater mix of uses in close proximity paired with infrastructure to support transit, active transportation modes, and electric vehicles.

Land Use

- The Capital Mall Triangle study area is a regional center that is successful because of its regional access from US 101 via Cooper Point Road and Black Lake Boulevard. The subarea is the only major shopping center in the South Puget Sound, providing it with a very large trade area. Future planning should better integrate the continued success of the regional commercial center with improving connections and use of the subarea by local neighboring areas.
- Harrison Avenue includes local-serving small businesses, many of which are locally owned. These businesses may be at risk of displacement with redevelopment of the area. The plan should consider anti-displacement programs and affordable commercial space incentives.
- Multifamily and single-family neighborhoods surround the Capital Mall Triangle but are physically divided by the arterial roads Harrison Avenue, Cooper Point Road, and Black Lake

Boulevard. The roads make it more difficult for those in the neighboring residential areas to get to and use the amenities in the commercial area if they do not use a car to get there. The plan should consider public and private investments to improve safe and comfortable multimodal access along and across these arterials.

- The study area is located in an amenity rich area. There are multiple schools, parks, and grocery store options, along with there being medical services nearby. The mall has one of the most popular regional libraries in the region, a bowling alley, and a movie theater. However, the area lacks safe and comfortable multimodal connections between amenities. The plan should consider how better connections may be included with any redevelopment in the Triangle.
- Currently, the Capital Mall Triangle study area lacks a walkable mixed-use urban form that better integrates residential uses with the commercial and amenity uses. Some of the building lengths within the study area are over 1,000 feet long, with the mall itself being around 1,650 feet long. Additionally, there is a lack of intersite connectivity in large areas.
- Olympia's development standards allow dense development but require more parking than is currently used or needed, which is impacting development feasibility. In addition, early property owner interviews indicate that tree and stormwater requirements triggered by major renovations or redevelopment may impact development feasibility. Current trend lines do not point to the Triangle meeting planned growth targets by 2045. The plan should carefully consider multiple objectives when making recommendations about development standards and consider methods to attract desired development.
- Also see the attached **Market Analysis: Existing Conditions** for market, development feasibility, housing, demographics, and displacement risk analyses and findings.

Transportation

- The Subarea does not have a gridded roadway system, leading to the concentration of traffic onto the three adjacent arterials (Cooper Point Road, Black Lake Boulevard and Harrison Avenue) and a lack of mobility for active transportation modes. Future planning efforts should focus on additional street connections to improve access to the Subarea for all modes into the surrounding neighborhoods and reduce the level of traffic concentration at major intersections within the Subarea.
- Pedestrian and bicycle safety has been flagged in multiple plans as a chief transportation concern for the Subarea. Multiple new enhanced crossings and bicycle lanes are currently planned, in addition to safety improvements at key crossings throughout the study area. Roundabouts at major intersections are also shown to improve traffic safety for all modes. The TMP (Transportation Master Plan) has identified several roundabout priorities within the Subarea.
- East-west bicycle connectivity is challenging within the Subarea. In addition to filling gaps in the network and constructing an enhanced bicycle facility on Capital Mall Drive, 4th Avenue has been flagged as a possibility to facilitate additional east-west connection with downtown Olympia.
- Observed parking demand would imply the potential for redevelopment of some parking areas within the Capital Mall; however, this is not consistent with City of Olympia parking requirements, which show the Capital Mall as potentially parking deficient. Additional parking

analysis should be performed to determine the exact parking occupancy and redevelopment potential of the parking lots. The city may want to update its parking requirements either as part of this Subarea plan or through future planning efforts.

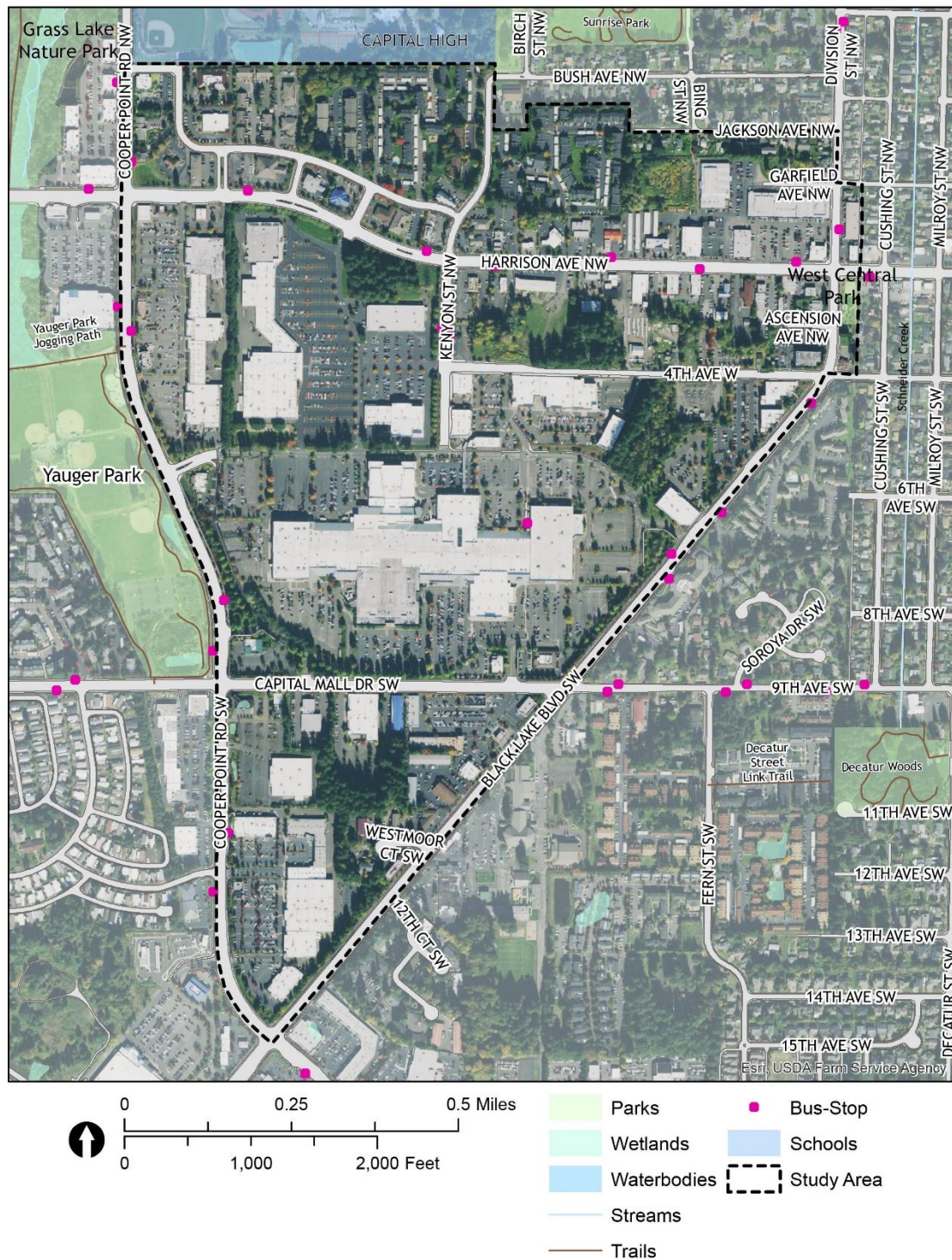
Stormwater

- New development and redevelopment in the Triangle Mall subarea must adhere to City regulations for stormwater management. City standards and guidance for stormwater management for construction, development, and redevelopment activities are contained in the City's Drainage Design and Erosion Control Manual (DDECM), which meets requirements of the City's NPDES municipal stormwater permit from Ecology.
- City standards require the use of Low Impact Development (LID) approaches (often referred to as green stormwater infrastructure) to manage stormwater on-site where feasible. LID approaches are intended to create, retain, or restore natural hydrologic and water quality conditions that may be affected by human alterations. Implementation of LID techniques offers the possibility of improving water quality and streamflow conditions in stream basins. Where stormwater cannot be adequately managed and fully infiltrated on-site, City standards require runoff treatment (water quality) and flow control (water quantity) to reduce adverse impacts to downstream receiving waters.
- Stormwater infiltration systems are used on some properties within the subarea currently, and LID is likely to be an important (and community-supported) part of future development in the subarea going forward. However, soils with low infiltration capacity or other site constraints may limit LID feasibility in some places.
- Meeting flow control requirements can be particularly challenging (and expensive) due to the high volumes of runoff that need to be detained to meet standards for sites with large areas of impervious surface; standards generally require that post-development flows do not exceed pre-development (forested condition) flows for design storms up to the 50-year peak flow. Surface detention ponds require considerable space that reduces the area available for buildings or parking, and underground detention systems—which are used at many locations in the subarea currently—are typically expensive.
- There is currently one City-managed regional stormwater facility located adjacent to the subarea that serves a portion of the subarea centered on Capital Mall: the Yauger Park Regional Facility. This facility was upgraded in 2010 and was expanded as much as is possible at the site. Further expansion to this facility does not appear possible at this time, and it does not have the capacity for 50-year storms. The City could consider the feasibility of constructing additional regional facilities within or near the subarea to encourage redevelopment within the subarea, and/or help coordinate stormwater management activities between property owners to find efficiencies and reduce costs (e.g., a single detention facility serving multiple properties may be more cost-effective than a detention facility on each property).

SECTION 1. INTRODUCTION

1.1 What Is the City of Olympia Capital Mall Triangle Subarea?

The Olympia Capital Mall Triangle subarea (see **Exhibit 1-1**) is located on the west side of Olympia. The bottom “point” of the triangle is the intersection of Black Lake Blvd SW and Cooper Point Rd SW. The subarea is bounded on the east and west by Black Lake Blvd and Cooper Point Rd. The northern boundary of the subarea follows zone district boundaries which are located approximately one to two blocks north of Harrison Ave. The subarea is approximately 288 acres.



SOURCE: City of Olympia, MAKERS, 2022

EXHIBIT 1-1 Capital Mall Triangle Study Area

1.2 What Is the Subarea Plan?

The City of Olympia designated the Capital Mall Triangle as one of three urban centers in the City's 20-year comprehensive plan. The City received a \$250,000 grant from the State of Washington to conduct long range planning in the subarea, with the aim of creating a people-oriented urban neighborhood. The City's goal is to maintain the area as a regional shopping destination while also creating a mixed-use neighborhood with a grid-based street network to reduce the amount and length of driving trips, increase transit accessibility, and enable residents to take advantage of multimodal transportation opportunities.

The plan's benefits and goals fall into four different categories:

- Housing
- Transportation
- Business and Property Owners
- Environment

Housing affordability for a variety of income levels, climate resilience, and economic prosperity are central to the City's vision for the site.

The subarea plan will become an optional element of the City's Comprehensive Plan. The subarea plan is expected to include elements such as land use, economic development, housing, the environment, public facilities and services, and transportation. The subarea plan is being developed for consistency with the Growth Management Act, countywide planning policies, and the City of Olympia Comprehensive Plan.

1.3 What Is in This Report?

This document is an early step in the planning process and is intended to describe existing conditions in the study area. Topics addressed in this report are listed below. It should be noted that the order of topics in this report is based on the SEPA elements of the environment as listed in WAC 197-11-444. This was done for convenience only and does not reflect importance or relative priority of any of the topics.

- Land Use
- Transportation
- Stormwater

The information in this report was compiled from existing available data and research findings; primary research was not conducted as part of this effort.

It is anticipated that this report will continue to be updated and revised as additional information is identified during the planning process. Ultimately, information in this report will help inform the future subarea plan.

A short summary of overarching themes and key findings associated with each of these topics is included in the section preceding this introduction. The balance of this report contains more detailed discussion of existing conditions for each topic area.

Note: The report analyzing current market conditions, development feasibility, housing, demographics, and displacement risk is attached. It is titled “Market Analysis: Existing Conditions”

SECTION 2. LAND USE

This chapter describes existing land use patterns, development types, mix of uses, scale and intensity of development, study area character, and land use compatibility. It also summarizes pertinent plans, policies, and regulations, including the City's GMA Comprehensive Plan, land use and urban forestry regulations, and other applicable and adopted plans from the City of Olympia.

2.1 Existing Policies and Regulations

This section provides summaries of recent plans, studies, and regulations related to the City of Olympia Capital Mall Triangle Subarea. These summaries are presented from oldest plan first to most recent plan last.

Local Plans and Regulations

CITY OF OLYMPIA COMPREHENSIVE PLAN (2014)

The Comprehensive Plan describes the vision for the Capital Mall area as:

A regional shopping center, which also includes one of the area's best balances of jobs within walking distance of medium-density housing. This area should continue to be economically viable and contribute to the community's goals with infill, redevelopment, and connections to adjacent areas for all modes of travel. It is to evolve into a complete urban neighborhood with a mix of jobs, housing, and services. ...Design standards will encourage continued infill and redevelopment in the vicinity of 4th Avenue and Kenyon Street so that the potential of the mall and its surrounding properties can be fully realized. As illustrated below, redevelopment to the north, south, east, and west will incorporate vehicle access and circulation with the addition of building focal points, significant entries, and better access for walking from surrounding neighborhoods (pg. 29-30).

Notable goals and policies include the following:

Land Use Element

Goal 1. Land use patterns, densities, and site design are sustainable and support decreasing automobile reliance.

- PL1.7 Enable frequent transit service, support housing, utilize existing infrastructure, provide public improvements and concentrate new major shopping, entertainment and office uses downtown, in the medical services area of Lilly Road, near the Capital Mall, and in the urban corridors (pg. 9).

Goal 11. Adequate commercial land conveniently serves local and regional trade areas.

- PL11.5 Encourage the efficient use and design of commercial parking areas; reduce parking space requirements (but avoid significant overflow into residential areas); support parking structures, especially downtown and in urban corridors; and designate streets for on-street parking where safe (pg.22)

Goal 14. Olympia's neighborhoods provide housing choices that fit the diversity of local income levels and lifestyles. They are shaped by thorough public planning processes that involve community members, neighborhoods, and city officials.

- PL14.2 Concentrate housing into three high-density Neighborhoods: Downtown Olympia, Pacific/Martin/Lilly Triangle; and the area surrounding Capital Mall (pg. 28).

Goal 15. Focus areas are planned in cooperation with property owners and residents.

- PL15.1 Maximize the potential of the Capital Mall area as a regional shopping center by encouraging development that caters to a regional market, by providing pedestrian walkways between businesses and areas; by increasing shopper convenience and reducing traffic by supporting transit service linked to downtown; by encouraging redevelopment of parking areas with buildings and parking structures; and by encouraging multifamily housing (pg. 33).

Goal 16. The range of housing types and densities are consistent with the community's changing population needs and preferences.

- PL16.1 Support increasing housing densities through the well-designed, efficient, and cost-effective use of buildable land, consistent with environmental constraints and affordability. Use both incentives and regulations, such as minimum and maximum density limits, to achieve such efficient use (pg. 37-38).
- PL16.5 Support affordable housing throughout the community by minimizing regulatory review risks, time and costs and removing unnecessary barriers to housing, by permitting small dwelling units accessory to single-family housing, and by allowing a mix of housing types (pg. 37-38).
- PL16.8 Encourage and provide incentives for residences above businesses (pg. 37-38).
- PL16.13 Encourage adapting non-residential buildings for housing (pg. 37-38).

Transportation Element

Goal 10. On designated strategy corridors, facilitate increased land use density, and eliminate transportation system inefficiencies.

Goal 12. The transportation system provides attractive walking, biking, and transit options, so that land use densities can increase without creating more traffic congestion.

- PT12.1 Build a system that encourages walking, biking, and transit to reduce car trips and help achieve our land-use density goals.

Goal 13. A mix of strategies is used to concentrate growth in the city, which both supports and is supported by walking, biking, and transit.

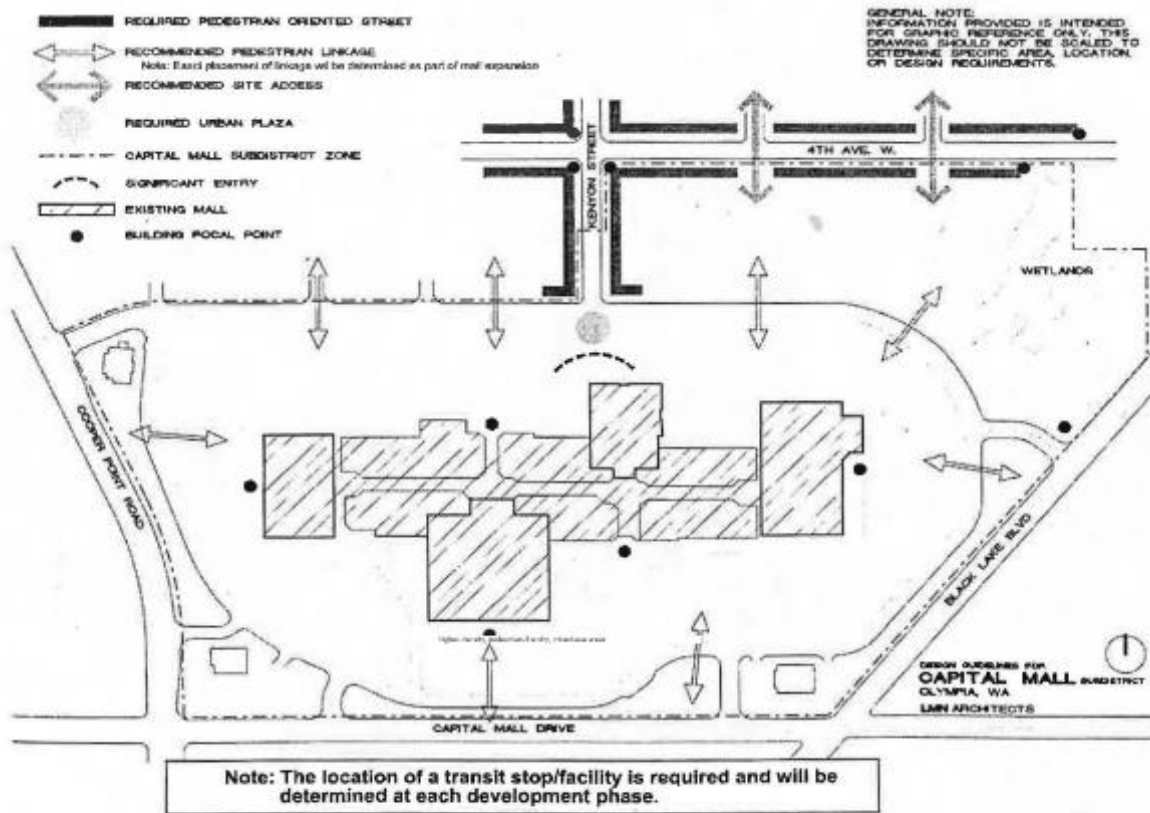
- PT13.1 Consider increasing allowed densities in the downtown core and along parts of the urban corridors, while maintaining lower densities in the periphery of the City.
- PT13.4 Promote infill in close-in neighborhoods and increased land-use density in activity centers and downtown to reduce sprawl, car trips, and to make the best use of the existing transportation network.
- PT13.5 Allow housing in commercial and employment areas to reduce commute and errand distances, and encourage alternatives to driving.

Goal 14. Greater density along bus corridors optimizes investments in transit and makes transit an inviting mode of travel.

- Harrison, Black Lake, and Copper Point are all listed as priority bus corridors.
- PT14.1 Encourage transit-supportive density and land-use patterns along priority bus corridors, through zoning, incentives, and other regulatory tools.
- PT14.2 Encourage schools, public services, major employers, and senior and multi-family housing to locate along priority bus corridors, as they tend to benefit from the availability of public transit.

Goal 19. The region is prepared to advance high-capacity transportation.

- PT19.3 Integrate land use and high-capacity transportation planning so that dense urban centers are developed around multi-modal transit stations, and coordinate this regionally.
- PT19.5 Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.



A plan for linking Capital Mall to its neighborhood.

NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.

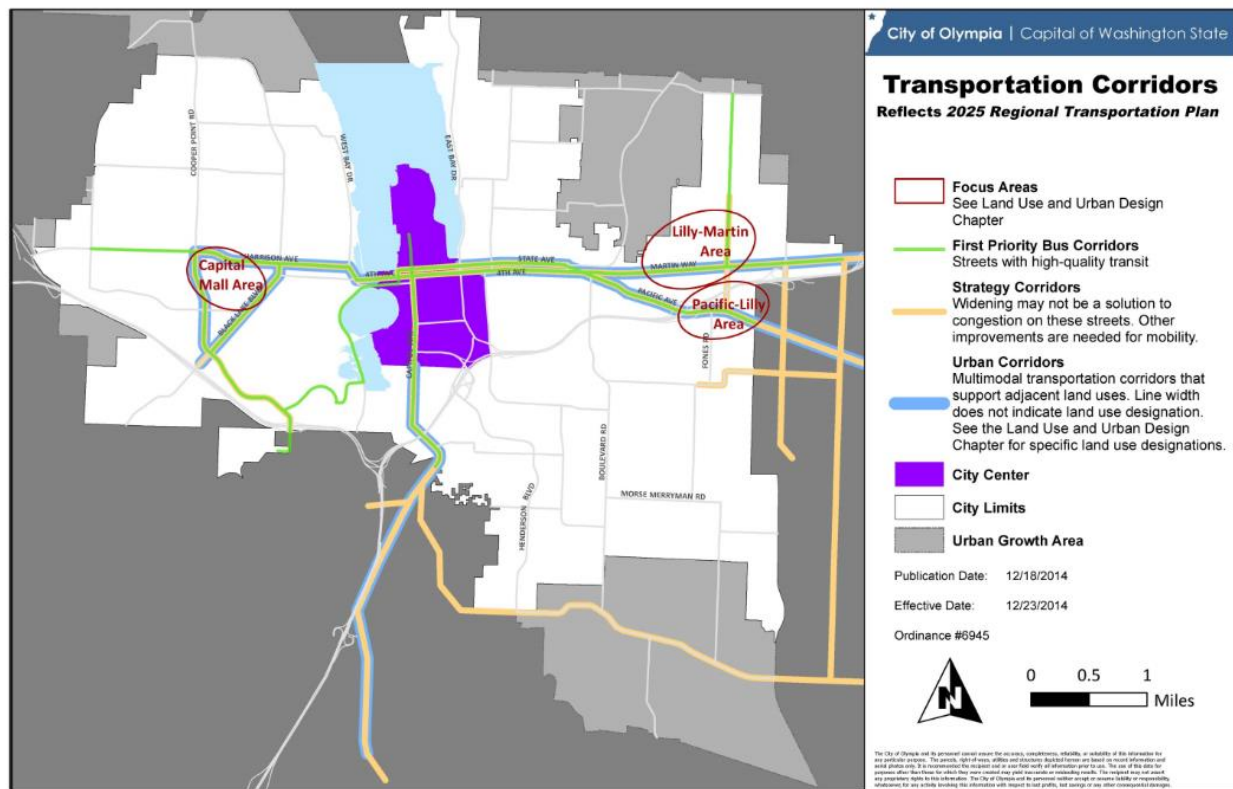
SOURCE: City of Olympia, *Comprehensive Plan* (2014)

EXHIBIT 2-1 Mall Pedestrian-Oriented Spaces Comprehensive Plan Map

Land Use Designations

In addition to land use policies for infill, redevelopment, and complete neighborhoods with a mix of jobs, housing, and services; the Comprehensive Plan describes how the evolution to “urban corridors” implements the vision stated for the area.

Over time, thoughtful planning will change some of these sections of major streets into “urban corridors” that will have a mix of high-density uses, and where people will enjoy walking, shopping, working, and living. ... Urban corridors like this are key to avoiding sprawl by providing an appealing housing alternative for people who want to live in an attractive, bustling urban environment close to transit, work and shopping (pg. 24, 58).

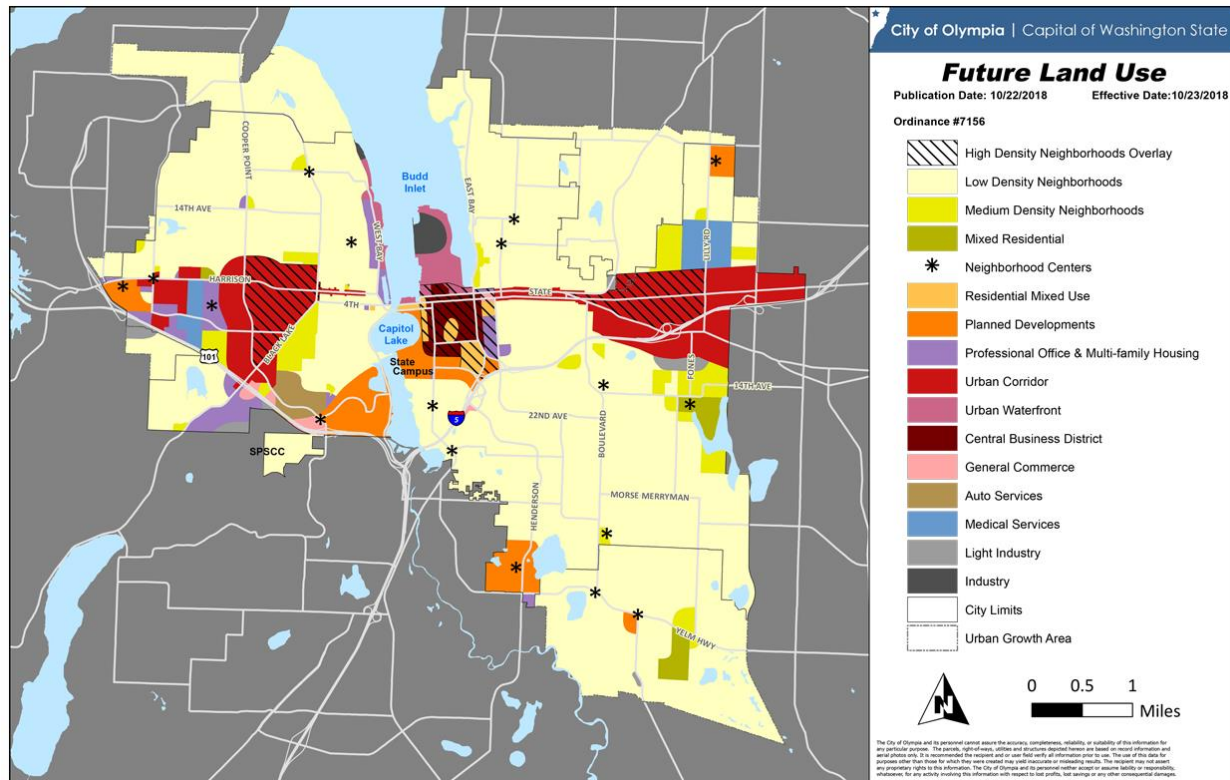


NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.

SOURCE: City of Olympia, Comprehensive Plan (2014)

EXHIBIT 2-2 Olympia Transportation Corridors Regional Transportation Plan Map

The Comprehensive Plan's Future Land Use Map designates the Capital Mall area as Urban Corridor with a High Density Neighborhoods Overlay.



NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.

SOURCE: City of Olympia, Comprehensive Plan (2018)

EXHIBIT 2-3 Olympia Future Land Use Map

Applicable designations include:

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 structures 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 (pg. 52, 54).

High-Density Neighborhoods Overlay: Multi-family residential, commercial and mixed use neighborhoods with densities of at least 25 dwelling units per acre for residential uses that are not re-using or redeveloping existing structures. New mixed-use developments include a combination of commercial floor area ratio and residential densities that are compatible with a high-density residential neighborhood. The height in these neighborhoods will be determined by zoning and based on the "Height and View Protection Goals and Policies (pg. 53).

(Note, there appear to be no protected views affecting this subarea.)

Table: Future Land Use Designations

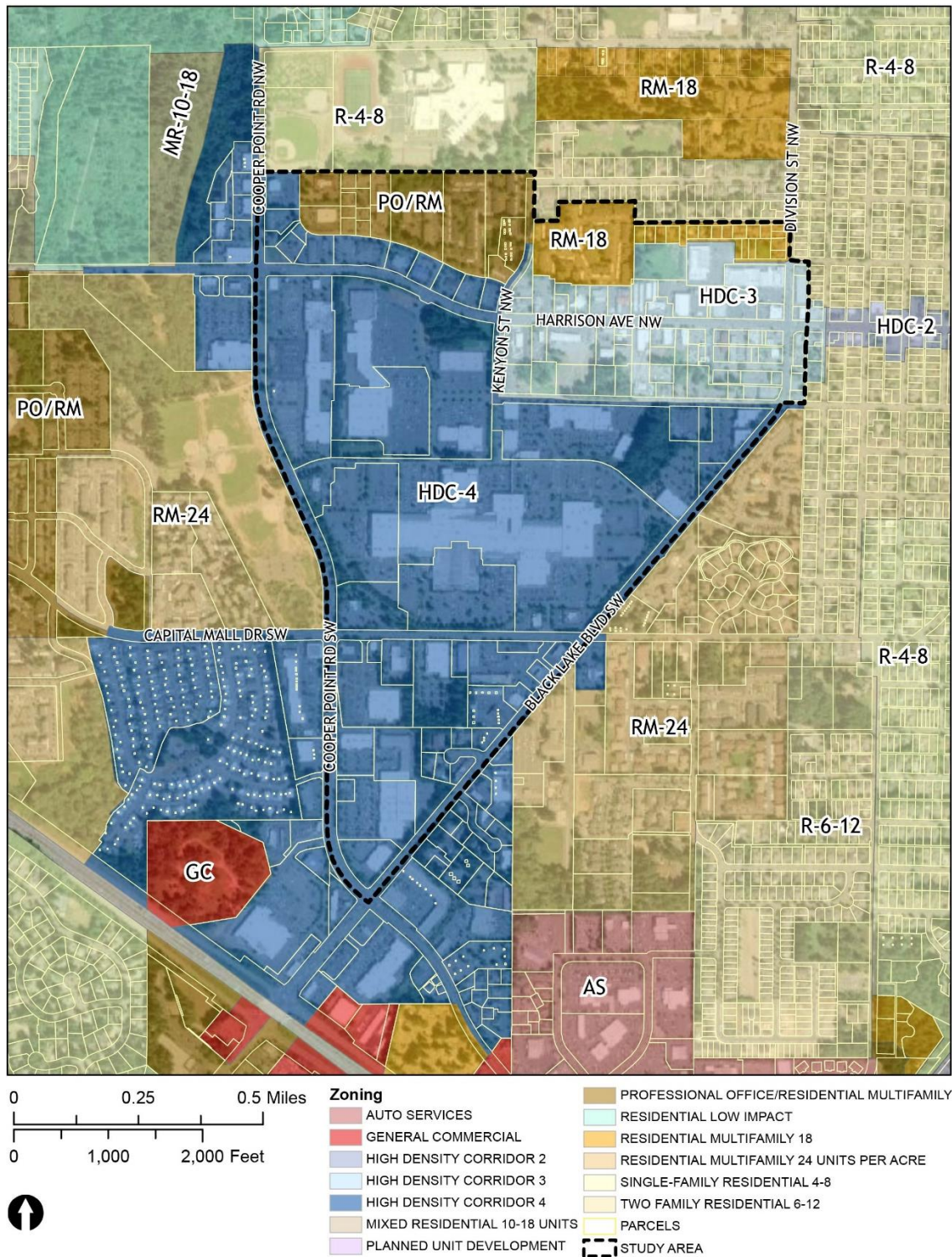
FUTURE LAND USE DESIGNATION	PRIMARY USE¹	RESIDENTIAL DENSITY²	BUILDING HEIGHTS³	ESTIMATED ACREAGE⁴	PERCENTAGE OF UGA⁵
Low-Density Neighborhoods (LDN)	Single-family Residential	Up to 12 units per acre	2 to 3 stories	11,000 ac.	71%
Medium-Density Neighborhoods (MDN)	Multi-family Residential	13 to 24 units per acre	Up to 3 stories	600 ac.	4%
Mixed Residential Neighborhood Centers	Single & Multi-family Commercial	7 to 18 units per acre	Up to 4 stories	150 ac.	1%
Residential Mixed Use	Multi-family Residential	Variable	2 to 3 stories	Variable	N/A
Planned Developments	Multi-family Residential	Not limited	3 to 5 stories	100 ac.	1%
Professional Offices & Multifamily Housing	Mixed Use	Residential areas: 7 to 13 units per acre	Varies by site and land use	725 ac.	5%
Urban Corridors	Mixed Use	Minimum 7 units per acre	3 to 4 stories	375 ac.	2%
	Commercial	Minimum 15 units per acre	3 to 6 stories	1,500 ac.	10%

SOURCE: City of Olympia, *Comprehensive Plan* (2018)

EXHIBIT 2-4 Olympia Future Land Use Designations

ZONING

More granular than the future land use map, the zoning for the Capital Mall Triangle Subarea includes High Density Corridor 3 (HDC3), High Density Corridor 4 (HDC4), Professional Office/Residential Multifamily (PO-RM), and Residential Multifamily 18/acre (RM18).



SOURCE: MAKERS (2022)

EXHIBIT 2-5 Capital Mall Subarea Zoning Map

TABLE 2-1 Capital Mall Subarea Zoning Code Standards

	HDC-4	HDC-3	PO/RM	RM-18
Standard	OMC 18.06.020.B.13	OMC 18.06.020.B.12	OMC 18.06.020.B.9	OMC 18.04.020.B.8
Purpose	Provide a compatible mix of high intensity uses with access to transit as part of all new projects Transform areas into commercial and residential “activity centers” Develop a street edge that is continuous and close to the street, with windows and doors visible from the street Create a safe, convenient, and attractive environment for non-automobile users	Provide a compatible mix of medium to high intensity uses with access to transit as part of all new projects Develop a street edge that is continuous and close to the street, with windows and doors visible from the street Create a safe, convenient, and attractive environment for non-automobile users	Provide a transitional area buffering residential from commercial uses Provide a compatible mix of office, moderate- to high-density residential, and small-scale commercial in a pedestrian-oriented area	To accommodate predominantly multifamily housing, at an average maximum density of eighteen (18) units per acre, along or near (e.g., one-fourth (¼) mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; Provide for development with a density and configuration that facilitates effective and efficient mass transit service
Minimum Lot Size	No minimum, except 1,600 SF minimum 2,400 SF average = townhouse	No minimum, except 1,600 SF minimum 2,400 SF average = townhouse	No minimum, except 1,600 = cottage 3,000 = zero lot 1,600 SF minimum 2,400 SF average = townhouse 6,000 SF = duplex 7,200 SF = multifamily 4,000 = other	1,600 SF = cottage; 1,600 SF minimum, 2,400 SF average = townhouse; 7,200 SF = multifamily; 3,000 SF = other
Front Yard Setback	0-10' See 18.130	0-10' See 18.130	10' maximum, if located in a High Density Corridor; 10' minimum otherwise.	10'
Rear Yard Setback	10' minimum; See exceptions at 18.06.080 tables	10' minimum; See exceptions at 18.06.080 tables	10' minimum; See exceptions at 18.06.080 tables	10' except: 15' for multifamily
Side Yard Setback	No Minimum; See exceptions at 18.06.080 tables	No Minimum; See exceptions at 18.06.080 tables	No minimum on interior, 10' minimum on flanking street; See exceptions at 18.06.080 tables	5' except: 10' along flanking streets; See exceptions at 18.04.080 tables
Maximum Building Height	Up to 35' if within 100' of land zoned for 14 units/acre or fewer	Up to 35' if within 100' of land zoned for 14 units/acre or fewer	Up to 35', if any portion of the building is within 100' of R 4, R 4-8, or R 6-12 district;	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units; 25' for cottage

Standard	HDC-4	HDC-3	PO/RM	RM-18
	OMC 18.06.020.B.13	OMC 18.06.020.B.12	OMC 18.06.020.B.9	OMC 18.04.020.B.8
	Up to 60' if within 100' of land zoned for 14 acres or more Up to 70' if at least 50% of required parking is under the building Up to 75' if at least one story is residential Building entry tower exemption allows an additional 30' for a tower element at the Capital Mall	Up to 60' if within 100' of land zoned for 14 acres or more Up to 70' if at least 50% of required parking is under the building Up to 75' if at least one story is residential	Up to 60' otherwise.	
Maximum Building Coverage	70% for all structures. 85% of the site if at least 50% of the required parking is under the building.	70% for all structures, 85% if at least 50% of the required parking is under the building.	70%, except 55% for residential only structures	50%
Additional Standards	Building Floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B))	Building Floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B))	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B) and OMC Figure 6-3).	Minimum Open Space: 25% for multifamily; 500 SF/space for mobile home park
Parking Requirements	Retail: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 6,000 SF; 1 short term bike parking space per 3,000 SF Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF) Multifamily: exempt from parking requirements where the new project provides for the development of replacement units in a development agreement and the project is all or part of an area of 40 acres or more that was in contiguous ownership in 2009; 1 bike storage space per unit; 1 short	Retail: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 6,000 SF; 1 short term bike parking space per 3,000 SF Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF) Multifamily: 1.5 off-street parking spaces per dwelling units; 1 bike storage space per unit; 1 short term bike parking space per 10 units Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short	Retail: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 6,000 SF; 1 short term bike parking space per 3,000 SF Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF) Multifamily: 1.5 off-street parking spaces per dwelling units; 1 bike storage space per unit; 1 short term bike parking space per 10 units Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space	

	HDC-4	HDC-3	PO/RM	RM-18
Standard	OMC 18.06.020.B.13	OMC 18.06.020.B.12	OMC 18.06.020.B.9	OMC 18.04.020.B.8
	term bike parking space per 10 units Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short term bike parking space per 5,000 SF	term bike parking space per 5,000 SF	per 5,000 SF; 1 short term bike parking space per 5,000 SF	

SOURCE: City of Olympia, *Municipal Code* (2022)

NOTE: Exceptions and details can be found in codes Residential Development Standards ([18.04.080](#)), Commercial Districts' Development Standards ([18.06.080](#)), and Commercial Design Criteria High Density Corridor (HDC) ([18.130](#)).

TABLE 2-2 Capital Mall Subarea Zoning Code

Zone Name	Zone	Net Acreage
High Density Corridor	HDC-3	50.8
	HDC-4	205.9
Professional Office/Residential Multifamily	PO/RM	22.6
Residential Low Density	R-6-12	0.0
Residential Multifamily	RM-18	14.4
Total		293.7

SOURCE: City of Olympia, LCG

The Olympia Capital Mall is classified as a shopping center, and as a result is required to have 4.5 spaces per 1,000 square feet of gross leasable area. The mall has 858,568 square feet of GLA and therefore is required to have 3,864 parking spaces. However, the site currently has 3,650, indicating that it is under-parked according to current parking requirements. This will be an issue if redevelopment of underutilized parking spaces is desired.

URBAN FORESTRY MANUAL (2016)

Olympia regulates how to measure, maintain, and enhance tree canopy in the city. [OMC 16.60.080 Tree density requirement](#) requires a minimum of 30 tree units per acre on the buildable area of the site (anywhere except critical areas and buffers, city rights-of-way, and areas to be dedicated as rights-of way). Any tree on the property counts.

The minimum required tree units for the 85.1 acre mall site is 2,555 tree units, and a 2015 tree study showed the site had 3,230 tree units.

Olympia's applicable tree unit measurement and density regulations are listed below. These apply to new development in commercial, industrial, and multifamily zones.

HOW DO I MEASURE A TREE?

Measure the diameter of each tree at 4.5 feet above the ground. This is called the diameter at breast height (DBH) and is measured in inches.

Existing Tree, Trunk Diameter	Equivalent Number of Planted Tree Units
1-6"	1
6-12"	1 ½
14"	2
16"	3
18"	4
20"	5
22"	6
24"	7
26"	8
28"	9
30"	10
32"	11
34"	12
36"	13

NOTE: [Builder's guide to tree, soil, and native vegetation protection and replacement ordinance](#) & code details [16.60](#)

SOURCE: City of Olympia, *Municipal Code* (2022)

EXHIBIT 2-6 Olympia "Tree Units"

Applicability (16.60.030.B). Unless otherwise exempted, any site to be developed, within the City of Olympia, shall be required to develop a Soil and Vegetation Plan (SVP) and shall be required to meet the minimum tree density herein created.

Soil and Vegetation Plan required (16.60.050.A) Requirement Established. A soil and vegetation plan is required to obtain a tree removal permit and is also required for any land development on property having a tree density below the minimum required and/or when Street Trees are to be installed.

Note: See Urban Forestry Manual for instructions on Soil and Vegetation Plan

Tree Density Requirement (16.60.080)

- 30 tree units per acre are required on the buildable area of the site

- **Section B.2.** Developed Commercial/Industrial/Multifamily (5 units or more) properties proposing an addition or other site disturbance are required to replace a minimum tree density of one tree unit for every 500 square feet of site area to be disturbed and 3 tree units for every one tree unit proposed for removal, up to the minimum tree density of 30 tree units per acre for the entire site.
- **Section B.3.** Developed Commercial/Industrial/Multifamily (5 units or more) properties proposing tree removal are required to replace 3 tree units for every one tree unit proposed for removal, up to the minimum tree density of 30 tree units per acre for the site.
- **Section C.** Replacement Tree Location. The applicant's proposed location of transplanted or replacement trees shall be subject to city approval as part of the Soil and Vegetation Plan. Replacement trees should be planted according to the following priority:
 1. On-Site.
 2. Off-Site. When room is unavailable for planting the required trees on-site, then they may be planted at another approved location in the city.
 3. City Tree Account. When on-site and off-site locations are unavailable, then the applicant shall pay an amount of money approximating the current market value of the replacement trees into the City's Tree Account.

Area Plans

THURSTON CLIMATE MITIGATION PLAN (2020)

The Thurston Climate Mitigation Plan outlines a strategic framework, strategies, and actions for reducing local greenhouse gas emissions. The Thurston County Climate Action Vision is:

Thurston County, Lacey, Olympia, Tumwater, and neighboring tribes recognize the urgent threat and opportunity that climate change poses to our community's economy, public health, public safety, and environment. We will work together to identify and boldly implement the most effective, efficient, and equitable actions to reduce locally generated greenhouse gas emissions to protect current and future generations from the most severe impacts of climate change.

In addition to doing its part to reduce greenhouse gas emissions, the Thurston County region will remain resilient in the face of climate change impacts during the 21st century and beyond.

Relevant policies are listed below.

Buildings and Energy

Strategy B4. Reduce energy use in new construction or redevelopment.

- **B4.5 permitting incentives.** Offer streamlined permitting, lower fees, or other incentives for projects that meet green building certification standards.
- **B4.6 energy efficiency tax exemptions.** Create a local property tax reduction or credit for new buildings that meet an energy efficiency performance standard.

- **B4.7 land use incentives.** Provide land use incentives (such as floor area ratio, density bonus, height bonus, or parking reductions) for zero-net carbon buildings or other applications that dramatically increase energy efficiency.
- **B4.11 grid-connected appliances.** Require smart appliances in new construction, especially water heaters that control timing of demand.
- **B4.12 multifamily submetering.** Require submetering for new multifamily buildings so residents can track energy use.

Strategy B5. Increase the production of local renewable energy.

- **B5.8 solar-ready.** Amend local development code to require solar-ready construction for all building types.

Strategy B6. Convert to cleaner fuel sources.

- **B6.2 electric appliances in new construction.** Update municipal code to require electric appliances in new construction.
- **B6.4 natural gas transition.** Phase out new natural gas connections in new buildings over time.

Transportation and Land Use

Strategy T1. Set land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.

- **T1.1 coordinated long term planning-future infill and urban sprawl reduction.** Coordinate long-term plans with transit agencies to project where increased density would support more transit corridors. Then change zoning/ density that would support new transit corridors and variety of household incomes. Promote long-term equity and healthy communities by developing incentives such as density bonuses for development where a percentage of the units will be permanently affordable for household incomes. Look for opportunities to meet the Sustainable Thurston land use vision by reducing urban sprawl.
- **T1.2 middle-density housing.** Reevaluate and change zoning as needed to allow for a range of housing types to promote social economic integration of housing near our region's urban centers or moderate-density zones.
- **T1.3 eco districts.** Identify potential Eco districts to advance innovative district scale urban development, sustainability, and neighborhood equity. Then make necessary code/zoning changes to support their development and set ambitious performance outcomes to ensure their long-term success.
- **T1.4 20-minute neighborhoods.** Increase the number of 20-minute neighborhoods (walkable environment, destinations that support a range of basic living needs and a residential density). Identify key infrastructure components needed to grow the number of 20-minute neighborhoods, then change zoning and codes if needed and coordinate with other jurisdictions to make public investments where necessary.
- **T1.11 land use efficiency.** Set integrated goals to consider network efficiency and reduce urban sprawl in land use decisions, including how density in certain areas supports transit, increases efficiency of utility service, and other support facilities. Consider vehicle miles traveled (VMT) in identifying locations for large employment facilities.

2.2 Current Conditions

Current Land Uses

The Olympia Capital Mall Triangle subarea is located on the west side of Olympia. The bottom “point” of the triangle is located at the intersection of Black Lake Boulevard SW and Cooper Point Road SW. The area is 288 acres. The mall site is 85 acres (29.5% of the total land area). The Capital Mall Triangle subarea is mainly comprised of retail and office properties, with some multifamily in the northern part of the triangle. In total, the Capital Mall Triangle subarea is home to 850 residents in 500 households as of 2022. The subarea’s housing units are in apartment buildings north of Harrison Avenue NW. Several other multifamily developments are located just outside of the subarea to the west and a few to the east.

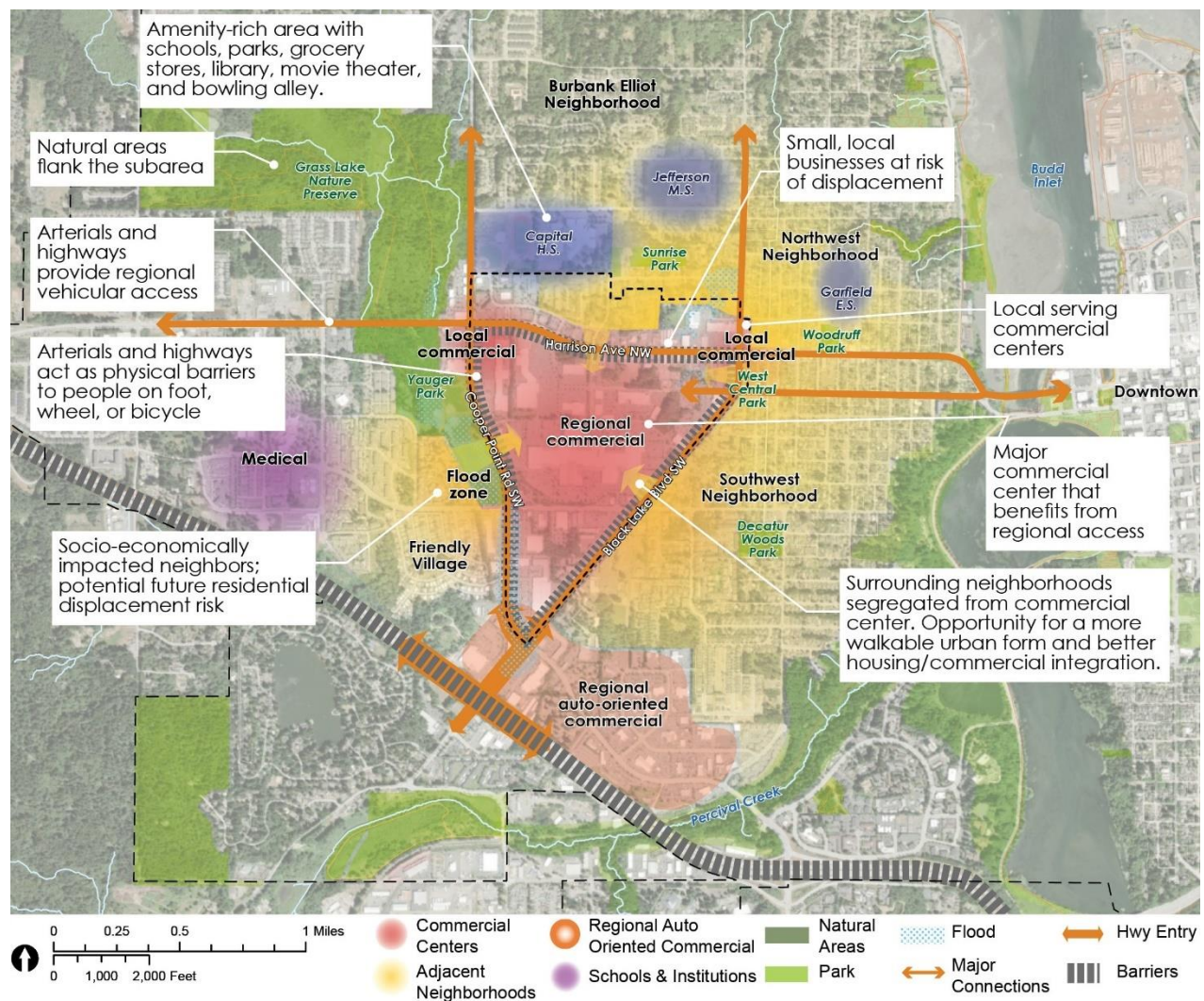
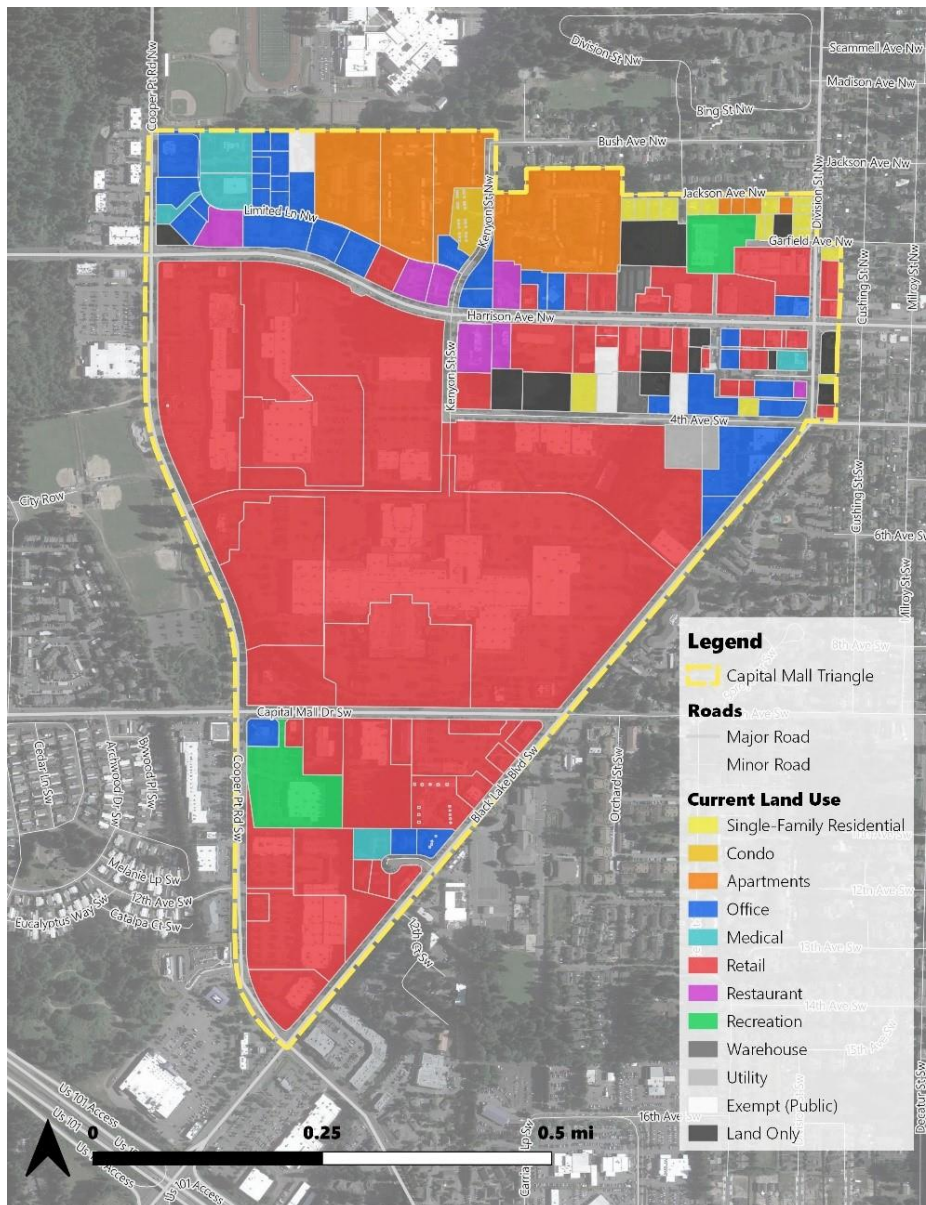


EXHIBIT 2-7 Capital Mall Land Use Context Map

As shown in **EXHIBIT 2-8** and **TABLE 2-3**, the Olympia Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area as well as 493 housing units. There are 344,995 square feet (7.9 acres) of vacant land, mainly concentrated in the northern portion of the subarea. Retail space accounts for 76% of building area in the Olympia Capital Mall Triangle.



SOURCE: City of Olympia, CoStar, LCG.

EXHIBIT 2-8 Current Land Uses

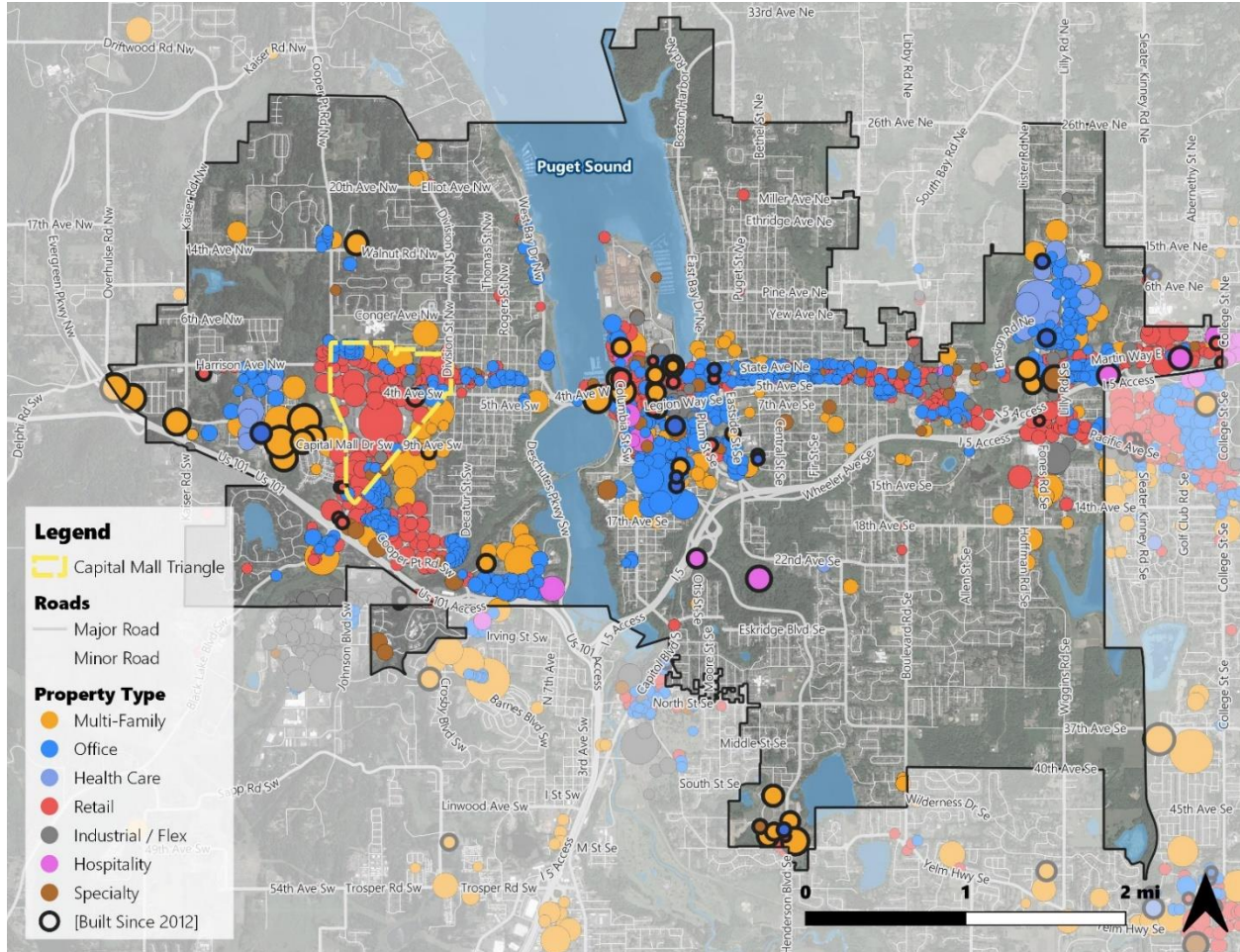
TABLE 2-3 Current Land Uses in the Capital Mall Triangle

Type	# of Residential Units	Rentable Building Area (RBA) (square feet)
Single-Family Home	26	
Multi-Family Unit in Large Building	0	
Multi-Family Unit in Small Building	467	
Mobile Home	0	
Education		4,232
Food Sales		9,040
Food Service		33,037
Health Care Inpatient		0
Health Care Outpatient		40,149
Lodging		0
Retail (Other Than Capital Mall)		579,268
Retail (Capital Mall)		793,862
Office		206,210
Public Assembly		0
Public Order and Safety		13,967
Religious Worship		0
Service		26,912
Warehouse and Storage		17,200
Other		76,487
Vacant (SF of land area, not RBA)		344,995

NOTE: RBA=rentable building area

SOURCE: City of Olympia, CoStar, LCG

The Olympia Capital Mall Triangle study area has a high concentration of existing retail establishments compared with other areas citywide, while office space is concentrated mainly on the east side.



SOURCE: CoStar, LCG.

EXHIBIT 2-9 Commercial Properties in Olympia

Since 2017, development of office, retail, multifamily, and hospitality properties has been mainly concentrated in the downtown area with some on the far east and west sides of the city. Between 2017 and 2022, 36,500 square feet of retail space in two buildings were added in or directly adjacent to the Olympia Capital Mall Triangle subarea. Over that same period, 11 buildings with a total of 69,500 square feet were added in Olympia's Historic District and South Capital neighborhoods. These buildings include a mix of apartments, restaurants, retail, and office space.

Land Ownership

PUBLIC OWNERSHIP

The City owns four parcels (dark blue in **Exhibit 2-10**) in the study area, including:

- A new stormwater facility to provide flow control and water quality treatment is planned between 4th and Ascension Avenues (\$300,000 construction project in Olympia's Storm and Surface Water Plan)
- Two parcels west of the future stormwater pond along 4th Ave W

The City also owns properties directly bordering the subarea including:

- Olympia Fire Department Station 2 at Kenyon St NE and Bush Ave NW
- Yauger Park (see Parks section below)

Other public land or uses include the following:

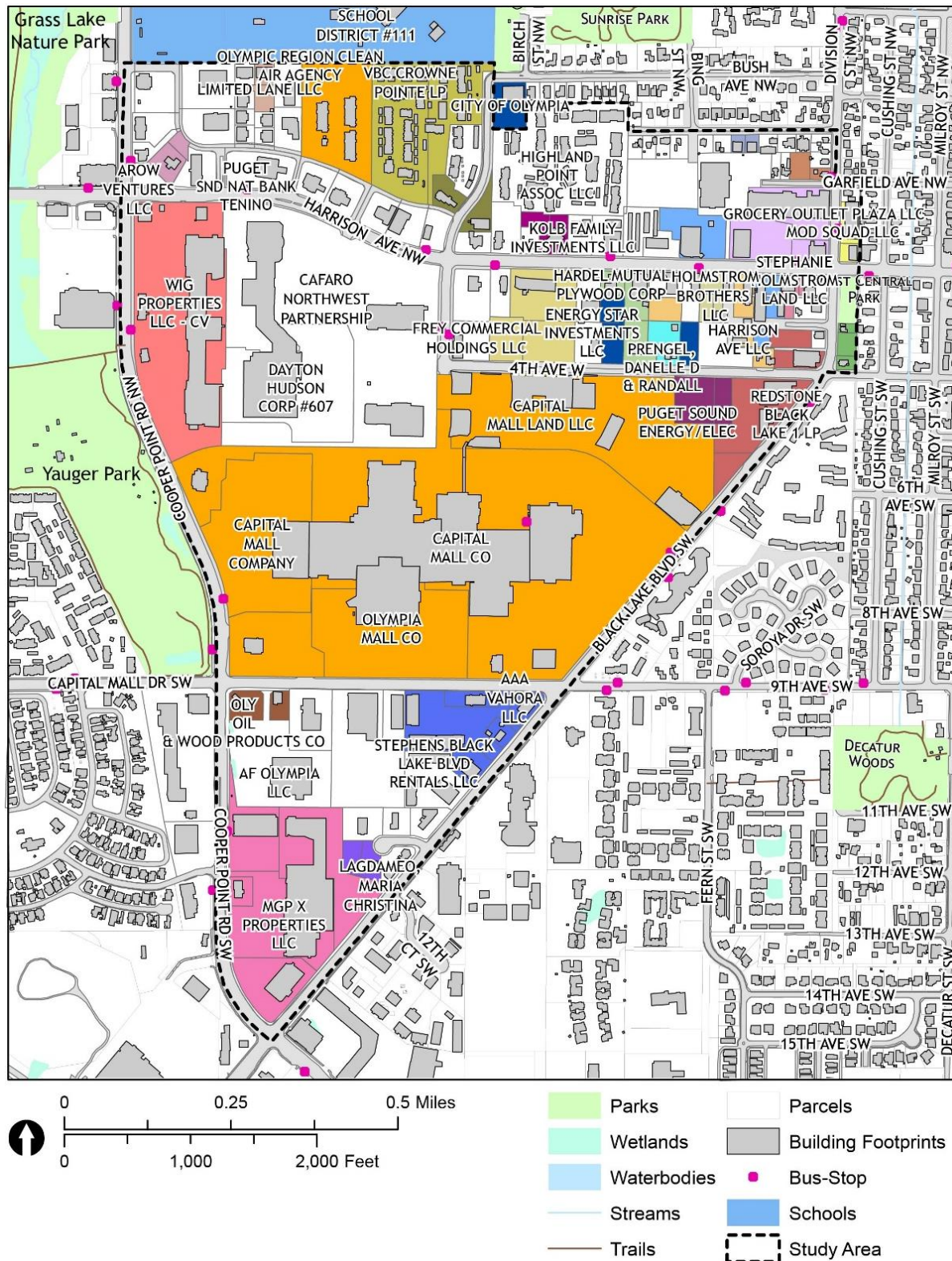
- Olympic Region Clean Air Act ORCAA has a small office building in the northwest of the study area just south of Capital High School
- West Olympia Timberland Library (a Timberland Regional Library) is a tenant within the Capital Mall
- The Olympia School District owns the Capital High School campus directly north of the study area

Utility-related:

- Puget Sound Energy's West Olympia Substation is on the south side of 4th Avenue directly south of the future stormwater pond (northeast of the mall)

PRIVATELY OWNED LAND

The mall is owned by an investment group represented by a group of financial managers and advisors. While the group is open to investigating redevelopment of the mall site, they view the Capital Mall as a high performing asset in their portfolio. The mall's lack of competition in the region (as shown in **EXHIBIT 2-10**) and large trade area have kept the mall from declining as other suburban shopping centers have. As the area redevelops, the ownership group hopes to continue the mall's operations while adding additional multi-use functions, including housing, hospitality, or office space.



SOURCE: MAKERS (2022)

EXHIBIT 2-10 Capital Mall Triangle Property Owner Map

Other major owners of retail properties within the Capital Mall Triangle include Merlone Geier Partners, Wig Properties LLC, and Cafaro. These companies have experience with mall redevelopment and repositioning and are open to the changes proposed by the City.

The project team interviewed representatives from Wig Properties, Cafaro, Merlone Geier Properties, and the mall ownership group. Representatives from Cafaro and the mall ownership group were enthusiastic about the vision for the site and open to potential redevelopment opportunities. Representatives from Merlone Geier and Wig both indicated that their main focus in the Capital Mall Triangle area is to pursue a more traditional retail strategy. Wig is interested in improving safety and access throughout the subarea. Wig also has plans for adding some placemaking elements and pedestrian infrastructure to their shopping center.

The Cafaro representative was supportive of the plan for the subarea, particularly the Planned Action EIS, which will save them time and money if they decide to redevelop their property. Cafaro is currently working on redeveloping some of their larger mall sites in the Midwest and believes the future of retail is in vertical mixed-use development. Previous attempts to develop part of their property in the Capital Mall Triangle have failed, but they are optimistic that they will be able to find the right opportunity. Cafaro has been involved in a similar plan in Puyallup and is wary of policies that are too pedestrian-focused, as many shopping center visitors do not come from within walking or biking distance of the mall (as explored below in the Capital Mall Trade Area section of this document). Cafaro is not concerned about the potential affordable housing requirement.

The mall ownership and management group are enthusiastic about partnering with the City to improve the site. They envision continuing mall operations to some degree with potential additional multi-use function, which could include housing, hospitality, or office space.

PARKS

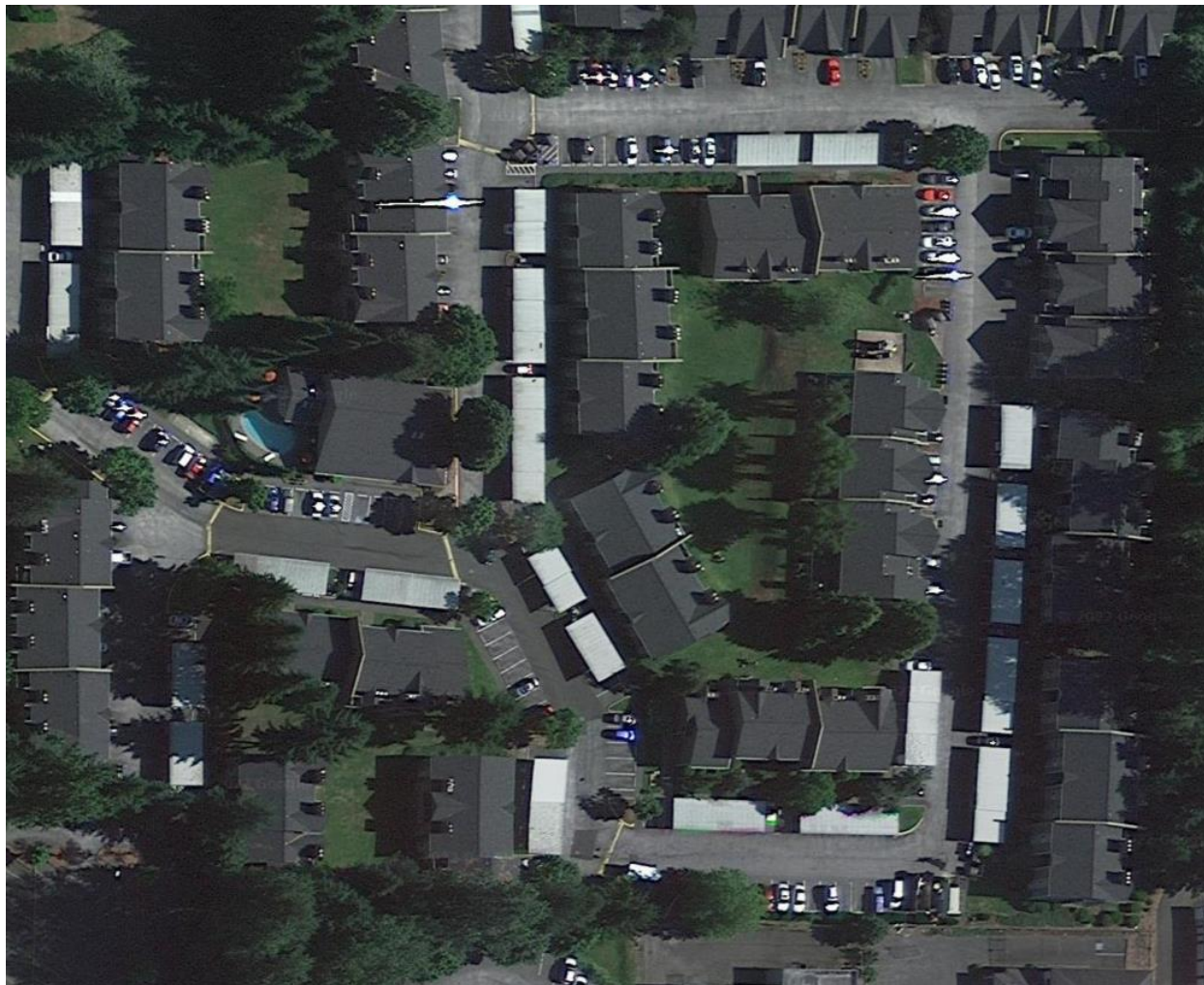
The City owns four parks within a half mile of the Triangle (outside of the study area):

- Yaeger Park, a 39.77-acre neighborhood/community/open space park that includes athletic fields, wetlands, playground, a skate court, community garden, jogging trail, and Dirt Works Demonstration Garden. This park is one of Olympia's three athletic field complexes. The park also includes a unique dual use stormwater facility which, in the wet season expands to cover portions of the park but in the dry part of the year the flooded areas are actively used for park purposes.
- Grass Lake, a 195.71-acre neighborhood/open space park with trails and natural areas
- Sunrise Park, a 5.74-acre neighborhood park
- Decatur Woods Park,

Other parks or athletic fields include:

- West Central Park, a 0.5-acre privately owned park at Division St NW and Harrison Ave NW with a shelter, trails, and landscaping, and activated with food trucks, restaurants, and lodging

- Capital High School's athletic fields
- Jefferson Middle School's athletic fields
- Some of the multifamily home complexes include outdoor amenity spaces



SOURCE: Google Maps (2022)

EXHIBIT 2-11 Olympia Heights Apartment Homes' Open Spaces

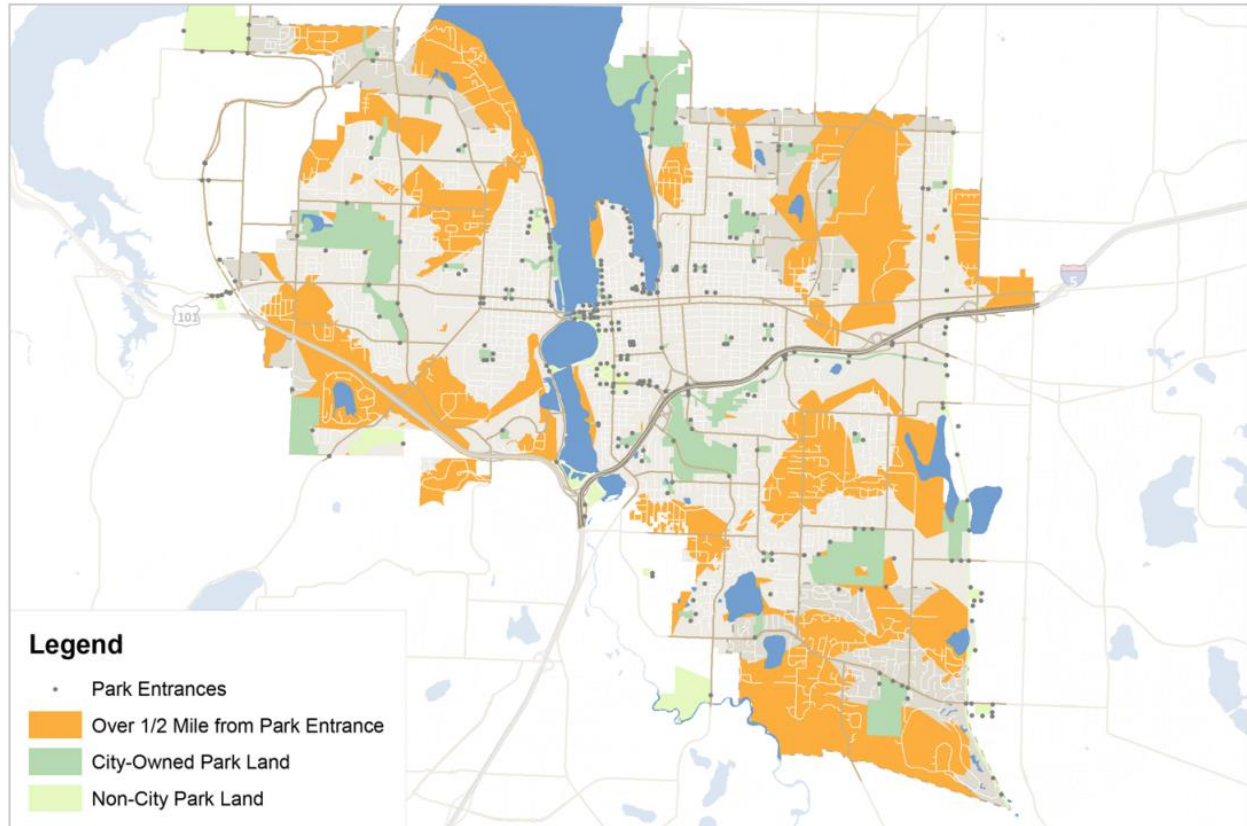
The City of Olympia uses the following performance metrics ([Parks, Arts, & Recreation Plan](#)):

- **Acres of park land per 1,000 residents.** Target of additional 50 acres by 2024, resulting in 19.5 acres/1,000 residents.
- **Percentage of land in Olympia within 0.5 miles of a park or open space.** Target of 95% of land within City and Olympia UGA will be within 0.5 miles of a park or open space.

Olympia's Parks, Arts, & Recreation Plan shows that some areas in Olympia are further than 0.5 miles from a park, including three small areas within the Triangle study area. These areas include:

- The southern tip of the Triangle along Black Lake Boulevard

- The eastern portion of Capital Mall
- Residences just south and east of Capital High School (perhaps separated from Sunrise Park by topography and a lack of inter-site connections)



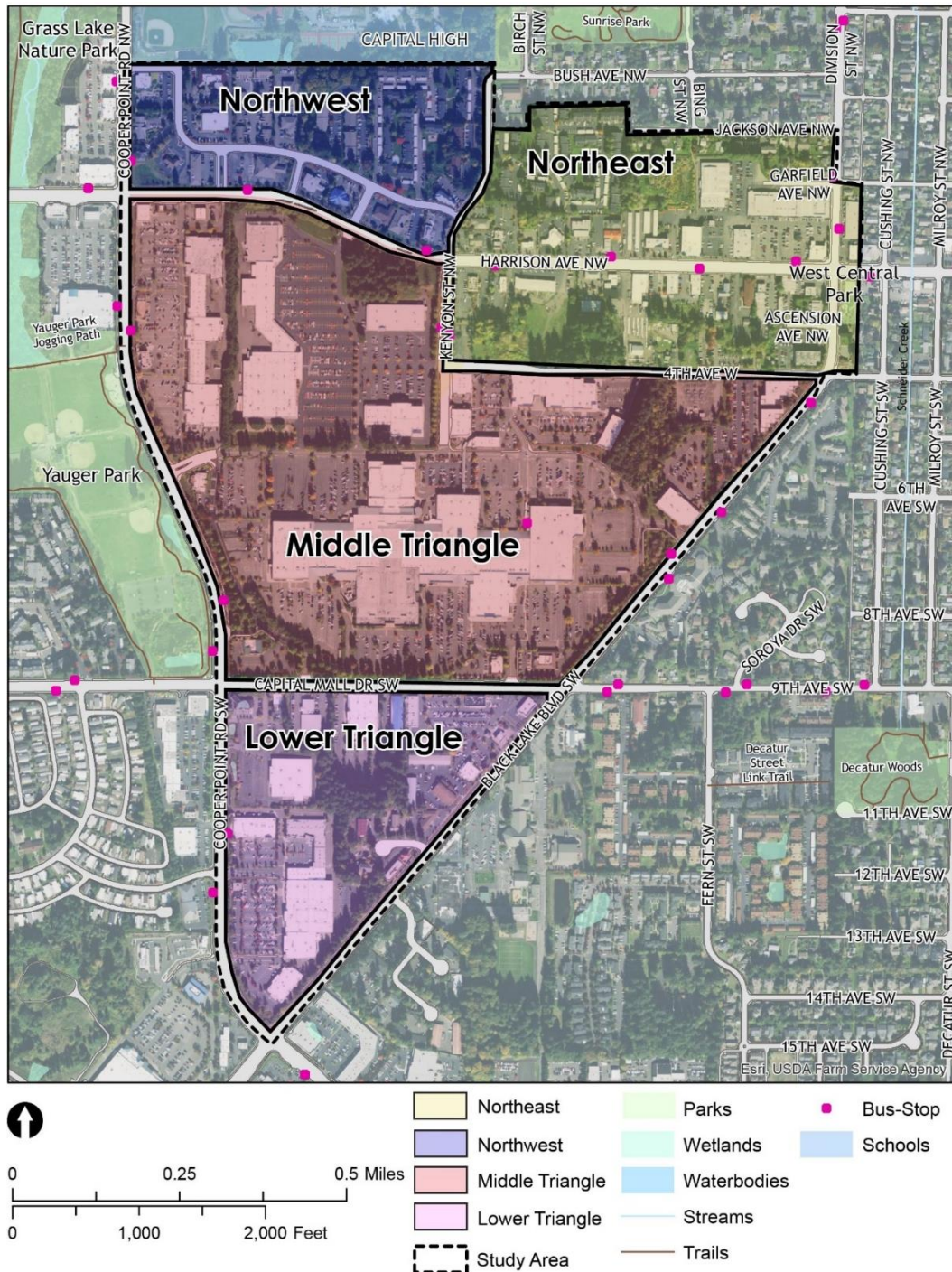
NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.

SOURCE: City of Olympia, [Parks, Arts, & Recreation Plan](#) (2022, pg. 77)

EXHIBIT 2-12 Olympia Park Coverage and Need Map

Existing Development Types

CHARACTER DISTRICTS



SOURCE: MAKERS (2022)

EXHIBIT 2-13 Capital Mall Triangle Districts

Northeast Area

The northeast part of the study area surrounds Harrison Ave between Kenyon St NW and Division St NW and primarily includes single-story, local-serving, smaller, and often locally-owned businesses in older buildings. Two strip malls at the intersection of Division St and Harrison Ave include a Grocery Outlet, a local brewery, WSECU bank, and other restaurants, services, and shops act as a commercial center for West Olympia neighborhoods. Along Harrison Ave NW, additional shops, services, and amenities, such as the Westside Lanes bowling alley, Capital Market (Asian grocery store), hardware store, a pet groomer, and auto repair shops serve the area. There are some storage and light industrial uses. Additionally, this area has West Central Park (privately owned but open to the public), a half-acre park with a stage, seating, shade, and access to food options nearby, and regular events. Sunrise Park, a public park with community gardens is located just outside the northern boundary of the subarea.

The commercial properties are auto-oriented in nature with some large surface parking lots. Parcels are not as large as those found closer to the mall and Target shopping centers. Buildings are placed close to the street, but their entrances usually face the parking lots and not the street. Harrison Ave NW has relatively narrow sidewalks that often abut traffic (without a landscape strip). Some of this area has street trees but they are in the sidewalk (not a planter strip) and effectively narrow the path of travel for pedestrians.

North of the commercial properties are residences of varying types and densities.



SOURCE: Google (2019)

EXHIBIT 2-14 Northeast Area Larger Strip Mall



SOURCE: MAKERS (2022)

EXHIBIT 2-15 West Central Park, Olympia, WA

Northwest Area

The northwestern part of the study area is similar to the northeast area with smaller commercial properties with single-story buildings fronting the north side of Harrison Ave NW. Banks, fast-food restaurants, and some local businesses front Harrison Ave. These tend to be set back slightly further and include more landscaping than their counterparts along Harrison Ave NW in the Northeast area. Sidewalks are still narrow and directly abut Harrison Ave NW. A small office park and other service buildings are clustered near Cooper Point Rd. Multi-family residences are north of the commercial areas. Capital High School is a key amenity in this area, and a trail connects the high school and Sunrise Park. An unimproved trail connects the high school to Kenyon Avenue.



SOURCE: Google (2011)

EXHIBIT 2-16 Northwest Area Office Park and Apartments



SOURCE: MAKERS (2022)

EXHIBIT 2-17 Northwest Area Apartments

Middle Triangle

The Middle triangle is a regional shopping center focused around Capital Mall that benefits from arterial access from Highway 101. Buildings are typically single stories surrounded by very large surface parking lots with minimal trees or landscaping. None appears to include natural drainage. Parcels are huge and owned by just a few groups. The Mall has a movie theater and big box stores like REI, Best Buy, DICK'S Sporting Goods, and JCPenney. It also hosts a public library and Intercity Transit's transit center. A Target, Ace Hardware, and Goodwill anchor the two strip malls northwest of the mall, and northeast of the mall, there are a couple of government buildings for the state of Washington.



SOURCE: MAKERS (2022)

EXHIBIT 2-18 Capital Mall Northern Entrance

Lower Triangle

The Lower triangle is located south of Capital Mall Drive and has a lower level of regional shopping options than the more prominent regional shopping area. Some well-known locations in this area are Big Lots, Mattress Firm, Outback Steakhouse, and Five Guys. Having developed

prior to modern intersite connectivity standards, the medium-sized parcels are disconnected and auto-oriented with large surface parking lots in front of the single-story buildings. A substantial stand of trees acts as a physical barrier between lots in the center of this district. Also, a significant grade/elevation change is located within this area of trees in the center of the district.

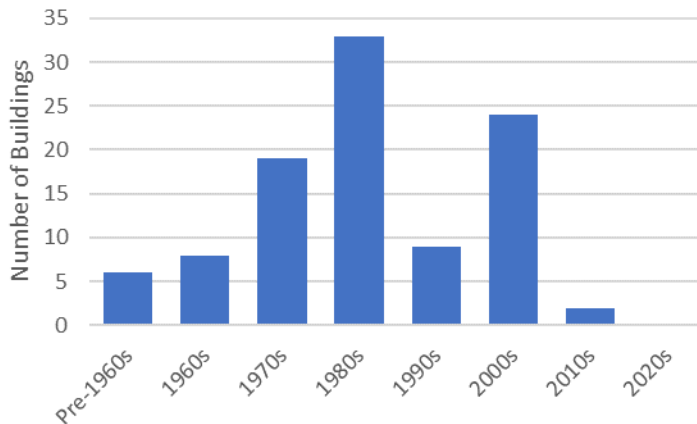


SOURCE: Google (2019)

EXHIBIT 2-19 Parking Lot of Shopping Plaza in the Lower Triangle

AGE OF BUILDINGS

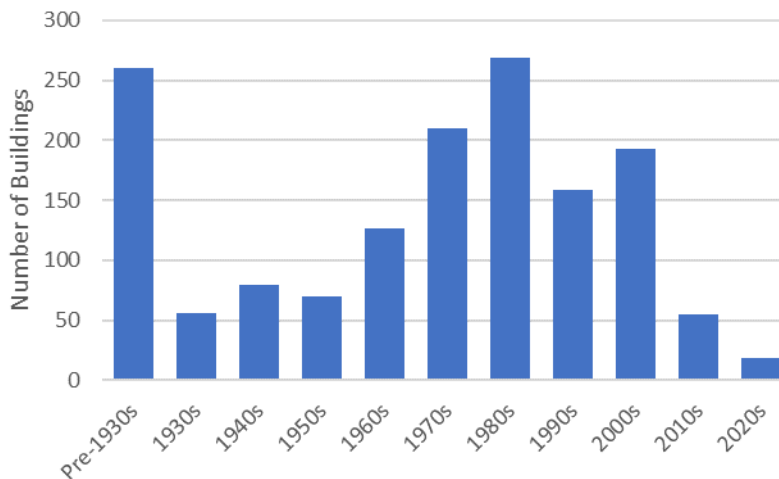
According to CoStar, the average year built for buildings within the Capital Mall Triangle subarea is 1985. The average year built for multifamily properties in the subarea is 1987 while the average vintage of retail buildings is 1983. Most of the construction in the subarea occurred in the 1970s, 1980s, and 2000s, as shown in **EXHIBIT 2-20**.



SOURCE: CoStar, LCG

EXHIBIT 2-20 Distribution of Commercial Building Ages in the Capital Mall Triangle Subarea

In the City of Olympia, the average year built for multifamily, office, and retail properties is 1972. The average year built for retail is 1985, for multifamily is 1978, and for office is 1990. As in the subarea, most of the post-1930 multifamily, office, and retail buildings in the City of Olympia were built in the 1970s, 1980s, and 2000s. In general, the Capital Mall Triangle area developed more recently than much of the city.



SOURCE: CoStar, LCG

EXHIBIT 2-21 Distribution of Retail, Multifamily, and Office Building Ages in the City of Olympia

Anticipated Growth and Development Capacity

Table 2-4 and **Exhibit 2-22** show three alternative ways of looking at current zoned capacity as compared to existing conditions. As described in the **Market Analysis: Existing Conditions** attachment, optional methods to project potential future land uses include the following.

Status Quo. The City has identified the Capital Mall Triangle subarea as a place where growth should be concentrated. However, between 2000 and 2022, the subarea has only seen industrial, office, and retail development (total of 430,248 square feet). Currently, high parking requirements for shopping centers prevent the redevelopment of the mall and other retail properties south of Harrison Avenue. There is, however, some development potential on parcels in the northern part of the study area, though no multifamily development has occurred here over the last 20 years. The proposed Bing Street apartments, which are currently under permit review, are expected to add 114 units to a 2.28-acre site. This alternative follows the non-residential development trend line and uses a density of 50 units per acre on three potentially redevelopable parcels in the northern portion of the subarea to estimate potential redevelopment by 2045. These trends would not meet the Thurston Regional Planning Council's (TRPC's)/City's growth targets for the Triangle.

TRPC Projection. TRPC uses a standard buildable lands capacity method to estimate future land use intensity. By 2045, TRPC forecasts that the area will grow to 2,180 people, 1,410 housing units, and 5,948 jobs. TRPC estimates that there are 121.5 acres of developable land in the Capital Mall Triangle subarea. If housing units and jobs were spread evenly throughout the 121.5 acres, new development would have a density of 18 people, 12 housing units, and 49 jobs per acre by 2045.

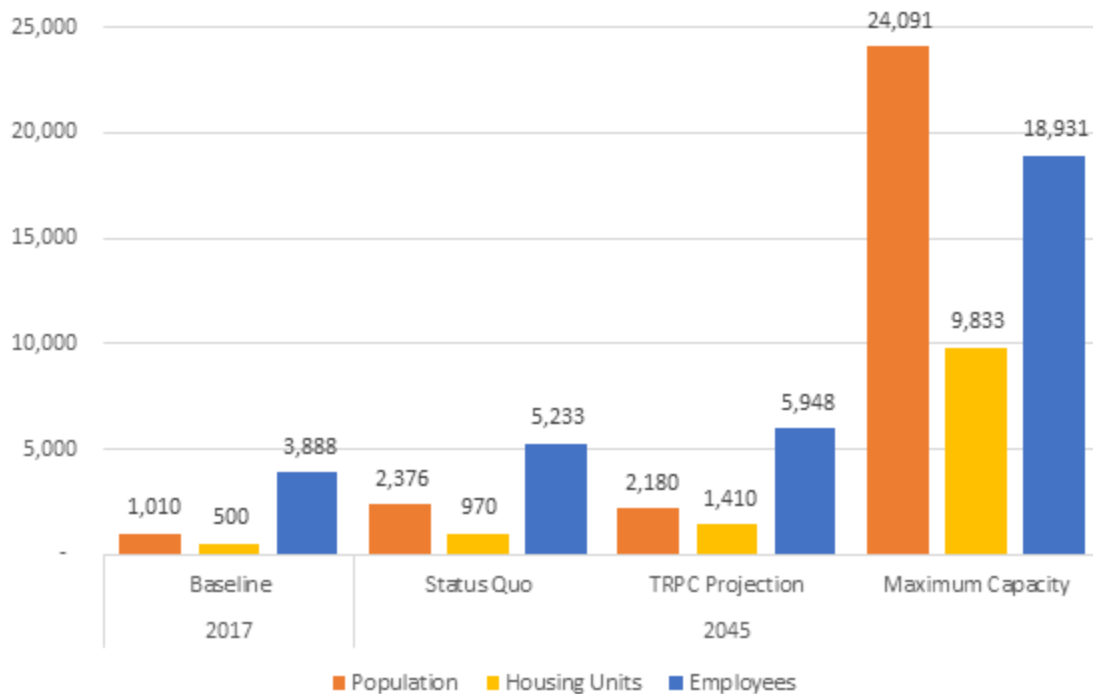
Hypothetical Maximum Capacity. This method applies greater intensity redevelopment to the full 121.5 acres of developable land TRPC identifies in their buildable lands method.

TABLE 2-4 Land Use Capacity

	Existing (2017)	Projected (2045)		
		Status Quo	TRPC Projection	Maximum Capacity
Residences (housing units)	500	970	1,410	9,833
Residential average density* (du/acre)	1.7	1.7	4.8	33.5
Employees	3,888	5,233	5,948	18,931
Commercial (square feet)	2,398,977	2,829,225	1,903,360	6,057,972

SOURCE: TRPC, CoStar, LCG

* Average across the whole study area; actual densities would vary by parcel/smaller districts.



SOURCE: TRPC, CoStar, LCG

EXHIBIT 2-22 Number of People, Housing Units, and Employees Expected Under Status Quo, TRPC, and Maximum Capacity Projections

The SEPA No Action Alternative may select one or combine the above methods to understand zoned capacity with no changes to current policies and regulations.

Edges and Adjacent Neighborhoods

East of Black Lake Boulevard are two-story apartments and the three-story Capital Place retirement community. Further east and to the north are primarily single-family houses. The neighborhoods extend to the northeast and east of Budd Inlet and Capitol Lake, encompassing amenities like Woodruff Park and Garfield Elementary School. The residential streets have some sidewalks and good tree canopy coverage.

To the south, similar regional shopping as within the Triangle is along Black Lake Blvd SW, and to the southeast, regional auto dealerships run alongside Highway 101. Highway 101 segregates the area from Ken Lake and southwest Olympia.

Southwest of the study area is primarily multifamily neighborhood. South of Capital Mall Dr SW is a mobile home park senior community, and both north and west of the mobile home park are many 2-3-story apartment complexes. Yauger Park sits between apartments and the Triangle. West of the apartments and Yauger Way SW is the Multicare Capital Medical Center. Sidewalk coverage is thorough and sidewalks are often buffered from traffic with landscape strips and street trees.

Although there are surrounding neighborhoods, the three arterials surround the mall act as barriers between the study area and its neighbors for anyone not in a motor vehicle. Walking, rolling, or biking to the Capital Mall study area is difficult and uncommon.

2.3 Key Findings and Implications for Plan

- The Capital Mall Triangle study area is a regional center that is successful because of its regional access via Cooper Point Road and Black Lake Boulevard. The subarea is the only major shopping center in the South Puget Sound, providing it with a very large trade area. Future planning should better integrate the continued success of the regional commercial center with improving connections and use of the subarea by local neighboring areas.
- Harrison Ave includes local-serving small businesses, many of which are locally-owned. These businesses may be at risk of displacement with redevelopment of the area. The plan should consider anti-displacement programs and affordable commercial space incentives.
- Multifamily and single-family neighborhoods surround the Capital Mall Triangle, but are physically divided by the arterial roads Harrison Avenue, Cooper Point Road, and Black Lake Boulevard. The roads make it more difficult for those in the neighboring residential areas to get to and use the amenities in the commercial area if they do not use a car to get there. The plan should consider public and private investments to improve safe and comfortable multimodal access along and across these arterials.
- The study area is located in an amenity rich area. There are multiple schools, parks, and grocery store options, along with there being medical services nearby. The mall has one of the most popular regional libraries in the region, a bowling alley, and a movie theater. However, the area lacks safe and comfortable multimodal connections between amenities. The plan should consider how better connections may be included with any redevelopment in the Triangle.
- Currently, the Capital Mall Triangle study area lacks a walkable mixed-use urban form that better integrates residential uses with the commercial and amenity uses. Some of the building lengths within the study area are over 1,000 feet long, with the mall itself being around 1,650 feet long. Additionally, there is a lack of intersite connectivity throughout the study area.
- Olympia's development standards allow dense development but require more parking than is currently used or needed, which is impacting development feasibility. In addition, early property owner interviews indicate that tree and stormwater requirements triggered by major renovations or redevelopment may impact development feasibility. Current trend lines do not point to the Triangle meeting planned growth targets by 2045. The plan should carefully consider multiple objectives when making recommendations about development standards and consider methods to attract desired development.
- Also see the attached **Market Analysis: Existing Conditions** for market, development feasibility, housing, demographics, and displacement risk analyses and findings.

SECTION 3. TRANSPORTATION

This section presents a review of multimodal transportation conditions in the City of Olympia Capital Mall Triangle Subarea. The current transportation environment is documented for automobiles, transit, pedestrians, bicycles, and parking. The City of Olympia recently completed its Transportation Master Plan (TMP), which included extensive transportation analysis throughout the City. A summary of the key findings from the TMP and other studies for the Capital Mall Triangle Subarea is presented in this section.

3.1 Existing Transportation Plans and Studies

This section provides summaries of recent plans, programs, and studies related to the City of Olympia Capital Mall Triangle Subarea. These summaries help provide a background understanding of the prior transportation planning and regulatory framework in the study area. These are presented in chronological order with most recent plans first.

Regional Plans

THURSTON CLIMATE MITIGATION PLAN (2020)

The Thurston Climate Mitigation Plan was created in coordination with Thurston County and the cities of Lacey, Olympia, and Tumwater for the purpose of reducing greenhouse gas emissions while maintaining quality of life. This plan included the development of several strategies and priorities that are pertinent to transportation in general that will guide priorities within the City of Olympia Capital Mall Triangle Subarea. These transportation priorities include:

- T1.4: 20-Minute Neighborhoods – This strategy prioritizes increasing the number of 20-minute neighborhoods (i.e., areas with walkable environments, destinations that support a range of basic living needs and housing that can all be reached within a comfortable 20-minute walk).
- T4: Increase the Use of Public Transit – This strategy prioritizes increasing transit frequency and connections throughout Thurston County, including to and within the City of Olympia Capital Mall Triangle Subarea.
- T5: Increase Use of Active Forms of Travel – This strategy prioritizes identifying gaps in the active transportation network and developing strategies and plans to increase pedestrian and bicycle infrastructure. This is a particular priority within the City of Olympia Capital Mall Triangle Subarea.

REGIONAL TRANSPORTATION PLAN (2020)

The Regional Transportation Plan (RTP) is the strategic transportation blueprint for the Thurston Region. The RTP is prepared by the Thurston Regional Planning Council (TRPC), which is a regional

transportation planning agency made up of all the cities in Thurston County, as well as the county itself. Key policies from the RTP include:

- 1.a Commit to the development and implementation of land use plans, development patterns, and design standards that encourage walking, bicycling, transit use, and other alternatives to driving alone.
- 1.j Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.
- 2.a Provide for quality travel mode options appropriate to existing and future land uses, including walking, bicycling, public transportation, rail, and motor vehicles, including freight.
- 6.a Promote transportation-efficient development and redevelopment, and site services and facilities where transit, walking, and bicycling are now or will be viable alternatives to driving.
- 6.d Manage parking to improve consistency with transportation demand management objectives.
- 6.i Decrease annual per capita vehicle miles traveled in the Thurston Region to:
 - 1990 levels by 2020
 - 30 percent below 1990 by 2035
 - 50 percent below 1990 by 2050
- 9.f Develop an interconnected grid of local streets and roads to increase individual travel options and neighborhood connectivity, while improving efficient use of the overall regional network.
- 9.h Incorporate alternative strategies to address congestion where road widening and traffic control devices are not acceptable, particularly along Strategy Corridors [which include Harrison Avenue, Black Lake Boulevard, and Cooper Point Road].
- 11.e Provide short- and long-term bicycle parking and other supporting facilities at locations such as schools, employment sites, and activity centers.
- 12.c Provide frequent pedestrian crossings, especially in urban areas, along primary transit routes, and near activity centers.
- 12.e Require pedestrian-friendly building design in activity centers, and pedestrian-oriented or high density zoning districts.
- 12.g Encourage neighborhood planning efforts to refine and identify pedestrian corridors and promote walkability.

Local Jurisdiction and Agency Plans

CITY OF OLYMPIA STREET SAFETY PLAN (2022)

The purpose of the City of Olympia Street Safety Plan was to identify safety needs that address the most severe crashes throughout the City. The plan prioritizes:

- Collisions that result in a serious or fatal injury
- Collisions involving pedestrians and bicyclists.

The City analyzed a variety of systemic risk factors to identify locations to prioritize systemic and spot improvements. It should be noted that all three arterials within the study area (Cooper Point Road, Harrison Avenue and Black Lake Boulevard/Division Street) were identified as Tier 1 safety corridors, meaning they had three or more safety risk factors present. Additionally, the Street Safety Plan identified systemic site locations for safety improvements based on the following criteria:

- The location is on an identified safety corridor, and
- Two or more pedestrian and bicycle crashes occurred within the 2014-2018 analysis period; or
- Location was identified as a potential Transportation Master Plan project.

Based on these criteria, the following site locations within the Subarea were identified as potential pedestrian/bicycle safety priorities:

- Harrison Avenue and Kenyon Street
- Cooper Point Road and Harrison Avenue
- Harrison Avenue and Division Street
- Cooper Point Road and Capital Mall Drive
- Cooper Point Road and Black Lake Boulevard

CITY OF OLYMPIA COMPREHENSIVE PLAN (UPDATED 2021)

The City of Olympia Comprehensive Plan notes that Olympia's Westside (encompassing the City of Olympia Capital Mall Triangle Subarea) has experienced substantial commercial and residential development over the last few decades. This has led to a large proportion of non-work-related trips to the various retail uses, meaning that the traffic congestion experienced within the Subarea would receive less benefit from commute trip reduction strategies. Projects identified within the Comprehensive Plan that would impact the Subarea include:

Roadway/Intersection

- Yauger Way: Extension to Top Foods.
- Kaiser Road: Connection to Black Lake Boulevard.
- Yauger Way (US 101 Off Ramp) and Capital Mall Drive: Signal or roundabout.

Bicycle Lanes

- Kenyon Street: From Capital Mall access road to Harrison Avenue.

The Comprehensive Plan also identifies the **West Olympia Access to SR 101 project** (which is also in the RTP), which will construct partial interchanges at Kaiser Road and Yauger Way to reduce congestion at the Black Lake Boulevard interchange.

CITY OF OLYMPIA TRANSPORTATION MASTER PLAN (2021)

The purpose of the City of Olympia Transportation Master Plan (TMP) is to define the future multimodal network, evaluate revenue needs, and define a more equitable transportation investment strategy within the City. The TMP was developed after the last major Comprehensive Plan update and effectively supersedes the 2021 Comprehensive Plan Transportation element where there are differences between the two documents. In summary, the TMP has a much lower emphasis on roadway widening and turn lane expansion and a much greater emphasis on multimodal connections and completing the active mode network. Ultimately, the TMP will be the primary document that will be used to populate the City's Transportation Improvement Plan (TIP), which is the funding constrained list of capital projects expected to be under planning, design, or construction within the next six years. The TIP is updated annually by reviewing transportation priorities from document like the TMP.

Within the TMP, the Westside Subarea (now defined as the City of Olympia Capital Mall Triangle Subarea) was identified as a focus area where the City plans to strategically guide new development and integrate transportation network improvements with land use changes. The TMP characterized this area as having wide high-volume streets with large commercial properties and multifamily housing. Key issues flagged within the Subarea included a lack of a grid system that increases the travel length and makes active modes more difficult, and a lack of comfortable and attractive active transportation facilities that allow for people to feel safer and less exposed to traffic when walking or biking to a destination. Key bicycle connections identified in the TMP include:

- 4th Avenue connection into the Mall area, extending to downtown
- Capital Mall Drive enhanced bike lanes
- Black Lake Boulevard enhanced bike lanes
- Cooper Point Road enhanced bike lanes.

Crosswalk improvements were identified at the following locations:

- Harrison Avenue between Kenyon Street and Division Street
- Cooper Point Drive just south of Harrison Avenue
- Cooper Point Drive just north of Capital Mall Drive

Roundabouts are a major strategy in the TMP as they are safer for all users and have lower maintenance costs. Ultimately, it is the goal of Olympia to convert many of the city's current traffic signals to roundabouts. Near the Subarea, roundabouts have been identified at the following locations:

- Cooper Point Drive and Harrison Avenue
- Harrison Avenue and Kenyon Street
- Harrison Avenue and Division Street
- Black Lake Boulevard and 4th Avenue
- Cooper Point Drive and Capital Mall Drive

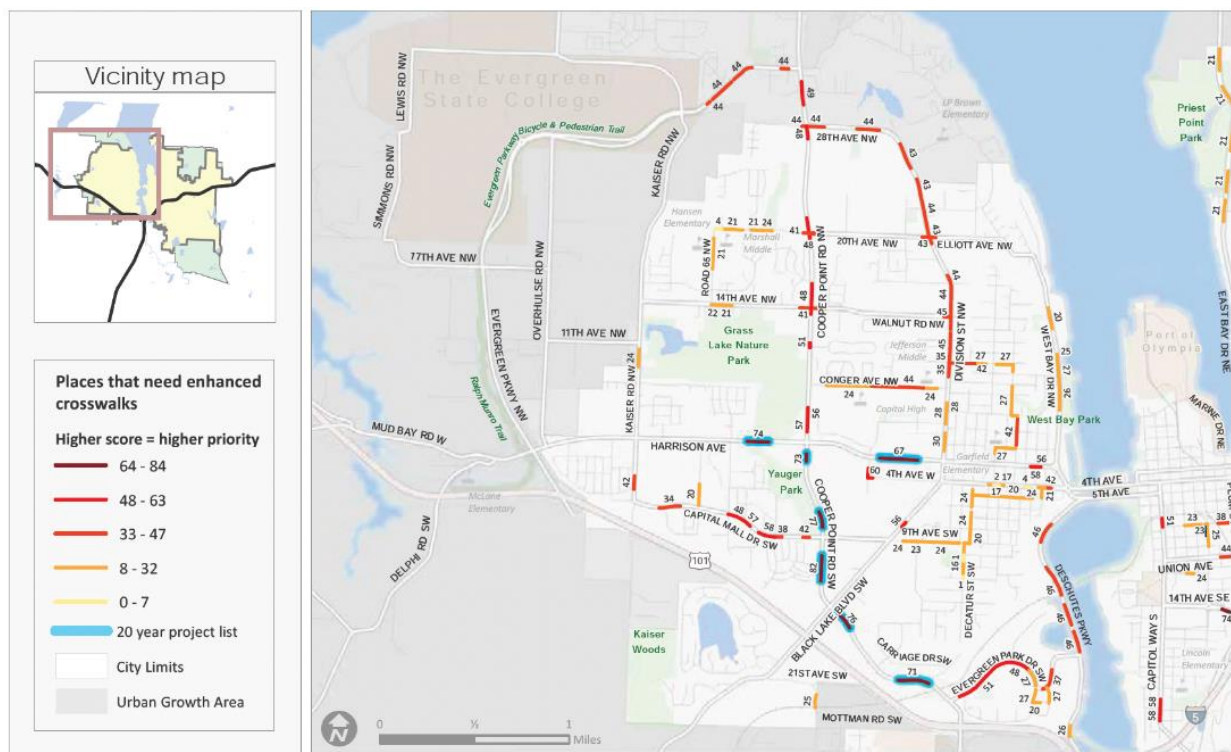
- Black Lake Boulevard and Capital Mall Drive
- 9th Avenue and Fern Street

Of the roundabouts listed above, the intersections of Black Lake Boulevard and Capital Mall Drive and 9th Avenue and Fern Street are identified on the TMPs prioritized 20 year project list.

The TMP also identifies the following locations for pedestrian and bicycle crossing safety improvements:

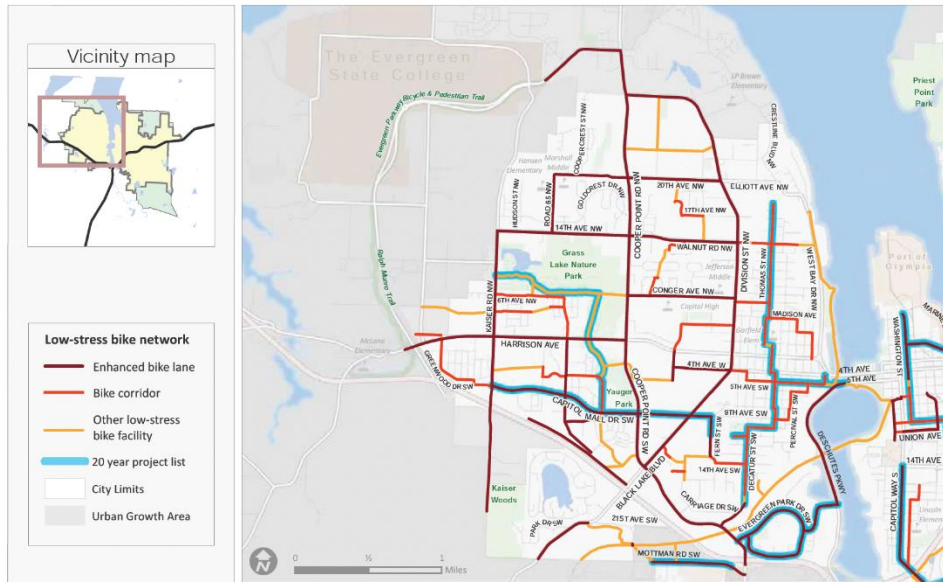
- Cooper Point Road and Harrison Avenue
- Harrison Avenue and Kenyon Street
- Harrison Avenue and Division Street
- Cooper Point Road at the Skate Park

The following figures highlight some of the key TMP projects near the Subarea, notably areas where crossings are needed, the low-stress bike network, and planned intersection improvements.



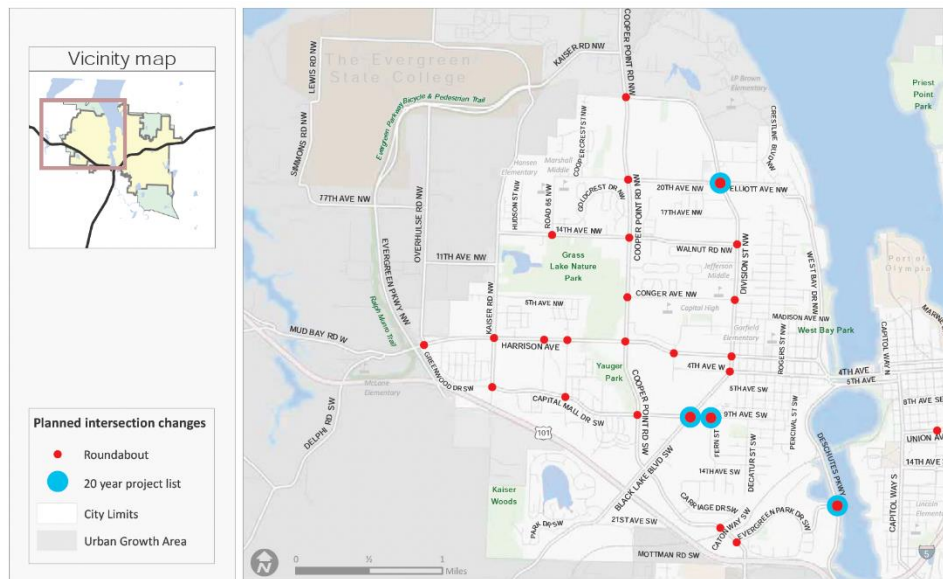
SOURCE: Transportation Master Plan (TMP), 2021

EXHIBIT 3-1 Places that Need Enhanced Crosswalks



SOURCE: Transportation Master Plan (TMP), 2021

EXHIBIT 3-2 Low-stress Bike Network



SOURCE: Transportation Master Plan (TMP), 2021

EXHIBIT 3-3 Planned Intersection Changes

WSDOT SR 101/WEST OLYMPIA ACCESS PROJECT (2010)

WSDOT, in coordination with the City of Olympia and other local entities, studied the traffic patterns within Westside Olympia (encompassing the City of Olympia Capital Mall Triangle Subarea) to assess existing and future mobility concerns and identify a range of measures to address mobility and improve access throughout the Subarea. Based on this study, WSDOT recommended the construction of an additional interchange to SR 101. The preferred option for this interchange will include the following:

- **Kaiser Road:** A westbound off-ramp and eastbound on-ramp.
- **Yauger Way:** An off-ramp extension in the westbound direction at Black Lake Boulevard that would connect to Yauger Way.

This interchange is currently in early stages of design, with the interchange justification report (IJR) completed in 2016. The City is also exploring how any interchange improvements could also improve active mode connections within the Westside area, potentially through parallel trails or sidewalk or bike lane improvements on the nearby street grid.

3.2 Current Conditions

Roadway Network

The City of Olympia Capital Mall Triangle Subarea has the following streets providing access and mobility through the Subarea:

- Harrison Avenue, Cooper Point Road, and Black Lake Boulevard/Division Street are four-lane arterials with center turn lanes/medians.
- Capital Mall Drive is a three-lane major collector that cuts across the Subarea, with two lanes in the eastbound direction and one in the westbound.
- Kenyon Street and 4th Avenue are two-lane major collectors.

Black Lake Boulevard/Division Street and Cooper Point Road are the two main north-south arterials in the area, connecting the Subarea and Westside Olympia to SR 101. Harrison Ave is the main east-west arterial connecting the downtown and historic district to Westside Olympia. These corridors are also all identified as Strategy Corridors within the Comprehensive Plan (2021) and RTP. Strategy Corridors are arterials within the City's regional street system where the Olympia prioritizes multimodal improvements and connections to reduce the dependance on vehicle travel.

Kenyon Street serves as an access to the Mall and the surrounding businesses and ends at Mall Loop Drive. 4th Avenue provides access to businesses starting at Kenyon St and continues east of the study area and onto residential areas in Olympia's Historic District. 4th Avenue is identified as a potential low-stress bicycle facility that could be instrumental in connecting the Subarea to downtown and points east.

The TMP (2021) identifies Cooper Point Road and Harrison Avenue for resurfacing treatments within the next 20 years. The City will examine the traffic capacity and ability to accommodate active modes and transit whenever a resurfacing project takes place. Olympia will seek ways to improve conditions for biking, walking, and transit while also managing traffic congestion. .

See **Exhibit 3-4** for the road network for the Subarea.



SOURCE: MAKERS (2022)

EXHIBIT 3-4 Roadway Network within the Subarea

TRAFFIC OPERATIONS

As noted in multiple plans and studies, the City of Olympia Capital Mall Triangle Subarea does not have a conventional grid system, leading traffic to be concentrated onto a limited number of streets, which also limits multimodal access to the Mall area. All three arterials within the Subarea experience congestion during the morning and evening peak hours, although congestion is more pronounced in the evening peak hour. Based on earlier studies, particular areas of congestion include the following:

- SR 101 interchange with Black Lake Boulevard
- Black Lake Boulevard and Cooper Point Road intersection
- Black Lake Boulevard and Capital Mall Drive intersection
- Division Street and Harrison Avenue intersection
- Cooper Point Road and Capital Mall Drive intersection
- Cooper Point Road and Harrison Avenue intersection

Prior studies and observed conditions have shown these intersections to generally operate in the LOS C or D range, with higher delay in the PM peak hour. However, while these intersections tend to have more congestion, they are all located along Strategy Corridors, where the City will emphasize the buildout of multimodal connections and providing people alternatives to driving rather than street widening. The City and region (TRPC) both acknowledge that Strategy Corridors will experience some peak period congestion as they are the areas that have the most overall multimodal access and are expected to accommodate the highest density growth in the region. The City aims to manage traffic congestion along Strategy Corridors, but not to the detriment of creating a connected multimodal network that can accommodate higher-density development. It is also worth noting that, unlike many other cities, Olympia does not have automobile LOS standards that must be met. Rather the City is committed to building out key portions of the TMP multimodal network over the next 20 years by leveraging local, state, and federal funds, along with developer impact fees and through developer frontage improvements.

Transit

Three transit agencies run bus routes within the City of Olympia Capital Mall Subarea: Intercity Transit, Mason Transit, and Grays Harbor Transit. These routes, with their corresponding agencies, headways and typical service hours, are summarized in [TABLE 3-1](#). See [Exhibit 3-5](#) for a map of the transit routes within the Subarea.

The Capital Mall has a transit center serving Intercity Transit routes 45, 47, 48 and 68. This transit center (called “Capital Mall Station”) also serves The One high-frequency route, which is currently paused due to a shortage of operators. The Capital Mall Station is located in the northwest quadrant of the Mall. However, this location is relatively nestled within the Mall property, adding significant travel time as the buses wind around the parking lot. This increases the time and complexity of making transfers at the Station. In 2021, the Station had approximately 88,000

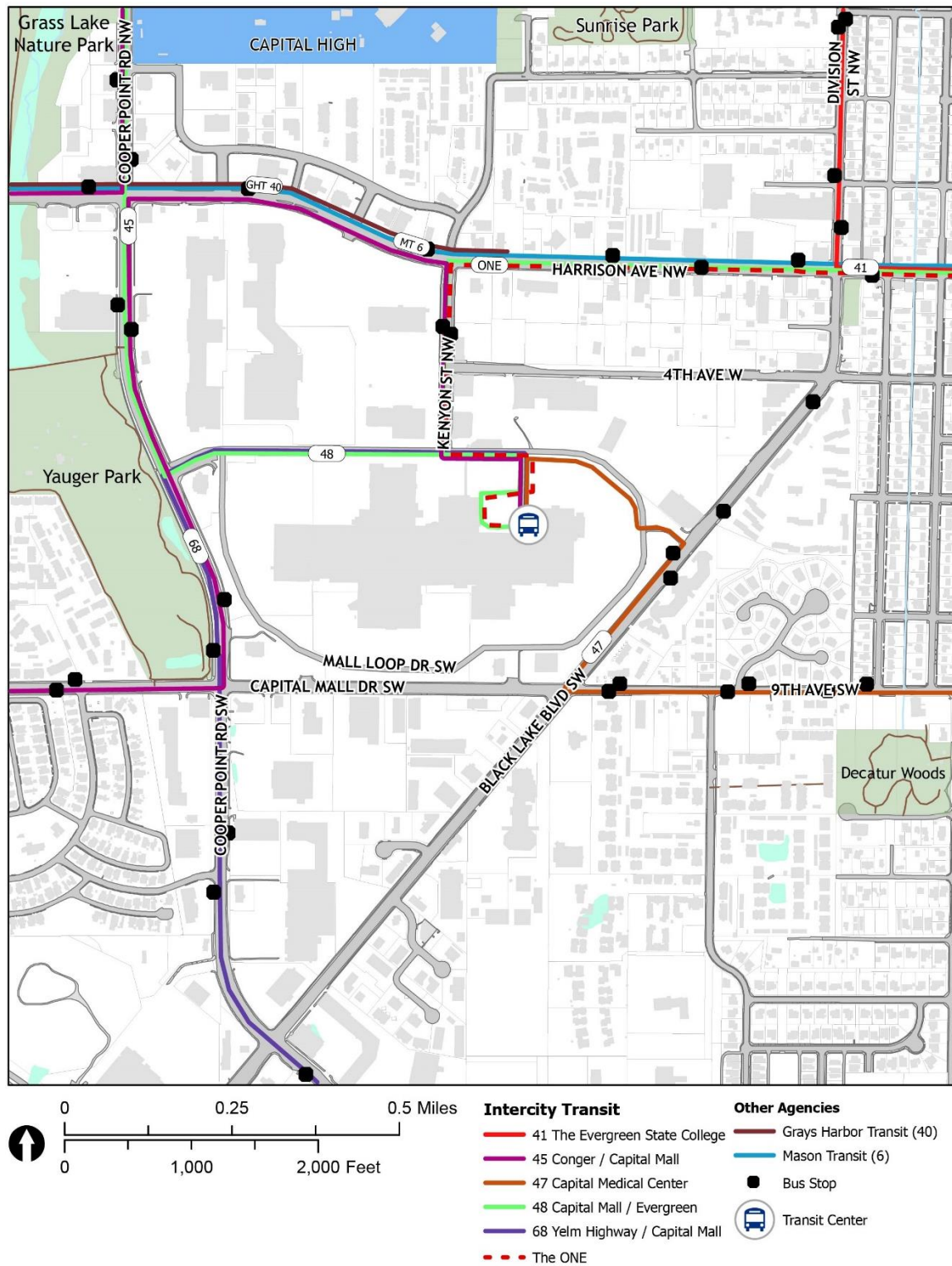
boardings; this is a 25% reduction from the approximately 118,000 boardings that occurred in 2019. Although this is a significant reduction, it is not unexpected considering the pausing of The One high-frequency route, in addition to other post-pandemic transit trends that have shown a relative decrease in transit trips in more urban areas.

It should also be noted that Harrison Avenue, Black Lake Boulevard and Cooper Point Road are all listed in the Comprehensive Plan (2021) as priority bus corridors. However, currently there is no transit service on Black Lake Boulevard south of 9th Avenue. Overall, the Subarea has relatively strong transit service today, relative to most of the rest of urban Thurston County; however, it should be noted that there is a need to improve comfort and connectivity to the Capital Mall Transit Center and extend service hours to better serve mall employees later into the evening. Most routes serving the mall currently end service by 9PM or earlier, which does not capture employees whose shifts end at Mall closing hours. Additionally, the poor street grid throughout the Westside makes it difficult for buses to turn around, leading to elongated routes that reduce the efficiency of transit service, including within the subarea.

TABLE 3-1 Transit Service to the Capital Mall Triangle Subarea

Route	Name	Headway (minutes)	Typical Service Hours
Intercity Transit			
The One	Martin Way Park & Ride – Capital Mall	Paused; 15-minute when service resumes	Paused
41	The Evergreen State College	30-minute	6:00AM – 9:00PM
45	Conger/Capital Mall	60-minute	6:45AM – 7:00PM
47	Capital Medical Center	60-minute	7:00AM – 7:00PM
48	Capital Mall/Evergreen	30-minute	6:15AM – 9:00PM
68	Yelm Highway/Capital Mall	30-minute	6:00AM - 9:30PM
Mason Transit			
6	Shelton to Olympia	60-minute	5:30AM – 6:30PM
Grays Harbor Transit			
40	East Grays Harbor County to Olympia	120-minute	5:20AM – 8:25PM

SOURCE: Fehr & Peers, 2022



SOURCE: MAKERS (2022)

EXHIBIT 3-5 Transit Routes Serving the Subarea

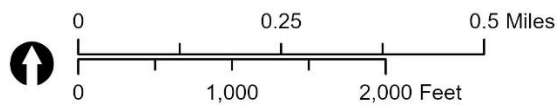
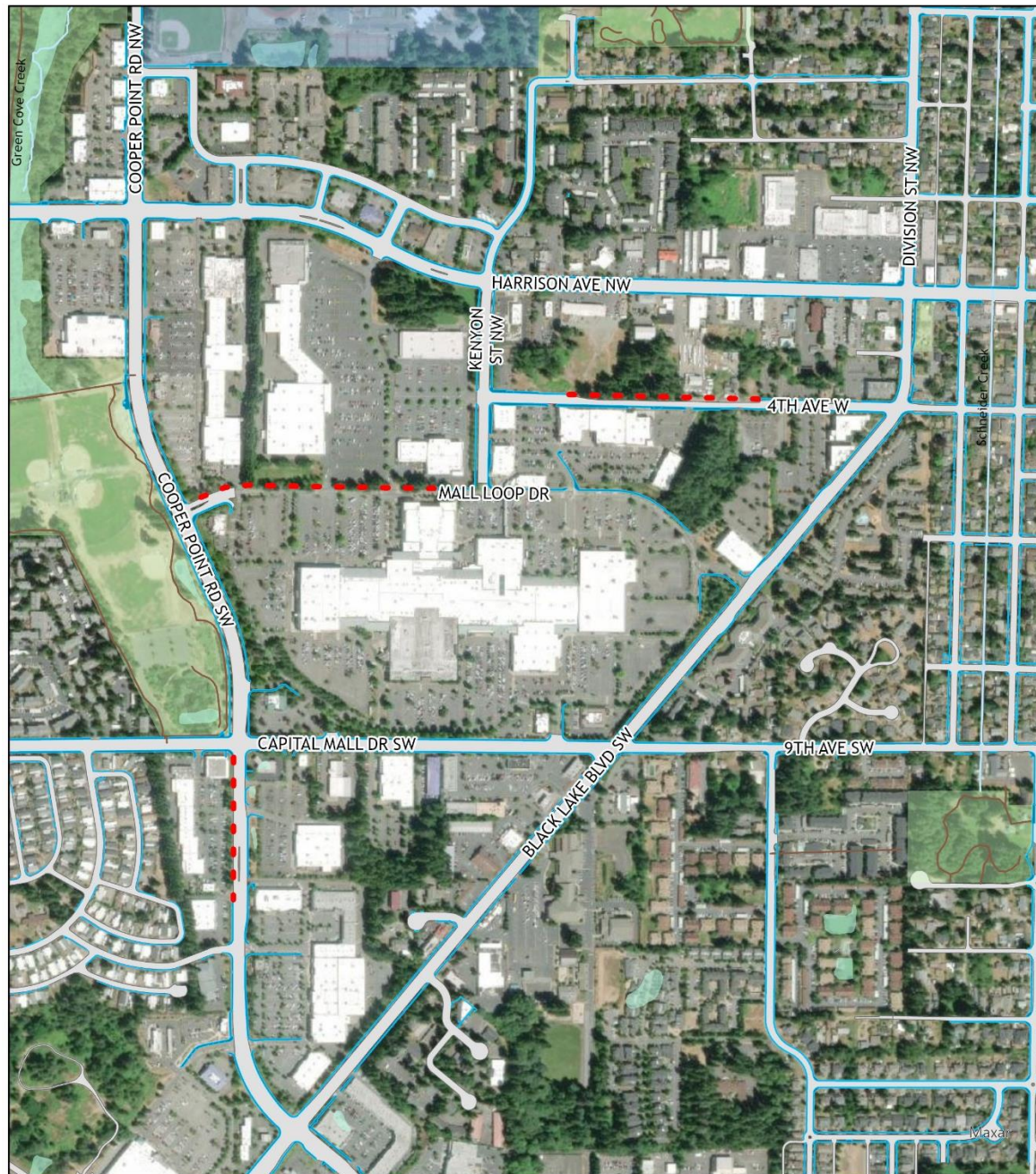
Active Transportation

PEDESTRIAN NETWORK

Sidewalks exist on both sides of most of the arterials within the Subarea, as well as on Kenyon Street and Capital Mall Drive. However, within the Mall area the network is incomplete, with many sidewalk gaps in areas that have pedestrian demand. Additionally, 4th Avenue W is missing sidewalks on the north side of the street west of Division Street/Black Lake Boulevard (for approximately 1,000 ft), and Cooper Point Road has a segment of roadway where sidewalk is missing on the west side of the roadway, just south of Capital Mall Drive for approximately 700 feet. There are also several high priority curb ramps within the study area that need to be upgraded to current standards.

These gaps can make pedestrian mobility within the Subarea more challenging, but there is proven demand for these facilities within the Subarea. One example of latent demand for pedestrian facilities within the Mall area is a “goat trail” that exists along Mall Loop Rd between the south Target access and Cooper Point Road where pedestrians and bicyclists have made their own path. **Exhibit 3-6** shows the pedestrian and trail facilities within the Subarea, including opportunities to fill sidewalk gaps. There are also some sidewalks that are in need of repair and are obstacles for those utilizing wheeled mobility devices. Additionally, there is a need to prioritize wide and buffered sidewalks along Cooper Point Road, Harrison Avenue and Black Lake Boulevard/Division Street to facilitate safe and comfortable connections for pedestrians along these arterials.

In addition to these facilities, the TMP (2021) has flagged four locations within the study area where enhanced crossings will be constructed in the next 20 years, with three on Cooper Point Road and one on Harrison Avenue.



- Sidewalks
- - - Sidewalk Opportunities
- Trails
- Study Area

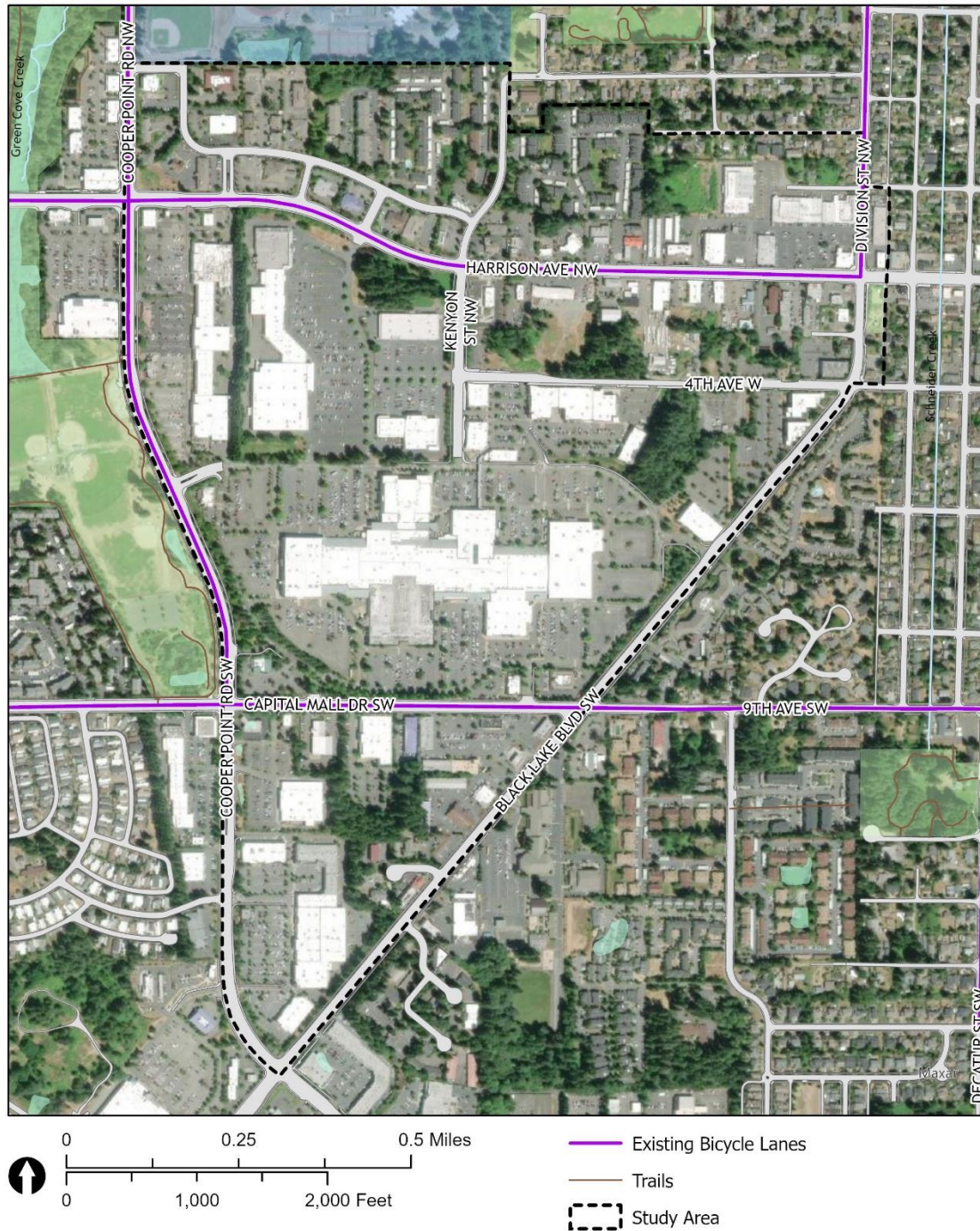
SOURCE: Fehr & Peers, 2022

EXHIBIT 3-6 Pedestrian and Trail Facilities

BICYCLE NETWORK

There are striped bicycle lanes on Harrison Avenue and Capital Mall Drive as well as on Cooper Point Road and Division Street north of Harrison Ave. See **Exhibit 3-7** for a more-detailed map of bicycle facilities. Due to the high-traffic nature of the arterials within the Subarea, many of the striped bike lanes also experience high traffic stress, making them uncomfortable for all but the most experienced of cyclists.

There is observed real and latent demand for low-stress bicycle facilities within the Subarea, with many bicyclists using the sidewalks instead of the bike lanes and routing through the parking lots of the area. Within the next 20 years, the City plans to implement an enhanced bicycle lane on Capital Mall Drive to lower traffic stress on the corridor and improve east-west bicycle connectivity to the city-wide low-stress bicycle network. Beyond the 20-year horizon the City plans enhanced bike lanes on Harrison Avenue, Cooper Point Road, and Black Lake Boulevard/Division Street. There is also an existing trail in Yauger Park that connects to the Capitol Village Shopping Center. The trail is part of the planned low-stress bike network and connecting it to some kind of east-west low-stress bike facility through the subarea is also noted as needed in the Transportation Master Plan.



SOURCE: Fehr & Peers (2022)

EXHIBIT 3-7 Existing Bicycle Lanes and Trails

Parking

The City of Olympia Capital Mall Triangle Subarea is served by a variety of parking facilities, the majority of which is privately owned, serving the various shopping centers within the Subarea.

In relation to the Capital Mall itself, the northeast portion of the parking (near the JC Penney anchor store) has been observed to be underutilized. However, based on City of Olympia standards for a regional shopping center, the Mall's parking capacity is approximately 100 parking stalls short of the requirement.

On-street parking within the Subarea is generally confined to the residential roadways, serving residential uses in the northern portion of the subarea. Although this on-street parking is visibly utilized, there is still comfortable on-street parking capacity, particularly centered around these neighborhood streets.

Safety

Per the City of Olympia Street Safety Plan (2022) and WSDOT collision data from 2015-2020, a total of 780 collisions occurred within the Subarea over a 6-year period. Of these, 8 resulted in a serious injury while 224 resulted in a minor injury. 30 were vehicle-to-pedestrian collisions (93% of which resulted in injury) while 11 were vehicle-to-bicycle collisions (92% of which resulted in injury). There were no fatal collisions within this 6-year period.

As part of the Street Safety Plan, the City compared actual roadway speeds to speed limits at various locations throughout the City. From this study, it was identified that, on average, vehicles travelled 6-15 mph over the speed limit along Black Lake Boulevard, 6-10 mph over the speed limit on 4th Avenue, and 1-5 mph over the speed limit on Cooper Point Road.

As noted previously, the Street Safety Plan identified the following priority locations for pedestrian and bicycle safety improvements:

- Harrison Avenue and Kenyon Street
- Cooper Point Road and Harrison Avenue
- Harrison Avenue and Division Street
- Cooper Point Road and Capital Mall Drive
- Cooper Point Road and Black Lake Boulevard

The TMP (2021) has identified roundabouts at many of these locations, with the intent to improve overall traffic safety. In addition to these priority locations, the City has also prioritized improving safety at the Rapid Repeating Flashing Beacon (RRFB) crossing Cooper Point Road at the Skate Park, north of the Capital Mall Loop Road.

Greenhouse Gas Emissions

Existing transportation emissions are estimated to be 1.7 times higher than the energy-related greenhouse gas (GHG) emissions of the various uses within the subarea. This proportion is expected to increase into the future, as densities increase within the subarea and use of the transportation network within the subarea continues to grow. However, with more dense redevelopment, emissions per capita may decrease (while overall emissions may continue to rise). With a greater mix of land uses in close proximity and transportation mode shifts to transit and human-powered ways of getting around, emissions per capita may decrease. Emissions may further decrease with shifts from gas-powered to electric vehicle use.

TABLE 3-2 Estimated Greenhouse Gas Emissions in Capital Mall Triangle

Type	# of Residential Units	Rentable Building Area (RBA) (square feet)	Energy-Related Emissions (MTCO ₂ e)	Transportation-Related Emissions (MTCO ₂ e)
Single-Family Home	26		17,476	20,588
Multi-Family Unit in Large Building	0		166,875	222,296
Multi-Family Unit in Small Building	467		0	0
Mobile Home	0		0	0
Education		4,232	2,732	1,529
Food Sales		9,040	13,935	2,549
Food Service		33,037	65,883	18,530
Health Care Inpatient		0	0	0
Health Care Outpatient		40,149	29,572	22,936
Lodging		0	0	0
Retail (Other Than Capital Mall)		579,268	334,402	606,531
Retail (Capital Mall)		793,862	458,222	325,532
Office		206,210	149,098	121,167
Public Assembly		0	0	0
Public Order and Safety		13,967	12,551	5,223
Religious Worship		0	0	0
Service		26,912	16,132	7,157
Warehouse and Storage		17,200	6,047	3,121
Other		76,487	97,780	19,663
Vacant (SF of land area, not RBA)		344,995	55,943	16,064

SOURCE: King County Emissions Calculator, Fehr & Peers (2022)

3.3 Key Findings and Implications for Plan

- The Subarea does not have a gridded roadway system, leading to funneling of traffic onto the three principal arterials (Cooper Point Road, Black Lake Boulevard and Harrison Avenue) and a lack mobility for active transportation modes. This impacts traffic congestion and safety. Future planning efforts should focus on additional roadway connections to improve access to the Subarea for all modes into the surrounding neighborhoods and reduce the level of traffic concentration at major intersections within the Subarea.
- Pedestrian and bicyclist safety has been flagged in multiple plans as a chief transportation concern for the Subarea. Multiple new enhanced crossings and bicycle lanes are currently planned, in addition to safety improvements at key crossings throughout the study area. Roundabouts at major intersections are also shown to improve traffic safety for all modes; the TMP has identified several roundabout priorities within the Subarea. In addition, it will be important for the City to prioritize improving sidewalk width and buffering for pedestrians and bicyclists along Cooper Point Drive, Harrison Avenue, and Black Lake Boulevard/Division Street to improve connectivity, comfort and safety for these vulnerable users on these arterials.
- East-west bicycle connectivity is challenging within the Subarea. In addition to filling gaps in the network and constructing an enhanced bicycle facility on Capital Mall Drive, 4th Avenue has been flagged as a potential possibility to facilitate additional east-west connection with downtown Olympia.
- Observed parking demand would imply the potential for redevelopment of some parking areas within the Capital Mall; however, this is not consistent with City of Olympia parking requirements, which show the Capital Mall as potentially parking deficient. Additional parking analysis should be performed to determine the exact parking occupancy and redevelopment potential. The City may want to update its parking requirements either as part of this Subarea plan or through future planning efforts.
- Shifts to transit and active transportation modes, which would be more likely with a greater mix of land uses in close proximity and improved multimodal infrastructure, as well as shifts from gas-powered to electric vehicle use, may reduce greenhouse gas impacts over time.

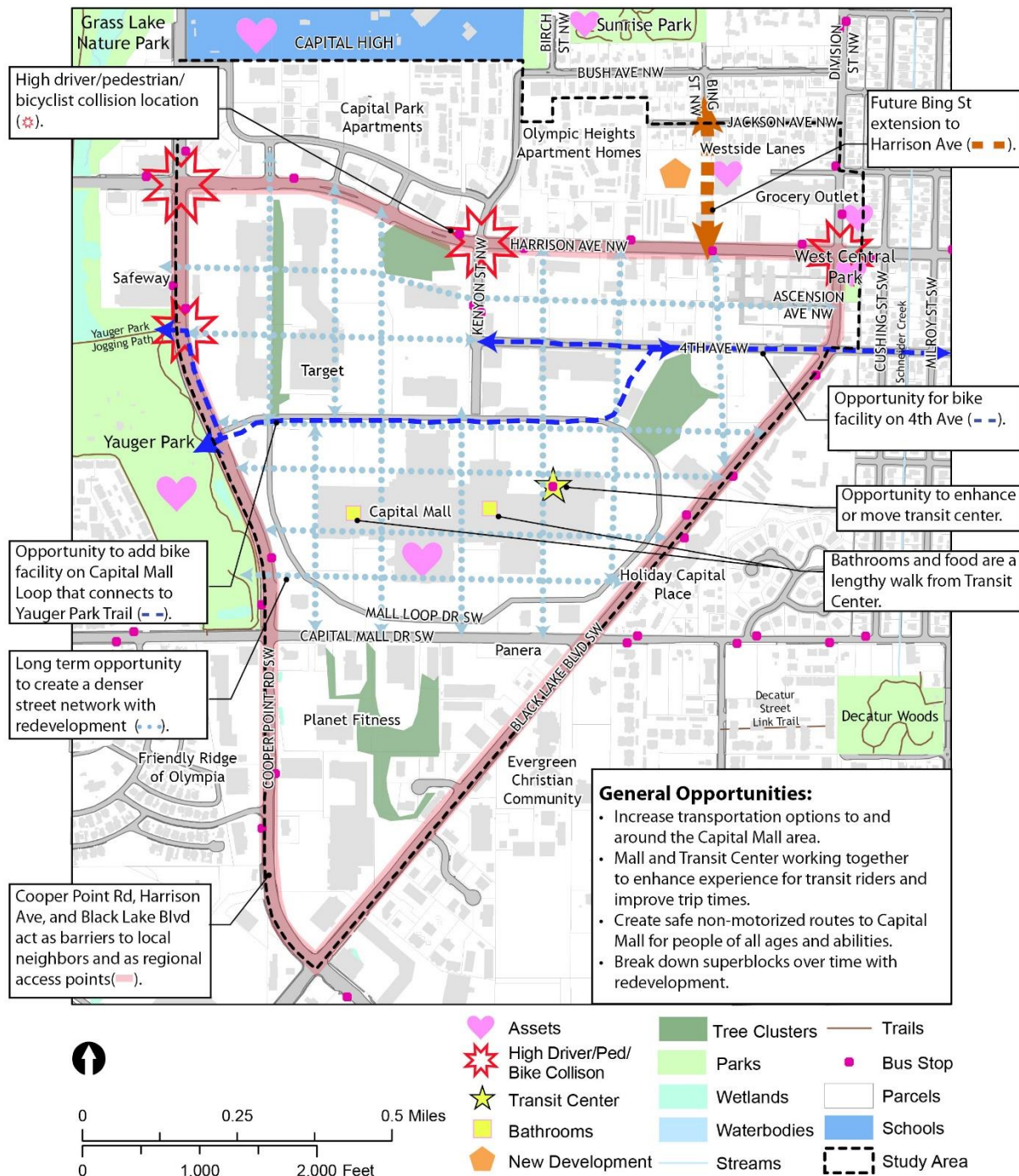


EXHIBIT 3-8 City of Olympia Capital Mall Triangle Subarea

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SECTION 4. STORMWATER

The section describes the existing conditions for stormwater within the study area. It includes a discussion of existing policies, plans, and regulations; current conditions; and key findings and implications for the Subarea Plan (the Plan). Stormwater management, and especially Low Impact Development (LID), are strongly supported by Olympia's community from policies to regulations to implementation.

4.1 Existing Policies, Plans, and Regulations

Stormwater in the study area is regulated at the federal, state, and local levels, as described below. In the discussion below, it is worth noting that some federal environmental regulations and permitting related to stormwater and water quality are administered at the state and local levels.

Federal Regulatory Requirements

The purpose of the federal Clean Water Act (CWA) (33 U.S.C. §1251 et seq.) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. The CWA establishes the basic structure for regulating pollutant discharges into waters of the U.S, including pollutant discharges from stormwater. Sections of the CWA relevant to stormwater management include the following:

- Section 303(c) of the CWA directs states to adopt water quality standards.
- Section 303(d) establishes a process for states to identify and clean up polluted waters not meeting water quality standards.
- Section 305(b) requires states to submit a report on the water quality status of waters to the U.S. Environmental Protection Agency (EPA) every two years.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) program, requiring pollutant discharges to surface waters be authorized by a permit. NPDES permit requirements initially applied to point source discharges, but the program was expanded in 1987 to explicitly include stormwater discharges.

State Regulatory Requirements

SURFACE WATER QUALITY STANDARDS

Washington's surface water quality standards are the basis for water quality protection in the state, implementing portions of the federal CWA. Chapter 173-201A of the Washington Administrative Code (WAC) states *"the purpose of this chapter is to establish water quality standards for surface waters of the State of Washington consistent with public health and public*

enjoyment of the waters and the propagation and protection of fish, shellfish, and wildlife All surface waters are protected by numeric and narrative criteria, designated uses, and an antidegradation policy.”

Ecology performs a Water Quality Assessment every two years to assess the status of Washington’s waters relative to water quality standards and identify those most in need of cleanup actions. Ecology develops the 303(d) list of polluted waters that require a water improvement project and leads development of Total Maximum Daily Loads (TMDLs) to clean up those waters. Ecology’s currently effective Water Quality Assessment and 303(d) list – from 2018 - were approved by EPA on August 26, 2022.

Ecology applies surface water quality standards and incorporates 303(d) listings and TMDL projects into the conditions of its water quality permits, including NPDES stormwater permits. NPDES stormwater permits issued by Ecology are discussed below.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMITS

Ecology administers the NPDES permitting program in Washington on non-federal, non-tribal land, which covers the City of Olympia Triangle Mall study area. Ecology has developed general NPDES permits for municipal, construction, and industrial stormwater discharges to surface waters, as summarized below. The municipal and construction NPDES stormwater permits are applicable to future development and operations in the Triangle Mall study area. There are currently no facilities with industrial activity in the Triangle Mall study area that have coverage under an NPDES industrial stormwater permit (Ecology PARIS, 2022), and such industrial activities requiring NPDES permit coverage are not typical of the types of development permitted in the High Density Corridor zones (HDC-3 and HDC-4), Professional Office/Residential Multi-Family (PO/RM), or Residential Multi-Family (RM-18) zones present in the study area.

Municipal

Ecology administers the NPDES Western Washington Phase II Municipal Stormwater Permit, which is applicable to regulated small municipal separate storm sewer systems (MS4s) located on the west side of the Cascade Mountains. This permit requires local governments to develop and implement stormwater management programs to control pollutants in discharges from their MS4s and protect water quality in downstream receiving waters. The City of Olympia is a permittee under Ecology’s Phase II municipal permit and implements a municipal stormwater program, as described in the *Local Plans, Policies, and Regulations* sub-section below.

Construction

Operators of construction activities that involve clearing, grading, and/or excavation that results in the disturbance of one or more acres, and which discharge stormwater to a surface water of state, are required to apply for coverage under Ecology’s NPDES Construction Stormwater

General Permit (CSWGP). Compliance with this permit requires development and implementation of a Construction Stormwater Pollution Prevention Plan (SWPPP) to prevent erosion and sedimentation and reduce, eliminate, or prevent contamination and water pollution from construction activity. This permit requires operators to conduct site inspections, perform turbidity/transparency monitoring of discharges, and conduct stormwater pH sampling for significant concrete work or use of engineered soils. Ecology's current CSWGP became effective January 1, 2021, and it expires December 31, 2025.

Industrial

Dischargers of stormwater from industrial facilities, including most manufacturing operations, transportation facilities with vehicle maintenance activities, waste management and recycling facilities, and other industrial operations, are required to apply for coverage under Ecology's NPDES Industrial Stormwater General Permit (ISGP). The permit establishes requirements that include developing a site-specific SWPPP and Spill Control Plan, benchmarks for target pollutants in discharges, monitoring and sampling procedures, quarterly and annual reporting to Ecology, and Corrective Action procedures that apply when discharges exceed target benchmarks or water quality limits. Ecology updates the ISGP on a 5-year cycle; the current permit went into effect on January 1, 2020, and expires December 31, 2024.

Local Plans, Policies, and Regulatory Requirements

CITY OF OLYMPIA

Municipal Stormwater Program Overview

The City of Olympia manages a municipal separate storm sewer system (MS4) that collects and conveys runoff from streets and properties in the city to nearby streams. The City operates the stormwater system under the regulation of the Western Washington Phase II Municipal Stormwater Permit, which is the general NPDES permit issued by Ecology that applies to regulated municipal systems serving communities with populations less than 100,000. This permit is issued in 5-year terms, and the City has been a Phase II permittee since 2007. The current Phase II Permit became effective August 1, 2019, and it expires July 31, 2024.

The Phase II Permit requires the City to implement a stormwater management program to reduce pollutant discharges from its MS4 and protect water quality in receiving waters. The City's Stormwater Management Program Plan (2022), which is updated annually, documents the City's stormwater management activities for the required program elements identified in the permit, including: stormwater planning; public education and outreach; public involvement and participation; MS4 mapping and documentation; illicit discharge detection and elimination; controlling runoff from new development, redevelopment, and construction sites; operations and

maintenance; source control for existing development; compliance with total maximum daily load (TMDL) requirements; and monitoring and assessment.

The City's Storm and Surface Water Utility coordinates the City's municipal NPDES permit compliance efforts with other City departments. The mission of the City's Stormwater and Surface Water Utility is to reduce flooding, improve water quality, and protect and enhance aquatic habitat. The Storm and Surface Water Utility is guided by the 2018 Storm and Surface Water Plan, which aligns with Olympia's Comprehensive Plan, including the Natural Environment element of the Plan. The Stormwater Management Program Plan that addresses municipal NPDES permit compliance represents a subset of the activities performed and coordinated by Storm and Surface Water Utility.

City Regulations, Plans, and Manuals

The City's Storm and Surface Water Management program is codified in Chapter 13.16 (Storm and Surface Water Management) of the Olympia Municipal Code (revised September 2022). The City regulates and reviews proposals for new development, redevelopment, and construction sites for compliance with stormwater management requirements contained in the City's Drainage Design and Erosion Control Manual (DDECM), which was adopted in 2016 and is undergoing updates in 2022 (pending City Council approval as of October 2022). The updated DDECM is designed to be equivalent to Ecology's 2019 Stormwater Management Manual for Western Washington (Ecology, 2019), in accordance with Phase II permit requirements.

Before stormwater may be discharged to any part of the storm drainage system, the owner of the parcel on which the stormwater is generated must apply to the City's Community Planning and Development Department for an engineering permit, which includes terms and conditions governed by the DDECM. City standards for the design and construction of stormwater facilities are also contained in Chapter 5 (Stormwater) of the City's 2018 Engineering Design and Development Standards, which references the DDECM. All stormwater facilities must be inspected by the City's Public Works Department to ensure proper installation prior to final City approval (OMC 13.16.040).

Stormwater Design Standards

The City's DDECM identifies core requirements and provides guidance on the measures necessary to control the quantity and quality of stormwater produced by new development and redevelopment in the city. The DDECM applies to all private and public development, including transportation projects, within city limits and including the Triangle Mall study area.

The DDECM controls adverse impacts of development and redevelopment through the application of best management practices (BMPs), which can be schedules of activities, prohibitions of practices, maintenance procedures, and structural and/or managerial practices that prevent the

release of pollutants and other adverse impacts to waters of the state. As stated in the manual, the methods that the BMPs use to prevent or reduce adverse impacts to waters are:

- Flow Control, which refers to reducing (or controlling) the flow and duration of stormwater runoff,
- Runoff Treatment, which refers to removing pollutants from stormwater runoff, and
- Source Control, which refers to preventing pollutants from entering stormwater runoff.

The DDECM refers to several types or categories of BMPs, including: flow control BMPs, runoff treatment BMPs, LID BMPs, Source Control BMPs, and Construction BMPs. See **Exhibit 4-1** for the flow chart determining requirements for redevelopment from the DDECM.

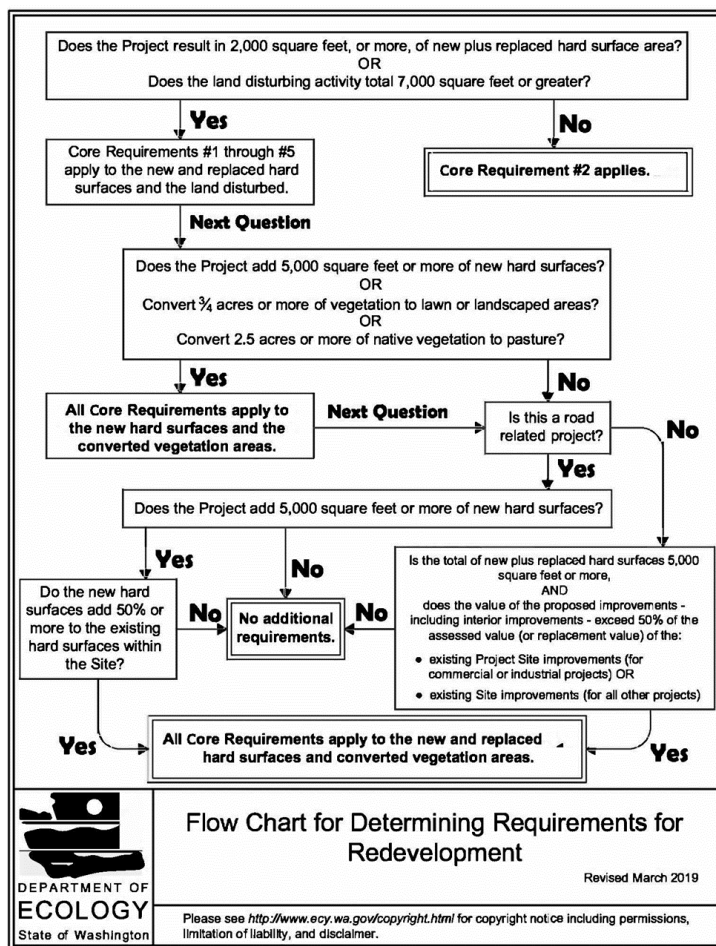


EXHIBIT 4-1 Flow Chart Determining Requirements For Redevelopment

Low-Impact Development (LID)

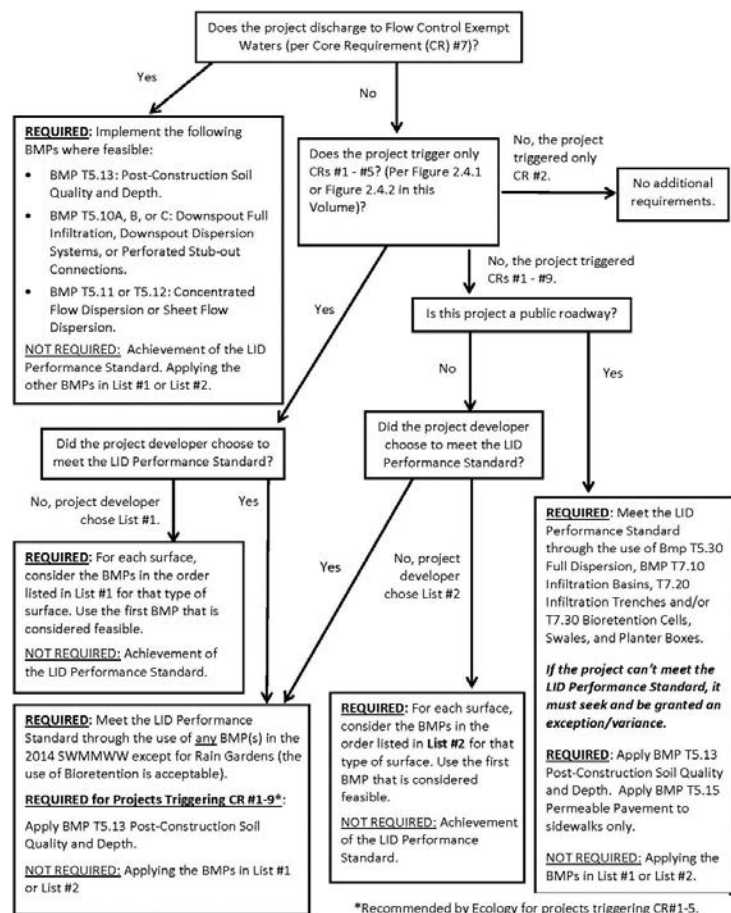
As required under the Phase II NPDES permit, Core Requirement #5 of the DDECM requires Low-Impact Development (LID) techniques for new development when feasible. LID BMPs are defined as distributed stormwater management practices, integrated into project design, that emphasize

pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration. They provide a combination of runoff treatment and flow control benefits. Examples include bioretention facilities, rain gardens, vegetated rooftops, and permeable pavement.

LID and green stormwater infrastructure may also be integrated into the fabric of redevelopment, allowing infiltration that reduces the need for managing site runoff with large underground detention vaults or ponds. This type of stormwater management approach may also provide aesthetic benefits and green spaces that can be integrated into public spaces.

The feasibility of using LID BMPs at a given development site is dependent on the site conditions. Infiltration capacity of underlying soils and the depth of the water table are important factors in determining LID feasibility, and considerations must also be given to the effect of infiltrating stormwater on nearby surrounding structures and utilities, and on groundwater. Infiltration capacity of site soils is influenced by natural soil conditions and also can be influenced by past alterations at previously developed sites from grading, fill, and compaction.

See **Exhibit 4-2** for flow chart for determining Core Requirement #5 Requirements.



Rev 11/15

EXHIBIT 4-2 Flow Chart Determining Core Requirement #5 Requirements

Flow Control

For new development or redevelopment sites where stormwater for design storms cannot be adequately infiltrated on the site, flow control BMPs must be used. The flow control performance standard under Core Requirement #7 of the DDECM states that stormwater discharges shall match developed discharge durations to pre-developed durations for the range of pre-developed discharge rates from 50% of the 2-year peak flow up to the full 50-year peak flow. The pre-developed condition to be matched shall be a forested land cover unless reasonable, historic information indicates the site was prairie prior to settlement; in that case, the pre-developed conditions to be matched is the existing land cover condition.

Flow control BMPs are defined as drainage facilities designed to mitigate the impacts of increased surface stormwater runoff flow rates generated by development. They are designed to either hold water for a considerable length of time and then release it by evaporation, plant transpiration, and/or infiltration into the ground (e.g., a retention pond), or to hold runoff for a short period of time, releasing it to the stormwater conveyance system at a controlled rate (e.g., a detention pond or underground detention vault).

Runoff Treatment

Core Requirement #6 of the DDECM requires stormwater runoff from new development and redevelopment to receive treatment to reduce pollutant loads and concentrations in stormwater to maintain beneficial uses in downstream receiving waters. Runoff treatment BMPs remove pollutants from runoff by settling, centrifugal separation, filtration, biological uptake, and media or soil adsorption. Target pollutants typically include suspended solids; metals such as copper, lead, and zinc; nutrients such as nitrogen and phosphorus; bacteria; petroleum hydrocarbons; and pesticides. Treatment facilities must be sized to treat the water quality design flow rates or design storm volume, as prescribed in the DDECM, which are intended to capture and effectively treat approximately 90-95% of the annual runoff volume.

Regional Facilities

An alternative to meeting all LID, flow control, and runoff treatment requirements on the development site is to direct stormwater to an off-site regional facility. A regional facility is a stormwater BMP that provides runoff treatment and/or flow control to more than one property, thereby reducing or eliminating requirements for on-site controls. The DDECM recognizes regional facilities as an allowable approach to meeting stormwater management requirements, consistent with Ecology guidance for projects that are: (1) within the area contributing to the regional facility, (2) not within the area contributing to the regional facility but have equivalent flow and/or pollution characteristics as the area that does contribute to the regional facility, or (3) some combination of 1 and 2.

4.2 Current Conditions

Approximately 75% of the of the 294-acre Triangle Mall subarea is impervious surface consisting of buildings, parking lots, streets, and sidewalks. Stormwater collection and conveyance systems for most of the subarea direct stormwater flows in generally westerly and southerly directions, with flows ultimately discharged off-site into Percival Creek south of the Triangle Mall subarea. Percival Creek flows into Capitol Lake, which has an outlet to the Budd Inlet arm of Puget Sound. Stormwater flows in the northeastern portion of the Triangle flow off-site to the north and east in the Schneider Creek basin, which discharges to Budd Inlet.

There are no streams within the Triangle Mall subarea. The downstream receiving waters that accept flows from the subarea (Percival Creek and Schneider Creek that flow to Capitol Lake and Budd Inlet) are water quality limited and are addressed in [Ecology and EPA Total Maximum Daily Loads](#) (TMDLs) for temperature, fecal coliform bacteria, dissolved oxygen, pH, and fine sediment for the Deschutes River and its tributaries (Ecology 2015, Revised 2018; EPA 2020, Revised 2021). Budd Inlet is also impaired for dissolved oxygen, and Ecology submitted a [TMDL](#) for dissolved oxygen to EPA for approval on October 26, 2022 (Ecology 2022).

Much of the Triangle Mall subarea consists of legacy (pre-1990) development that was constructed with stormwater management systems that do not meet current standards for incorporating LID and for flow control and runoff treatment. High peak flows and conveyance capacity constraints have contributed to flooding problems in the southern portion of the Triangle Mall subarea, at the intersection of Cooper Point Road and Black Lake Boulevard. The City has plans to construct improvements to the stormwater system intended to address flooding at the intersection, including major piping system upgrades. Without conveyance improvements, the City estimates the intersection will continue flood at an approximately 15-year recurrence interval storm (i.e., approximately 7% annual probability), based on past precipitation data, and potentially more frequently in the future with increasing rainfall intensities expected with climate change.

Natural Resources Conservation Service (NRCS) soils mapping presented in the City's Storm and Surface Water Plan (2018) shows that soils in most of the Triangle Mall subarea are classified as Hydrologic Soil Group C soils, with areas of Group D soils in the northeastern portion of the subarea. NRCS descriptions of Group C and Group D soils are as follows:

- Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.
- Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high-water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Use of surface detention ponds to meet flow control requirements can require considerable space on a site, which reduces the area of a site available for building coverage or parking. The number of underground detention systems in the subarea – as shown in the City’s stormwater system mapping - highlights the challenges of finding adequate space for meeting flow control requirements with surface detention ponds in a highly developed environment where many properties are nearly entirely covered by buildings and pavement. Use of underground detention systems can help maximize the developable surface area of a site, but they are typically more costly than surface detention ponds to construct.

There is one regional stormwater facility that is located adjacent to the Triangle Mall subarea to the west, within Yauger Park at the northwestern corner of the SW Capitol Mall Dr and Cooper Point Rd intersection. The Yauger Park regional facility was originally constructed in 1978 as mitigation for runoff from the Capital Mall and surrounding area. It currently receives stormwater from approximately 570 acres of commercial and residential development and area roadways within and outside of the Triangle Mall subarea. The City constructed upgrades to the facility in 2010 that included excavating additional storage capacity and incorporating LID features including a water quality treatment wetland, bio-retention ponds, a rain garden and biofiltration swales (City of Olympia 2009). Stormwater management within Yauger Park has implications for the use of the Park’s recreational activities. The stormwater facility is operated such that during the relatively drier months (late spring to early fall), ball games and other recreational activities are scheduled. During winter months, the flow control structures are operated such that the site can flood in heavy rainfall events, thereby diminishing the peak flows that are discharged to the downstream drainage system. The facility does not have capacity in its current state to accommodate stormwater from future development/redevelopment needing off-site water quality treatment and flow control for the 50-year storm. The mall pond only manages the 15-year storm. Facilities would need to be upgraded or other flow control or LID features included to make up the difference and meet current design standards.

4.3 Key Findings and Implications for Plan

The following topics related to stormwater should be considered in the development of the City of Olympia Capital Mall Triangle Subarea Plan:

- New development and redevelopment in the Triangle Mall subarea must adhere to City regulations for stormwater management. City standards and guidance for stormwater management for construction, development, and redevelopment activities are contained in the City’s Drainage Design and Erosion Control Manual (DDECM), which meets requirements of the City’s NPDES municipal stormwater permit from Ecology.
- City standards require the use of LID approaches to manage stormwater on-site where feasible. Where stormwater cannot be adequately managed and fully infiltrated on-site, it must meet City standards for runoff treatment (water quality) and flow control (water quantity) to reduce adverse impacts to downstream receiving waters.

- Stormwater infiltration systems are used on some properties within the subarea currently, and LID is likely to be an important part of future development in the subarea going forward. However, soils with low infiltration capacity or other site constraints may limit LID feasibility in places.
- Meeting flow control requirements can be particularly challenging (and expensive) due to the high volumes of runoff that need to be detained to meet standards for sites with large areas of impervious surface; standards generally require that post-development flows do not exceed pre-development (forested condition) flows for design storms up to the 50-year peak flow. Surface detention ponds require considerable space that reduces the area available for buildings or parking, and underground detention systems – which are used at many locations in the subarea currently - are typically expensive.
- Integration of LID/green stormwater facilities into redevelopment has many benefits, including its ability to reduce (but likely not eliminate) the need for new ponds and vaults, improve community health and wellbeing (as well as general aesthetics) by providing green spaces and vegetation, reduce negative impacts to water quality, retain and slow water, and reduce costs to developers and municipalities ([EPA](#), [EPA](#)). These benefits would improve the subarea's climate resiliency. In addition, these techniques are strongly supported by Olympia's communities to protect natural resources and improve the health of Puget Sound and local streams.
- There is currently one City-managed regional stormwater facility located adjacent to the subarea that serves a portion of the subarea: the Yauger Park Regional Facility. The existing pond likely does not have capacity in its current state to accommodate stormwater from future development/redevelopment needing off-site water quality treatment or flow control. The City could consider the feasibility of constructing upgrades to the Yauger regional facility and/or adding regional facilities within or near the subarea to encourage redevelopment within the subarea. The City may also consider helping coordinate stormwater management activities between property owners to find efficiencies and reduce costs (e.g., a single detention facility serving multiple properties may be more cost-effective than a detention facility on each property).

SECTION 5. ACRONYMS

Acronym	Definition
ADA	Americans with Disabilities Act
BMPs	best management practices
CAP	Climate Action Plan
CFR	Code of Federal Regulations
cfs	cubic feet per second
CWA	Clean Water Act
DOT	Department of Transportation
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GMA	Washington State's Growth Management Act
GPCD	gallons per capita per day
I-	Interstate
ILA	Interlocal Agreement
ISGP	Industrial Stormwater General Permit
ITS	Intelligent Transportation Systems
LED	light-emitting diode lighting
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LNG	Liquefied Natural Gas
LUSTs	leaking underground storage tanks
MGD	million gallons per day
MS4s	Municipal Separate Storm Sewer Systems
NAICS	North American Industry Classification System
NEC	National Electrical Code
NESC	National Electric Utility Safety Code
NFIP	National Flood Insurance Program
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PFS	Public Facilities and Services
PSCAA	Puget Sound Clean Air Agency

Acronym	Definition
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RSLR	Relative sea level rise
SBCC	Washington State Building Code Council
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SMA	Washington State Shoreline Management Act
SMGM	Stormwater Management Guidance Manual
the Plan	Subarea Plan
THPO	Tribal Historic Preservation Offices
TPY	tons per year
USC	United States Code
UFMP	Urban Forest Management Plan
USTs	underground storage tanks
WAC	Washington Administrative Code
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Database
WSDOT	Washington Department of Transportation

APPENDIX D Market Research Report

Market Analysis: Existing Conditions | FINAL DRAFT

Date October 10, 2022
To Rachel Miller, MAKERS Architecture
From Brian Vanneman and Jennifer Shuch, Leland Consulting Group

Introduction

The City of Olympia engaged Leland Consulting Group (LCG) as part of an interdisciplinary team led by MAKERS Architecture to conduct a market and economic analysis of the Olympia Capital Mall Triangle subarea. This memo contains LCG’s market, economic, and socio-economic analyses. LCG describes the existing conditions of the site and its market area, provides examples of potential development patterns, and concludes with observations and recommendations. LCG’s sources include data from the US Census Bureau, CoStar, Placer AI, ESRI Business Analyst, and public agencies.

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Subarea Plan Purpose

The City of Olympia designated the Capital Mall Triangle as one of three urban centers in the City’s 20-year comprehensive plan. The City received a \$250,000 grant from the State of Washington to conduct long range planning in the subarea, with the aim of creating a people-oriented urban neighborhood. The City’s goal is to create a mixed-use neighborhood with improved street connectivity and access to reduce the amount and length of driving trips, increase transit accessibility, and enable residents to take advantage of multimodal transportation opportunities.

The plan’s benefits and goals fall into four different categories:

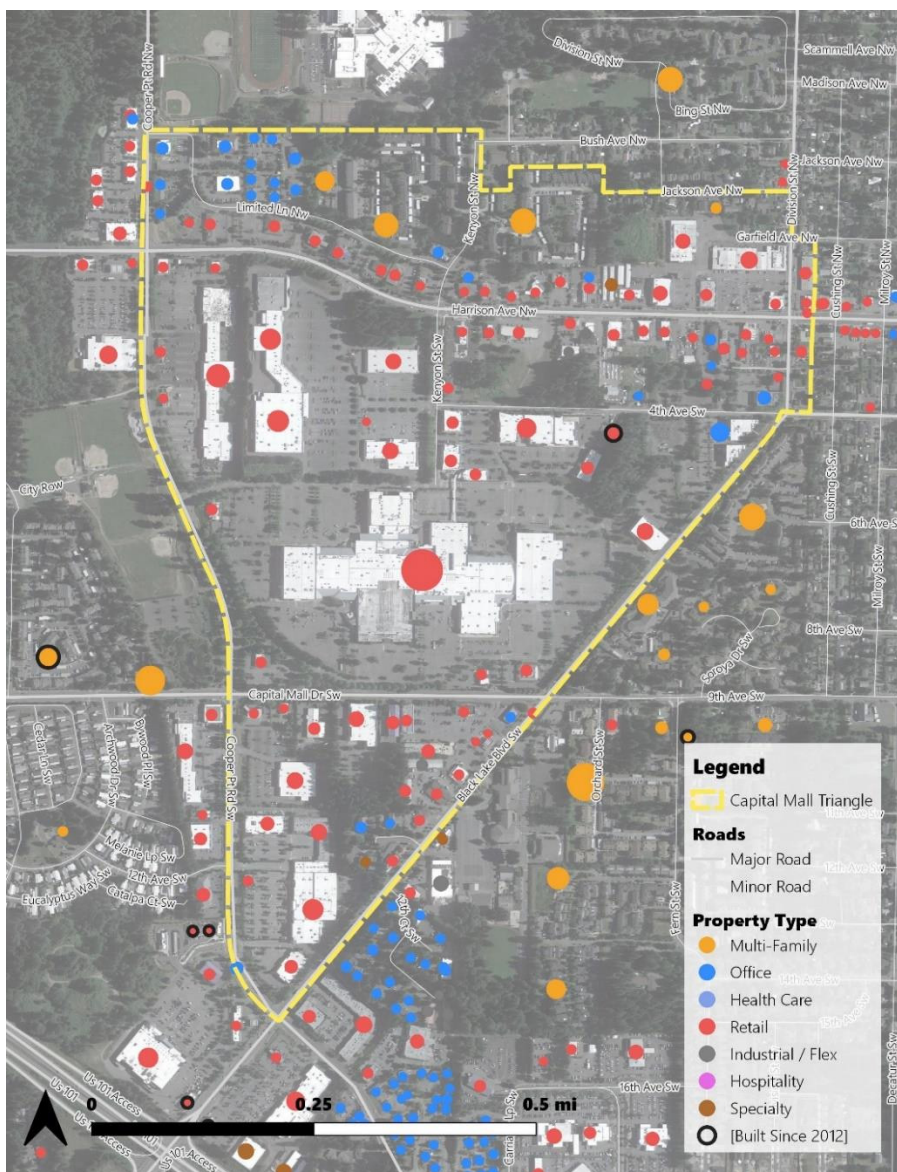
- Housing
- Transportation
- Business & Property Owners
- Environment

Housing affordability for a variety of income levels, climate resilience, and economic prosperity are central to the City's vision for the site.

Study Area and Market Area

The Olympia Capital Mall Triangle subarea is located on the west side of Olympia. The bottom “point” of the triangle is located at the intersection of Black Lake Boulevard SW and Cooper Point Road SW. The area is 288 acres. The mall site is 85 acres (29.5% of the total land area). The Capital Mall Triangle subarea is mainly comprised of retail and office properties, with some multifamily in the northern part of the triangle. In total, the Capital Mall Triangle subarea is home to 667 residents in 272 households as of 2022. All of the subarea’s housing units are in apartment buildings north of Harrison Avenue NW. There are also a handful of multifamily properties located just outside of the subarea.

Figure 1. Commercial Properties in the Olympia Capital Mall Triangle

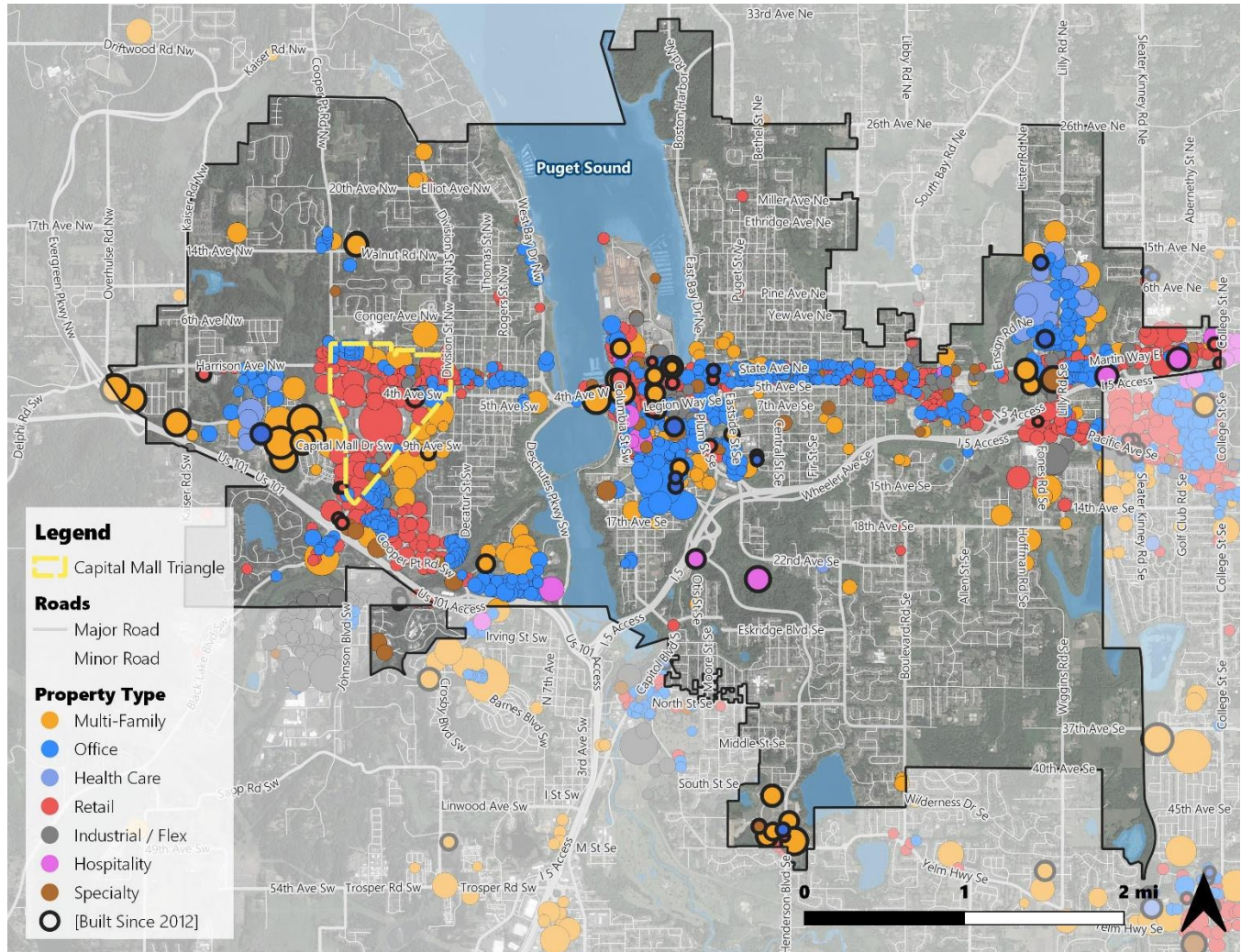


Note: Circle size correlates with rentable building area, in square feet.

Source: CoStar, City of Olympia, LCG.

The Olympia Capital Mall Triangle study area has a high concentration of existing retail establishments compared with other areas citywide, while office space is concentrated mainly on the east side.

Figure 2. Commercial Properties in Olympia

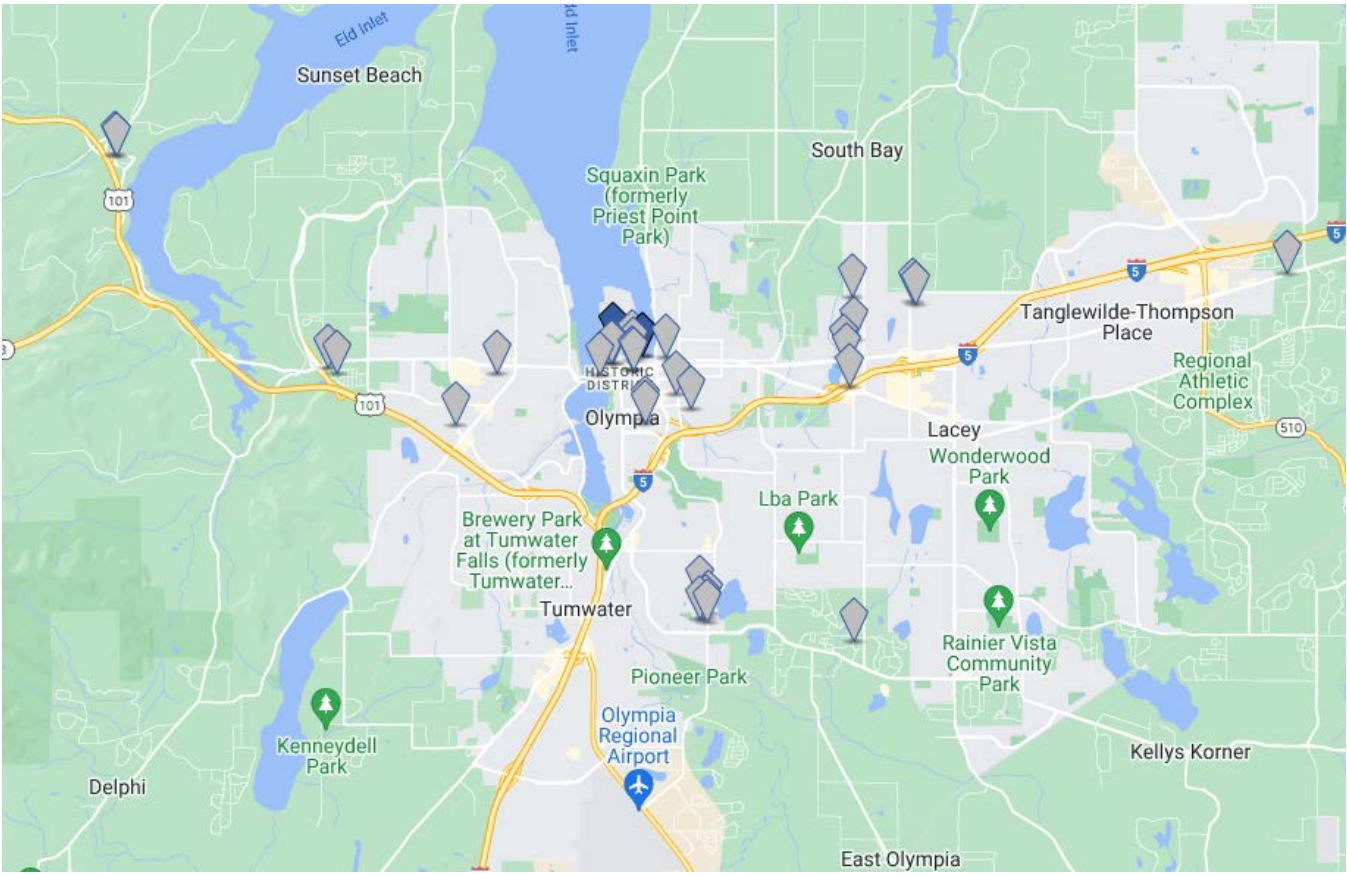


Note: Circle size correlates with rentable building area, in square feet.

Source: CoStar, LCG.

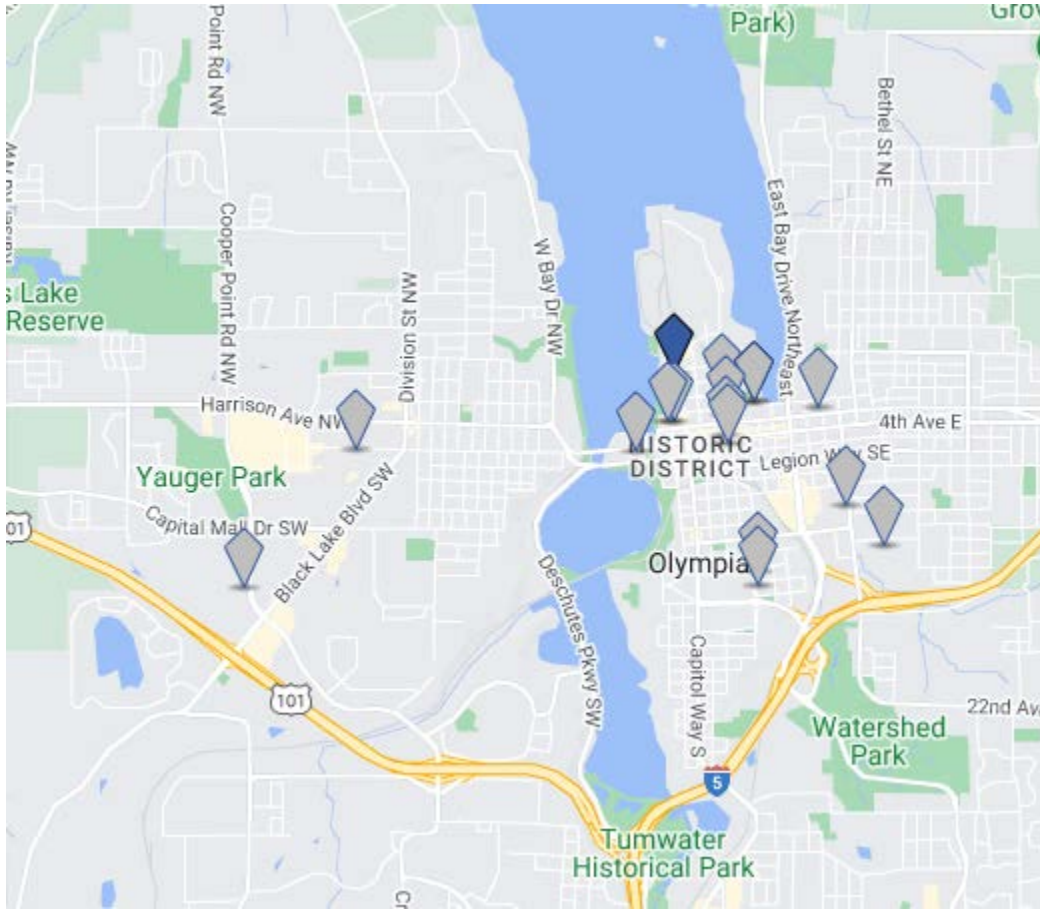
Since 2017, development of office, retail, multifamily, and hospitality properties has been concentrated on the east side of Olympia, particularly in the downtown area. Between 2017 and 2022, 36,500 square feet of retail space in two buildings were added in or directly adjacent to the Olympia Capital Mall Triangle subarea. Over that same period, 11 buildings with a total of 69,500 square feet were added in Olympia's Historic District and South Capital neighborhoods. These buildings include a mix of apartments, restaurants, retail, and office space.

Figure 3. Development in Olympia between 2017 and 2022



Source: CoStar.

Figure 4. Development in the Capital Mall Triangle and Downtown Olympia, 2017-2022



Source: CoStar.

The 2018 Future Land Use Map of Olympia shows that most of the area surrounding the Capital Mall Triangle is intended to be used for low-density neighborhoods. While infill into existing low-density neighborhoods is part of the City's growth strategy, a majority of future growth will be directed into three high-density overlay areas, which includes the Capital Mall Triangle subarea. In order to achieve this concentrated growth pattern, the City must ensure that the area is attractive to developers and that regulations do not hinder feasibility. The City will also need to invest in some of the infrastructure on-site, including new roads and transit stops.

Legend

Roads

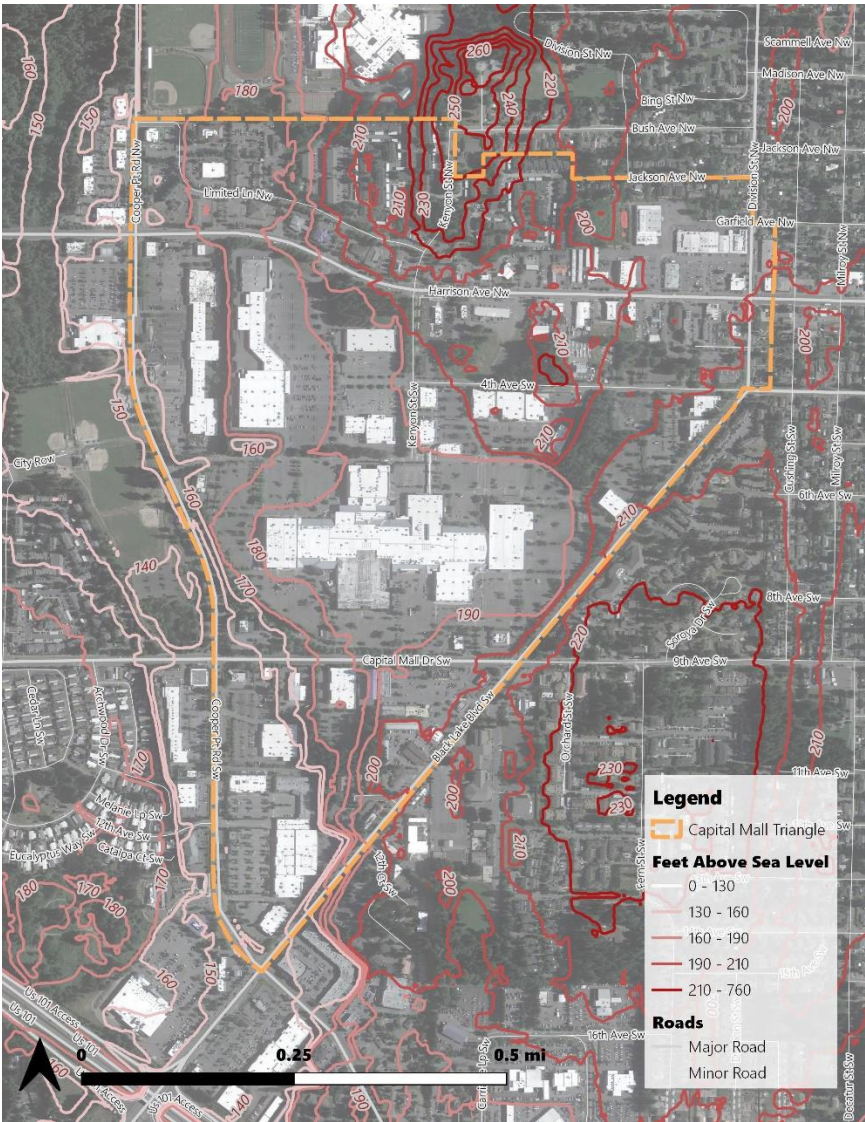
- Major Road
- Minor Road

Future Land Use

- High Density Neighborhoods
- Low Density Neighborhoods
- Medium Density Neighborhoods
- Mixed Residential
- Professional Office/Multifamily
- Urban Corridor

The topography of the Capital Mall Subarea does not feature significant changes in elevation, but it does generally slope downward, with Yauger Park and the bottom of the triangle at a low point. Changes in elevation on site could impact the placement of roads as well as new developments and stormwater needs. The intersection of Black Lake Boulevard and Cooper Point Road has a history of flooding. The Target Place Shopping Center, owned by Cafaro, has a drop in elevation between the corner of the lot and the parking area. This elevation change could be a bigger challenge to the development of shorter structures with a large footprint than it would be to a taller building that takes up less horizontal space.

Figure 6. Topography and Elevation Map of the Capital Mall Triangle



Source: City of Olympia, LCG.

SWOT

<p>Strengths</p> <p>Site-wide SEPA review will reduce development costs and timelines</p> <p>Unlimited density in HDC-4 zone</p> <p>Height up to 7 stories</p> <p>Support from City</p> <p>Retail owners open to mixed-use redevelopment</p> <p>The mall is the only major shopping center in the southern Puget Sound region, attracts visitors from a large trade area</p> <p>Large surface parking and underutilized lots could be redeveloped without displacing residents</p>	<p>Weaknesses</p> <p>Redevelopment of the Capital Mall Triangle could lead to some displacement in the areas just outside the Triangle, particularly the displacement of local small businesses and low-income renters.</p> <p>Lack of connectivity – City and developers will have to determine who is responsible for building out street grid & streetscape elements</p> <p>Elevation changes on site could make development more difficult, require increased stormwater mitigation</p> <p>Fractured ownership of parcels in northern portion of the subarea</p> <p>Zone transition standards that require significantly lower height limits for buildings near lower-density residential neighborhoods, which could impact development feasibility for some of the parcels in the northern portion of the Triangle</p> <p>The mall's large trade area attracts businesses, but will require balancing the needs of local residents & visitors with those travelling long distances by car</p> <p>Current shopping center parking requirements could prevent the redevelopment of surface parking lots</p>
<p>Opportunities</p> <p>Transit and multimodal improvements supported by retail owners within the subarea</p> <p>Strengthening connection to local schools through multimodal infrastructure</p> <p>Concentrating housing in an area that primarily features commercial space could reduce potential displacement in other parts of the city</p> <p>Increasing market rate and affordable housing supply in an infill location</p> <p>Large mall site owned entirely by a single ownership group with an interest in mixed use development</p>	<p>Threats</p> <p>City or SEPA regulations (RCW 43.21C.420) may require 10% of new housing built in the subarea to be affordable – specifics of that plan are unclear, could impact development feasibility</p> <p>High parking requirements for shopping centers could limit redevelopment of underutilized surface parking</p> <p>Excessive placemaking requirements could make it difficult for owners of existing retail buildings to redevelop their sites</p> <p>Sewer and tree regulations could impact feasibility</p> <p>Existing traffic in the area that impacts the flow of cars in and out of commercial lots during peak hours negatively impacts interest in business development</p>

Current Land Uses

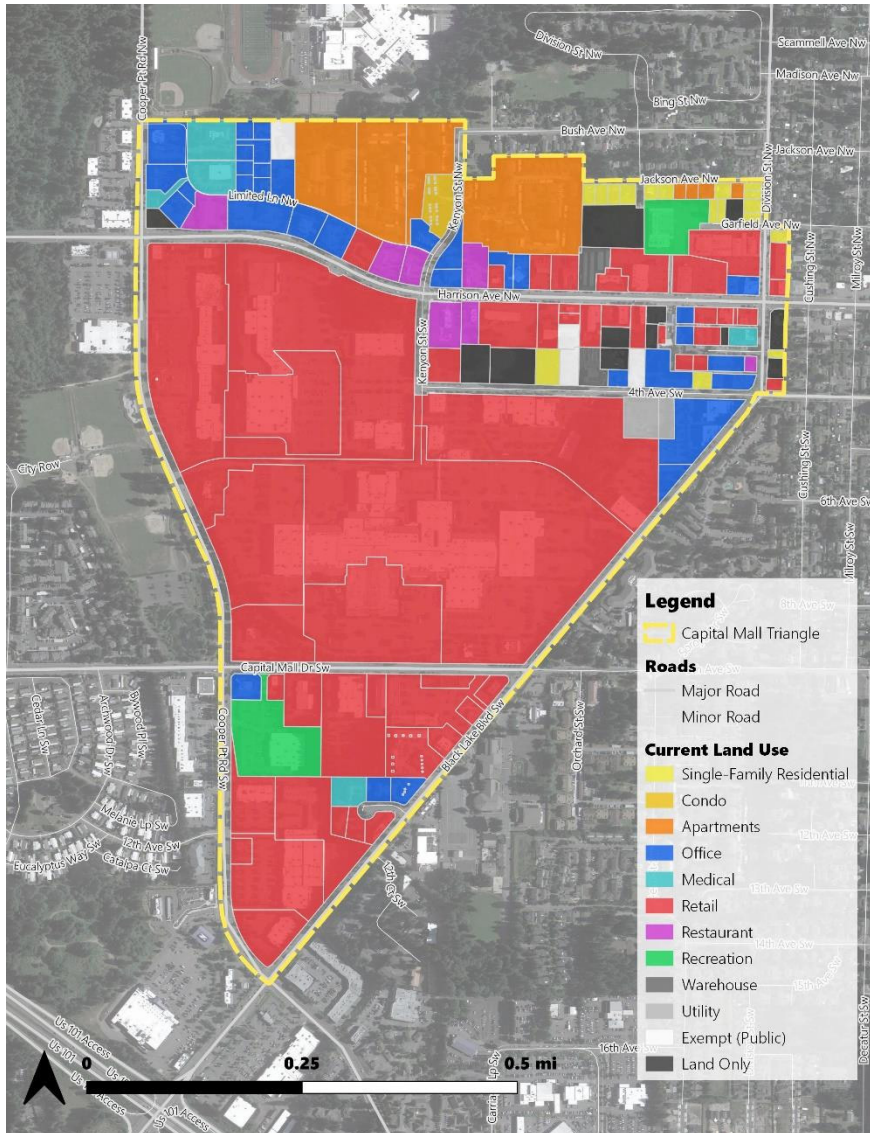
As shown in Table 1 below, the Olympia Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area as well as 493 housing units. There are 344,995 square feet (7.9 acres) of vacant land, mainly concentrated in the northern portion of the subarea. Retail space accounts for 76% of building area in the Olympia Capital Mall Triangle.

Table 1. Current Land Uses in the Olympia Capital Mall Triangle

Type	# of Units	Square Feet RBA
Single-Family Home	26	
Multi-Family Unit in Large Building	0	
Multi-Family Unit in Small Building	467	
Mobile Home	0	
Education		4,232
Food Sales		9,040
Food Service		33,037
Health Care Inpatient		0
Health Care Outpatient		40,149
Lodging		0
Retail (Other Than Capital Mall)		579,268
Retail (Capital Mall)		793,862
Office		206,210
Public Assembly		0
Public Order and Safety		13,967
Religious Worship		0
Service		26,912
Warehouse and Storage		17,200
Other		76,487
<i>Vacant (SF of land area, not RBA)</i>		<i>344,995</i>

Source: City of Olympia, CoStar, LCG.

Figure 7. Map of Current Land Uses in the Olympia Capital Mall Triangle



Source: City of Olympia, CoStar, LCG.

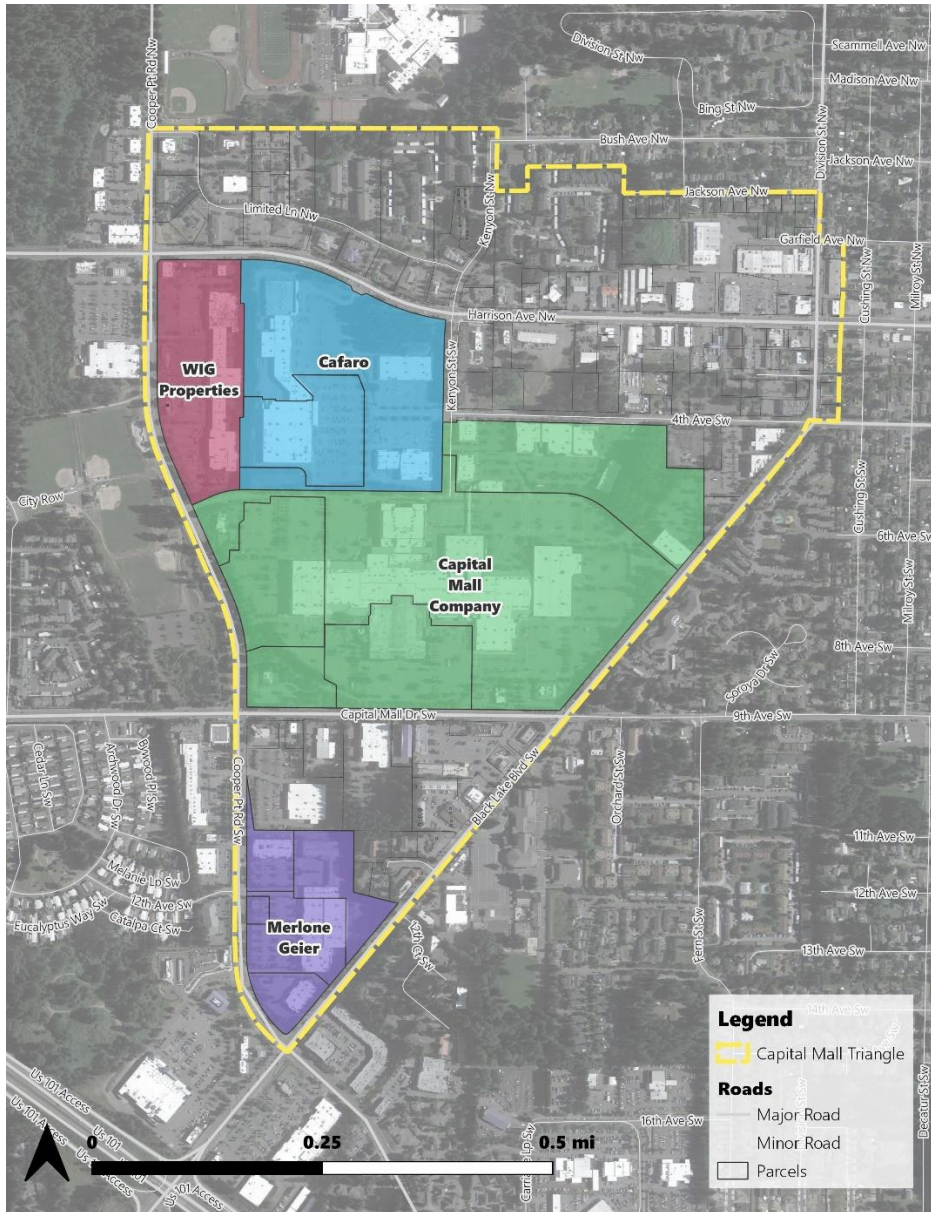
Major Property Owners

The entire mall site is owned by a special purpose entity based in the British Virgin Islands represented by a group of financial managers and advisors. This is a unique opportunity, due to the fact that most malls have some individual tenant ownership, particularly department stores or other anchors. While the group is open to redevelopment of the mall site, they view the Capital Mall as a high performing asset in their portfolio. The mall's lack of competition in the region (as shown in Figure 49 below) and large trade area have kept the mall from declining as other suburban shopping centers have. As the area redevelops, the ownership group hopes to continue the mall's operations while adding additional multi-use functions, including housing, hospitality, or office space.

Other major owners of retail properties within the Capital Mall Triangle include Merlone Geier Partners, Wig Properties LLC, and Cafaro. These companies have experience with mall redevelopment and repositioning and are open to the changes proposed by the City.

Olympia Capital Mall Triangle | Market Analysis: Existing Conditions | DRAFT

Figure 9. Parcels owned by Wig Properties, Cafaro, Capital Mall Company, and Merlone Geier Properties



Source: City of Olympia, LCG.

LCG conducted interviews with major retail property owners within the Capital Mall Triangle subarea. LCG interviewed representatives from Wig Properties, Cafaro, Merlone Geier Properties, and the mall ownership group. Representatives from Cafaro and the mall ownership group were enthusiastic about the vision for the site and open to potential redevelopment opportunities. Representatives from Merlone Geier and Wig both indicated that their main focus in the Capital Mall Triangle area is to pursue a more traditional retail strategy. Wig is interested, however, in improving safety and access throughout the subarea. Wig also has plans for adding some placemaking elements and pedestrian infrastructure to their shopping center.

Figure 10. Pedestrian and Placemaking Improvements Proposed by Wig Properties



Source: Wig Properties.

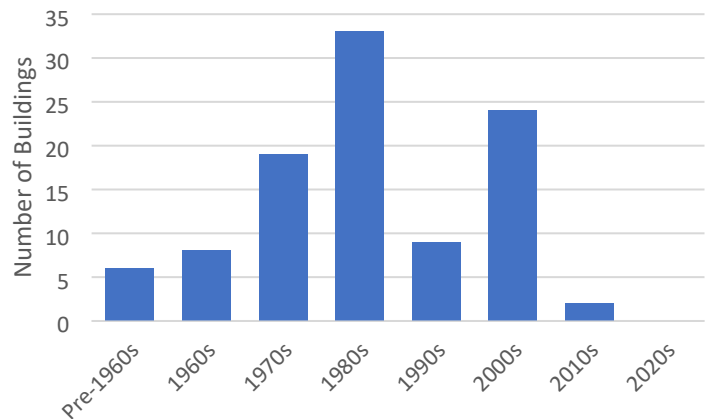
The representative from Cafaro interviewed by LCG was supportive of the plan for the subarea, particularly the Planned Action EIS element, which will save them time and money if they decide to redevelop their property. Cafaro is currently working on redeveloping some of their larger mall sites in the Midwest and believes the future of retail is in vertical mixed-use development. Previous attempts to develop part of their property in the Capital Mall Triangle have failed, but they are optimistic that they will be able to find the right opportunity. Cafaro has been involved in a similar plan in Puyallup and is wary of policies that force building orientation to the street, as many shopping center visitors do not come from within walking or biking distance of the mall (as explored below in the Capital Mall Trade Area section of this document). Cafaro is not concerned about the potential affordable housing requirement.

The mall is owned by a group of investors represented by Golden East Investors and Ocean Ridge Capital and managed by Pacific Retail Capital Partners. The representatives are enthusiastic about partnering with the City to improve the site. They envision continuing mall operations to some degree with an additional multi-use function, which could include housing, hospitality, or office space. The mall group has stated that due to expected market fluctuations over time, a flexible development code is necessary to enable them to help the City achieve its vision.

Age of Buildings

According to CoStar, the average year built for buildings within the Capital Mall Triangle subarea is 1985. The average year built for multifamily properties in the subarea is 1987 while the average vintage of retail buildings is 1983. Most of the construction in the subarea occurred in the 1970s, 1980s, and 2000s, as shown in Figure 11 below.

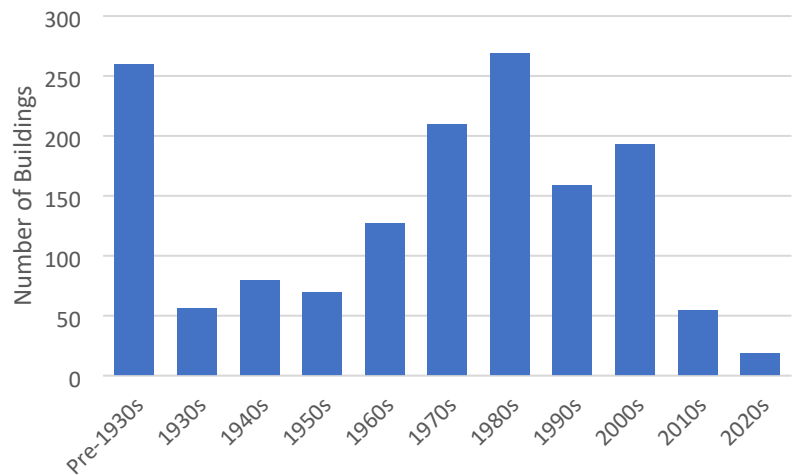
Figure 11. Distribution of Commercial Building Ages in the Capital Mall Triangle Subarea



Source: CoStar, LCG.

The average year built for multifamily, office, and retail properties in the City of Olympia is 1972. The average year built for retail is 1985, for multifamily is 1978, and for office is 1990. As in the subarea, most of the post-1930 multifamily, office, and retail buildings in the City of Olympia were built 1970s, 1980s, and 2000s. The prevalence of buildings built before 1930 throughout the city indicates that development in the Capital Mall Triangle subarea took place later.

Figure 12. Distribution of Retail, Multifamily, and Office Building Ages in the City of Olympia

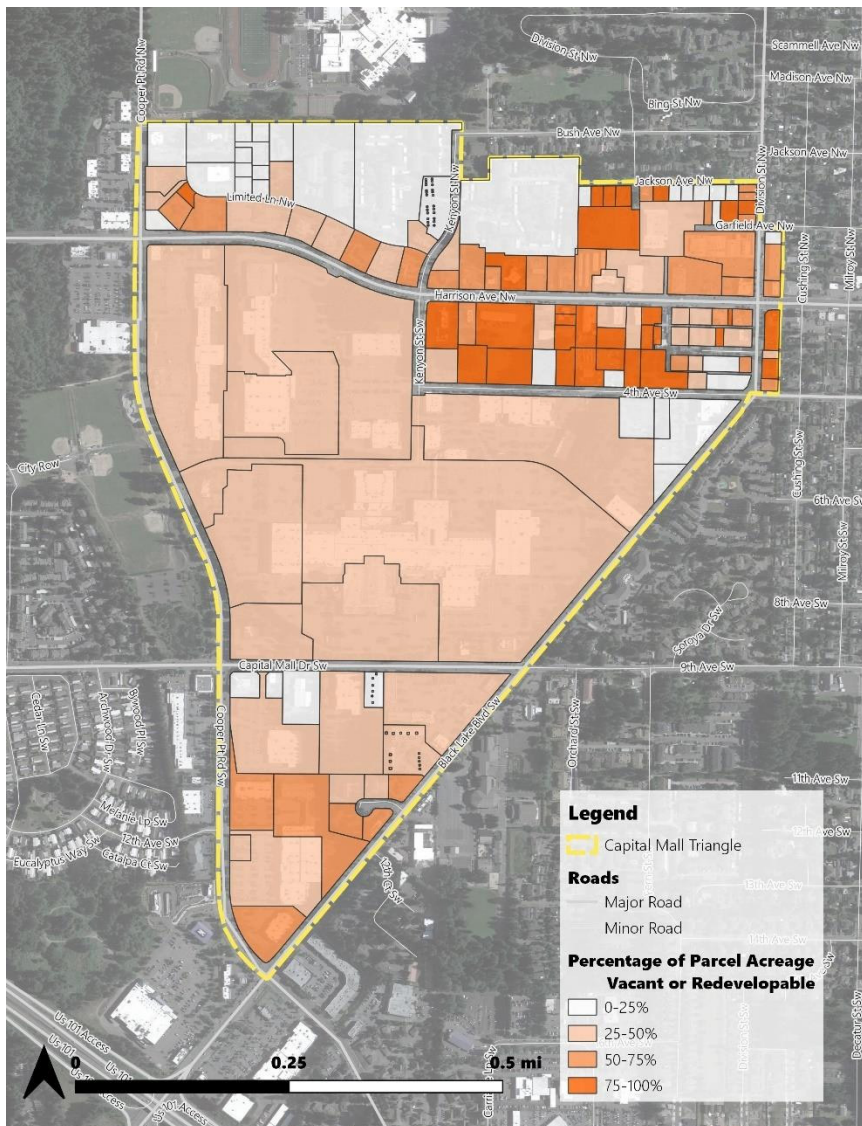


Source: CoStar, LCG.

Redevelopment Capacity

According to [TRPC's 2017 Land Use and Future Development Potential map](#), most of the Capital Mall Triangle subarea has medium development potential. However, the parcelized area along Harrison Avenue NW in the northern portion of the triangle has a number of properties with very high redevelopment potential, including some vacant. The map in Figure 13 below shows the percentage of vacant or redevelopment parcel acreage for each parcel in the Capital Mall Triangle, according to TRPC. While the smaller parcels surrounding Harrison Avenue could be substantially redeveloped, TRPC estimates that just 25-50% of the land within the larger parcels in the middle of the triangle could be redeveloped. TRPC uses generalized assumptions across the entire region; they are not nuanced to the study area's market and unique conditions.

Figure 13. TRPC Map of Redevelopment Potential in the Olympia Capital Mall Triangle



Source: TRPC, LCG.

LCG used these TRPC estimates for redevelopment potential by parcel to determine the maximum capacity of the subarea with a planning horizon year of 2045. See the **Potential Development Alternatives** section for additional methods to estimate capacity.

Current Capital Mall Triangle Opportunities

LCG has identified opportunities for development within the mall site, as well as areas where the city could improve access to and through the site. The main access improvement needed is an east-west route through the subarea connecting the mall site with Yaeger Park and Downtown Olympia, as shown in Figure 14 below. In LCG's view, this should be a multimodal corridor that emphasizes bike and pedestrian access.

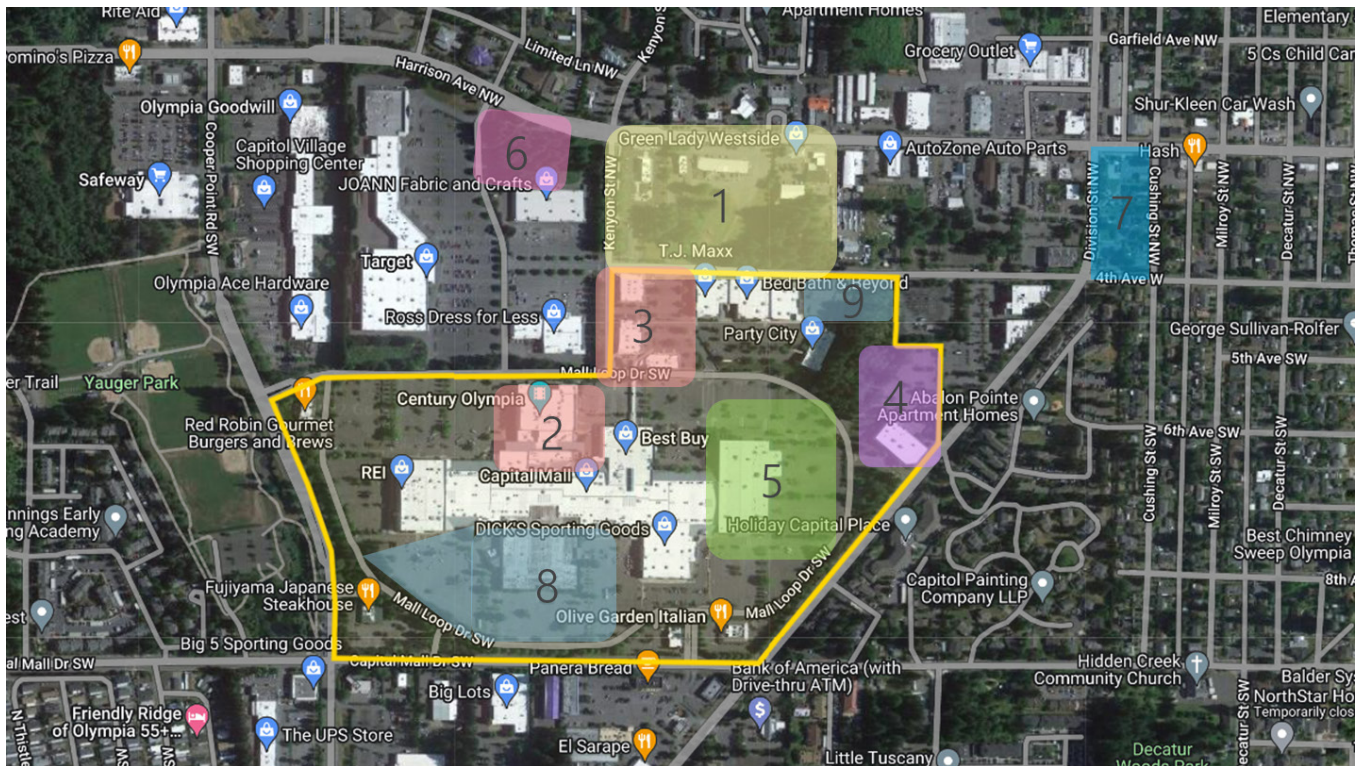
Figure 14. Potential Green Route for Bike/Pedestrian Access through Subarea



Source: LCG.

LCG has identified seven development opportunity sites in the northern portion of the subarea as shown in Figure 15 below. Not all of these areas are immediately developable, but they could potentially bring catalytic change to the subarea if the opportunity arises.

Figure 15. Development Opportunity Areas in the Capital Mall Triangle Subarea



Source: LCG.

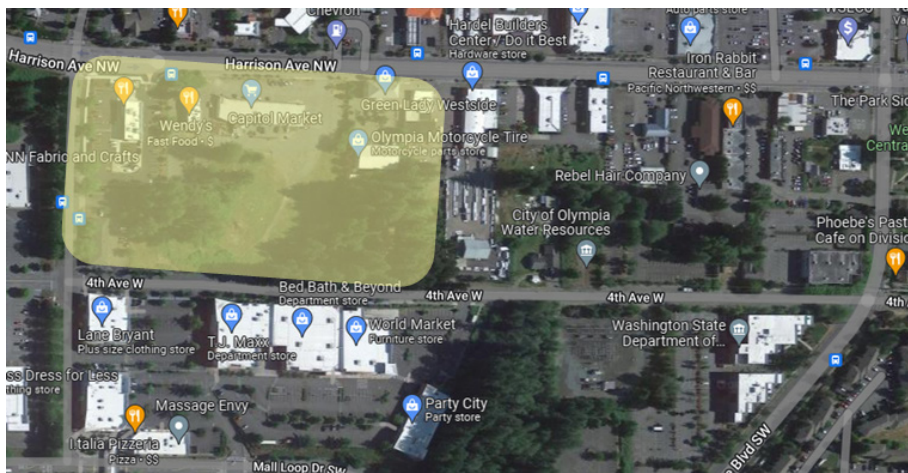
Opportunity Site 1: Southeast Corner of Harrison and Kenyon

The area between Harrison and 4th Avenues in the northeastern portion of the Capital Mall Triangle has smaller parcels with a wider variety of owners than the rest of the subarea. As discussed in the

Redevelopment Capacity section above, it is also the area with the most vacant parcels. Land values in this area are lower, due to reduced Floor Area Ratio (FAR) and older buildings. It is also adjacent to bus and BRT stations, occupying a key location along Harrison Avenue. While it could be difficult to acquire parcels from multiple owners to create an area large enough for substantial redevelopment, it could still be quicker and less expensive to redevelop portions of this area than to build out the existing larger commercial sites, many of which have tenants with long leases. As discussed later in this memo, however, commercial displacement risk is higher in this area than in portions of the subarea with credit tenants (companies that have investor-grade bond ratings and are typically the larger, publicly traded companies thought of as anchors).

The City of Olympia already owns two parcels within this opportunity site and would like to see these parcels developed as low-income housing. Low-income housing on this site, possible in a mixed-use building with retail space for local businesses, could help prevent some displacement and encourage public support for redevelopment of the Capital Mall Triangle subarea.

Figure 16. Opportunity Site 1

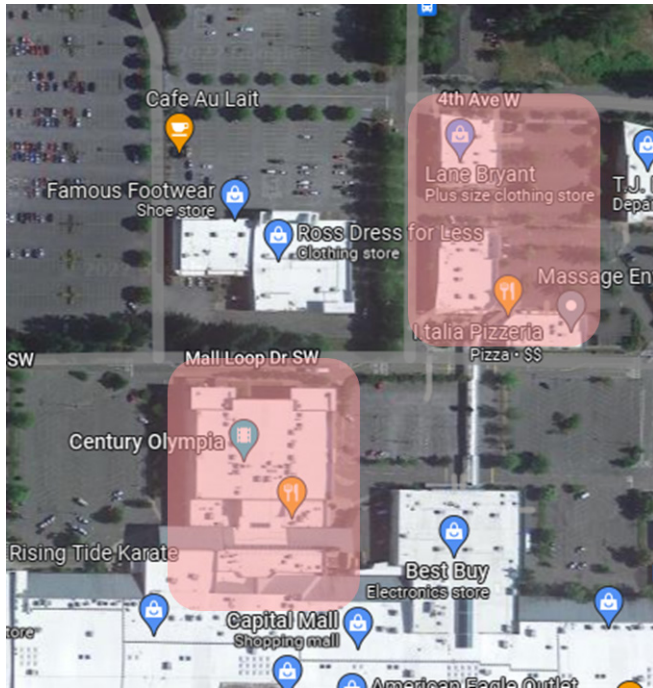


Source: LCG.

Opportunity Sites 2 and 3: “The Promenade”

This portion of the mall site is positioned as a lifestyle area. Opportunity Site 3 includes an outdoor component featuring a plaza and restaurant, while Opportunity Site 2 is within the mall and home to a combination of a movie theater and local food and drink establishments, including a sushi restaurant and a whiskey bar. There is some vacancy in the outdoor component of Opportunity Site 3. Lifestyle centers, as this area aspires to be, benefit from proximity to housing. This area could support walkable, mixed-use development, operating as the subarea’s “nightlife” area.

Figure 17. Opportunity Sites 2 and 3

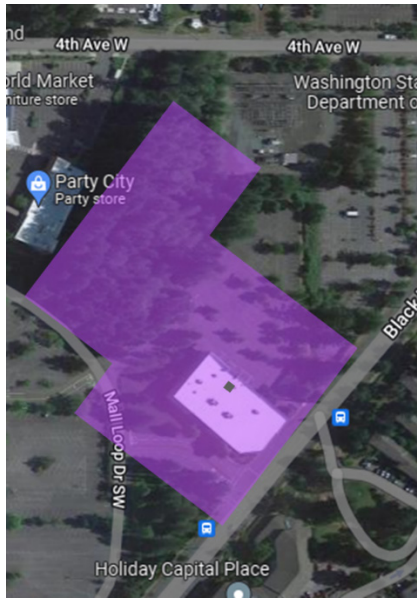


Source: LCG.

Opportunity Site 4: 24-Hour Fitness

The 24-Hour Fitness building on the mall site is vacant, presenting a potential redevelopment opportunity for the mall's ownership group. The building is also adjacent to the mall's tree mitigation area, which by city law must be reserved for wildlife and cannot be used as a park or green space for people. It would also be difficult to redevelop under current Tree Ordinance rules. However, if the former 24-Hour Fitness building and surrounding parking areas were redeveloped with a housing element, the tree area could provide a buffer between the site and surrounding commercial areas. It would be preferable if the tree area could include a public park or walking trails, though that would require changes to the Tree Ordinance.

Figure 18. Opportunity Site 4

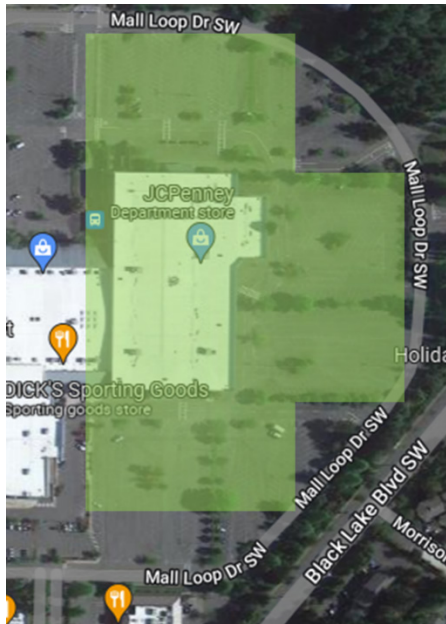


Source: LCG.

Opportunity Site 5: JCPenney

The Capital Mall property is entirely owned by a single ownership entity, an unusual arrangement for malls. Typically, malls have fractured ownership with some larger tenants owning their stores. This presents unique opportunities for both the mall ownership group and the City. The JCPenney at the east end of the Capital Mall is in the 55th percentile nationally and 42nd percentile statewide for annual visits. It's neither particularly high-performing, nor low-performing. However, large-format department stores like Sears and JCPenney have seen significant closures over the past several years in part due to competition from online shopping. The west end of the mall features an REI, a brand that is particularly popular with outdoor enthusiasts in the Pacific Northwest. If the JCPenney closes or moves in the future, the current building and its surrounding, currently underutilized, parking lots could be a major opportunity for redevelopment on the mall site.

Figure 19. Opportunity Site 5

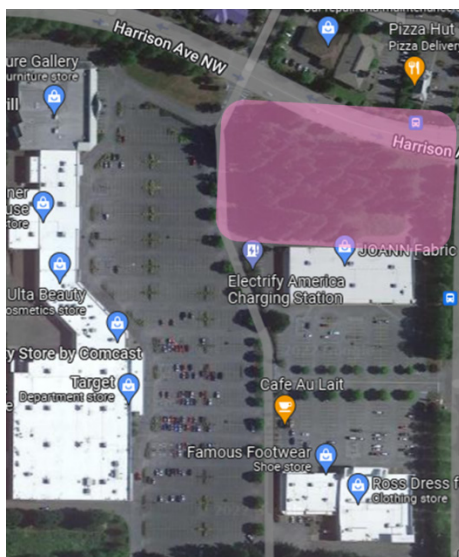


Source: LCG.

Opportunity Site 6: Cafaro Site, NE Corner

The treed portion of the site owned by Cafaro is not a tree mitigation area, unlike the site in Opportunity Site 4: 24-Hour Fitness. Cafaro has attempted to redevelop this area in the past, most recently as a Buffalo Wild Wings. Cafaro continues to be interested in potentially redeveloping this portion of their site, and is open to either commercial or mixed-use development. While it may not be catalytic on its own, combining a redevelopment of this area with new construction in Opportunity Site 1: Southeast Corner of Harrison and Kenyon could have a transformative effect on Harrison Avenue.

Figure 20. Opportunity Site 6



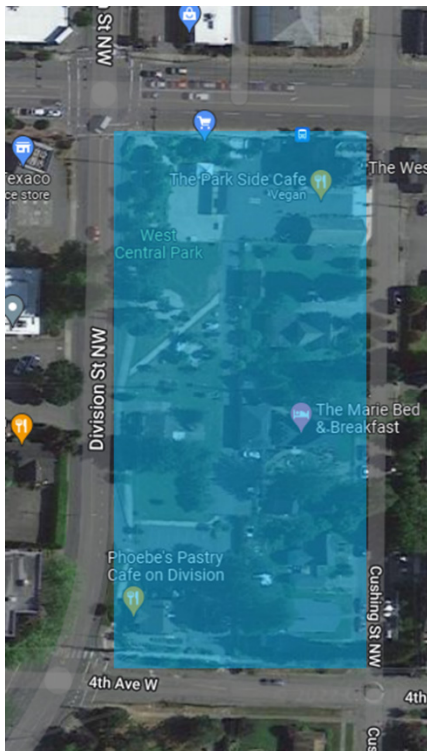
Source: LCG.

Opportunity Site 7: West Central Park

West Central Park does not present an opportunity for redevelopment, but it does provide a template for small area placemaking that could be repeated throughout the subarea. West Central Park features green space, a café, a bakery, a bed and breakfast, and small commercial space with placemaking elements that are unique to Olympia and reflective of the community. It occupies just 2.94 acres of land. Similar outdoor areas that combine community gathering space with small commercial establishments could be built throughout the Capital Mall Triangle, including the Promenade area. If such areas are created, they should be linked together via pedestrian and bike infrastructure, enabling ease of access.

The park is a result of pushback from the community against a proposed 7-11 gas station, and significant investment by a local resident who worked with the community to implement a shared vision. Establishment of a small park with retail or otherwise activated space does not necessarily need to be a philanthropic effort, however. The City could work with developers in the Capital Mall Triangle to establish small community gathering spaces and parklets that take inspiration from West Central Park to ensure that community needs are met. These parks could attract more people to the subarea, which would benefit existing retail and increase the attractiveness of new housing.

Figure 21. Opportunity Site 7



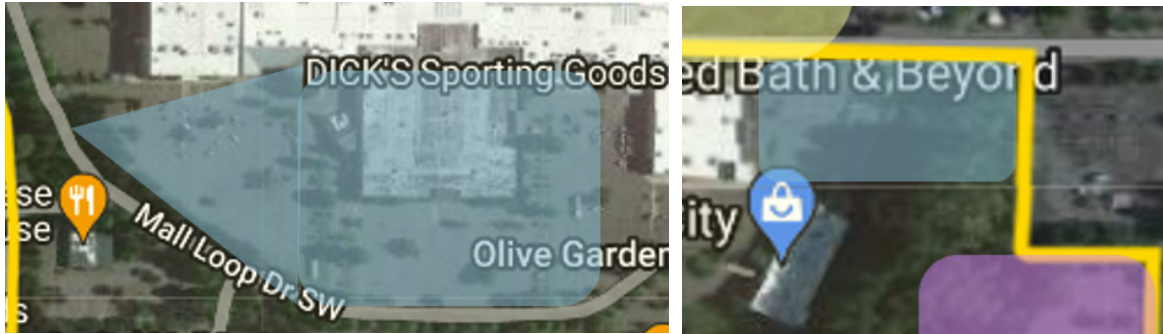
Source: LCG.

Opportunity Sites 8 and 9: Parking Lots

Along with the JC Penney site and adjacent parking lot, there are other lots in the Capital Mall Triangle that could potentially support new development. These sites include the parking lots adjacent to Macy's, as well as a smaller lot north of Party City. While these and other lots are attractive for redevelopment because they do not impose direct displacement risks, there may still be challenges for new development. LCG conducted stakeholder interviews with retail property owners in the Triangle subarea who said that many tenant contracts guarantee a specific minimum number of parking spaces that the tenant's customers will have access to, and these contracts typically have options for tenants to

extend term dates. If Macy's, for example, has in their contract that they are guaranteed 4 spaces per 1,000 square feet of gross leasable area (GLA), parking lot redevelopment may not be possible unless Macy's were to vacate its current space.

Figure 22. Opportunity Sites 8 and 9



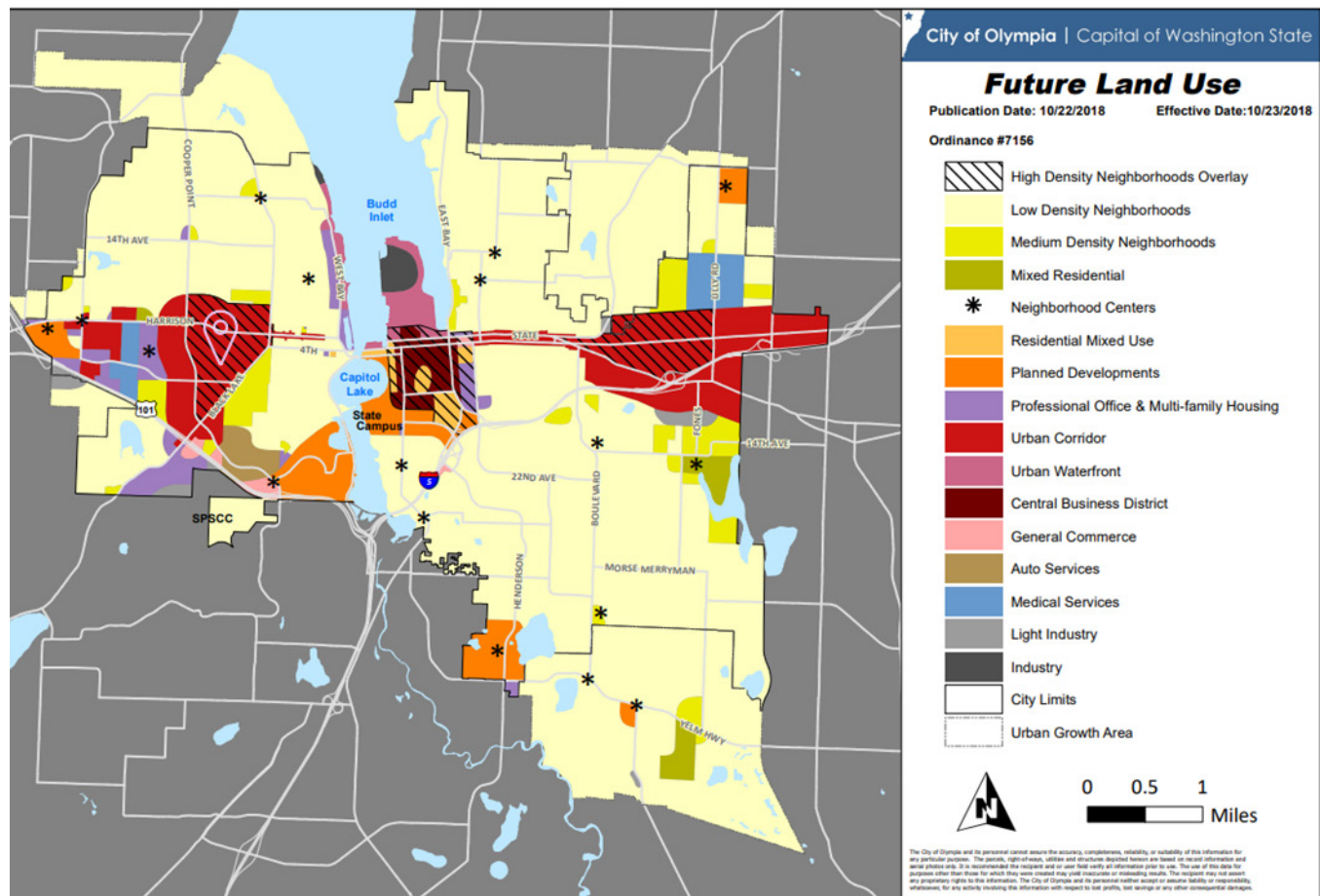
Source: LCG.

Current Zoning and Regulation

Comp Plan

Within Olympia's Comprehensive Plan, the Capital Mall Triangle is designated as an Urban Corridor with a High Density Neighborhoods overlay.

Figure 23. Comprehensive Plan Land Use Map of Olympia

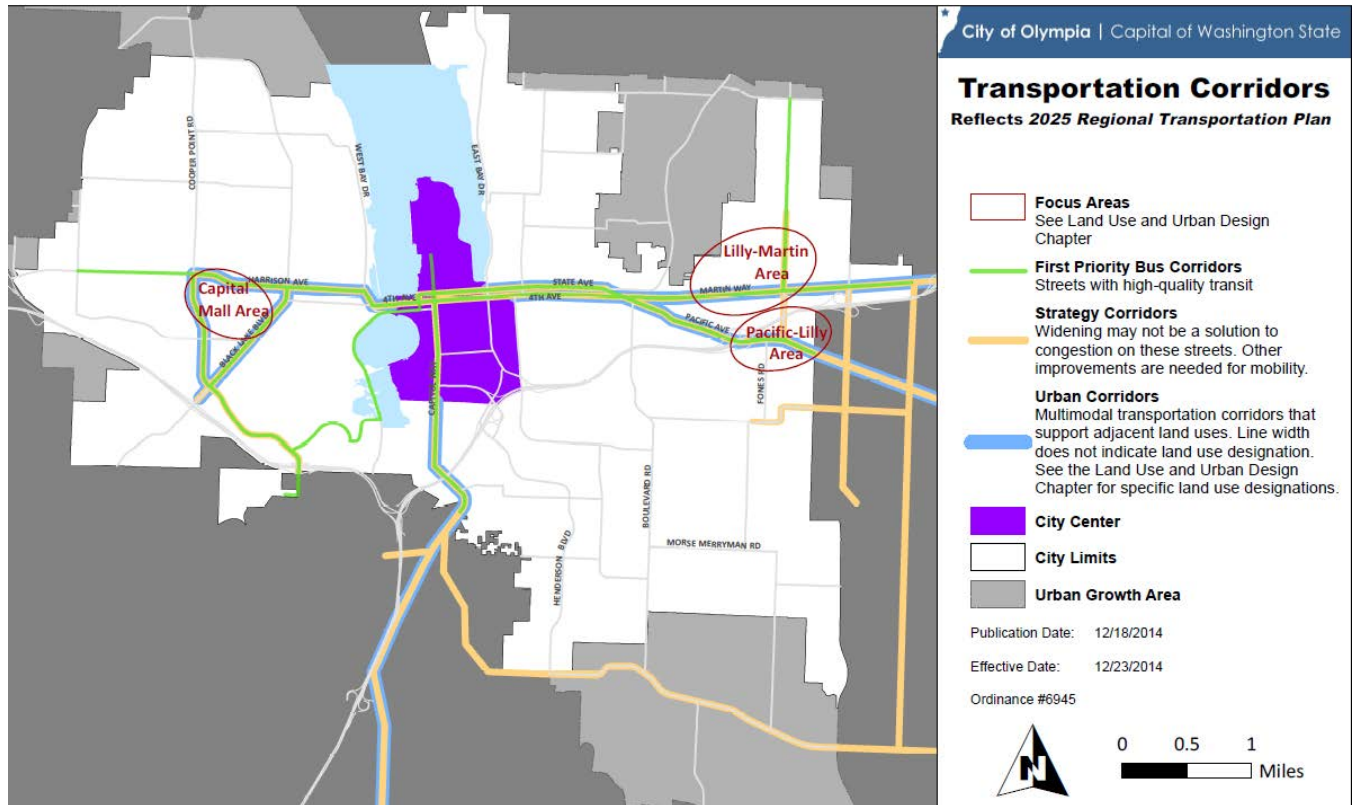


Source: City of Olympia.

Olympia's main goal for areas designated as [urban corridors](#) is to increase the density and walkability of existing commercial centers rather than create new urban centers. The City is focused on increasing housing, decreasing reliance on automobiles, and improving pedestrian access in these areas. Specifically, Olympia's plan is to encourage redevelopment of urban corridors with the following features:

- Compatible housing, such as apartments or townhomes
- Excellent, frequent transit service
- Housing and employment density to support high-frequency transit service
- Wide sidewalks with trees, landscaping, and benches
- Multi-story, street-oriented buildings
- Parking lots behind rather than in front of buildings

Figure 24. Comprehensive Plan Map of Transportation Corridors in Olympia



Source: City of Olympia.

The Capital Mall Area has been identified as a focus area for transit improvements. Harrison Avenue NW, Black Lake Boulevard SW, and Cooper Point Road SW are all designated as first priority bus corridors, strategy corridors, and urban corridors.

The Comprehensive Plan identifies the Capital Mall area as a thriving mixed-use area with a high number of jobs within walking distance of medium-density housing. The City targets this area for infill, redevelopment, and multi-modal connections.

Zoning

Most of the Olympia Capital Mall Triangle is zoned High Density Corridor-4 (HDC-4). The northern portion of the study area is zoned HDC-3, RM-18, and Professional Office/Residential Multifamily (PO/RM).

Legend

- Capital Mall Triangle
- Roads**
 - Major Road
 - Minor Road
- Zoning**
 - HDC-3
 - HDC-4
 - PO/RM
 - RM-18

0 0.25 0.5 mi

According to Olympia's [zoning code](#), the High-Density Corridor districts are intended for transit-oriented residential and mixed-use development.

	HDC-3	HDC-4	PO/RM
Purpose	<p>Provide a compatible mix of medium to high intensity uses with access to transit as part of all new projects</p> <p>Develop a street edge that is continuous and close to the street, with windows and doors visible from the street</p> <p>Create a safe, convenient, and attractive environment for non-automobile users</p>	<p>Provide a compatible mix of high intensity uses with access to transit as part of all new projects</p> <p>Transform areas into commercial and residential “activity centers”</p> <p>Develop a street edge that is continuous and close to the street, with windows and doors visible from the street</p> <p>Create a safe, convenient, and attractive environment for non-automobile users</p>	<p>Provide a transitional area buffering residential from commercial uses</p> <p>Provide a compatible mix of office, moderate- to high-density residential, and small-scale commercial in a pedestrian-oriented area</p>
Setbacks	<p>Front Yard: 0-10’</p> <p>Rear Yard: 10’ minimum + 5’ for each building above 2 stories when next to residential zone</p>	<p>Front Yard: 0-10’</p> <p>Rear Yard: 10’ minimum + 5’ for each building above 2 stories when next to residential zone</p>	<p>10’ maximum if located in a High Density Corridor</p>
Maximum Building Height	<p>Up to 35’ if within 100’ of land zoned for 14 units/acre or fewer</p> <p>Up to 60’ if within 100’ of land zoned for 14 acres or more</p> <p>Up to 70’ if at least 50% of required parking is under the building</p> <p>Up to 75’ if at least one story is residential</p>	<p>Up to 35’ if within 100’ of land zoned for 14 units/acre or fewer</p> <p>Up to 60’ if within 100’ of land zoned for 14 acres or more</p> <p>Up to 70’ if at least 50% of required parking is under the building</p> <p>Up to 75’ if at least one story is residential</p> <p>Building entry tower exemption allows an additional 30’ for a tower element at the Capital Mall</p>	<p>Up to 35’ if building is within 100’ of residential districts</p> <p>Up to 60’ otherwise</p>
Parking Requirements	<p>Retail: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 6,000 SF; 1 short term bike parking space per 3,000 SF</p>	<p>Retail: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 6,000 SF; 1 short term bike parking space per 3,000 SF</p>	<p>Retail: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 6,000 SF; 1 short term bike parking space per 3,000 SF</p> <p>Shopping Center: 4.5 spaces per 1,000 feet GLA (in</p>

	Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF) Multifamily: 1.5 off-street parking spaces per dwelling units; 1 bike storage space per unit; 1 short term bike parking space per 10 units Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short term bike parking space per 5,000 SF	Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF) Multifamily: exempt from parking requirements where the new project provides for the development of replacement units in a development agreement and the project is all or part of an area of 40 acres or more that was in contiguous ownership in 2009; 1 bike storage space per unit; 1 short term bike parking space per 10 units Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short term bike parking space per 5,000 SF	properties over 400,000 SF) Multifamily: 1.5 off-street parking spaces per dwelling units; 1 bike storage space per unit; 1 short term bike parking space per 10 units Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short term bike parking space per 5,000 SF
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Table 2. Net Acreage of Parcels in the Olympia Capital Mall Triangle by Zoning Designation

Zone Name	Zone	Net Acreage
High Density Corridor	HDC-3	50.8
	HDC-4	205.9
Professional Office/Residential Multifamily	PO/RM	22.6
Residential Low Density	R-6-12	0.0
Residential Multifamily	RM-18	14.4
Total		293.7

Source: City of Olympia, LCG.

The Olympia Capital Mall is classified as a shopping center, and as a result is required to have 4.5 spaces per 1,000 square feet of gross leasable area. The mall has 858,568 square feet of GLA and therefore is required to have 3,864 parking spaces. However, the site currently has 3,650, indicating that it is under-parked according to current parking requirements. This will be an issue if the City wants to see redevelopment of underutilized parking spaces. A change to parking requirements in the zoning code will be necessary before redevelopment can occur.

Stormwater

Olympia's stormwater requirements are governed by its [2016 Drainage Design and Erosion Control Manual](#). Both new development and redevelopment projects must adhere to the core requirements listed in that document.

The stated purpose of the City and State stormwater management codes is as follows:

*The engineered stormwater conveyance, treatment, and detention systems advocated by this and other stormwater manuals can reduce the impacts from development to water quality and hydrology. However, they cannot replicate the natural hydrologic functions of the natural watershed that existed before development, nor can they remove enough pollutants to replicate the water quality of predevelopment conditions. Ecology understands that despite the application of appropriate practices and technologies identified in this manual, some degradation of urban and suburban receiving waters will continue, and some beneficial uses will continue to be impaired or lost due to new development. This is because land development, as practiced today, is incompatible with the achievement of sustainable ecosystems. **Unless development methods are adopted that cause significantly less disruption of the hydrologic cycle, the cycle of new development followed by beneficial use impairments will continue.***

*In recent years, researchers (May et al., 1997) and regulators [e.g., (King County Surface Water Management, 1996)] have speculated on the amount of natural land cover and soils that should be preserved in a watershed to retain sufficient hydrologic conditions to prevent stream channel degradation, maintain base flows, and contribute to achieving properly functioning conditions for salmonids. **There is some agreement that preserving a high percentage (possibly 65 to 75%) of the land cover and soils in an undisturbed state is necessary.** To achieve these high percentages in urban, urbanizing, and suburban watersheds, **a dramatic reduction is necessary in the amount of impervious surfaces and artificially landscaped areas to accommodate our preferred housing, play, and work environments, and most significantly, our transportation choices.***

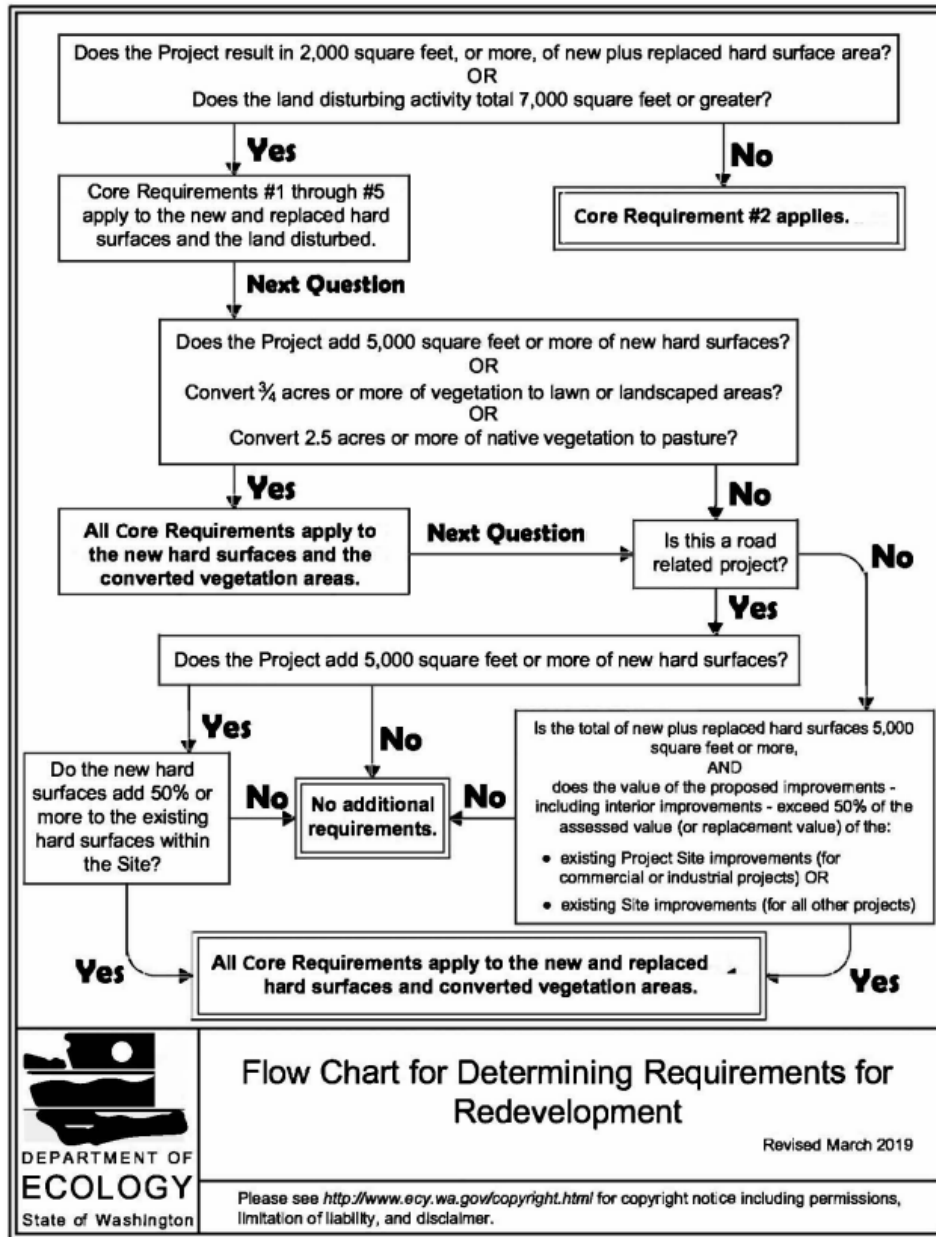
The flow chart in Figure 26 below can be used to determine which core requirements apply to a specific project. The five core requirements that typically apply to redevelopment projects include:

1. Preparation of drainage control plans
2. Construction stormwater pollution prevention (SWPP) thresholds
3. Source control of pollution
4. Preservation of natural drainage systems and outfalls
5. On-site storm water management

While all redevelopment projects must comply with Core Requirement #2, larger projects are required to comply with all five requirements listed above. The threshold criteria, as defined in the manual, are:

- At least 2,000 square feet of new and replaced hard surface area
- Land disturbing activity of 7,000 feet or greater
- 5,000 square feet or more of new hard surface
- Conversion of at least $\frac{3}{4}$ of an acre of vegetation to lawn or landscaped areas
- Conversion of at least 2.5 acres of native vegetation to pasture
- At least 5,000 square feet of new and replaced hard surface area and the value of proposed improvements is greater than 50% of the assessed value of existing improvements

Figure 26. Flow Chart to Determine whether Core Requirements Must be Met in a Redevelopment Project



Source: Washington Department of Ecology.

The goals of the City's [Storm and Surface Water Plan](#) include:

- Reducing the rate of expansion of impervious surface
- Increasing the use of permeable materials and environmentally beneficial vegetation
- Reducing the hazards associated with the frequency and severity of flooding
- Improving stormwater systems

The intersection of Cooper Point Road and Black Lake Boulevard, at the south end of the Capital Mall Triangle, experiences flood conditions, especially during 100-year storm events like the multi-day storm in December 2007. This

intersection has already been improved with major piping system upgrades, but flooding continues to be a major concern, especially as the impacts of climate change increase in severity.

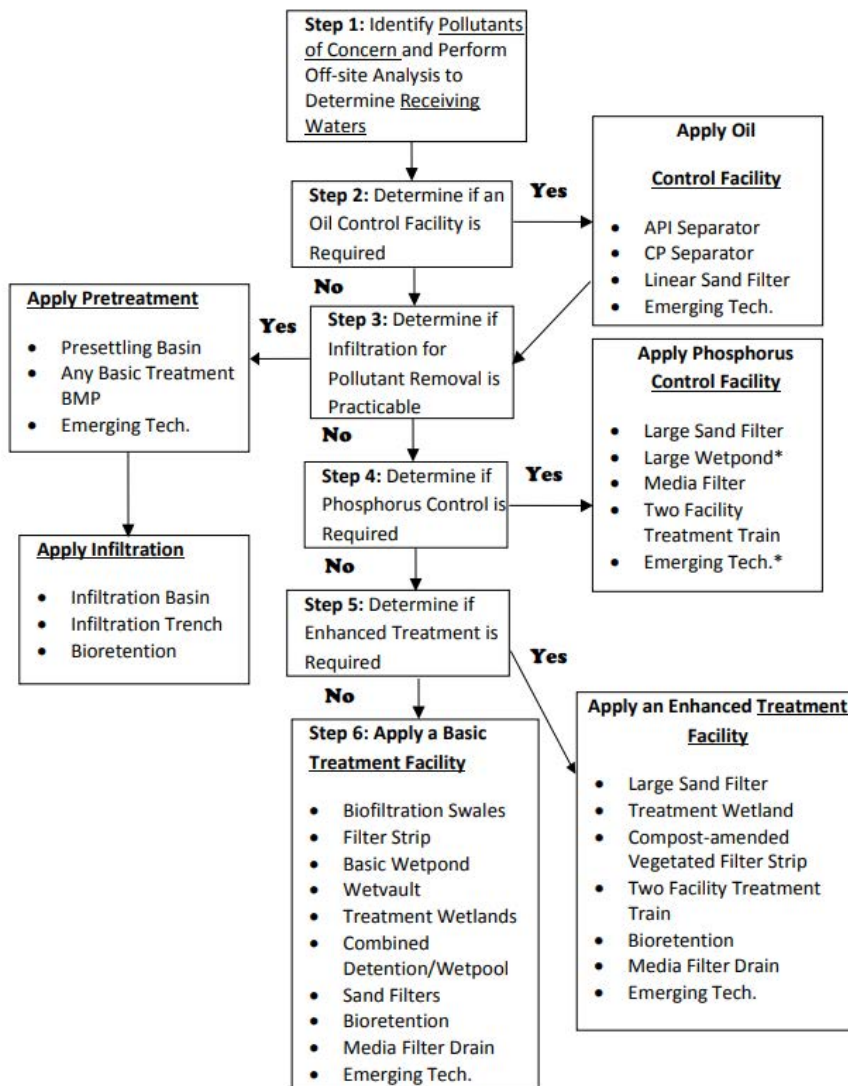
The City of Olympia is currently undertaking some major stormwater projects in or near the Capital Mall Triangle subarea:

- Westside Stormwater Conveyance Design and Construction (\$3.37 million) – new stormwater infrastructure to address flooding at the intersection of Cooper Point Road and Black Lake Boulevard.
- Ascension and 4th Avenue Pond Construction (\$300,000) – new stormwater facility on City-owned land between 4th and Ascension avenues to provide flow control and water quality treatment.

In 1978, the Yauger Park property was given to the City of Olympia by the owners of the mall property. The deed required the City of Olympia to construct a park at the site and a stormwater facility that would serve the mall properties. The deed only requires the city maintain the stormwater facility that was originally constructed. However, the city did expand the existing stormwater facility in 2010, even though it was not obligated to do so. New development or redevelopment at the mall site that results in stormwater that the existing stormwater facility cannot accommodate must be dealt with by the development in accordance with applicable stormwater regulations.

In addition, a retrofit was recently completed on the Cafaro site in conjunction with development there. Depending on the ability of water to infiltrate the soil in the Capital Mall Triangle, mitigations including bioswales, ditches, and permeable pavement may be sufficient. However, in areas where water cannot infiltrate the soil ponds or underground vaults may be necessary. The manual linked above lists mitigation solutions by preference, as shown in Figure 27.

Figure 27. Flow Chart to Determine Necessary Stormwater Mitigations



Source: Washington Department of Ecology.

These options are further described in [Volume V](#) of the Stormwater Management Manual. This section includes treatment menus for each necessary mitigation.

Tree Ordinance

Olympia's tree ordinance governs the removal and planting of trees at development and redevelopment sites. Olympia's code requires that all development projects must have a Soil and Vegetation Plan (SVP) that meets certain criteria with regards to trees and vegetation. According to [the ordinance](#):

"Unless otherwise exempted, any site to be developed, within the City of Olympia, shall be required to develop a tree plan and shall be required to meet the minimum tree density herein created. For the purposes of this chapter, development shall include conversions, structural alterations, and remodeling only if a permit is required and the footprint of the building is expanded."

Olympia's [Urban Forestry Manual](#) dictates specific tree plan requirements. It includes five designated Tree Plan Levels that impact what elements must be included in the tree plans for specific types of projects. New commercial, industrial, and multifamily projects are considered level IV or V, as shown in Figure 28 below.

Figure 28. Tree Plan Levels for Different Types of Developments

PROJECTS OR ACTIVITIES FOR WHICH TREE PLANS ARE REQUIRED	
ACTIVITY or PROJECT	LEVEL (see manual)
Residential subdivisions (1-4 units)	I
Residential subdivisions (more than 4 units)	IV, V
Commercial/Industrial/Multifamily (over 4 units)	IV, V
Developed Commercial/Industrial/Multifamily (over 4 units), proposing a building addition or other site disturbance	II
Multifamily (1-4 units)	I
Planned Residential Development	IV, V
Mobile Home Park	IV, V
Nuisance Tree removal permit	III
Conversion Option Harvest Permit	VI
Residential 1-4 unit, building permit	I

Source: City of Olympia.

The City requires 30 "tree units" per acre, which can be met with existing or new trees. Tree Units are based on the diameter of the tree at breast height (DBH).

DBH	Tree Units	DBH	Tree Units	DBH	Tree Units
1"-6"	1	24"	7	38"	14
6"-12"	1.5	26"	8	40"	15
14"	2	28"	9	42"	16
16"	3	30"	10	44"	17
18"	4	32"	11	46"	18
20"	5	34"	12	48"	19
22"	6	36"	13	50"	20

Source: City of Olympia.

In the context of redevelopment projects, developers are required to replace a minimum tree density of 1 tree unit for every 500 square feet to be disturbed. Disturbances include the expansion of a building, site grading, drilling, paving, and excavation.

In 2015, the City estimated that the Capital Mall site had a total of 3,230 trees. The 85.1-acre parcel is required to have at least 2,555 trees on site. 44 trees were removed for the construction of Dick's Sporting Goods and some die off has occurred since the 2015 census. It is now estimated that the site has 3,000 trees, though a new count is expected to be conducted soon.

If the Mall were to be redeveloped with a multifamily component, it would need to establish a natural forested area for local wildlife rather than people. This requirement does not apply to the City's Downtown, which is "open space exempt." Developers in Downtown Olympia can utilize a handful of options to meet tree code provisions, including:

- Planting trees on a nearby city property
- Replacing street trees and committing to three years of maintenance
- Paying into the tree fund (\$380 per tree)

A similar exemption in the Capital Mall Triangle could help spur the type of dense, mixed-use development that the City envisions for the site. It could also allow for the establishment of public parks or treed areas intended to serve residents rather than wildlife.

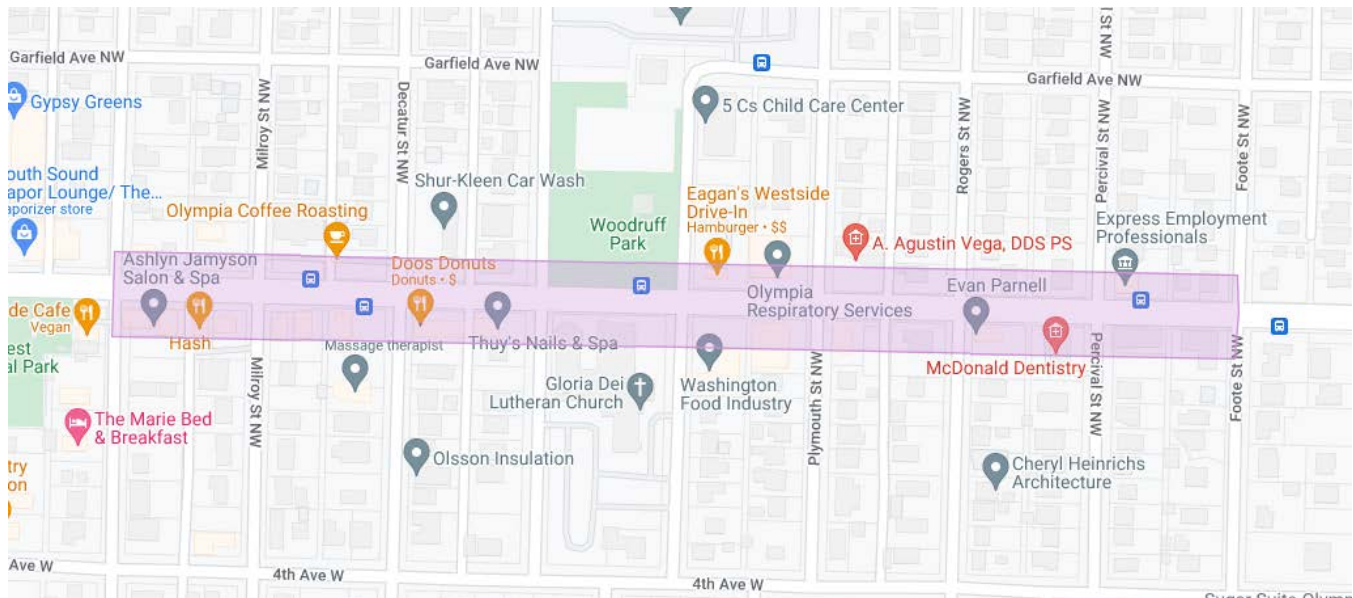
Multi-Family Tax Exemption (MFTE)

Currently, Olympia has designated three target areas for its MFTE program:

- Downtown
- Eastside
- Westside

The Westside Residential Target Area is located just east of the capital mall triangle. It is confined to Harrison Avenue between Cushing Street and Foote Street.

Figure 29. Olympia's MFTE Westside Residential Target Area on Harrison Avenue



Source: City of Olympia, LCG.

According to Darian Lightfoot with the City of Olympia, discussions are currently underway about expanding the MFTE programs to other areas, including the Olympia Capital Mall Triangle. The City will also consider changes to the program criteria. This would have a greater impact on housing development than the current Westside Residential Target Area, which only encompasses approximately 5 acres of land.

Projects are eligible for an 8-year tax exemption through MFTE if they meet the following criteria:

- The project is within a residential target area
- The project does not displace existing residential tenants

- The project must contain at least 4 units of new multifamily housing
- The project must be completed within three years of approval
- The project must comply with all relevant guidelines and standards
- At least 50% of space must be for permanent residential housing
- The applicant and City must enter into a contract to ensure all criteria are met

To utilize the 12-year program, projects must meet the same criteria while also including affordable housing.

Inclusionary Housing Requirements

SEPA Requirements

In order to facilitate development in the Olympia Capital Mall Subarea, the City is conducting a SEPA review of the entire area. This means that in the future, developers planning to build in the subarea will not have to conduct SEPA reviews for their individual projects, saving time and money and reducing uncertainty. If the subarea is subject to [RCW 43.21C.420](#), or if the City elects to impose similar affordability requirements, 10% of dwelling units within a development must be affordable to low-income households.

This requirement (RCW 43.21C.420(5)(b)) does not specify a specific level of affordability, nor does it make clear whether each building is required to include affordable units, or whether the units can be distributed throughout the subarea. It states:

(ii) Sets aside or requires the occupancy of at least ten percent of the dwelling units, or a greater percentage as determined by city development regulations, within the development for low-income households at a sale price or rental amount that is considered affordable by a city's housing programs. This subsection (5)(b)(ii) applies only to projects that are consistent with an optional element adopted by a city pursuant to this section after July 28, 2019;

The City of Olympia typically follows HUD guidance to set the affordability target at 80% Area Median Income (AMI). HUD updates AMI annually. [Income eligibility limits](#) for Thurston County as of April 1, 2022, are:

	1 Person	2 People	3 People	4 People	5 People	6 People	7 People
30% AMI	\$21,200	\$24,200	\$27,250	\$30,250	\$32,700	\$37,190	\$41,910
50% AMI	\$35,350	\$40,400	\$45,450	\$50,450	\$54,500	\$58,550	\$62,600
80% AMI	\$56,500	\$64,600	\$72,650	\$80,700	\$87,200	\$93,650	\$100,100

Annual rent is typically set at 30% of household income at these thresholds. This means that a family of two making 80% AMI would spend roughly \$1,615 in housing costs each month ($\$64,600 \times 0.30 = \$19,380$; $\$19,380 / 12 \text{ months} = \$1,615$). The number of people allowed per bedroom can vary based on rules associated with specific funding sources. According to affordable housing provider [ROSE Community Development](#), typically the minimum allowed is one person per bedroom and the maximum is two people per bedroom plus one.

The city intends to confirm how the 10% of units in the subarea must be allocated, whether the 10% applies across all new developments, within each new development, or across all housing units new and old in the subarea.

Future Inclusionary Housing Policies

Olympia's [Housing Action Plan](#) from June 2021 identifies recommended actions for the city to take in order to meet its housing goals. Included in these actions is further analysis to "1.I. Require Low Income Housing Units as Part of New Developments." Olympia has learned from other cities that if not properly applied inclusionary housing requirements can

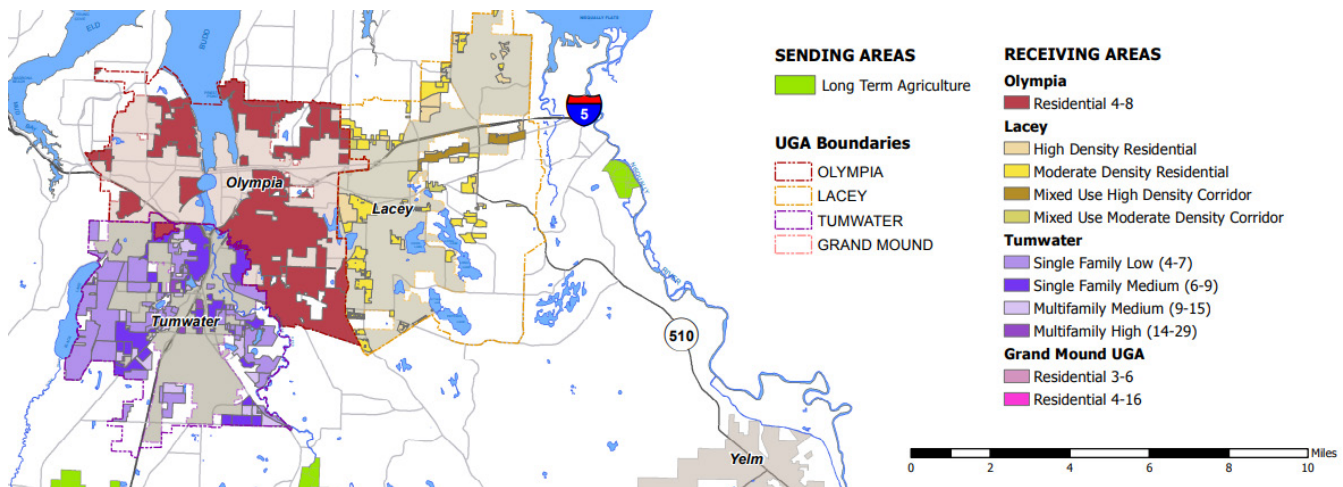
have the unintended consequence of suppressing both low income and market rate housing development. However, if analysis shows that implementing such a program will not negatively impact housing development in the city, they intend to do so. The City already offers a density bonus of 1 additional residential unit for each low-income unit provided (up to 20% of units), but it has not yet established a mandatory inclusionary housing program.

The city's recommended approach to establishing an inclusionary housing requirement is to analyze and restructure the 12-year MFTE program to determine whether the city can encourage the development of more low-income housing units through a combination of that program and other incentives. This analysis has not yet been completed.

Transfer of Development Rights (TDR)

Thurston County operates a program that allows for the transfer of development rights from rural to urban properties. However, the majority of the subarea is zoned HDC-4, which has no maximum density. The small areas within the Capital Mall Triangle with other zoning designations are already built out and are unlikely to benefit from TDR. Outside of density, the benefits that could be transferred through this program are limited to permitting process incentives and environmental review incentives. Because the City is already planning to pre-approve the entire area through the SEPA process, any new development in the subarea will already benefit from the waiving of environmental review. As a result, the county TDR program will not incentivize development in the Capital Mall Triangle subarea.

Figure 30. Transfer of Development Rights Sending and Receiving Areas



Source: Thurston County.

Emerging Trends in Real Estate Development and Place Making

Figure 31 below shows how real estate developers and other industry professionals associated with the Urban Land Institute (ULI) evaluate the desirability of development of various property types nationwide. ULI is the leading national professional association for developers of infill and mixed-use projects. This chart shows that developers are shifting away from building hospitality, office, and retail properties in favor of industrial, single family, and multifamily housing. While this chart reflects national sentiment, LCG's assessment is that it is also applicable in Olympia.

Even prior to the pandemic, the demand for industrial space was growing due to the need for warehouses closer to urban centers to solve the "last mile" problem of delivery-based retail. In addition, the persistent shortage of housing in cities of all sizes has led to low vacancy rates and bolstered developer interest in the housing sector. While retail has been on the decline for several years due to changing consumer preferences, interest in hotels and office properties dropped off significantly because of the COVID-19 pandemic. While the hospitality sector appears to be bouncing back

slightly, developers nationwide are still wary of building new projects. There is continued uncertainty in the office market as workers seek to continue taking advantage of work from home policies. Organizations are starting to reassess how much space they need to accommodate a remote or hybrid workforce. Developer interest in building new office space increased slightly in 2022, but there is still significantly less interest in building new office space than there is for industrial, single-family, and multifamily housing.

Figure 31. Developer Interest by Property Type, 2018-2022









Source: ULI Emerging Trends 2022.

Housing

According to the [National Association of Realtors](#), while Millennials and Gen Z, especially those with kids, shifted their preferences slightly from urban, walkable neighborhoods to suburban auto-centric neighborhoods with detached homes at the beginning of the pandemic, 20% of people living in detached homes in July 2020 would have preferred to live in an apartment or townhome in a walkable neighborhood.

Figure 32. Mismatch Between Where People Live and Where They Prefer to Live

JULY 2020	Lives in		Prefers		%
Mismatched		Detached home	Apartment/townhouse in <u>walkable neighborhood</u>	 	20%
		Attached home	Detached home in <u>conventional neighborhood</u>	 	10%
Matched		Attached home	Apartment/townhouse in <u>walkable neighborhood</u>	 	25%
		Detached home	Detached home in <u>conventional neighborhood</u>	 	39%

Source: National Association of Realtors.

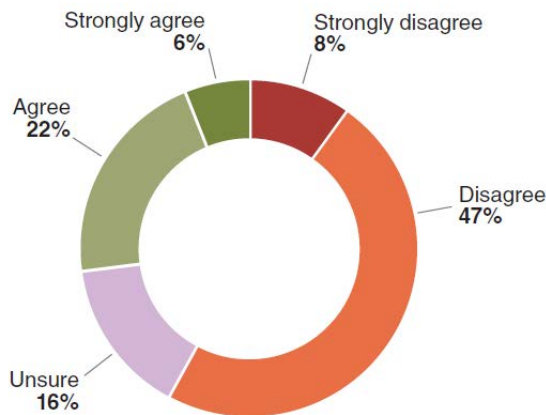
In addition to younger adults, seniors are also interested in moving to more walkable communities. Walkability has a positive impact on quality of life and continues to be in demand despite pandemic-related disruptions within the real estate industry.

The pandemic has accelerated trends toward remote work and online shopping that had already begun prior to 2020, and while the future remains uncertain it does seem clear that housing, office, and retail are undergoing major shifts. In the Thurston County region, the proliferation of professional services jobs fueled by State and other government employment increases the ability of employees to work from home. As cities plan for growth, old formulas that use office space as a proxy for the number of new jobs may not be as accurate due to the prevalence of shared office space and work from home policies. Similarly, sales tax generated by online sales will also be associated with housing units rather than traditional retail.

Office

Since the beginning of the COVID-19 pandemic in 2020, there have been significant changes in where and how people live and work. Homes are the new offices, and they are increasingly where retail transactions are taking place. While some employers are pushing to bring their workers back to the office, the pandemic may have a more lasting effect on where and how people work. ULI's 2022 Emerging Trends in Real Estate Survey found that 55% of Real Estate Industry professionals either disagree or strongly disagree that we will revert to pre-pandemic norms in 2022.

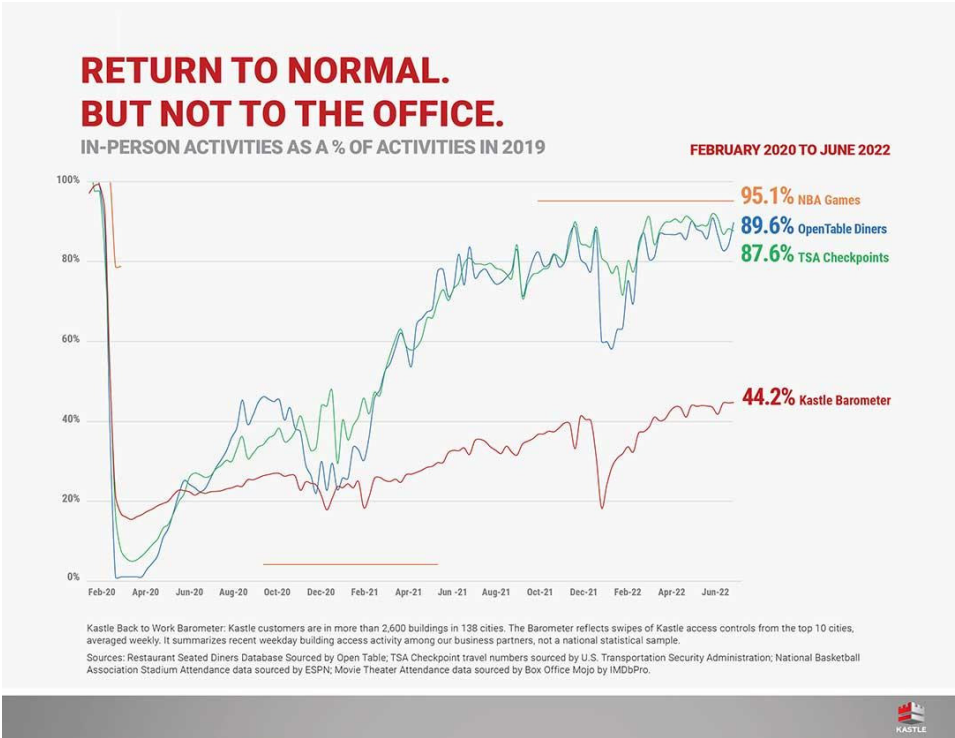
Figure 33. Percent of Real Estate Industry Professionals who Believe Changes Implemented as a Result of COVID-19 Will Revert to Pre-Pandemic Activity in 2022



Source: ULI Emerging Trends 2022.

As of June 2022, many people had returned to in-person social gatherings and travel, but far fewer returned to the office. The chart in Figure 34 below shows activities as a percent of the 2019 baseline. While sporting events, dining, and airports are drawing nearly as many people as in 2019, offices were still at just 44% of pre-pandemic capacity.

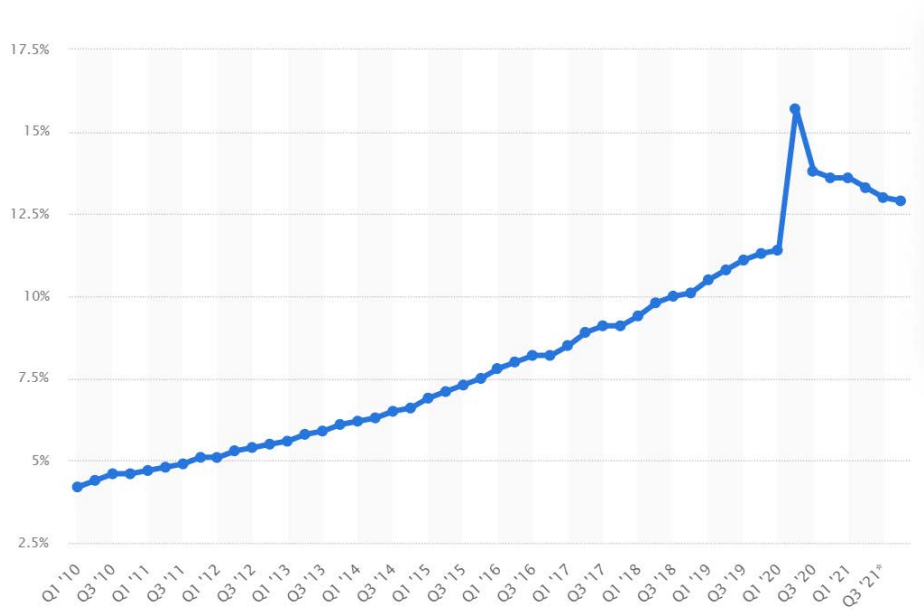
Figure 34. Kastle Back to Work Barometer



Retail

During the height of the pandemic, E-Commerce jumped from around 11% to 15.7% of total retail sales. As of Q3 2021 it had decreased to 12.9%, still well over pre-pandemic levels.

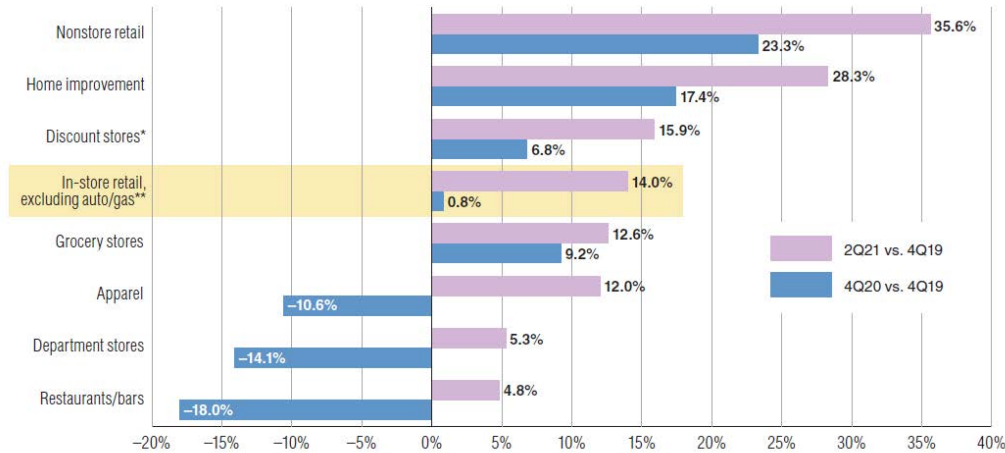
Figure 35. E-Commerce as a Percent of Total Retail Sales



Source: Statista.

As of the second quarter of 2021, retail sales were higher than the fourth quarter of 2019 in all categories. The highest increases were in non-store retail, home improvement, discount stores, and in-store retail. Perhaps surprisingly, non-store retail continued to increase in 2021, after an initial jump of 23% between 2019 and 2020.

Figure 36. Changes in Retail Sales by Category



Sources: U.S. Census Bureau, Nelson Economics.

*All general merchandise stores except department stores; primarily superstores and warehouse clubs.

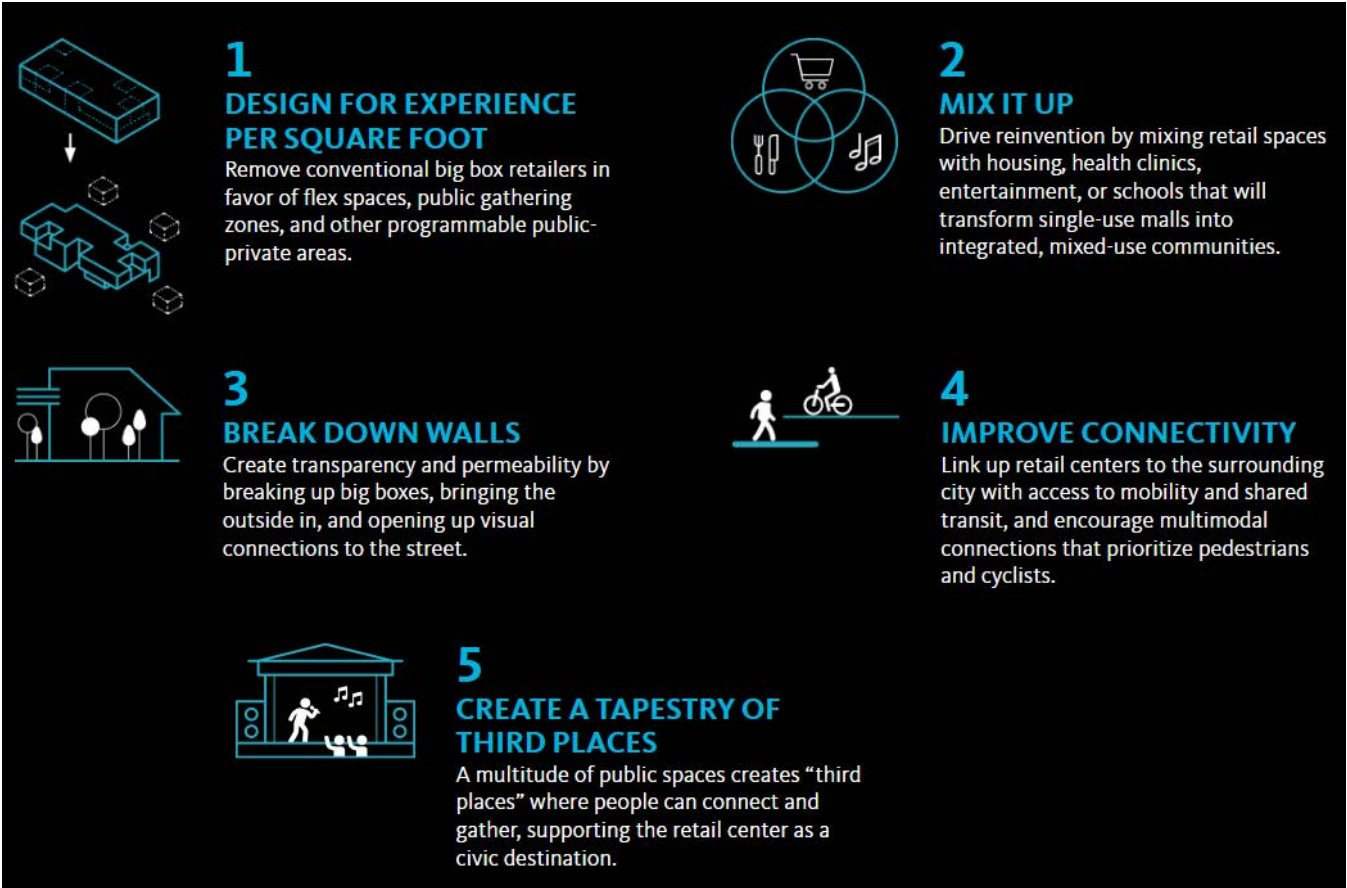
**Excludes sales of motor vehicles, parts, and gasoline.

Source: US Census Bureau.

Malls and Placemaking

As malls have begun to decline in popularity, retail owners, investors, developers, and others have been working to determine best practices for reinventing these spaces. Architecture and design firm [Gensler](#) offers a five-point strategy for reinventing malls and other retail centers that focuses on placemaking and offering visitors an experience rather than a traditional shopping opportunity. Emphasizing elements like permeability and connectivity while offering site users a wider variety of destinations is essential to creating a modern retail center.

Figure 37. Gensler’s Strategies for Reinventing the Retail Center



Source: Gensler.

Demographics

LCG compared the Olympia Capital Mall Triangle subarea to comparison areas in an effort to determine the subarea’s relative attractiveness to potential developers. Currently, the subarea’s population is very low. In addition, the subarea’s median household income is lower than comparison areas, as are the percentage of residents over 25 with a bachelor’s degree or higher and the median age. Additional analysis of the demographics in the subarea and comparison areas is below.

Table 3. Demographic Comparison Chart

	Subarea	1-Mile	3-Mile	5-Mile	Mall Trade Area (80%)	City of Olympia	Thurston County	5 Mile Radius	
								Alderwood Mall	Tacoma Mall
Population	667	13,266	54,297	105,513	372,295	55,919	297,977	366,243	312,113
Households	272	5,960	23,795	45,109	150,013	23,031	112,323	138,467	123,322
People per Household	2.45	2.15	2.22	2.28	2.48	2.21	2.50	2.63	2.46
Median Household Income	\$55,418	\$55,605	\$74,270	\$79,374	\$67,562	\$63,185	\$75,867	\$103,227	\$85,833
Median Age	34.2	37.4	38.6	40.8	38.0	37.7	39.1	38.7	36.8
Percent White non-Hispanic	62.5%	70.3%	74.4%	74.7%	82.0%	80.1%	80.8%	56.3%	54.5%
Percent with Bachelor’s Degree or Higher	13.8%	41.4%	49.6%	47.2%	21.9%	46.0%	35.7%	29.30%	19.60%

Source: US Census, ESRI, Data USA, LCG.

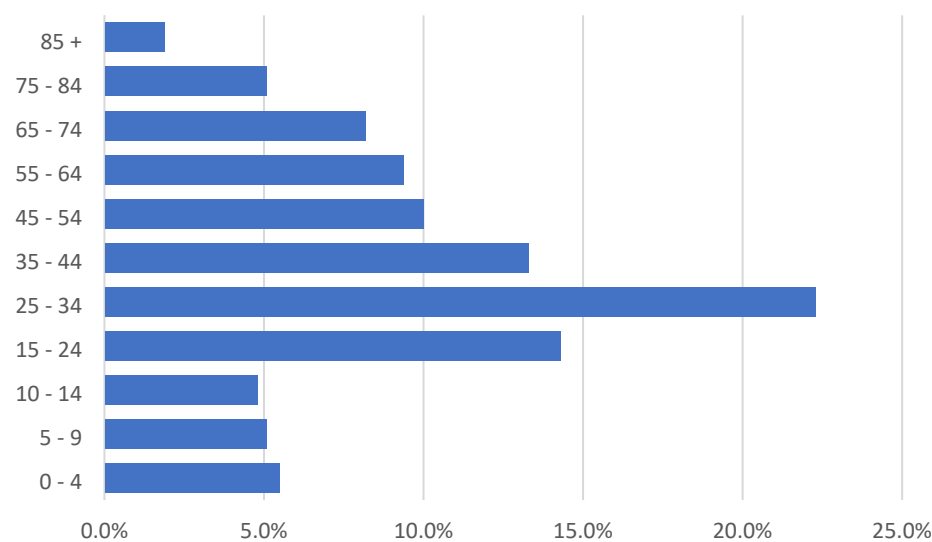
Capital Mall Triangle Subarea

According to Esri, the Capital Mall Triangle is home to 667 residents in 272 households, with an average of 2.45 people per household. By 2027, Esri estimates that there will be 671 residents in 273 households. 289 residents (43%) are in the labor force as of 2022. Overwhelmingly, subarea residents work in the service industry.

The subarea is home to 343 businesses with a total of 3,671 employees. 126 businesses (36.7%) are retail sector while 152 (44.3%) are service sector. Although service establishments outnumber retail, retail businesses retain the most employees. 56.4% of workers in the Capital Mall Triangle work in retail trades. 790 of those workers (21.5%) work in eating and drinking establishments. Of the 1,288 service sector employees in the subarea, 15.5% work in health services.

The median age of subarea residents is 34.2 years old. 25- to 34-year-olds make up over a fifth of the subarea population (22.5%). 15.2% of residents are over 65 years old. 20.5% are under the age of 18.

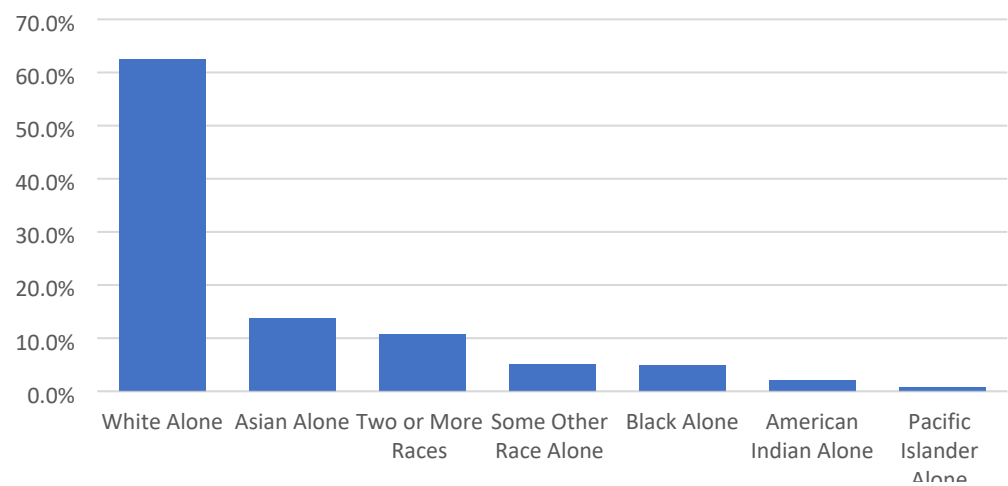
Figure 38. Age Distribution in the Olympia Capital Mall Triangle Subarea



Source: Esri, US Census, LCG.

As of 2022, the subarea is 62.5% white, down from 70% white in 2010. While the percentage of Asian-Americans has decreased slightly in the subarea over that time, the number of multiracial and Black residents has increased. 12% of subarea residents are of Hispanic or Latino origin.

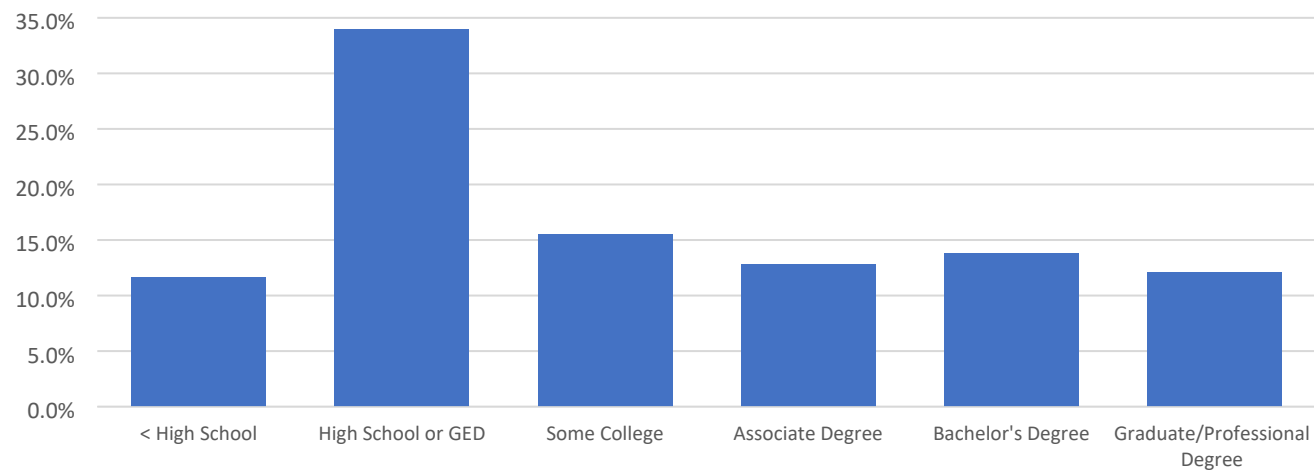
Figure 39. Racial Distribution in the Capital Mall Triangle Subarea



Source: Esri, US Census, LCG.

Just 13.8% of subarea residents over the age of 25 have a bachelor’s degree, while 11.7% have less than a high school diploma.

Figure 40. Educational Attainment in the Capital Mall Triangle Subarea



Source: Esri, US Census, LCG.

The average household income in the subarea is \$55,418. Over a quarter of households in the subarea make less than \$15,000 per year, while roughly a fifth make between \$75,000 and \$99,999 per year.

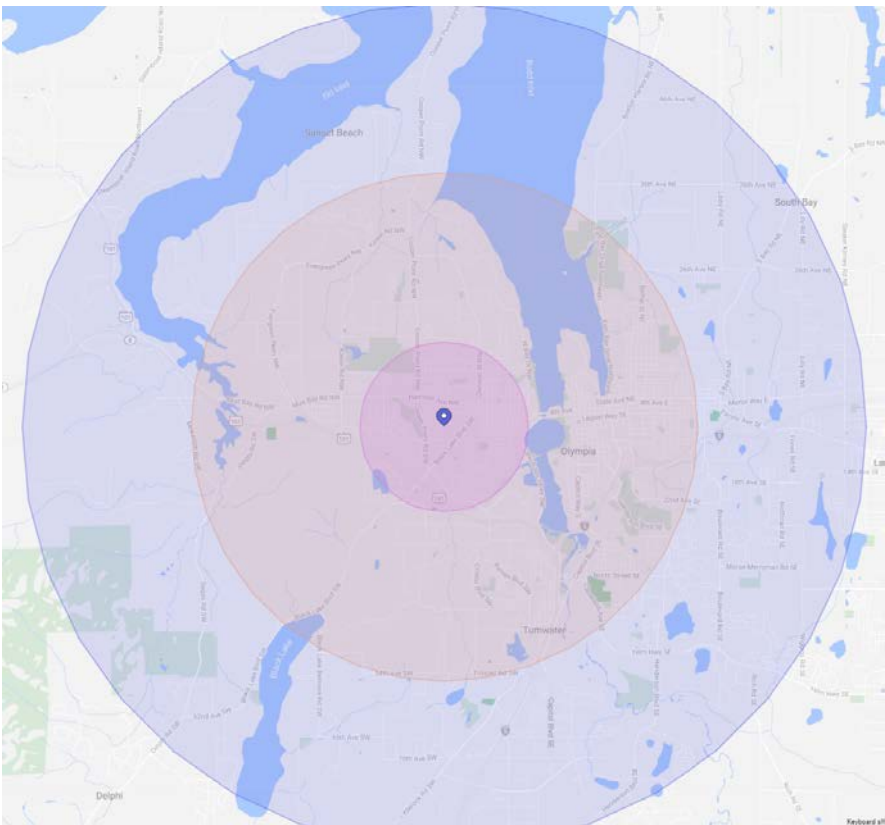
Figure 41. Distribution of Household Income in the Olympia Capital Mall Triangle Subarea



Source: Esri, US Census, LCG.

1-, 3-, 5-Mile Analysis

Figure 42. Map of the Areas within 1, 3, and 5 miles of the Capital Mall in Olympia



Source: Placer AI.

The area within one mile of the Olympia Capital Mall grew faster between 2010 and 2020 than the surrounding areas, but that trend has since reversed. Between 2010 and 2020, the population within a 1-mile radius grew by 23%, compared with 18% in a 3-mile radius and 15% in a 5-mile radius. But between 2020 and 2022, the population within 1-mile of the mall grew by just 1.2%, while the population grew by 1.7% within three miles and 2.3% within five miles. That trend is expected to continue – between 2022 and 2027 the population within a mile of the mall is expected to grow an additional 2.2%, compared with 3.7% within five miles.

Figure 43. Population within 1-, 3-, and 5-mile Radii of the Capital Mall, 2010-2027

	Population		
	1 mile	3 miles	5 miles
2010	10,633	45,197	89,455
2020	13,106	53,381	103,184
2022	13,266	54,297	105,513
2027	13,558	55,697	109,424

Source: Esri, US Census Bureau.

Households within a mile radius of the mall are also slightly smaller in size, at 2.15 people per household vs. 2.28 within a 5-mile radius. As of 2022, 64.2% of homes within a mile of the mall are renters, while within three and five miles less than half of households rent their homes. Median household income is also lower within a mile of the mall, \$55,605 compared with \$79,374 within five miles. However, median income is expected to grow faster in the mall area between 2022 and 2027, reaching \$77,042 in the next five years.

Figure 44. Percent of Population between 25 and 34 Years Old in the Vicinity of the Capital Mall

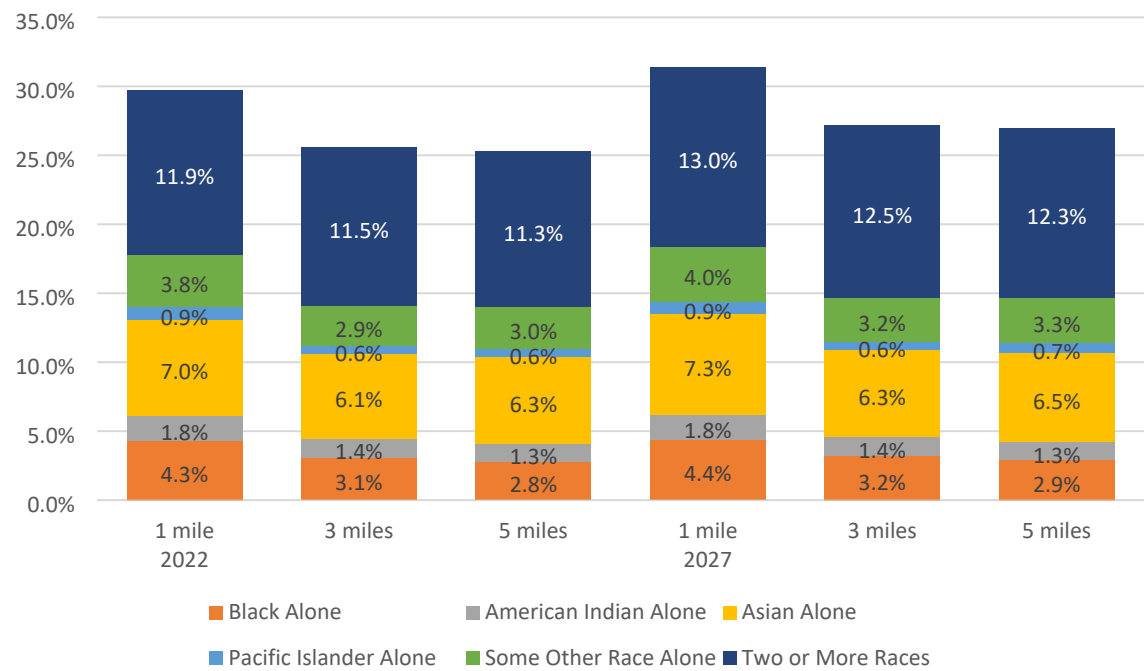
	Percent of Population, 25-34 Years Old		
	1 mile	3 miles	5 miles
2010	16.5%	16.1%	14.0%
2022	19.7%	17.8%	15.4%
2027	15.9%	16.4%	14.6%

Source: Esri, US Census Bureau.

As of 2022, nearly 20% of residents within a mile of the mall are between the ages of 25 and 34 years old. This share is expected to decrease to 16% by 2027, presumably due to the number of those residents expected to turn 35 over the next five years.

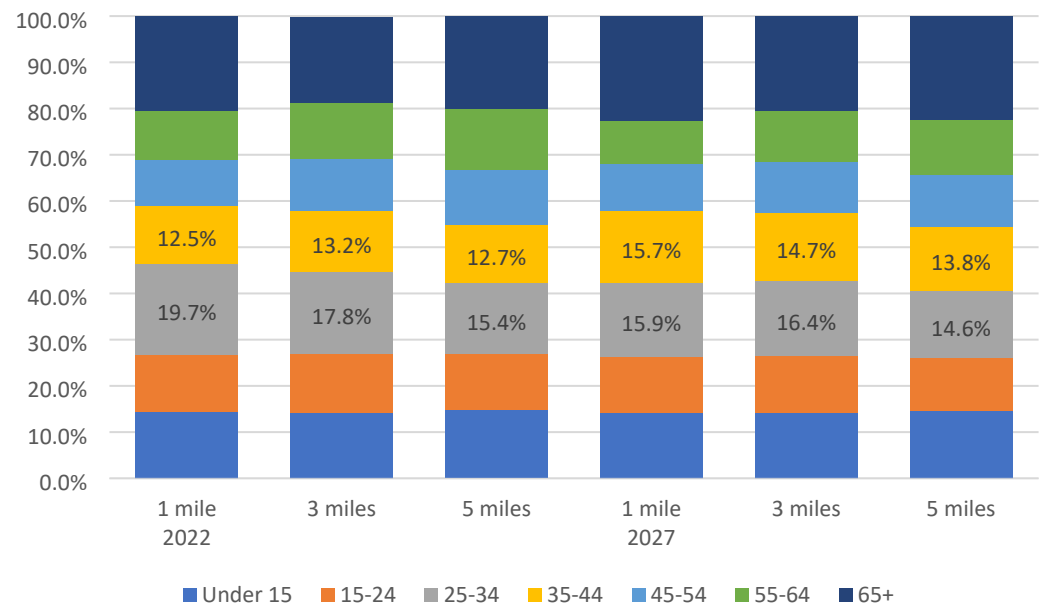
The population within one mile of the mall is less white than surrounding areas, with more Black, Asian, and Hispanic residents. That trend is expected to continue through 2027.

Figure 45. Share of Non-White Population by Race, 2022 and 2027



Source: Esri, US Census Bureau.

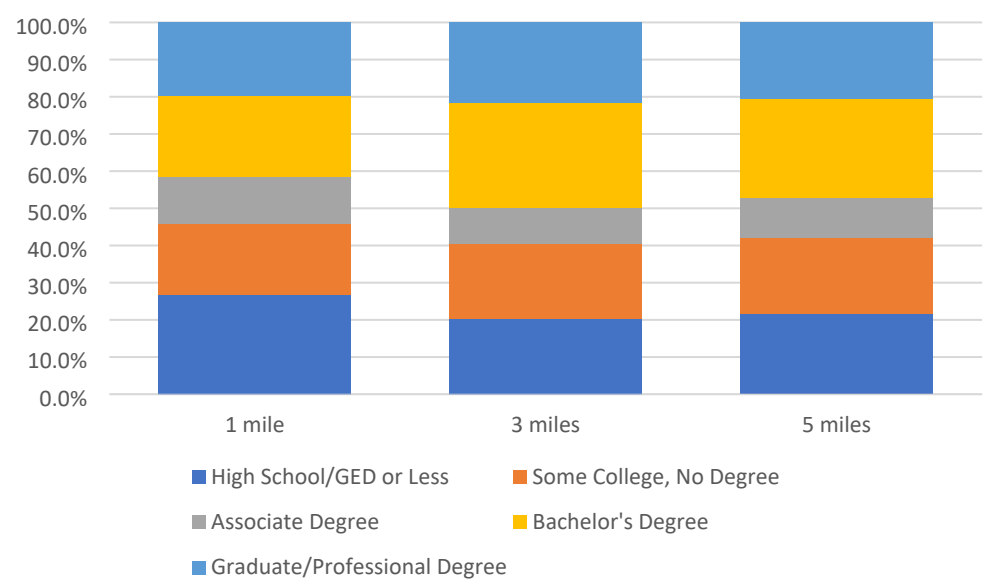
Figure 46. Share of Population by Age Group Near the Capital Mall, 2022 and 2027



Source: Esri, US Census Bureau.

The area within a mile of the mall is slightly less educated than surrounding areas, but it still has a high level of educational attainment with 41.4% of residents over 25 holding a bachelor’s degree or higher. Comparatively, 36.7% of residents over 25 in the state of Washington have a bachelor’s degree or higher.

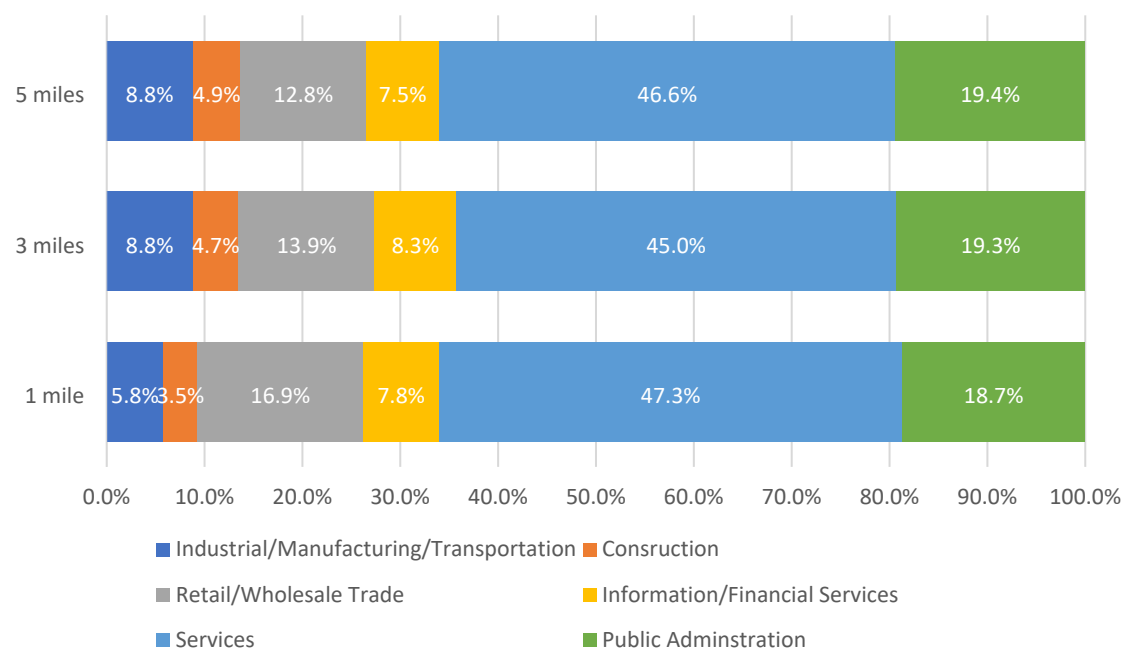
Figure 47. Educational Attainment within 1, 3, and 5 Miles of the Capital Mall, 2022



Source: Esri, US Census Bureau.

The area directly adjacent to the mall has a higher percentage of retail and wholesale trade jobs due to the dominance of the mall in that area. Within 1 mile of the mall there area also slightly more service industry jobs and fewer industrial, manufacturing, and transportation jobs.

Figure 48. Jobs by Industry within 1, 3, and 5 Miles of the Capital Mall



Source: Esri, US Census Bureau.

Capital Mall Trade Area

The Capital Mall benefits from being the only mall at the southern tip of the Puget Sound. South of Olympia, the nearest mall is in Kelso. As a result, the Olympia Capital Mall has a very large trade area, pulling both from around the Puget Sound area and the coast.

Figure 49. Malls in the Puget Sound Region



Malls in the Puget Sound Region

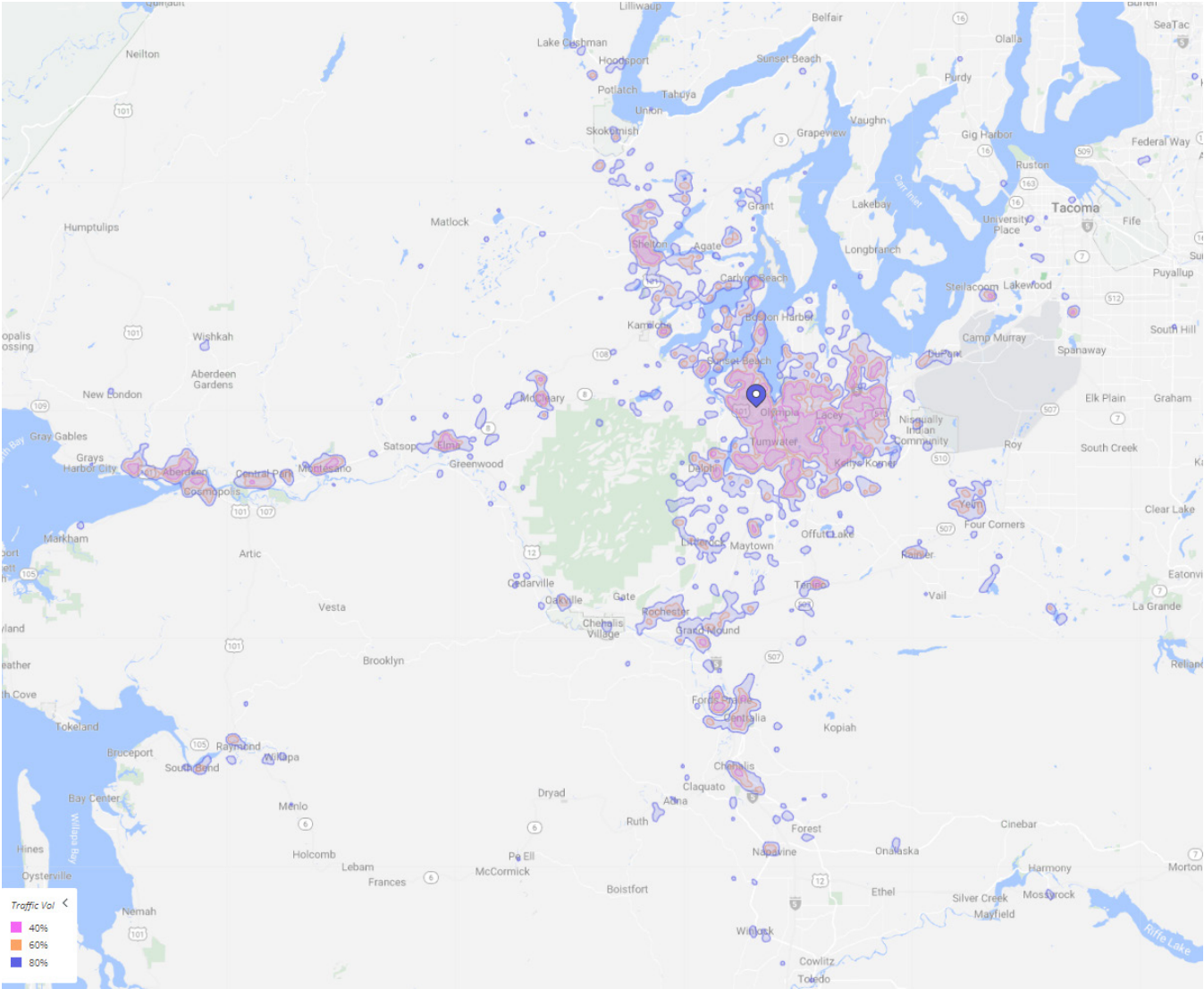
Criteria: Malls in the Puget sound region with 250,000 square feet or more of commercial space and at least one department store.

- | | | | |
|---|---|----|---|
| 1 | Everett Mall <ul style="list-style-type: none">• 491,493 sq ft• Canyon Partners LLC | 7 | Westfield Southcenter <ul style="list-style-type: none">• 698,135 sq ft• Unibail-Rodamco-Westfield |
| 2 | Alderwood Mall <ul style="list-style-type: none">• 592,943 sq ft• Brookfield Property REIT | 8 | The Commons at Federal Way <ul style="list-style-type: none">• 291,557 sq ft• Merlone Geier Partners |
| 3 | Northgate Station <ul style="list-style-type: none">• 409,270 sq ft• Simon | 9 | The Outlet Collection Seattle <ul style="list-style-type: none">• 923,331 sq ft• Washington Prime Group |
| 4 | The Village at Totem Lake <ul style="list-style-type: none">• 400,000 sq ft• CenterCal Properties LLC | 10 | Tacoma Mall <ul style="list-style-type: none">• 480,268 sq ft• Simon |
| 5 | Bellevue Square <ul style="list-style-type: none">• 1,300,000 sq ft• Kemper Development Company | 11 | South Hill Mall <ul style="list-style-type: none">• 613,084 sq ft• Carfaro |
| 6 | The Marketplace at Factoria <ul style="list-style-type: none">• 370,546 sq ft• Kimco Realty Corporation | 12 | Capital Mall <ul style="list-style-type: none">• 779,268 sq ft• Pacific Retail Capital Partners |
- Note: There are no malls south of Olympia to Chehalis, west of Olympia to Eatonville.

Source: LCG, CoStar.

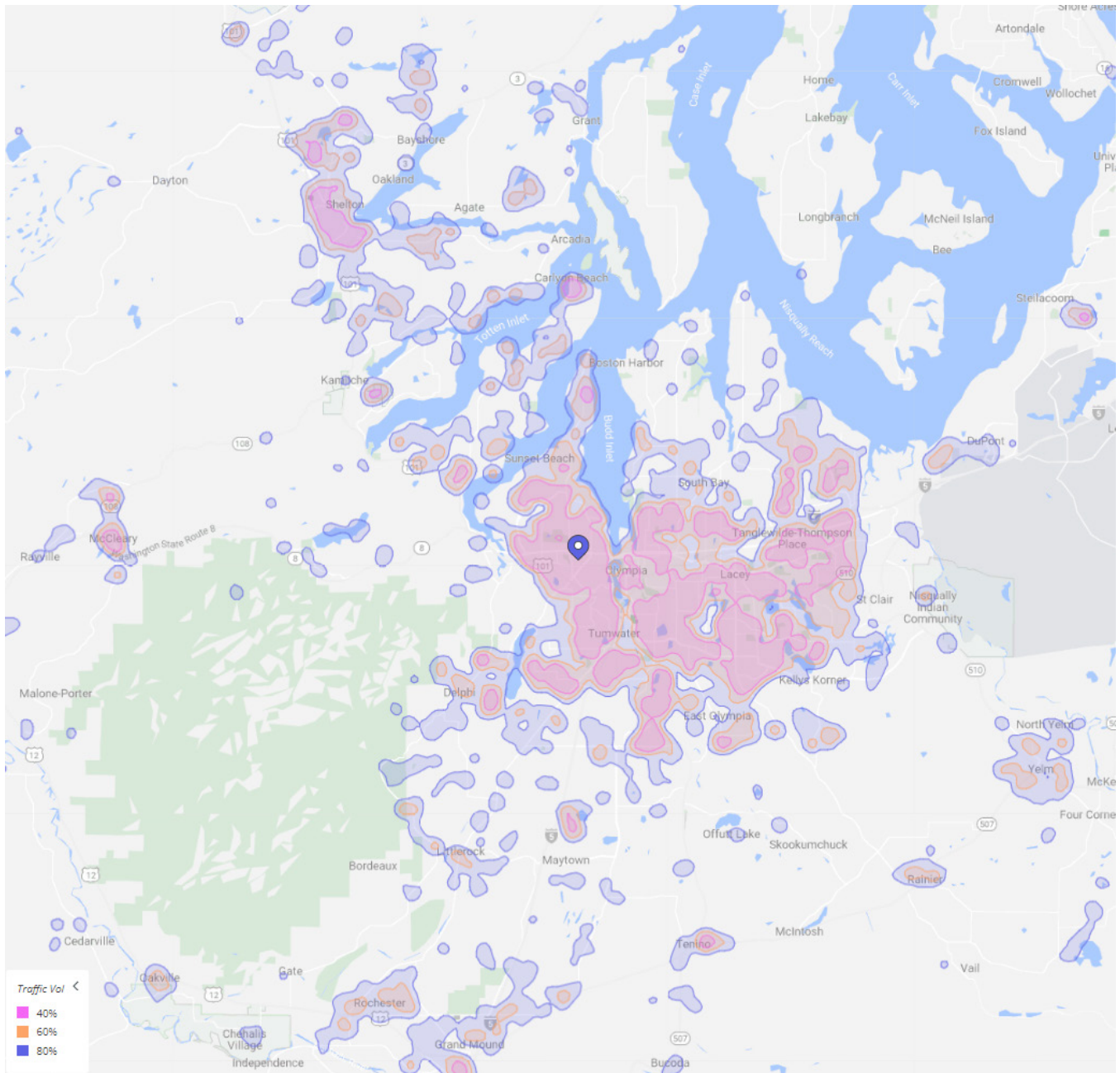
The Capital Mall's trade area, defined by the home location of 40%, 60%, or 80% of traffic to the mall over the last twelve months, reaches as far west as the coast, as far south as Chehalis, as far north as Shelton, and east to DuPont.

Figure 50. Olympia Capital Mall Trade Area by Visits in the Last 12 Months



Source: Placer AI

Figure 51. Close-Up View of Primary Trade Area for Olympia Capital Mall

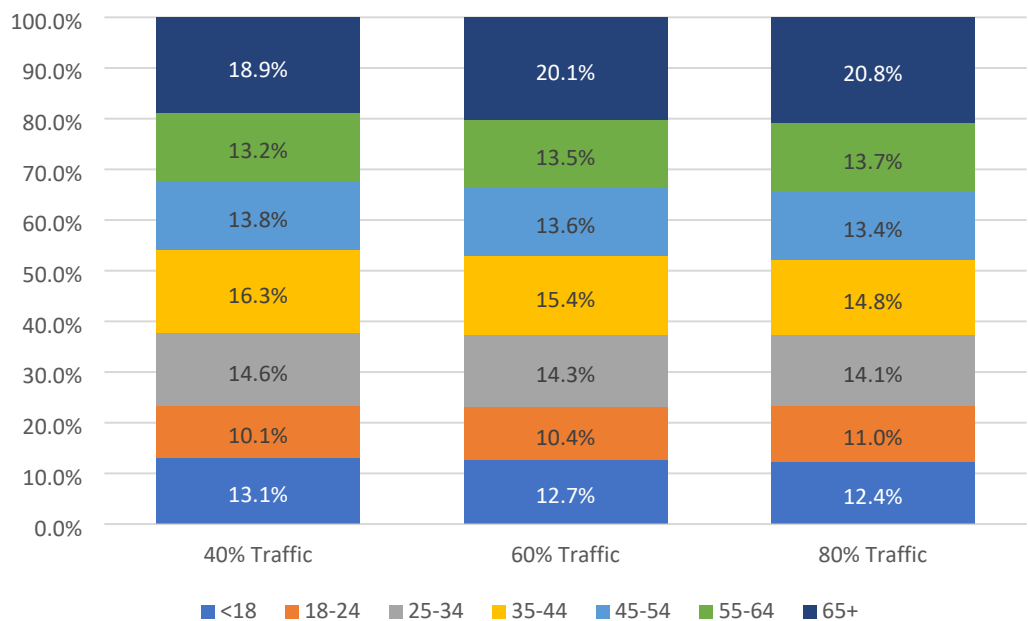


Source: Placer AI.

Visitors to the mall have higher median household incomes than those who live within a mile of it. Those who make up 40% to 80% of mall visits have median incomes ranging from \$64,768 to \$67,562. Visitors to the mall are also whiter than the surrounding area – 82% of those who make up the vast majority of mall visits are white, compared with 70% of those who live within a mile of the mall.

Visitors to the mall are relatively evenly distributed by age group, with those under over 65 making up the largest percentage of mall visits, followed by those aged 35-44.

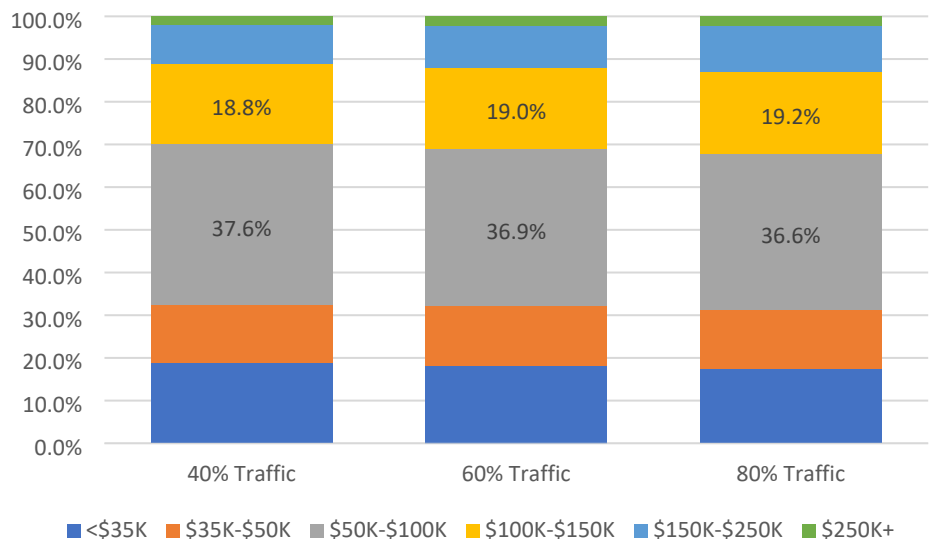
Figure 52. Capital Mall Visits by Age, Last 12 Months



Source: Placer AI, LCG.

Those making between \$50,000 and \$100,000 per year make up the largest share of mall visits over the past twelve months. Those making between \$100,000 and \$150,000 are the next largest group. Unsurprisingly, most trips to the mall are made by those with higher levels of disposable income.

Figure 53. Capital Mall Visits by Income, Last 12 Months



Source: Placer AI, LCG.

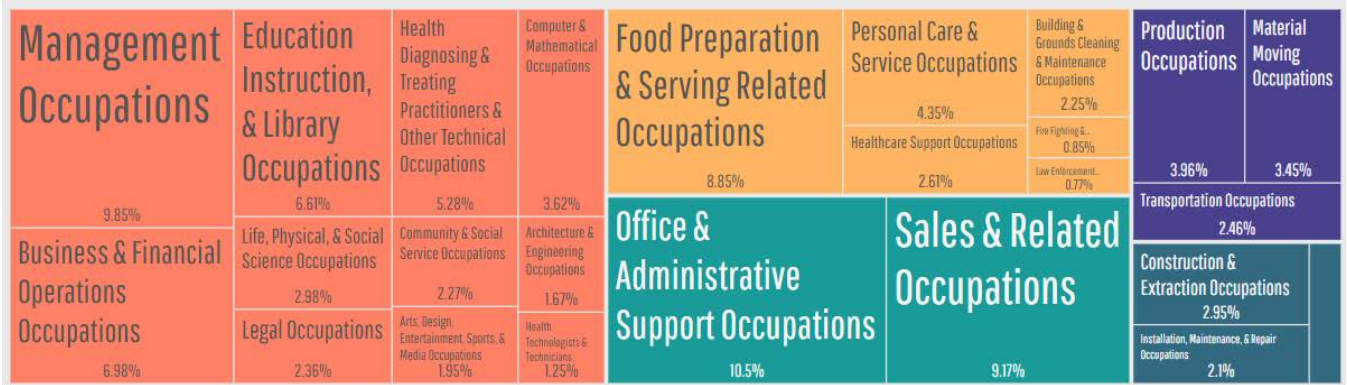
City of Olympia

According to the US Census Bureau, the City of Olympia has a total population of 55,919 residents. Between 2010 and 2021, the city’s population grew by 20.3%. The city is 80% white and nearly 64% of residents are between the ages of 18 and 64 years old. More than half of households in the city are renters – the homeownership rate is just 47.2%. Olympia is a relatively educated city – 46% of residents over 25 years old have a bachelor’s degree or higher. The average household has 2.21 residents. The median household income is \$63,185, slightly below the national average, and the median per capita income is \$35,914. The city has a 14.7% poverty rate. The city’s population density increased from 2,608 people per square mile in 2010 to 3,052 people per square mile in 2020, a 17% rise over that time.

The most common jobs in Olympia are management occupations, food preparation and serving related occupations, and office and administrative support occupations. As the state’s capital, public administration is the largest industry in the city by number of employees. It is followed by health care and social assistance and retail trade.

The medical industry is by far the fastest growing employment sector in Olympia. Other fast growing industry sectors are professional services and information-technology. While the government sector is not expected to shrink, per say, as a percentage of overall jobs it is shrinking. Private sector jobs are growing at a much faster rate than the public sector.

Figure 54. Most Common Occupations in Olympia, 2019



Source: Data USA.

Figure 55. Biggest Industries by Employment in Olympia, 2019



Source: Data USA.

Olympia’s median home value is \$547,953, having risen 17% between July 2021 and July 2022.

Thurston County

Thurston County's population was 297,977 as of 2021. Between 2010 and 2021 the county saw 18% population growth. 66% of Thurston County households own their homes and the average household size is 2.5. 35.7% of residents over 25 have a bachelor's degree or higher. The median household income is \$75,867 and the per capita income is \$36,256. As in Olympia, the most common occupations are management, office and administrative support, and food preparation and serving and the most common industries are health care and social assistance, public administration, and retail trade.

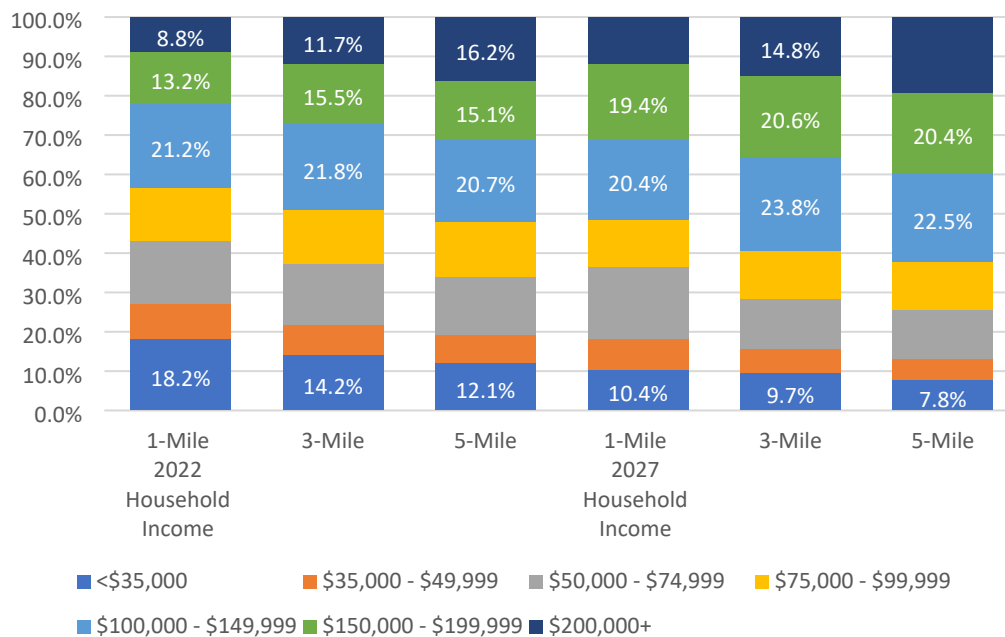
Comparable Malls

In order to contextualize the demographics of the Capital Mall Triangle, LCG discusses below the demographics of two regional malls in comparable areas: the Alderwood Mall in Lynnwood and the Tacoma Mall in Tacoma. The Alderwood Mall area has seen substantial new housing development over the past few years and is within Lynnwood's Regional Growth Center. Comparing the Capital Mall Triangle's demographics with the demographics of areas that are seeing redevelopment and rapid change can help determine how likely transformative change is in the subarea.

Alderwood Mall – 5 Mile Radius

The median household income within five miles of the Alderwood Mall is \$103,227, but within one mile of the mall that drops to \$85,915. Esri forecasts that by 2027 median household income within five miles of the mall will grow to \$121,779. As of 2022 over half (52%) of households within five miles of the Alderwood Mall make at least \$100,000 per year. By 2027, that is expected to increase to 62.2% of households.

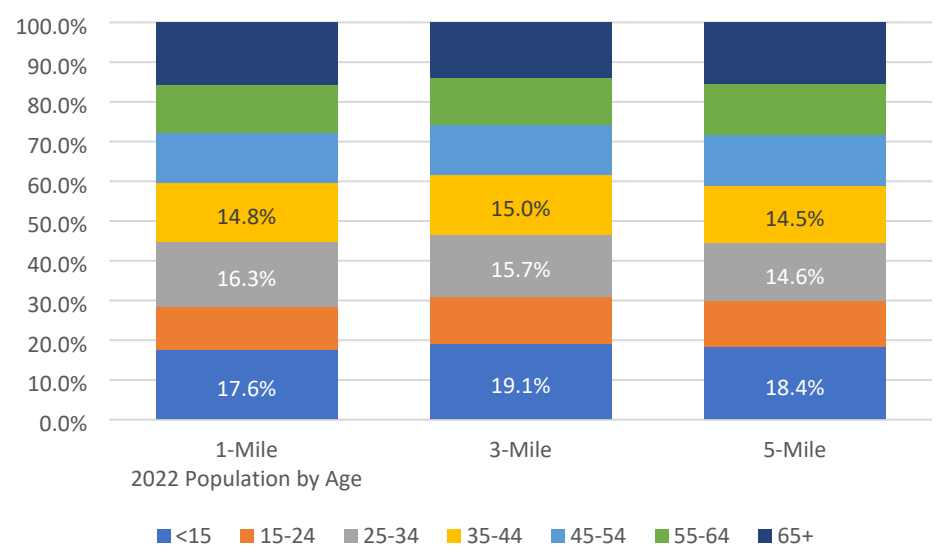
Figure 56. Median Income within 1, 3, and 5 Miles of the Alderwood Mall, 2022 and 2027



Source: Esri, US Census, LCG.

The population surrounding the Alderwood Mall is relatively evenly distributed across age groups. 31% of the population within a mile of the mall is between 25 and 44 years old, in their prime “root setting” years. Within five miles, that percentage drops slightly to 29%.

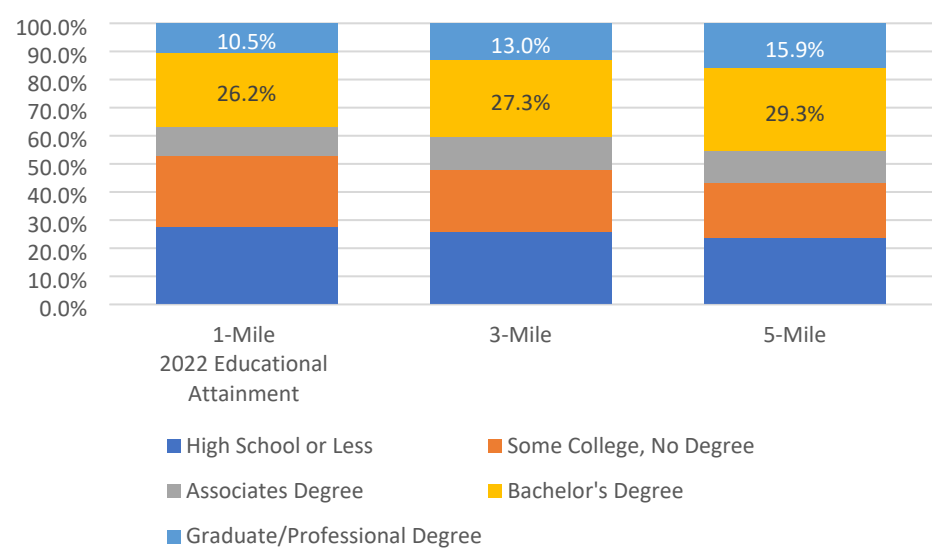
Figure 57. Population by Age within 1, 3, and 5 Miles of the Alderwood Mall



Source: Esri, US Census, LCG.

While the population over 25 within one mile of the Alderwood Mall is relatively well educated, with over a third having completed a bachelor’s degree or higher, education levels increase farther from the mall’s immediate vicinity. Within five miles of the mall, 45% of residents have at least a bachelor’s degree.

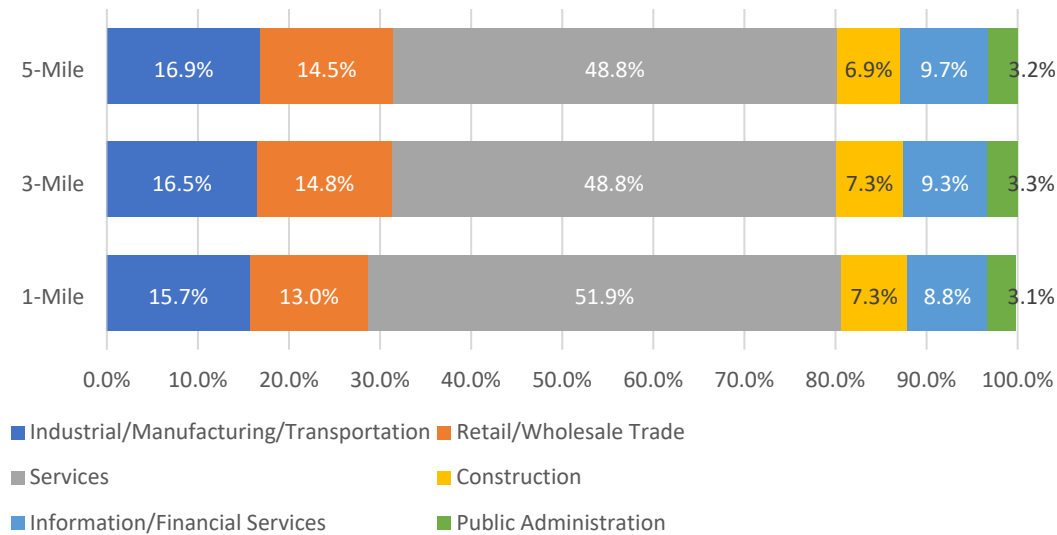
Figure 58. Educational Attainment within 1, 3, and 5 Miles of the Alderwood Mall



Source: Esri, US Census, LCG.

The largest job category within five miles of the Alderwood Mall is Services, followed by Industrial, Manufacturing, and Transportation, and Retail and Wholesale Trade.

Figure 59. Employment by Industry within 1, 3, and 5 Miles of the Alderwood Mall

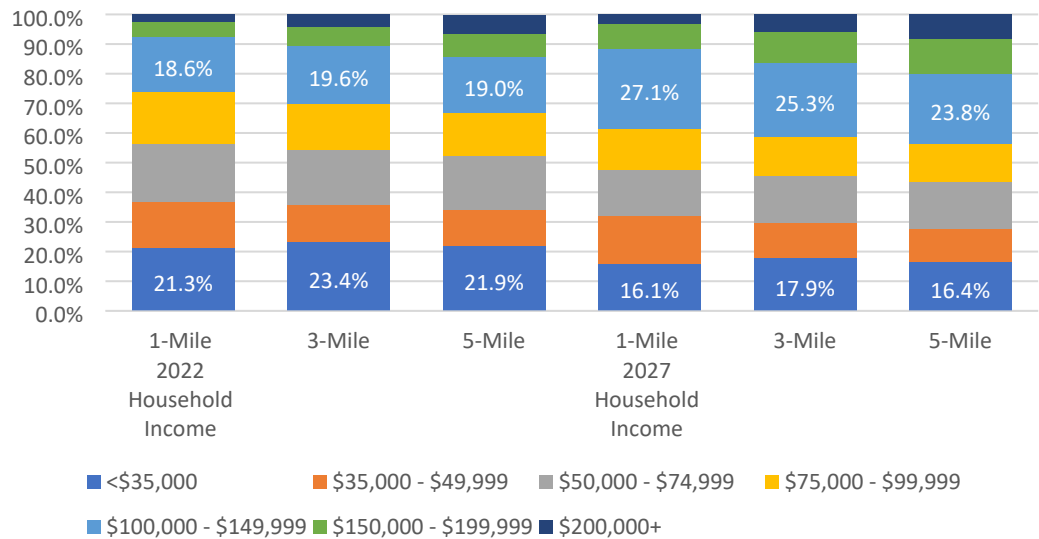


Source: Esri, US Census, LCG.

Tacoma Mall – 5 Mile Radius

Household incomes in the vicinity of the Tacoma Mall are lower than for those households near the Alderwood Mall, but are expected to increase over the next five years. The median household income within one mile of the Tacoma Mall is \$64,473 and is expected to reach \$78,582 by 2027. Within five miles of the mall, the median household income is \$70,614 as of 2022.

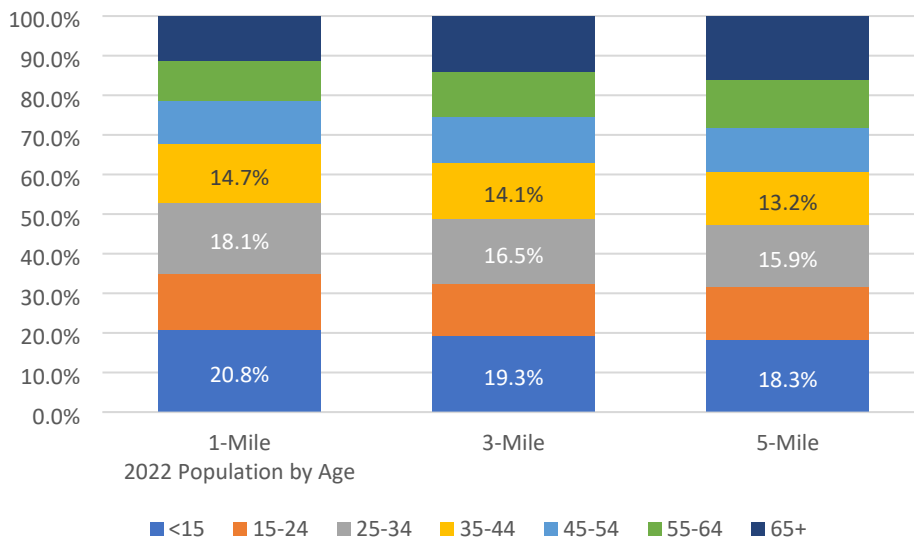
Figure 60. Households by Income within 1, 3, and 5 Miles of the Tacoma Mall, 2022 and 2027



Source: Esri, US Census, LCG.

Within one mile of the Tacoma Mall, approximately one fifth of the population is under the age of 15. Within five miles of the mall, the population skews slightly older with a higher share of residents over 65 years old.

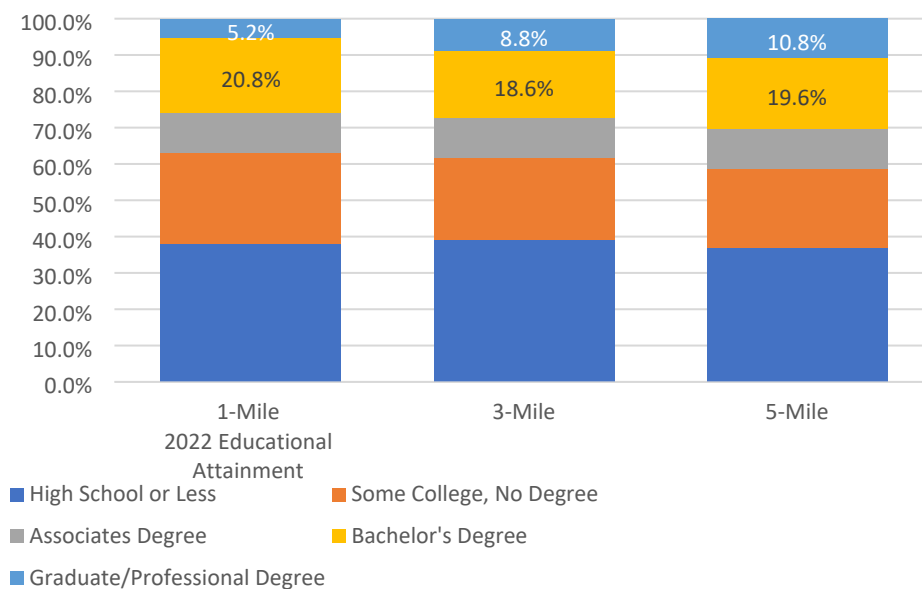
Figure 61. Population by Age within 1, 3, and 5 Miles of the Tacoma Mall



Source: Esri, US Census, LCG.

As in the area around the Alderwood Mall, the population within five miles of the Tacoma Mall is highly educated. Over 30% of residents over 25 within five miles of the mall have a bachelor's degree or higher.

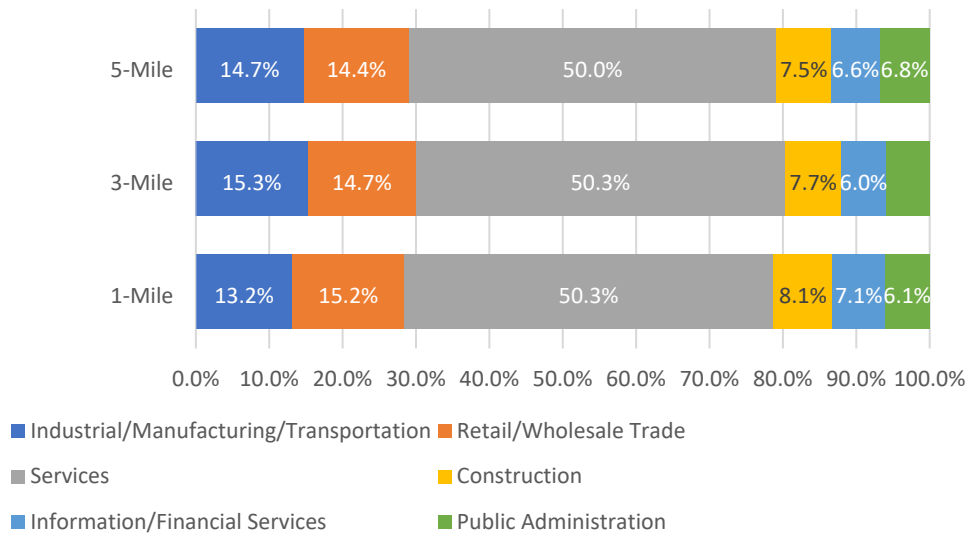
Figure 62. Population over 25 by Educational Attainment within 1, 3, and 5 Miles of the Tacoma Mall



Source: Esri, US Census, LCG.

Half of the jobs within five miles of the Tacoma Mall are in the Services industry. Industrial, Manufacturing, and Transportation jobs and Retail and Wholesale Trade jobs are also relatively common in this area.

Figure 63. Employment by Industry within 1, 3, and 5 Miles of the Tacoma Mall



Source: Esri, US Census, LCG.

Displacement Risk

Residential Displacement Risk

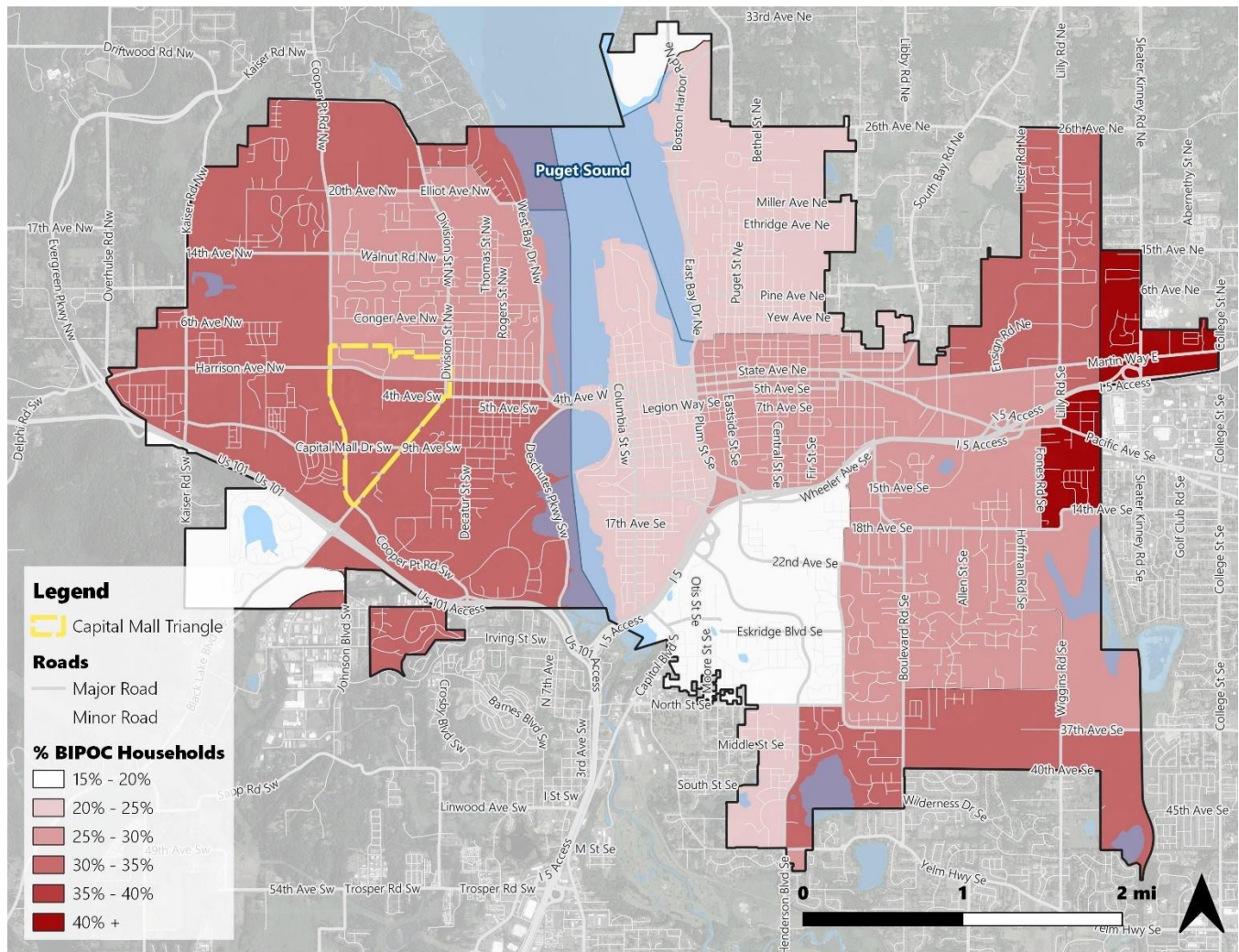
Summary. Between 2010 and 2020, the median household income in the census tract that includes the Capital Mall Triangle grew by 47.7%, putting it in the highest quantile category for income growth in Thurston County. Over that same period, home values in the Capital Mall Triangle subarea have decreased by 5%. The tract just east of the triangle has seen median home values increase by 30% over that period. 86.6% of households in the Capital Mall Triangle census tract are renters, indicating that they are susceptible to displacement and unlikely to benefit from improvements that drive up rent and housing costs. As discussed in the Housing section below, the multifamily vacancy rate in the West Olympia submarket is extremely low, and rent has risen nearly 8% year over year.

The Capital Mall Triangle subarea is primarily commercial, with just 275 total residential units.

These factors indicate that there is a relatively high risk of “economic displacement” (when rents increase to the degree that they “push out” current residents) for a relatively low number of residents in the Triangle. The risk of “physical displacement” (i.e., the demolition and redevelopment of existing housing) is relatively low, in part because so much of the area is already developed as commercial properties. In addition to the risk of economic displacement in the Triangle, there is also a risk of economic displacement of residents living near the Triangle, particularly to the west. However, these risks can be mitigated by multiple actions that are summarized in the next section.

Demographic and Market Considerations. As Figure 64 shows, there is a relatively high concentration of BIPOC households in the Triangle and most of the city's west side. Multiple studies show that BIPOC households are at particularly high risk of displacement.

Figure 64. Percent of BIPOC Households by Census Tract in Olympia



Source: US Census Bureau, LCG.

As shown in Figure 65 below, median household incomes in the Triangle are also below the citywide average in most of the subarea. It is notable that the Downtown area, where there is also a significant number of apartments also has a low household income. This could be due in part to smaller household sizes in multifamily housing. However, the presence of relatively low-income renter households indicates that there could be displacement risk associated with redevelopment if existing housing units are lost or redeveloped as new, higher-end units.

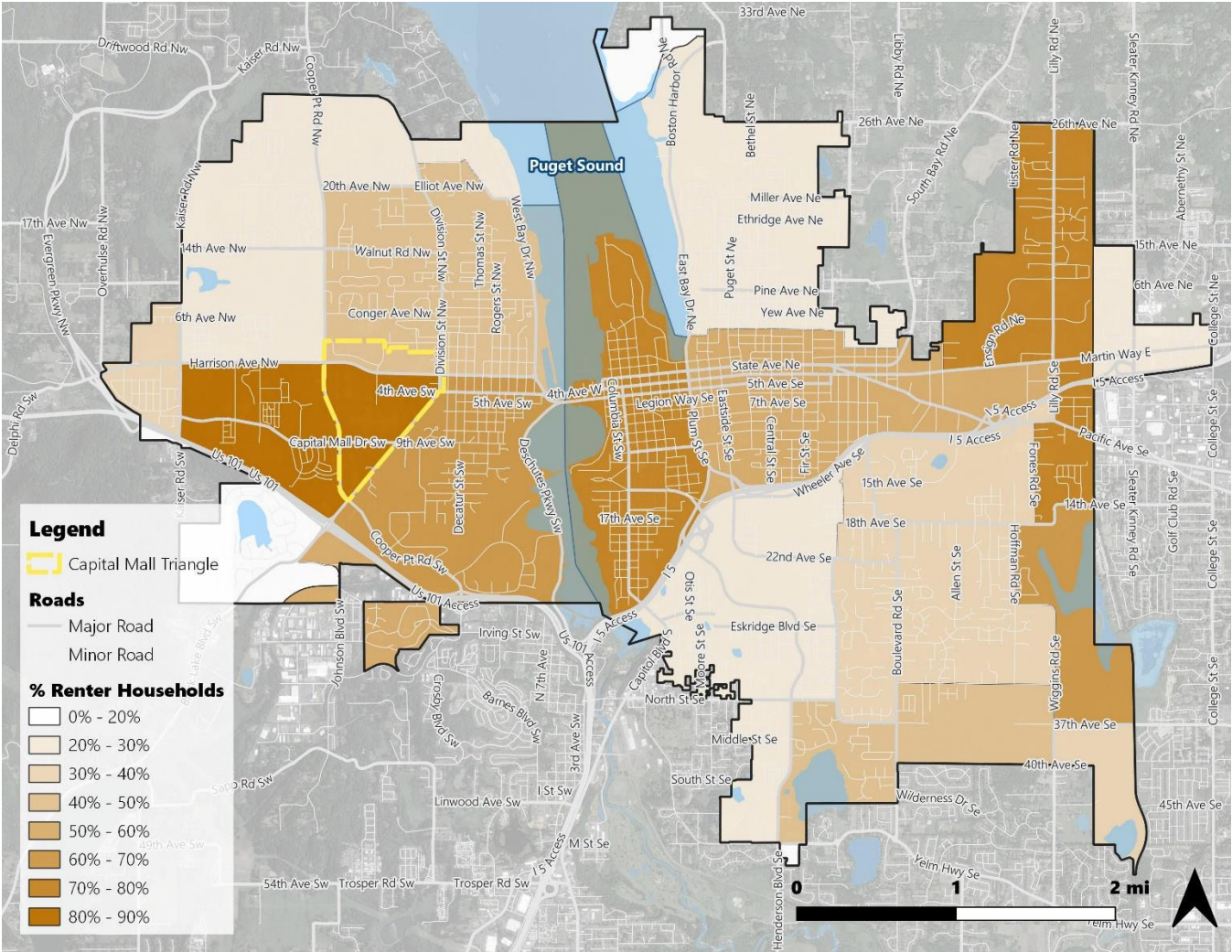
Legend

- Capital Mall Triangle
- Roads
 - Major Road
 - Minor Road
- Median Household Income**
 - \$35,000-\$45,000
 - \$45,000-\$60,000
 - \$60,000-\$75,000
 - \$75,000-\$90,000
 - \$90,000+

Scale: 0 to 2 miles
North Arrow: Indicated by an upward-pointing arrow.

Olympia Capital Mall Triangle | Market Analysis: Existing Conditions | DRAFT

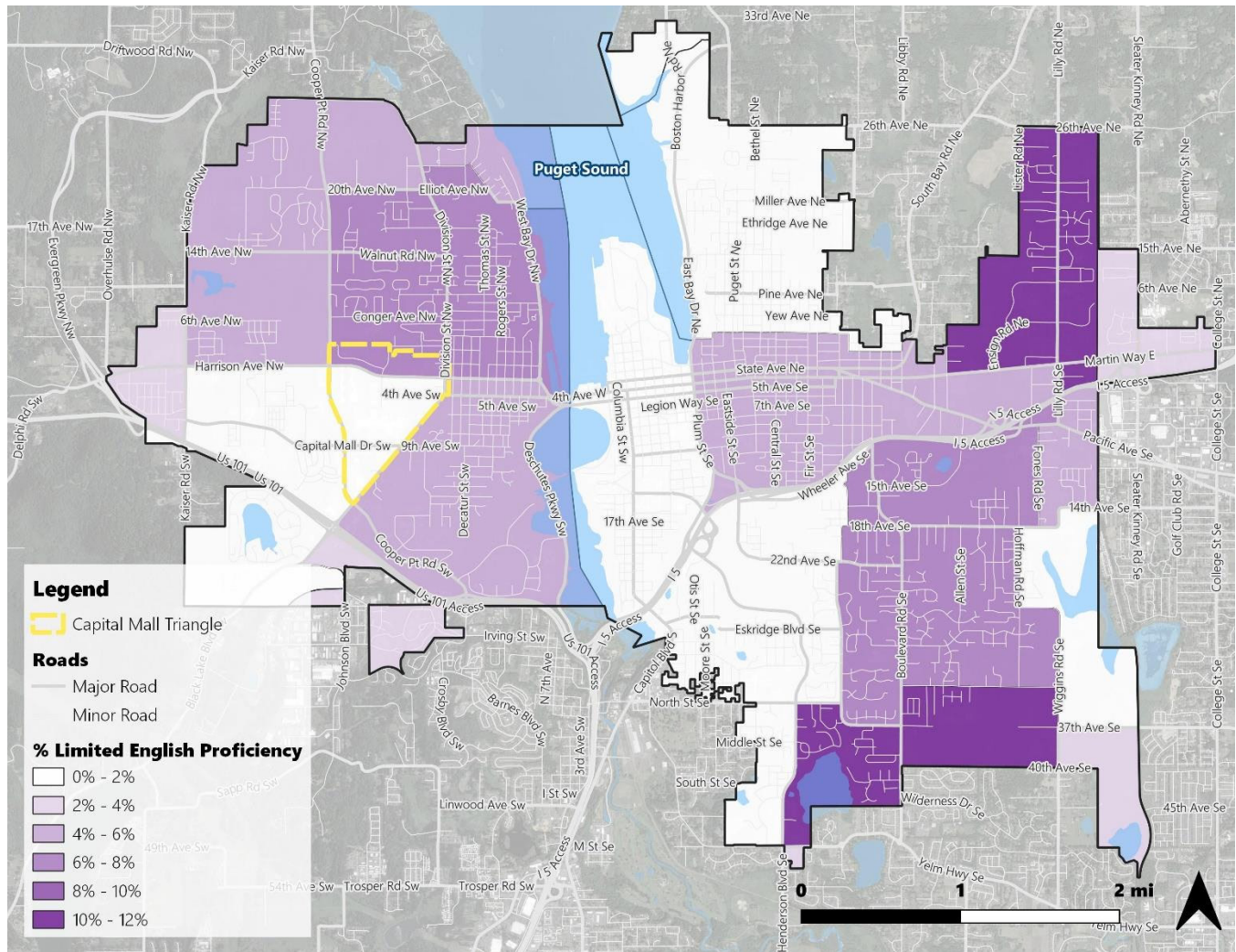
Figure 66. Percent of Renter Households in Olympia by Census Tract



Source: US Census Bureau, LCG.

While residents in most of the Capital Mall Triangle have high levels of English proficiency, the northern part of the study area has a higher percentage of residents with limited English proficiency.

Figure 67. Percent of Residents with Limited English Proficiency in Olympia.



Source: US Census Bureau, LCG.

The biggest displacement risk may be for those who live just outside of the Triangle and rent their homes. If the Capital Mall Triangle sees significant new development and becomes a more attractive place to live, rents in the area could go up as demand for new apartments both in and near the Capital Mall Triangle increases. This would raise the risk of displacement for low-income residents. In addition, if new commercial establishments replace community businesses, residents may feel socially displaced. Lower-income residents may also find that the new retail is out of their price range. While this is not the same as more direct forms of physical displacement, long-time residents may feel they are being culturally pushed out by some of the changes occurring in the subarea. The City can help mitigate some of this potential displacement risk by proactively employing strategies that have been employed by other cities, as well as those listed below. For example, both [Seattle](#) and Portland have established relocation assistance programs for renters who are forced out of their homes by rent increases, and have banned source of income discrimination.

It is unlikely that gentrification will occur quickly in the Capital Mall Triangle subarea. While timing may be hard to predict, the initial redevelopment of commercial spaces and parking lots is unlikely to result in higher rents in the vicinity. But as the subarea slowly transforms into a more desirable place to live and demand for housing and commercial space increases, the risk of displacement will grow.

Residential Displacement Mitigation

Mitigating the risk of physical displacement is the large number of commercial properties in the Capital Mall Triangle subarea. These large commercial parcels, many of which include sizeable surface parking fields, are likely the lowest hanging fruit for redevelopment. The land value per square foot for these parcels is lower than for residential properties in the area and LCG's interviews with commercial property owners in the triangle reveal an interest in mixed-use redevelopment. Adding more housing to commercial sites within the Capital Mall Triangle subarea could reduce displacement pressure on existing residents.

While the actions below can help mitigate displacement risk, it is important to note that housing markets are influenced by citywide and regional factors. If regional demand increases and/or factors like rising construction costs lead to a slowdown in housing production, rents will go up and economic displacement will occur in all areas of the city where there is a high concentration of renters. Any displacement mitigation strategies that the City chooses to employ should be enacted citywide, rather than just in the Capital Mall Triangle subarea. The City should couple tenant protections with strategies to increase the supply of housing, preferably both affordable and market rate. Housing supply increases should be commensurate with the number of new households in the City. The City has already begun taking steps to encourage housing construction, including lowering parking requirements, and increasing flexibility within the permitting process. Other factors may also reduce pressure on the City's housing supply, thereby lowering the risk of economic displacement. For example, if the State decides to reduce its physical office space and increase the number of employees working from home, the City's population growth could slow substantially.

Housing Action Plan. Through the recent [Housing Action Plan](#) (HAP), the City has identified the steps necessary to reduce displacement of lower-income renters. The following strategies for preventing displacement are listed in the HAP, and more details regarding the specifics of these strategies can be found there:

- Mitigation for individuals and families experiencing displacement
 - Require developers to provide relocation assistance, which the City could also do
 - Down payment assistance program
 - Right to Return policy
 - Tenant Protection Enhancements
 - Rental Registration Program
 - Notice of Intent to Sell Ordinance
 - Tenant Opportunity to Purchase Ordinance
- Land use and development strategies to increase the supply of permanently affordable housing
 - Donating or leasing city-owned land or providing funding to non-profit and low-income housing developers to build or renovate low-income affordable housing; or buy income restricted units proposed to be converted to market rate; or expand affordable home ownership opportunities
 - Offering density bonuses, fee waivers, 12-year Multifamily Tax Exemption or other incentives to build affordable housing
 - Requiring low-income housing units as part of new developments
 - Working with regional partners to develop a comprehensive funding strategy for affordable housing

Preserving existing market rate and affordable housing and building new affordable housing will help prevent widespread displacement in this neighborhood alongside the strategies outlined above. If the City is able to use the

tools outlined in its Housing Action Plan to mitigate potential physical, economic, and cultural displacement, it will serve the entire community, as mixed-income neighborhoods benefit all residents.

Commercial Displacement

While most of the commercial space in the subarea is dominated by larger national chains, there are some smaller businesses both in the mall and in the area around Harrison Avenue NW in the northern portion of the subarea. Redevelopment of existing retail is likely to increase commercial rents in the area, both for the renovated buildings and those adjacent to them. In addition, the older, smaller buildings that house local businesses could be at a higher risk of redevelopment. The Small Business Anti-Displacement Network has produced a [toolkit](#) with strategies cities can use to reduce the risk of small business displacement. These include:

- Commercial preservation and property improvement
 - Façade, tenant, and/or interior improvement programs
 - Legacy business preservation
 - Heritage tourism
- Local hiring and entrepreneurial support
 - Local hiring ordinances
 - Technical assistance and counseling
 - Neighborhood business incubators
- Tax credits and incentives, however, Washington State law limits how a City's public funds may be used to help private entities. Quasi-public entities like Ports and Preservation and Development Authorities have more flexibility in using funds for economic development and business anti-displacement.
 - Tax abatements
 - Tax increment financing
 - Business or community improvement districts (BIDs or CIDs)
 - Real estate taxes
- Zoning and form-based codes
 - Store size caps
 - Neighborhood-serving zones
 - Formula business ordinances
 - Affordable workspace policies
 - Streamlined permitting and licensing
- Commercial tenant protections
 - Anti-displacement codes of conduct
 - Tenant harassment protections
 - Construction disruption assistance
- Commercial property and community ownership
 - Cooperatives
 - Community land trusts
 - Community benefits agreements
 - Real estate and community investment cooperatives

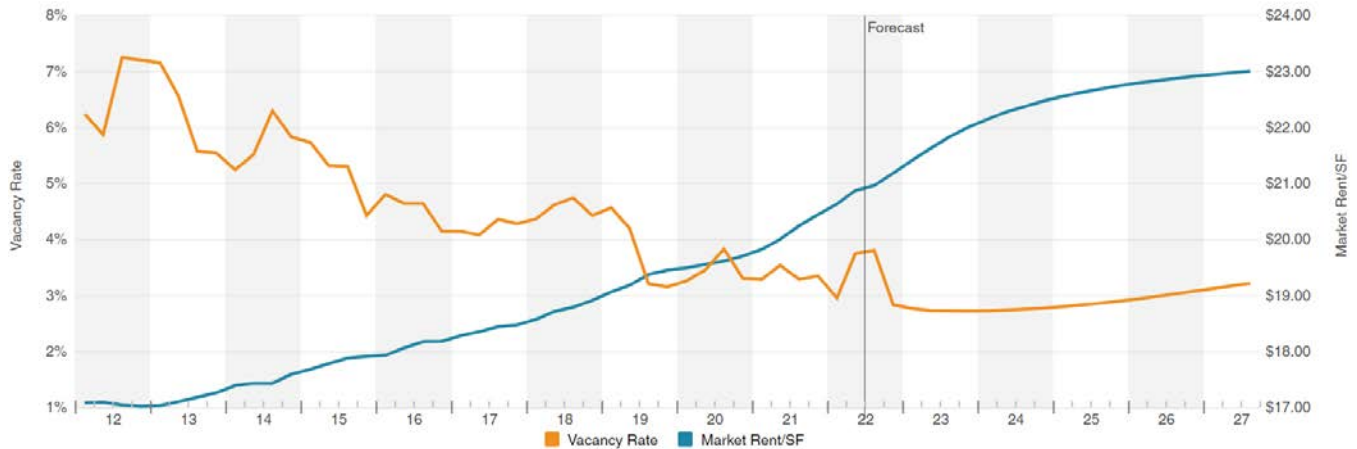
Market Analysis and Development Forecast

Retail/Commercial

Retail Indicators in the Olympia Market and Westside Submarket

According to CoStar, Olympia's Westside Retail Submarket has 3.1 million square feet of retail space with no new space currently under construction. The retail vacancy rate is 3.8% and the market rent is \$20.89 per square foot. CoStar forecasts that the vacancy rate will remain around 3% over the next five years, while the rent will increase to approximately \$23 per square foot.

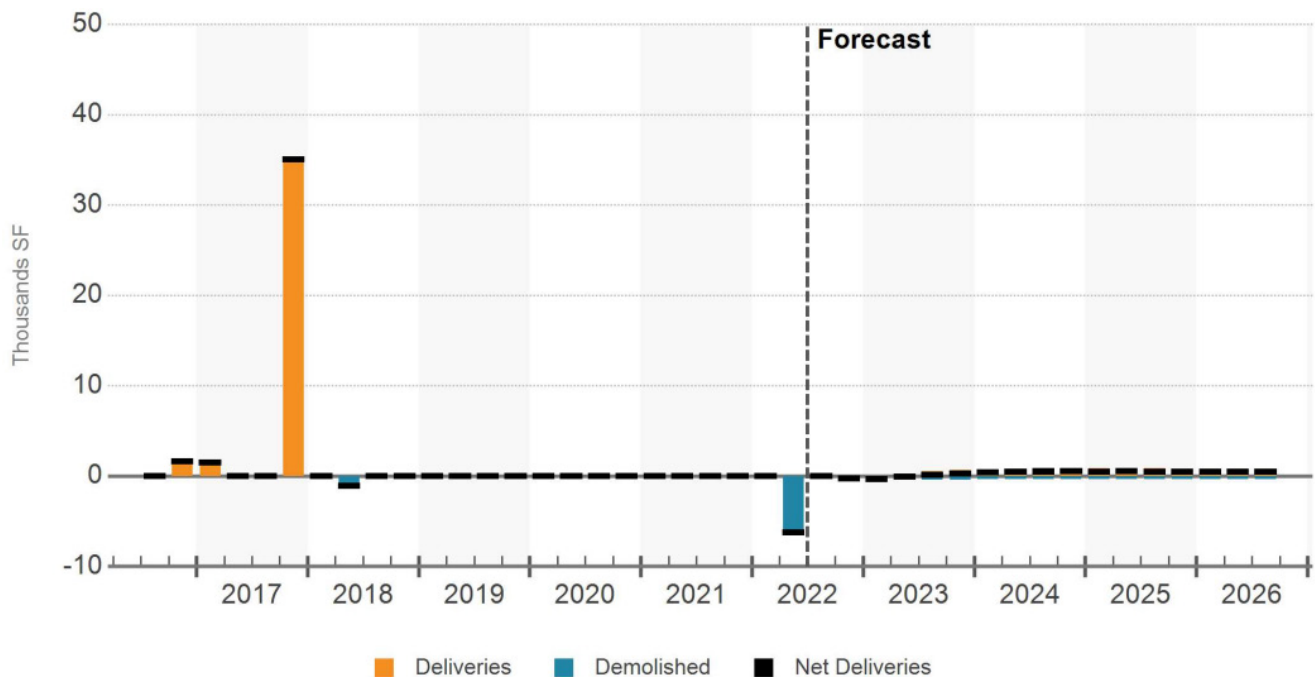
Figure 68. Vacancy Rate and Market Rent per Square Foot in the Olympia Westside Retail Submarket



Source: CoStar.

There has been no new retail construction in the submarket since 2017, and retail space has decreased since then due to demolitions. Inventory is not expected to change significantly over the next five years.

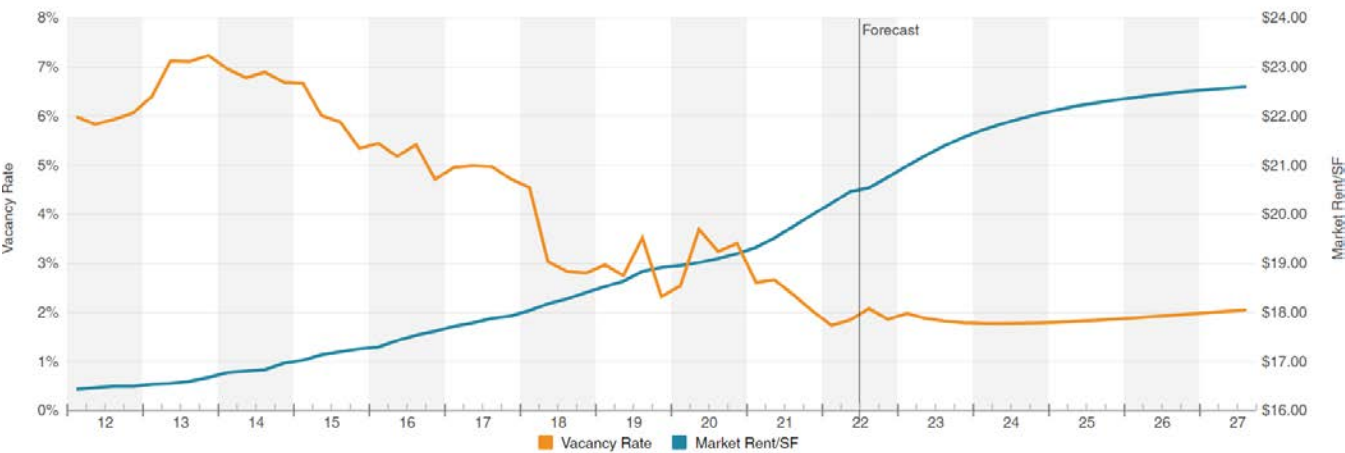
Figure 69. Deliveries and Demolitions in the Olympia Westside Retail Submarket, 2016-2027



Source: CoStar.

In the broader Olympia market, 69.5 thousand square feet of retail is currently under construction. Vacancy is 2.0% and market rent per square foot is \$20.46, just below the Westside submarket rent. As in the Westside submarket, vacancy is expected to remain low as rents rise over the next five years.

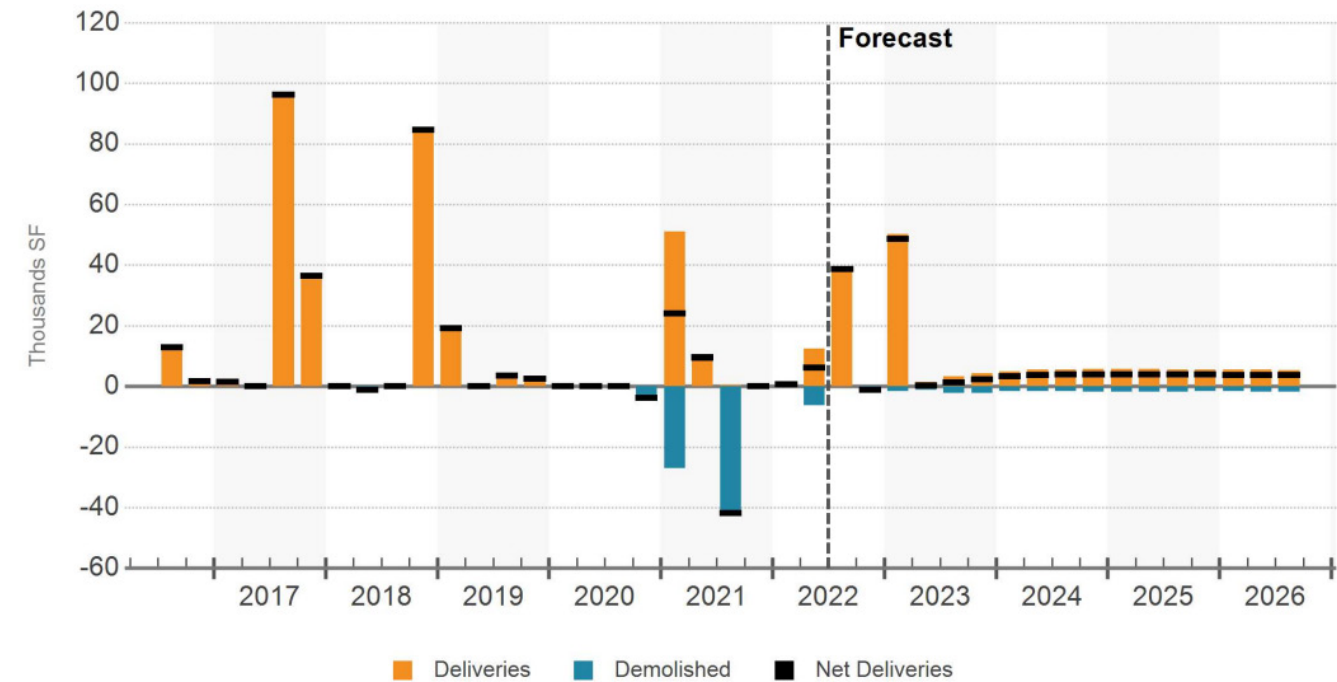
Figure 70. Vacancy Rate and Market Rent per Square Foot in the Olympia Market



Source: CoStar.

New retail space is expected to be delivered at the end of 2022 and beginning of 2023, with much lower levels of construction anticipated between 2024 and 2027.

Figure 71. Deliveries and Demolitions in the Olympia Market, 2016-2027



Source: CoStar.

Based on a leakage report from Placer AI, the largest category of unmet demand in the Olympia Capital Mall Triangle is electronic shopping and mail order houses. The report also notes a lack of automobile dealers, though the proximity of

the Olympia Auto Mall makes this a less pressing issue. These types of businesses do not fit with the vision the City has laid out for a dense, walkable, mixed-use neighborhood. In addition, while there is no grocery store in the Capital Mall Triangle, there is a Safeway across the street, just west of the northern portion of the triangle. Restaurants, limited-service eating places, and bars in the Capital Mall Triangle currently serve a clientele that is much larger than the population of the Triangle itself. As shown in Table 5, \$10.8 million of the \$13.3 million in economic activity at full-service restaurants is generated by people who live outside of the Triangle. As the Capital Mall Triangle evolves, retailers will likely want to ensure that visitors from outside of the subarea continue to patronize their businesses.

Table 4. Categories with at least \$1 Million in Unmet Demand in the Capital Mall Triangle

	Demand	Supply	Unmet need
Electronic Shopping & Mail-Order Houses	\$24,357,849	\$0	\$24,357,849
Automobile Dealers	\$10,000,286	\$0	\$10,000,286
Grocery Stores	\$6,679,416	\$0	\$6,679,416
Other General Merchandise Stores	\$10,288,960	\$5,334,987	\$4,953,973
Building Material & Supplies Dealers	\$3,447,794	\$0	\$3,447,794
Health & Personal Care Stores	\$2,635,902	\$0	\$2,635,902
Other Motor Vehicle Dealers	\$1,290,041	\$0	\$1,290,041

Source: Placer AI, LCG.

Table 5. Categories where Demand from within the Triangle Is Lower than the Supply

	Demand	Supply	Unmet need
Full-Service Restaurants	\$2,502,225	\$13,339,181	(\$10,836,956)
Limited-Service Eating Places	\$3,208,444	\$13,067,604	(\$9,859,160)
Gasoline Stations	\$3,433,304	\$11,356,024	(\$7,922,720)
Automotive Parts, Accessories, & Tire Stores	\$1,047,394	\$6,343,401	(\$5,296,007)
Bars/Drinking Places (Alcoholic Beverages)	\$333,403	\$1,951,462	(\$1,618,059)
Clothing Stores	\$1,176,132	\$2,114,803	(\$938,671)
Office Supplies, Stationery, & Gift Stores	\$174,734	\$948,449	(\$773,715)

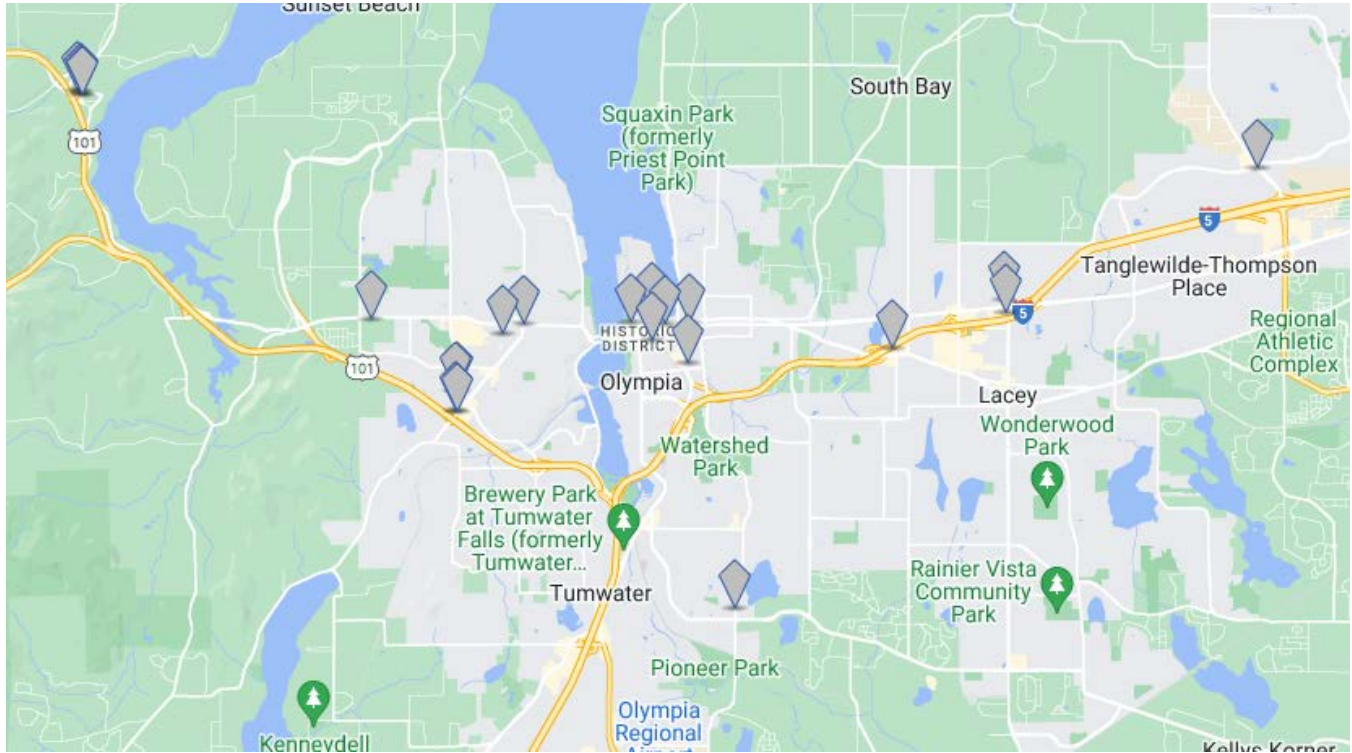
Source: Placer AI, LCG.

There is an opportunity to increase the amount of retail space in the Westside Submarket, particularly in the context of mixed-use development. Ground floor retail coupled with new housing units in the Capital Market Triangle would increase walkability and make the area more attractive for residents. However, the City should balance any ground floor retail requirements with the demand for retail in the area – vacant retail will not activate the subarea, and high vacancy rates could impact feasibility assessments.

Recent Retail Development in Olympia

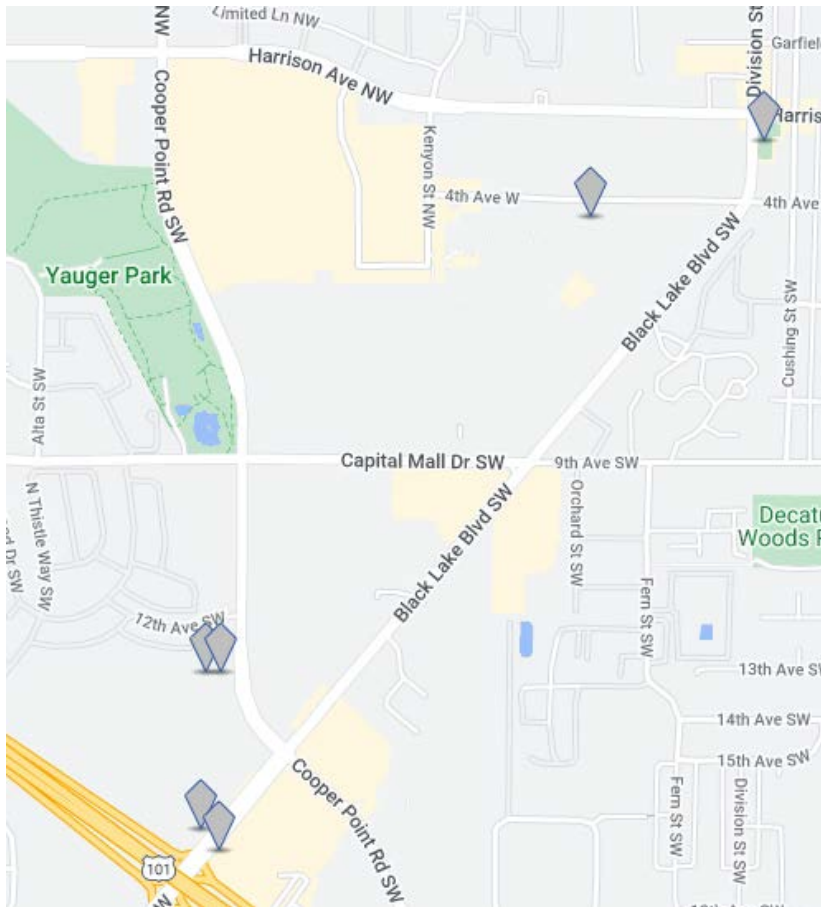
Since 2010, Olympia has added roughly 199,000 square feet of retail across 22 properties. The average market rent for these properties is \$21 per square foot. Six new buildings have been added in close proximity to the Olympia Capital Mall Triangle subarea.

Figure 72. Locations of New Retail Development in Olympia since 2010



Source: CoStar.

Figure 73. Locations of Retail Built since 2010 Proximate to the Capital Mall Triangle Subarea

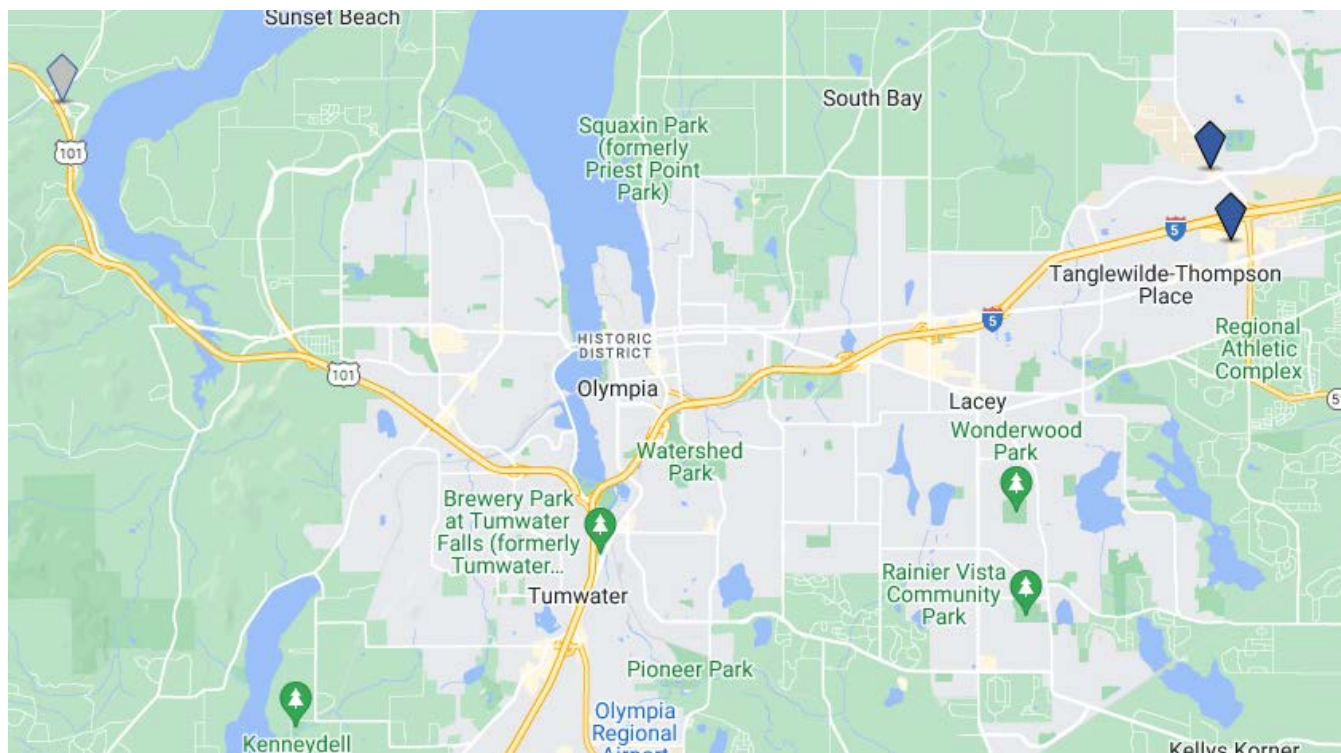


Source: CoStar.

These new retail establishments include, a Sonic, a Starbucks, a Buffalo Wild Wings, and a 35,000 square foot free-standing strip mall anchored by Party City located on 4th Avenue W.

The three retail properties currently planned or under construction in the Olympia-Lacey-Tumwater urban area are far outside the city center. Two are located east of the city in the Tanglewood-Thomson Place neighborhood, while the third is to the west in the Steamboat Square area. There are currently no new retail developments planned within the City of Olympia.

Figure 74. Map of Planned or Under Construction Retail in the Olympia-Lacey-Tumwater Urban Area



Source: CoStar.

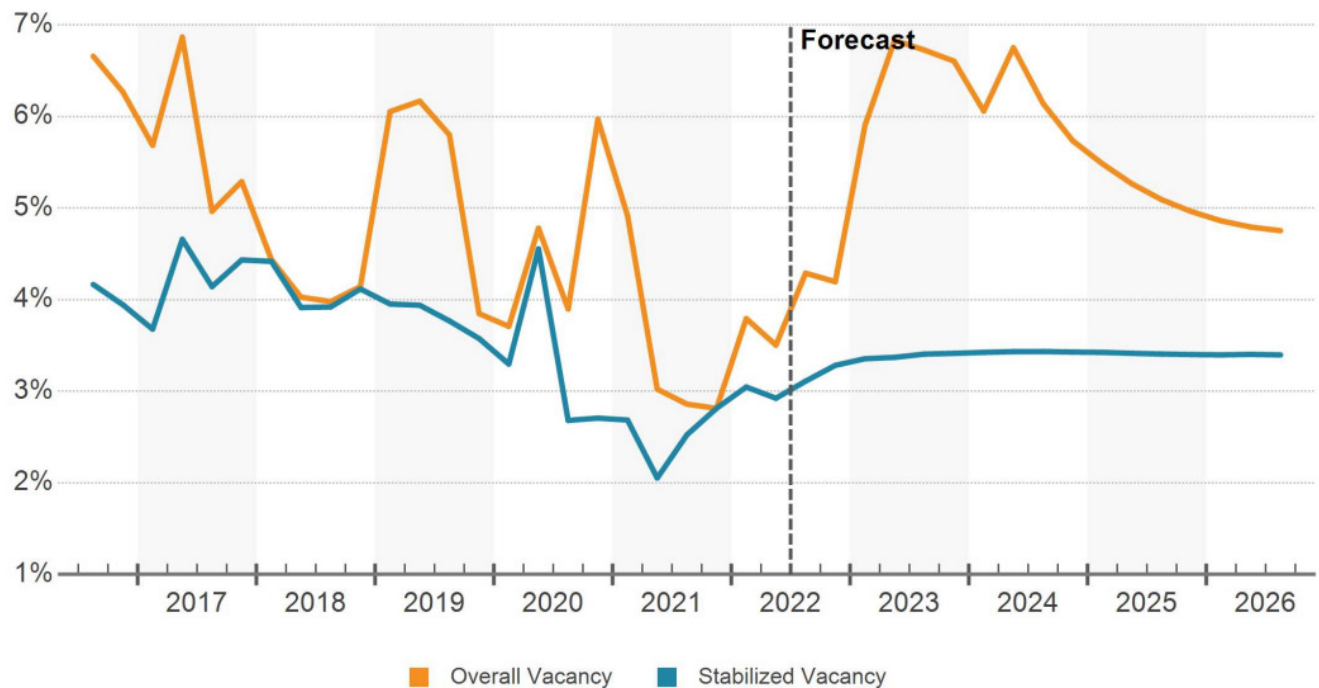
Together these properties will add 26,804 square feet of retail to Olympia.

Housing

Multifamily Indicators in the Olympia Market & West Olympia Submarket

The Olympia multifamily market has a vacancy rate of 3.4% with 253 new units delivered over the past twelve months. Its rent increased 7% year over year and 1,198 units are currently under construction.

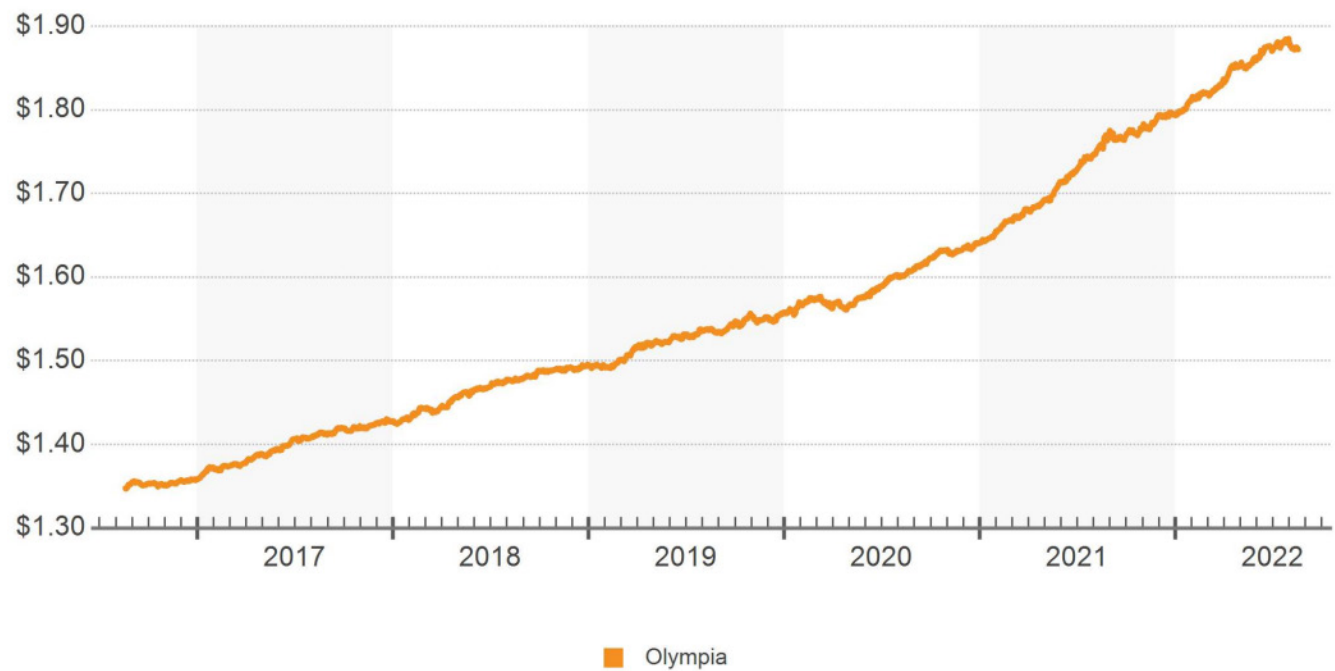
Figure 75. Multifamily Vacancy Rate in the Olympia Market



Source: CoStar

The average asking rent for [four- and five-star units](#) (those on the luxury end of the multifamily building spectrum) is \$1,918 while the effective rent is \$1,907. The average asking rent for all units is \$1,618. The average rent per square foot is \$1.87 as of August 2022, a 6.9% increase year over year.

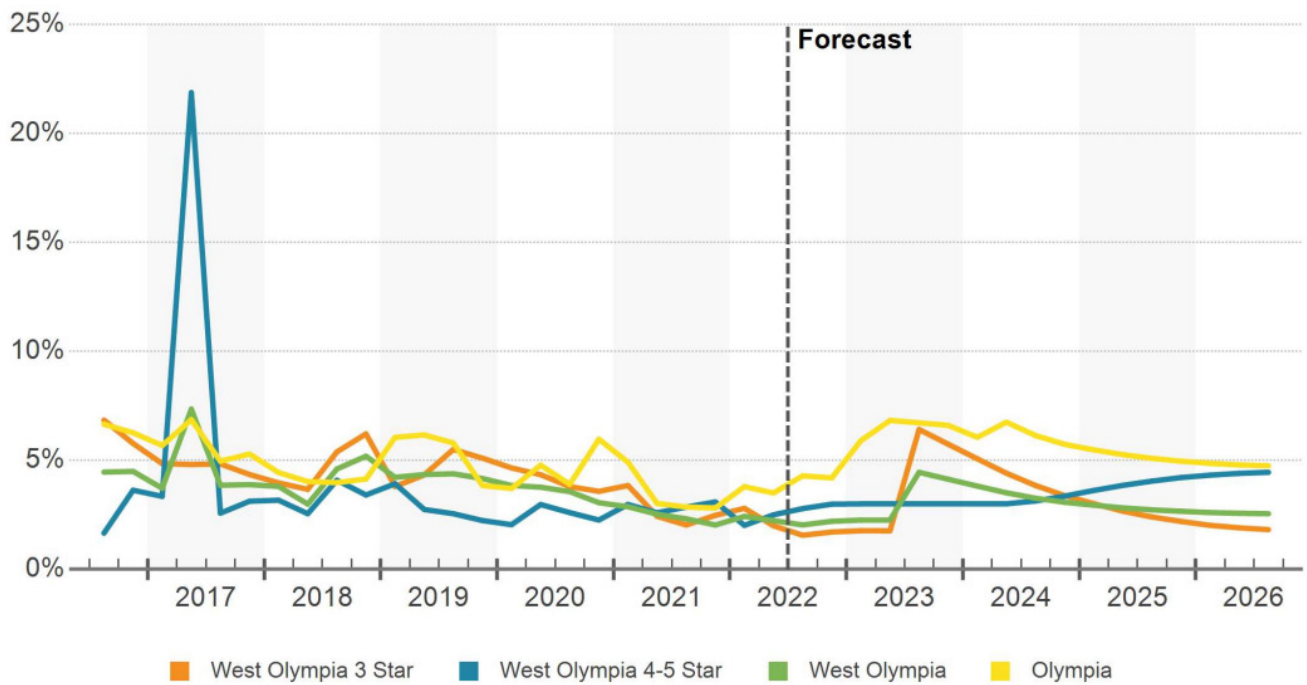
Figure 76. Asking Rent per Square Foot, Olympia Market



Source: CoStar

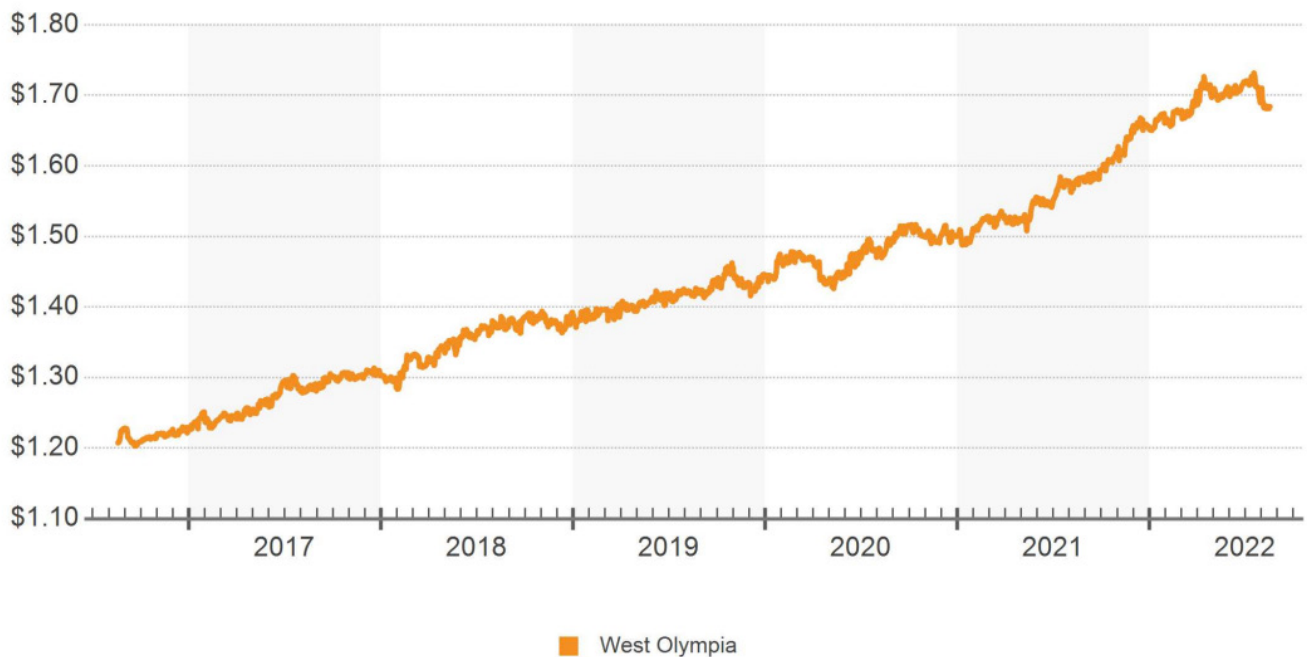
The vacancy rate in the West Olympia submarket is 1.9% as of Q3 2022, with no new units delivered in the last twelve months. The average asking rent for four- and five-star units is \$1,702 while the effective rent is \$1,694. The submarket average asking rent for all units is \$1,472. Asking rent has grown 7.7% year over year. Asking rent per square foot is \$1.68 as of August 2022. An 80-unit building called The Goat is currently under construction and expected to be completed by March 2023. It is located just west of the southern portion of Yauger Park on Capital Mall Drive SW.

Figure 77. Multifamily Vacancy Rate in Olympia and West Olympia



Source: CoStar

Figure 78. Daily Asking Rent per Square Foot, West Olympia Submarket

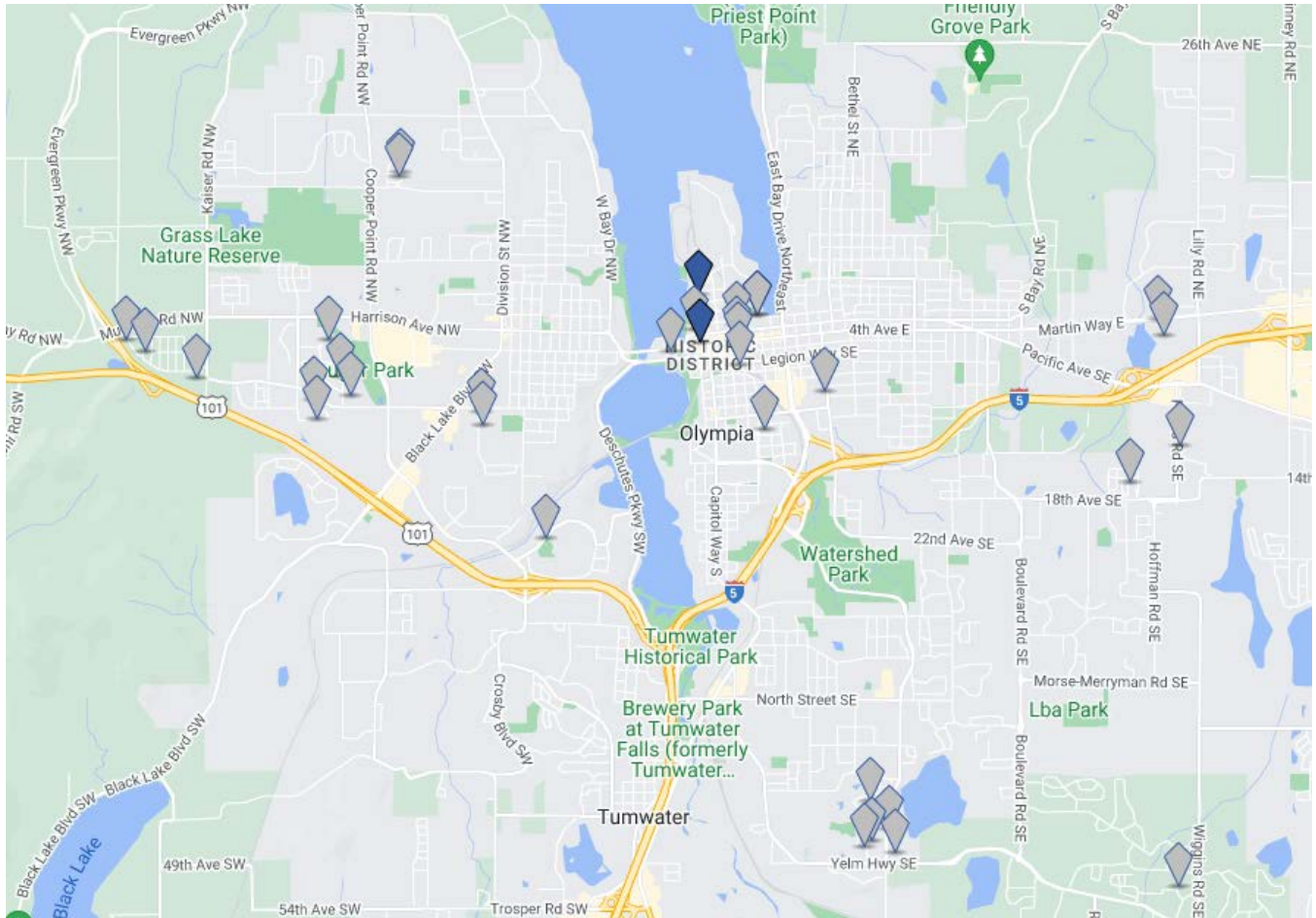


Source: CoStar

The West Olympia submarket's extremely low vacancy rate indicates a strong need for more housing units. Since 2010 the submarket has added 880 units across 8 buildings, but the vacancy rate remains at 1.9%, well below what would be expected in a healthy market. While there is a risk of displacement in the area, many of the primary opportunity sites for housing development in the Capital Mall Triangle are vacant lots, parking lots, and retail spaces. Redeveloping these areas would not result in the demolition of existing housing units. New housing units will also take the pressure off of rising rents, which can lead to displacement. In addition, if SEPA requires that 10% of new units be affordable and this requirement does not negatively impact development feasibility, some displacement may be mitigated.

Recent Multifamily Development in Olympia

Figure 79. Multifamily Properties Completed between 2010 and 2022



Source: CoStar.

Of the 2,768 multifamily units that have been completed in Olympia since 2010, 531 are senior housing (market rate and affordable) and 363 are subsidized affordable housing. While Downtown Olympia has seen the most new multifamily buildings constructed since 2010, the South Westside has seen the most units.

Table 6. New Multifamily Construction in Olympia Submarkets since 2010

Submarket	Number of Buildings	Number of Units	Average Units/Building
Downtown Olympia	12	742	62
North Olympia	2	130	65
South Olympia	8	552	69
South Westside	1	150	150
West Olympia	8	880	110
Western Thurston County	3	314	105
Total	34	2,768	561

Source: CoStar, LCG.

On the west side, the apartments built since 2010 are mainly garden-style apartments, townhomes, and duplex communities, while the city's Downtown features urban-style mid-rises.

Figure 80. Garden and Townhome Style Apartments on Olympia's West Side



8Hundred West
800 Alta Street SW
101 Units built in 2015



Woodland Apartments
800 Yauger Way
224 Units built in 2012

Source: CoStar.

Figure 81. Urban Mid-Rise Apartment Buildings in Downtown Olympia



123-4th Apartments
123 4th Avenue W
138 Units built in 2016



Views on Fifth
410 5th Avenue
140 Units built in 2020

Source: CoStar.

Rents are significantly higher in Downtown Olympia than on the City's West Side. According to CoStar, the weighted average rent per square foot of West Side market rate properties built since 2010 is \$1.74, while Downtown properties built since that time have a weighted average rent of \$2.65 per square foot. The average size of Downtown units is 631 square feet, while on the West Side units average 1,048 square feet. West Side units are also slightly older – the newest properties were built between 2010 and 2015. Downtown, development activity picked up in 2016 and continued through 2020.

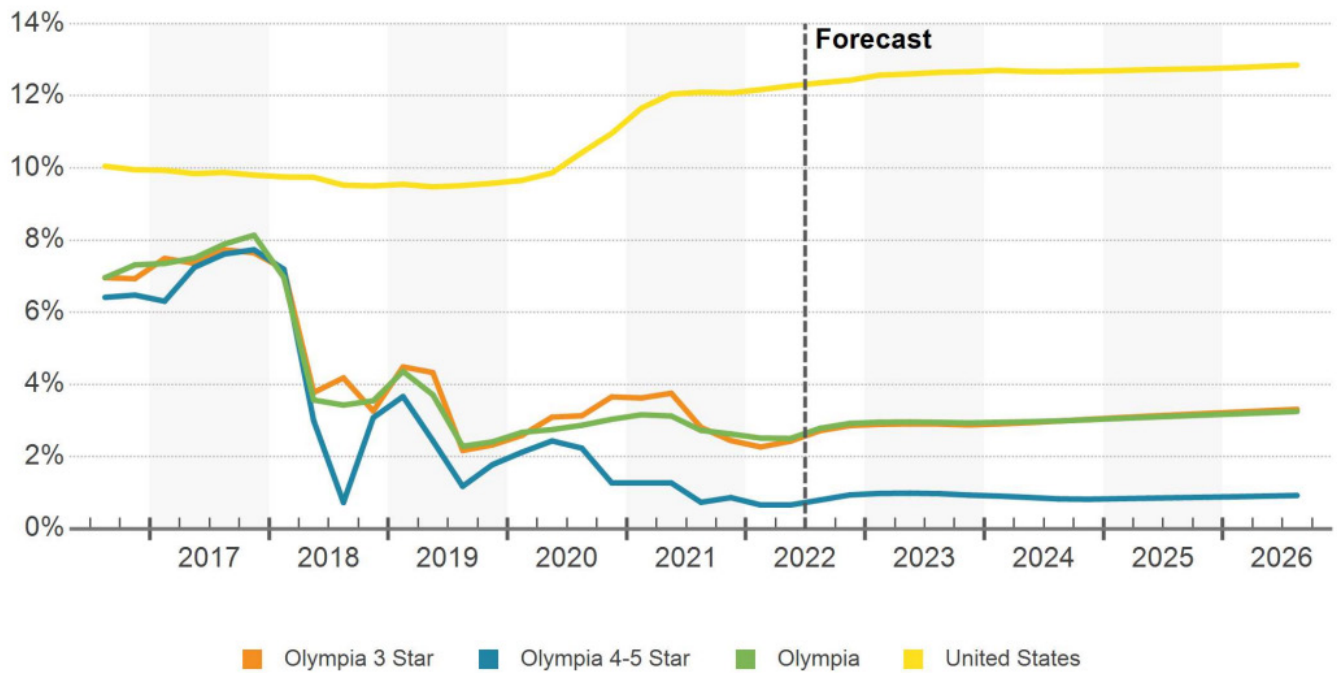
No new multifamily housing has been built in the Capital Mall Triangle subarea since 2000.

Office

Office Indicators in the Olympia Market and Westside Submarket

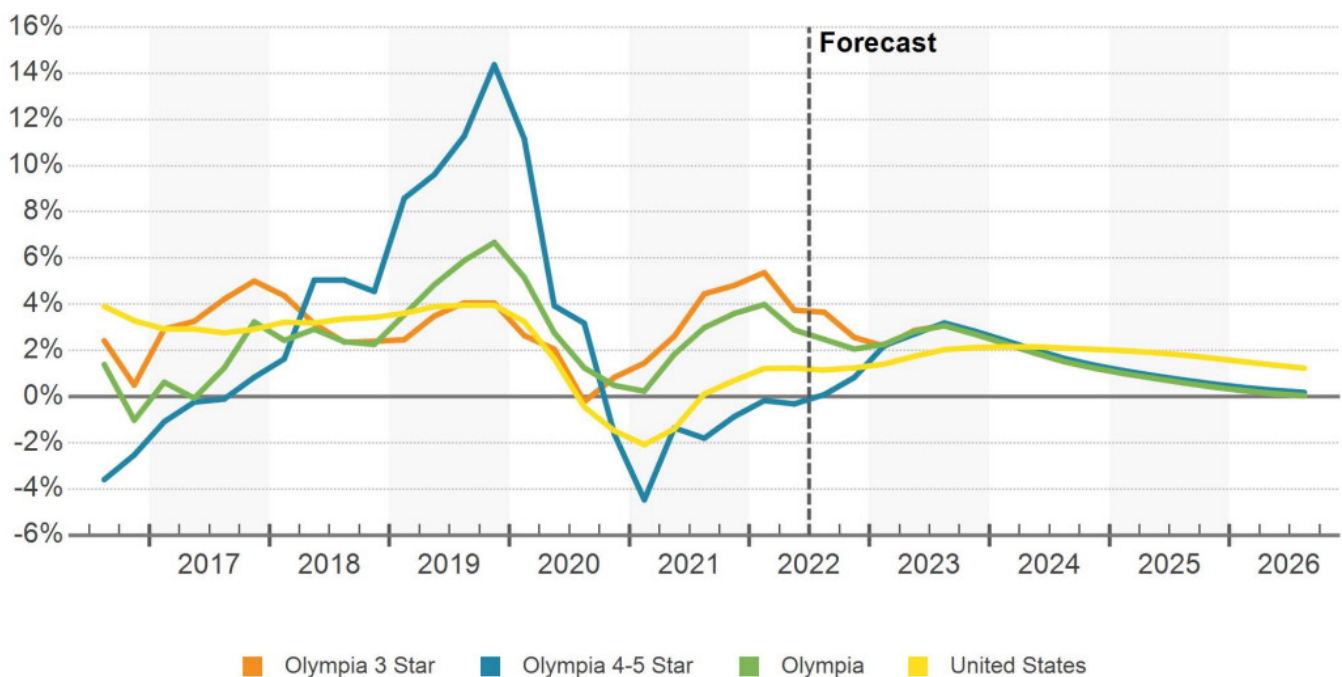
According to CoStar, the Olympia office market has an extremely low vacancy rate at 2.7%. This is largely due to the number of offices associated with the state government. While 43,000 square feet of office space has been added to the Olympia market over the past three years, there is currently no new office space under construction. As of August 2022, the asking rent per square foot is \$21.73. Year over year rent growth as of 3Q 2022 is 3.7% for 3-star office space and just 0.1% for 4- and 5-star office space. The market cap rate for office properties in Olympia is 7.75%.

Figure 82. Vacancy Rates in the Olympia Market



Source: CoStar.

Figure 83. Market Rent Growth (YOY) in the Olympia Market

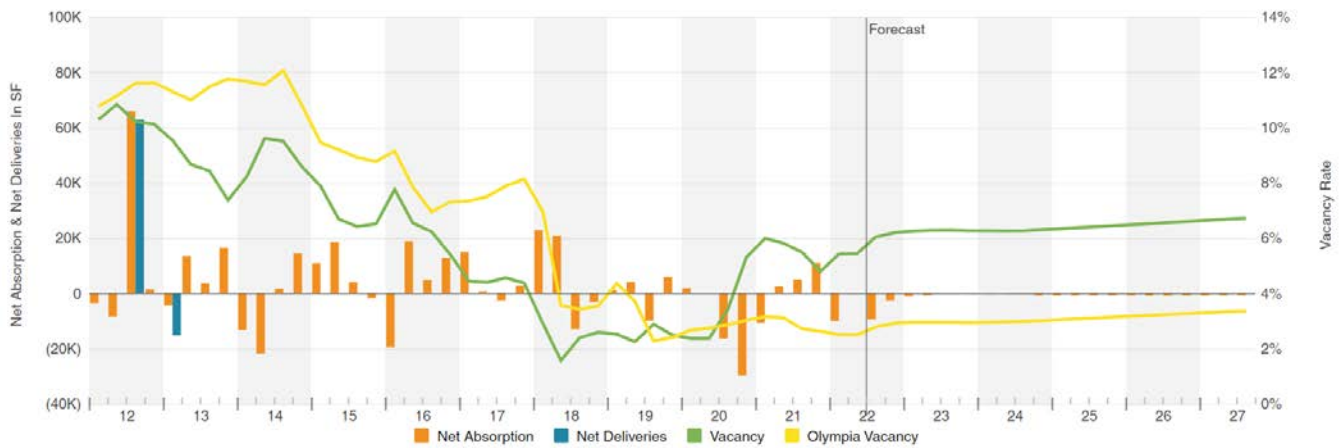


Source: CoStar.

Olympia's Westside submarket has a vacancy rate of 6.0%, significantly higher than the market as a whole. This area has roughly 1.6 million square feet of office space. Rents grew 3.1% between August 2021 and August 2022. The average

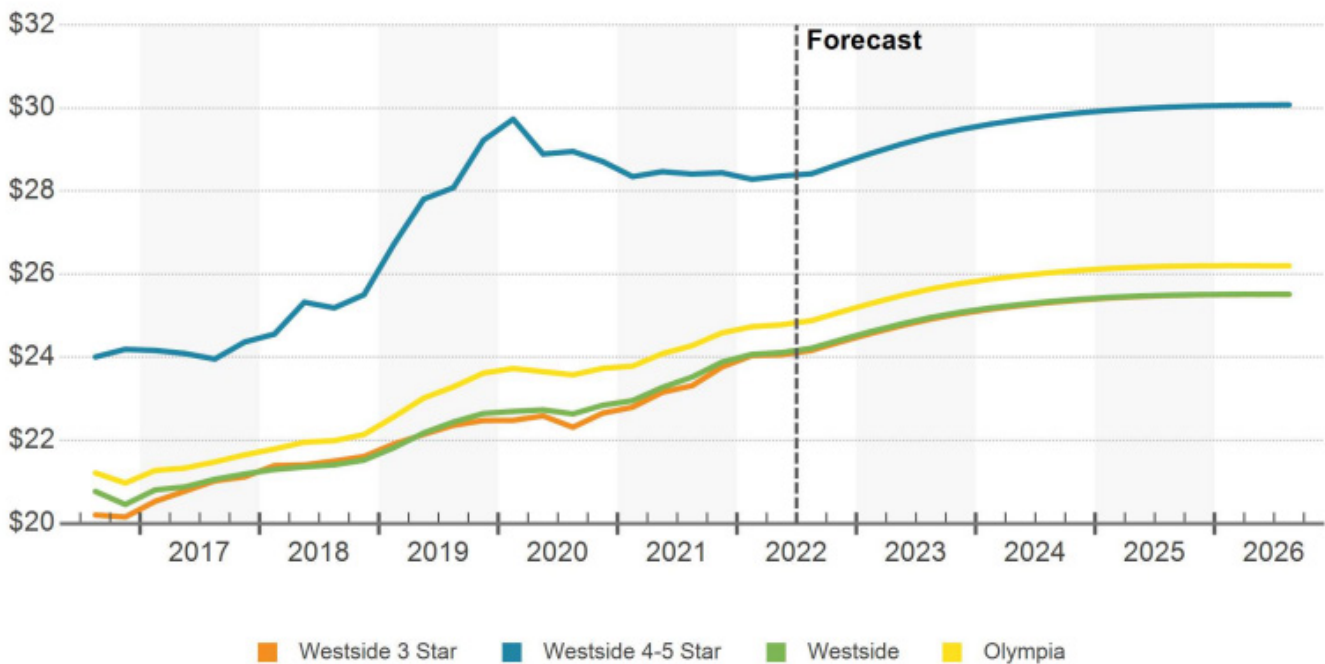
market rent per square feet is \$24.14, higher than the market average. The vacancy rate is especially low for 4- and 5-star properties in the submarket at 0.1% as of 3Q 2022. The vacancy rate for 3-star properties is 4.5%. No new office space has been built in the submarket since 2012.

Figure 84. Net Deliveries, Absorption, and Vacancy in Olympia’s Westside Office Submarket



Source: CoStar.

Figure 85. Market Rent per Square Foot in Olympia’s Westside Office Submarket

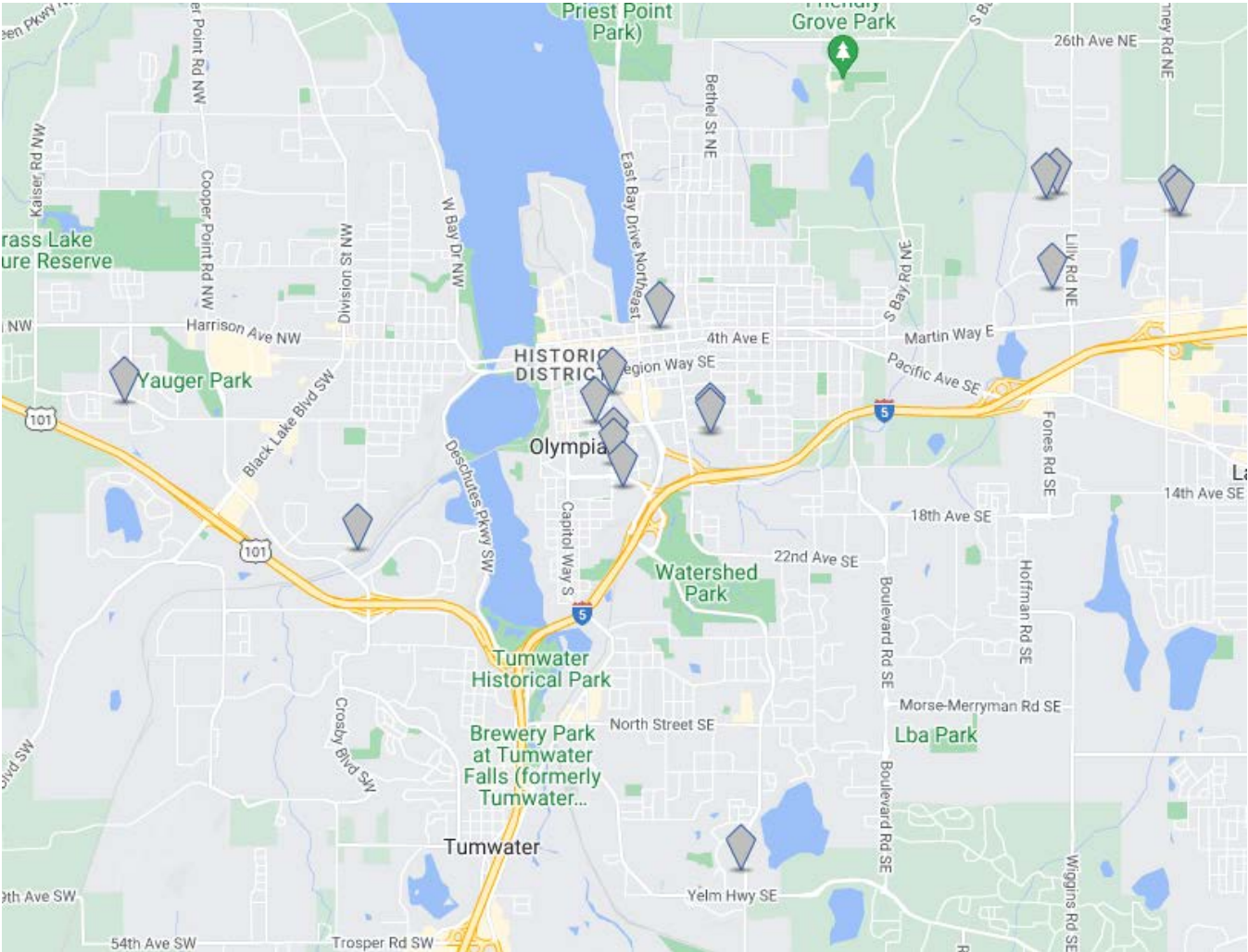


Source: CoStar.

While the vacancy rate is low for high-end office space in Olympia’s Westside submarket, it is not clear that significantly more office space is needed in this area. The rise in remote work has reduced demand for office space, and the government agencies that drive Olympia’s office demand are concentrated on the east side of town. While there may be an opportunity for a developer to include high-end office space in a new mixed use development, this should not be the primary focus of the City’s efforts in the Capital Mall Triangle subarea.

Recent Office Developments in Olympia

Figure 86. Locations of New Office Development in Olympia since 2010



Source: CoStar.

Since 2010, just two new office properties with a total of 70,640 rentable square feet have been built west of Downtown Olympia. Over that same period, Downtown Olympia gained 395,273 square feet of new office space across 6 buildings.

Table 7. New Office Construction in Olympia Submarkets since 2010

Submarket	Number of Buildings	Total RBA	Average RBA/Building
Downtown Olympia	6	395,273	65,879
Eastside	5	62,030	12,406
Lacey	2	6,400	3,200
Outlying Thurston County	1	12,378	12,378
Westside	2	70,640	35,320
Total	16	546,721	129,183

Source: CoStar, LCG.

Figure 87. New Office Space Built West of Downtown Since 2010



Olympia Orthopaedic Associates
3901 Capital Mall Drive SW
63,000 SF built in 2012

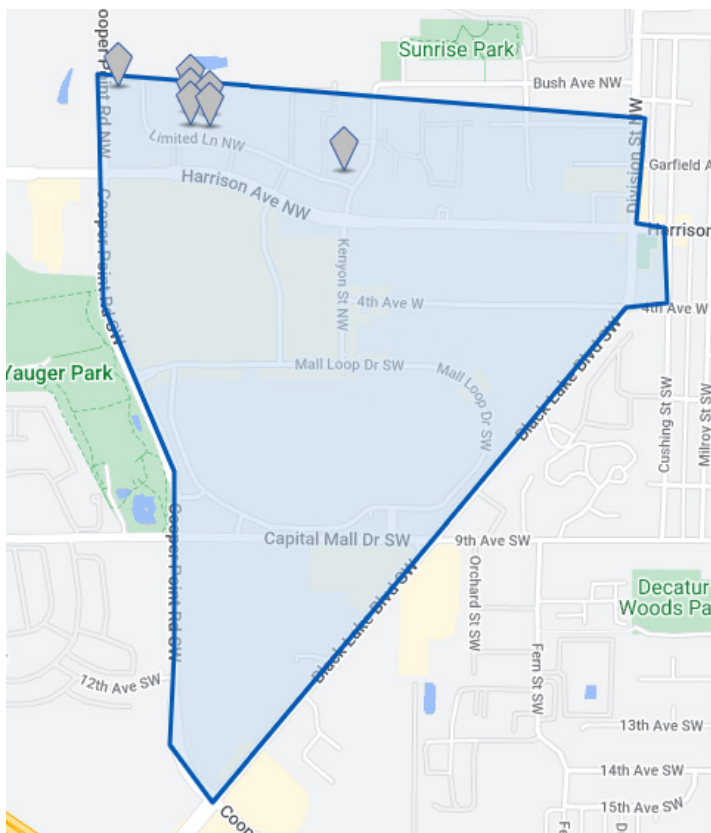


Percival Creek Office Park
2024 Caton Way SW
7,640 SF built in 2011

Source: CoStar.

Since 2000, 46,406 square feet of office space in 9 properties have been built in the Capital Mall Triangle. All of these properties were completed between 2002 and 2008 in the northern portion of the subarea.

Figure 88. New Office Development in the Capital Mall Triangle Subarea since 2000



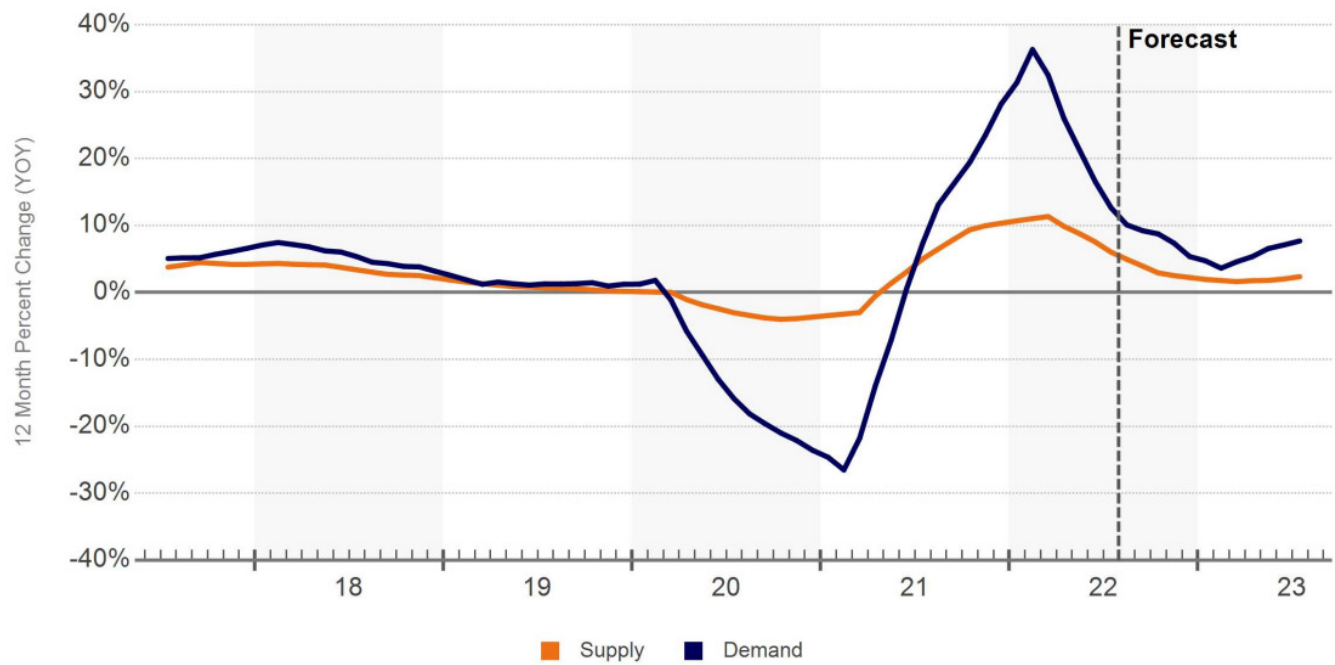
Source: CoStar.

Hospitality

Hospitality Indicators in the Olympia-Tacoma Submarket

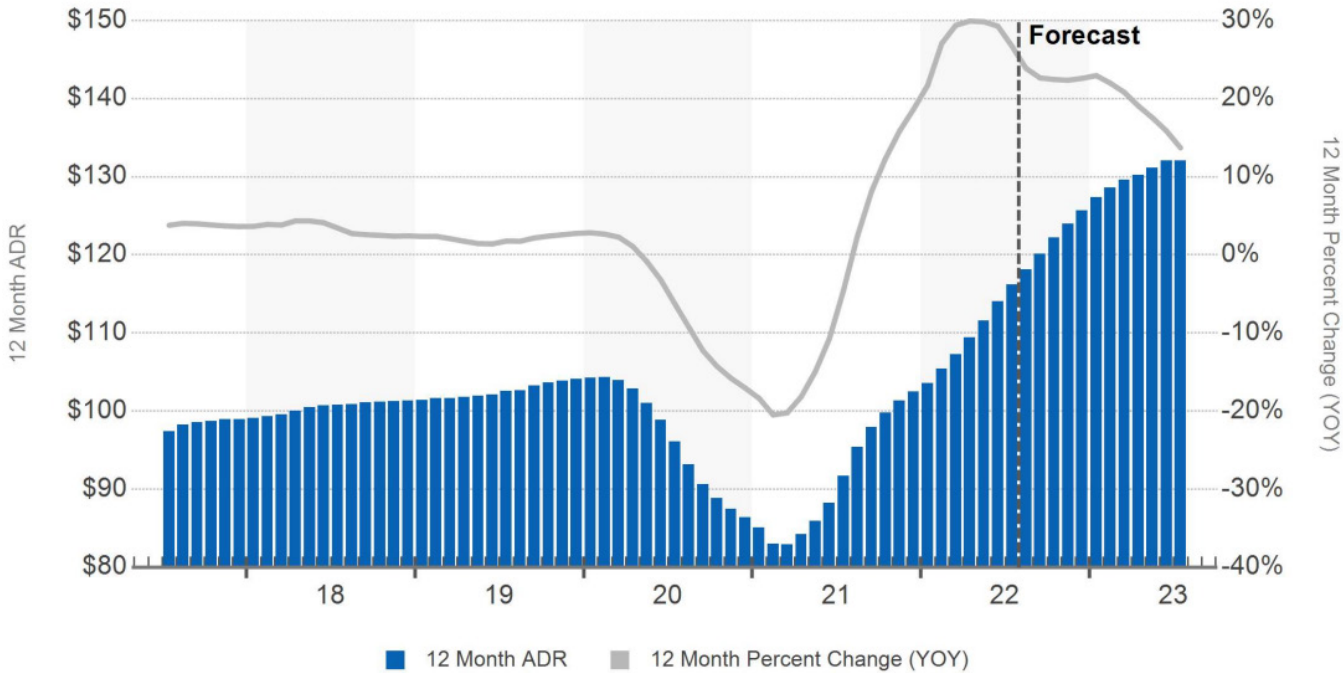
According to CoStar, the Olympia-Tacoma Submarket has 9,025 hotel rooms with an additional 124 currently under construction. 85 rooms have been added over the last twelve months. The submarket occupancy rate is 75.8% and the Average Daily Rate (ADR) is \$141.16. RevPAR is \$106.99.

Figure 89. Twelve Month Supply and Demand Change for Hospitality in the Olympia-Tacoma Submarket



Source: CoStar.

Figure 90. ADR over the Last Five Years in the Olympia-Tacoma Submarket

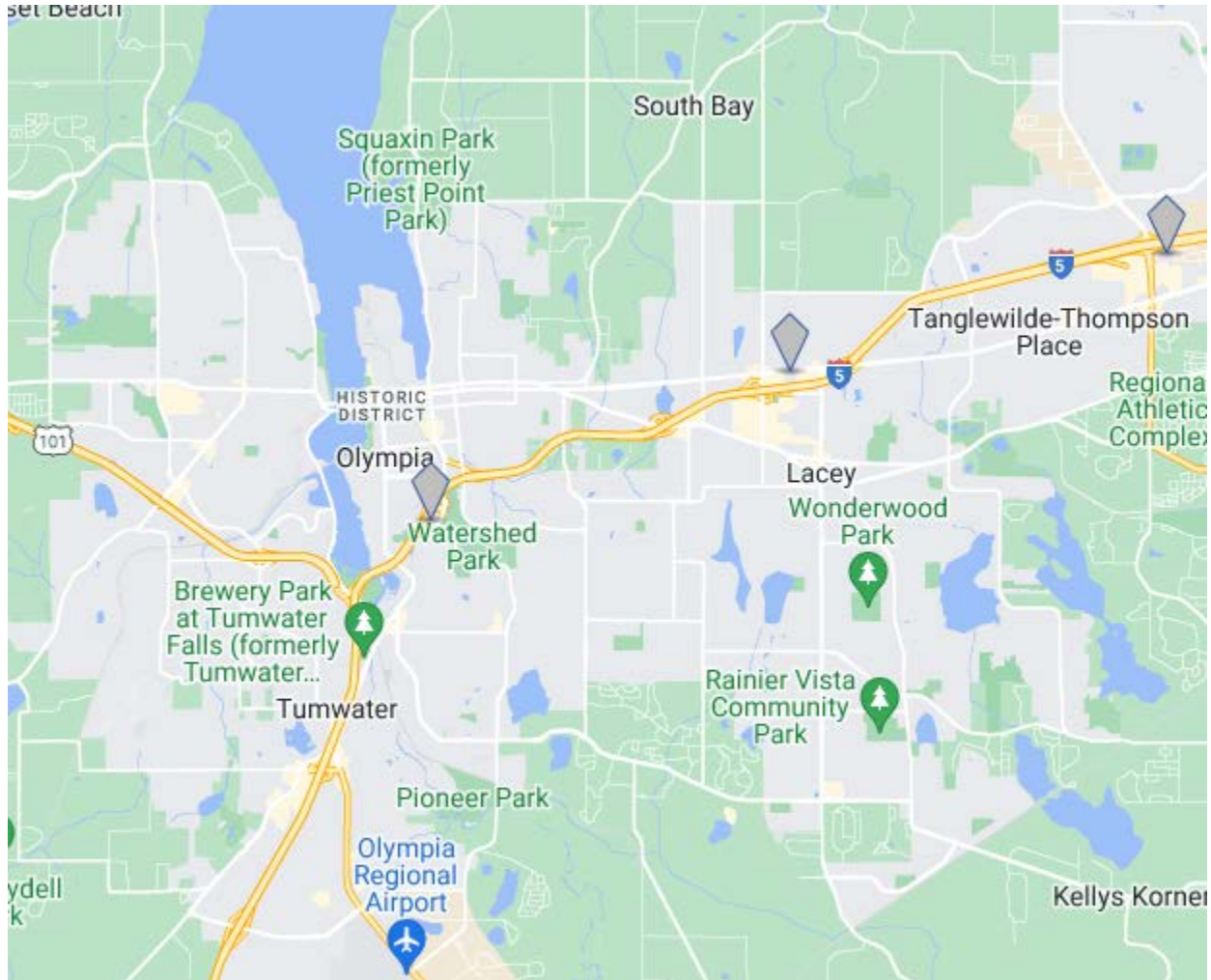


Source: CoStar.

While demand for hotel rooms has been increasing in Olympia, the Capital Mall Triangle subarea is not the ideal location for new hotel rooms. Hotel development is primarily concentrated in downtown Olympia and the east side. There are also 286 rooms currently in the development pipeline in the city. The absorption of those new rooms and their impact on ADR and other indicators will determine whether additional rooms are necessary in the submarket. The Capital Mall Triangle subarea is unlikely to attract significant new hotel development.

Recent Hospitality Developments in Olympia

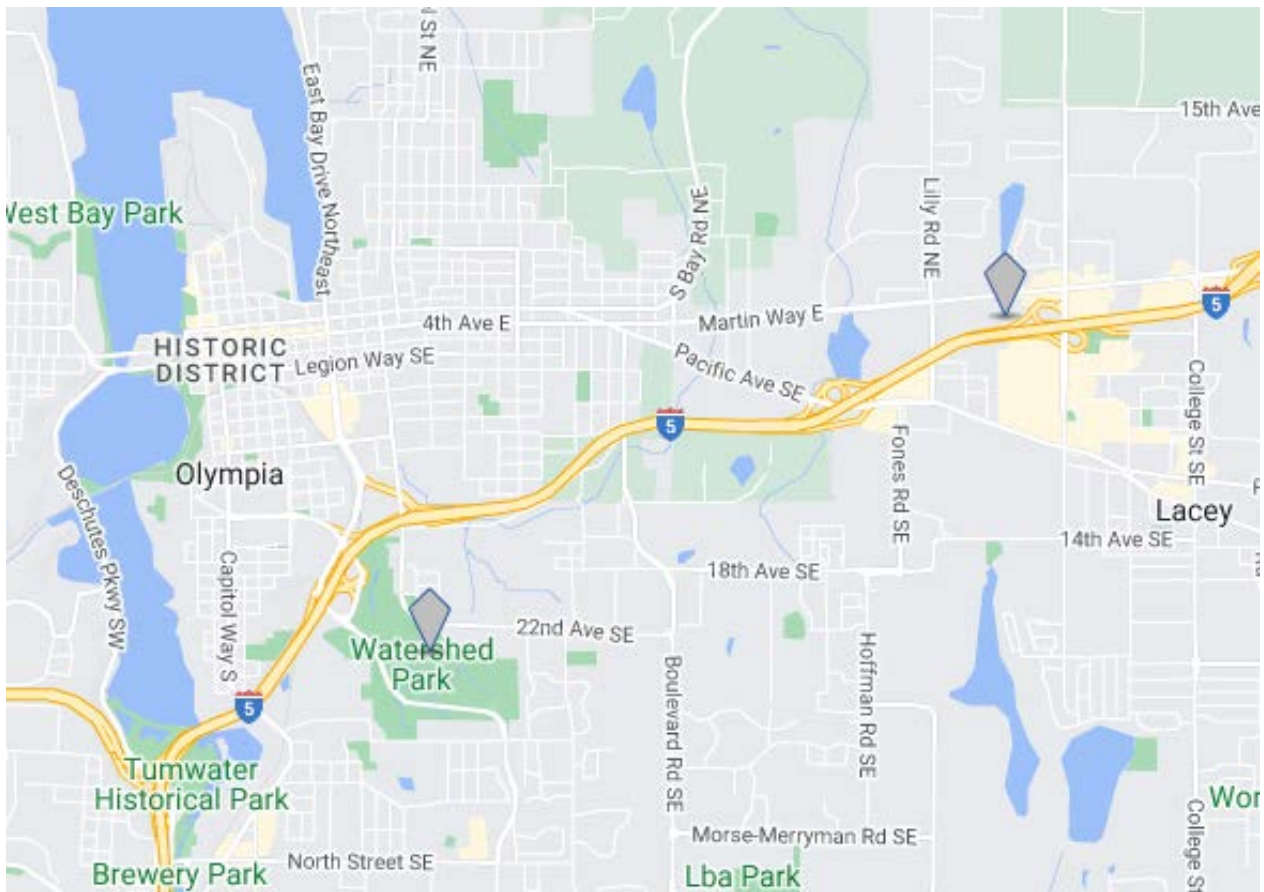
Figure 91. Locations of New Hotel Developments in Olympia Since 2010



Source: CoStar.

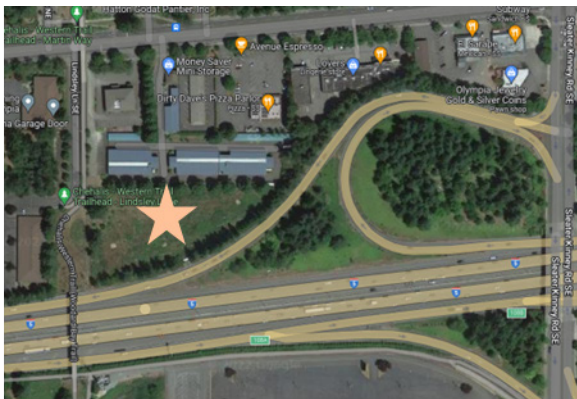
Since 2010, no new hotels have been built west of Downtown Olympia. A 118-room Hilton Garden Inn was built just across I-5 from the South Capitol neighborhood in 2016, a 121-room Hampton Inn was built in Olympia in 2016, and an 85-room Best Western was built in Tanglewilde-Thompson Place in 2011. There are two hotel projects with a total of 246 rooms currently planned or under construction in the city.

Figure 92. Location of Currently Under Construction Hotels in Olympia

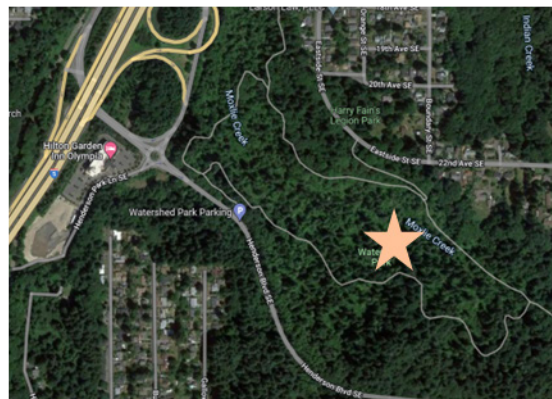


Source: CoStar.

Figure 93. Hotel Developments in Olympia



Woodspring Suites
3901 Martin Way
122 rooms, under construction



Courtyard Olympia
2102 SE Henderson Park Lane
124 rooms, under construction

Source: CoStar.

Comparable Projects

Belmar

The Belmar redevelopment project in Lakewood, Colorado provides a potential example for the Olympia Capital Mall Triangle Subarea to follow. The Belmar site was previously home to the Villa Italia regional mall, a 104-acre site with 1.2 million square feet of commercial space built in 1966.

Figure 94. Villa Italia prior to Redevelopment



Figure 95. Belmar after Redevelopment

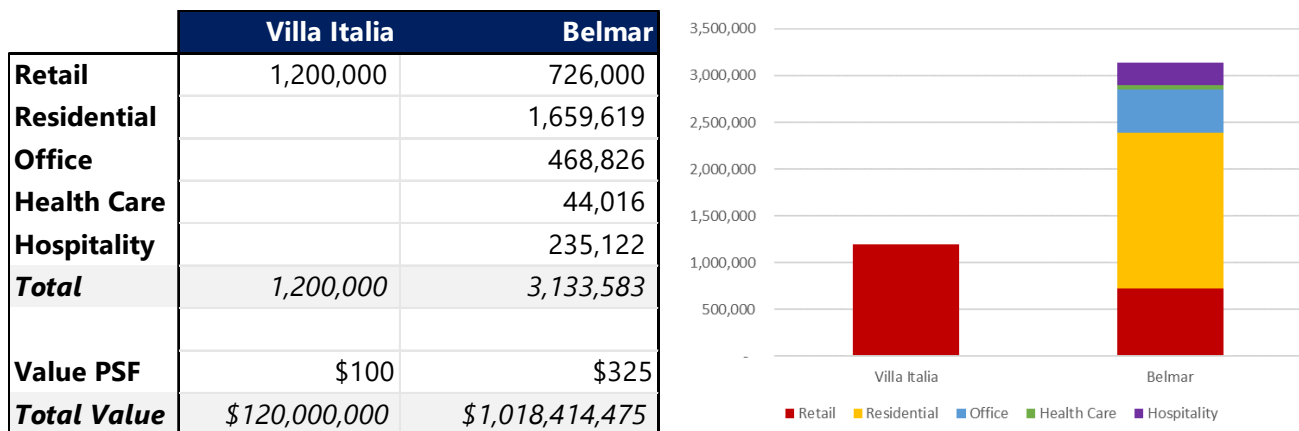


Figure 96. Belmar Master Plan.



Source: Van Meter, Williams, Pollack LLP.

Figure 97. Square footage of uses and value comparison of Villa Italia and Belmar.



Source: Leland Consulting Group. Note: Belmar data is as of 2018.

The vast, sprawling parking lots that had surrounded the Villa Italia shopping center were converted into mixed use buildings with space for retail, housing, office, health care, and hospitality. The redevelopment was a public private partnership between the City of Lakewood and the developer, Continuum Partners. The City used Public Improvement Fee and Tax Increment Financing to direct \$95 million to site infrastructure and preparation and in exchange got a new thriving downtown area. As a result of the redevelopment, the value of the site increased from \$120 million to \$1.02 billion. While it is still a shopping district, it is significantly more walkable and offers spaces for public gatherings. The site still includes a significant parking element, with 2,500 surface and 2,500 structured spaces, but the parking ratio is significantly lower than it had been previously. 5,000 spaces serve 1,048 residential units and nearly 1.5 million square feet of retail, office, health care, and hospitality.

By significantly reducing the amount of surface parking on site, Belmar was able to become a more attractive and walkable area that people want to visit. Like the Capital Mall Triangle, Belmar is not served by commuter or light rail. However, a number of bus lines have stops on W Virginia and W Alameda Avenues, on the northern and southern borders of the site. This transportation access helps attract tenants and visitors without maximizing parking area.

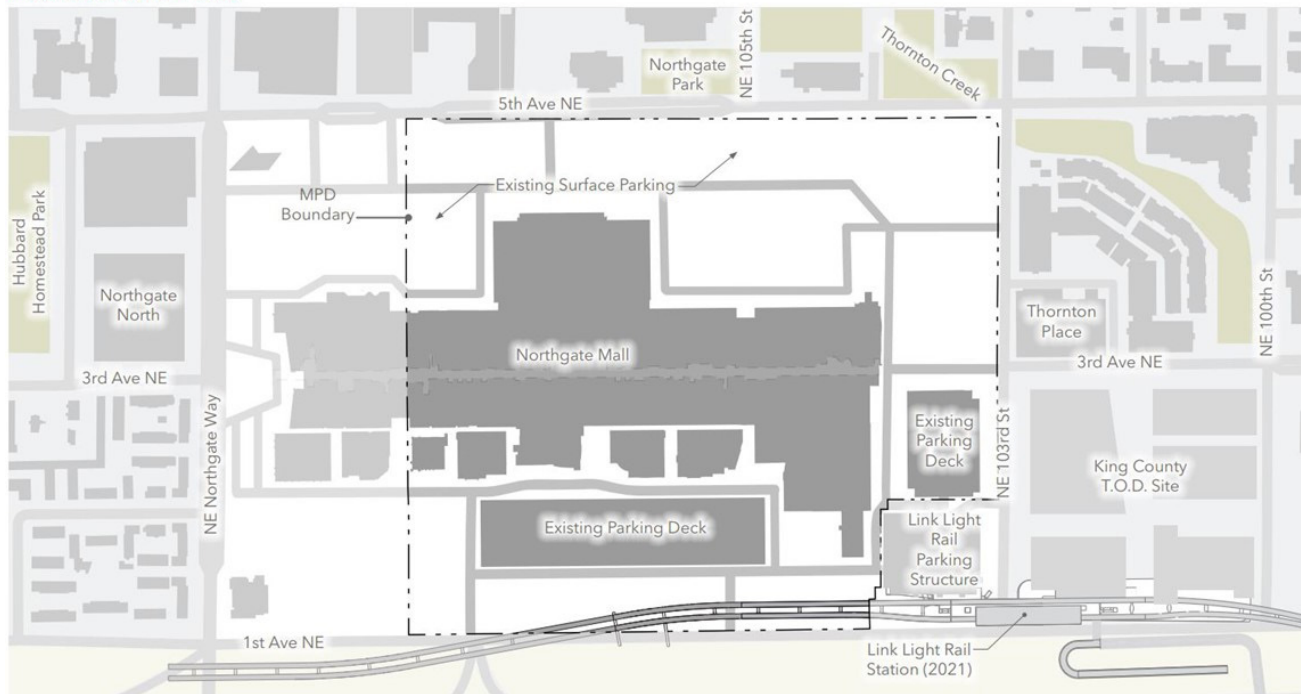
Thornton Place/Northgate

The Northgate Shopping Center in North Seattle is currently undergoing a transformation from mall to mixed-use destination with housing, office space, and community amenities. The full build-out is expected to include:

- Kraken Community Iceplex and Team Store
- 32 Bar & Grill
- Starbucks
- Virginia Mason Franciscan Health Medial Pavilion
- Local & specialty retail & dining destinations
- Public gathering spaces
- 900,000 SF of Class A office space
- 1,200 residential units
- Two hotels
- Transit-oriented amenities
- Improved circulation routes

Figure 98. Northgate Mall Site Plan Prior to Redevelopment

EXISTING SITE PLAN



Source: King5 Seattle.

Figure 99. Proposed Site Plan for Northgate Station Redevelopment Project



Source: King5 Seattle.

The plan includes the redevelopment of surface parking and reconfiguration of retail on site to create a more walkable community with multimodal access to the new Link Light Rail station. By creating a permeable site, the development will also help connect community amenities like the library, community center, and Northgate Park with the new light rail station. The light rail station opened in 2021, along with a pedestrian and bike bridge over I-5 to connect the Northgate Transit Center to North Seattle College.

The four buildings along 5th Avenue NE will be mixed use with ground floor retail and residential above. The planned office buildings will also have ground floor retail and restaurant space. Despite the redevelopment of the surface parking lots, the site is not expecting to reduce parking on-site. Instead, parking will be structured.

The full build-out of the Northgate Station redevelopment project is expected to add 5,260 new jobs in addition to the 400 new jobs at the Iceplex. The \$80 million Iceplex project alone is expected to attract 1 million visitors spending \$5.5 million each year. As the rest of the area gets built up, visitors to the Iceplex will have new places to eat, shop, and gather. The new apartments will be home to the Northgate Station workforce as well as commuters attracted by the new light rail.

Thornton Place, located just east of the Northgate property, is located on the site of a former surface parking lot and was completed in 2009. It includes 387 multifamily units and 98,511 square feet of retail space. The units are a mix of market rate and affordable housing. Market rate multifamily rents are \$3.31 per square foot as of September 2022, while retail commands around \$34 per square foot.

Figure 100. Location of Thornton Place Prior to Development



Source: Grist.

Figure 101. Thornton Place



Source: CoStar.

<https://www.theurbanist.org/2021/06/10/northgates-construction-spree-is-just-starting/>

<https://www.seattletimes.com/seattle-news/transportation/light-rail-ready-to-open-at-northgate-transforming-more-than-just-commutes/>

<https://northgatenhltrainingcenter.splashthat.com/>

<https://www.bizjournals.com/seattle/news/2022/06/07/new-seattle-jobs-northgate-station-jobs.html>

Totem Lake, Kirkland

The Village at Totem Lake is a mall redevelopment project with 400,000 square feet of mixed-use development featuring housing, retail, grocery, restaurants, a theater, and creative office space. Prior to redevelopment, the Totem Lake Mall was a typical strip-mall style shopping center.

Figure 102. Totem Lake Mall Prior to Redevelopment



Source: Kirkland Reporter.

Figure 103. Current Site Plan of The Village at Totem Lake



Olympia Capital Mall Triangle | Market Analysis: Existing Conditions | DRAFT

Figure 104. Location and Rendering of The Village at Totem Lake



Source: CenterCal Properties.

Figure 105. Mixed Use Buildings at The Village at Totem Lake



Source: Reid Middleton.

<https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/2012/03/Kirkland-TAP.pdf>

<https://www.kirklandwa.gov/files/sharedassets/public/tv/resident/totem-lake/totem-lake-magazine-2020.pdf>

<https://www.barghausen.com/portfolio/the-village-at-totem-lake>

<https://www.commerce.wa.gov/programs/smart-communities-award/2021-awardee-city-of-kirkland-village-at-totem-lake/>

<https://www.kirklandwa.gov/Whats-Happening/News/Village-at-Totem-Lake-Receives-Governors-Smart-Communities-Award>

Promenade of Wayzata

The Wayzata Bay Center was a shopping center built in the 1960s on a 14.5-acre, 5-block site in an affluent Minneapolis suburb located along Lake Minnetonka. It was constructed on wetlands without a stormwater system, and contaminated stormwater runoff from the shopping center's vast parking lots regularly ended up in Lake Minnetonka. A joint venture between BohLand Companies, Presbyterian Homes, and the Wayzata Bay Redevelopment Company spent \$342 million redeveloping the site as a mixed-use neighborhood with two condominium properties, senior and assisted living facilities, office and commercial space, a hotel, and a community Great Lawn. The project was completed in 2017.

Figure 106. The Wayzata Bay Center Prior to Redevelopment as The Promenade of Wayzata



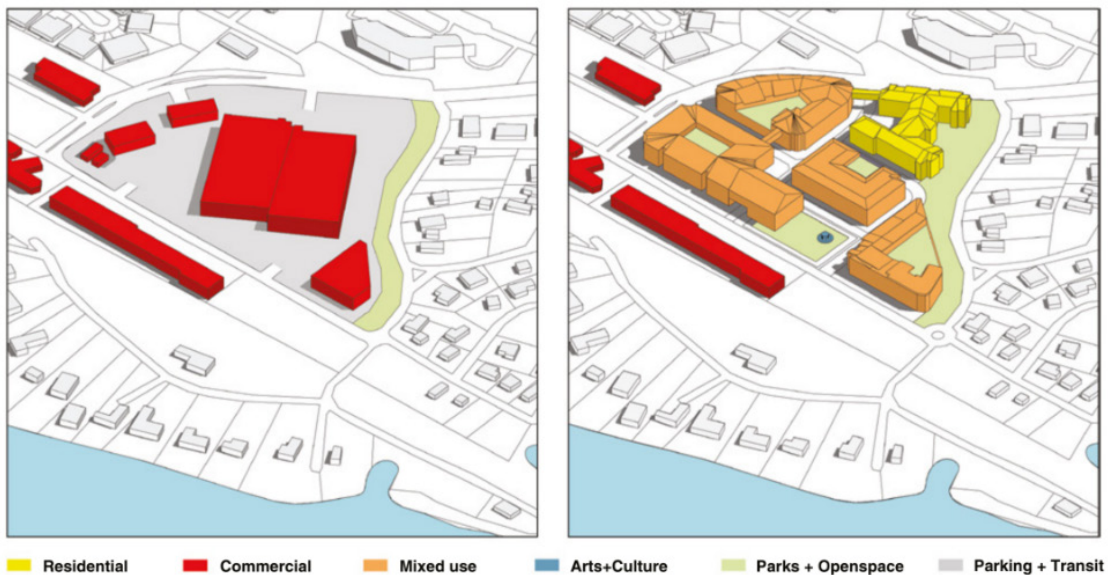
Source: Twin Cities Business.

Figure 107. The Promenade of Wayzata in 2019



Source: State of Minnesota.

Figure 108. Site diagrams of the Wayzata Bay Center and the Promenade of Wayzata

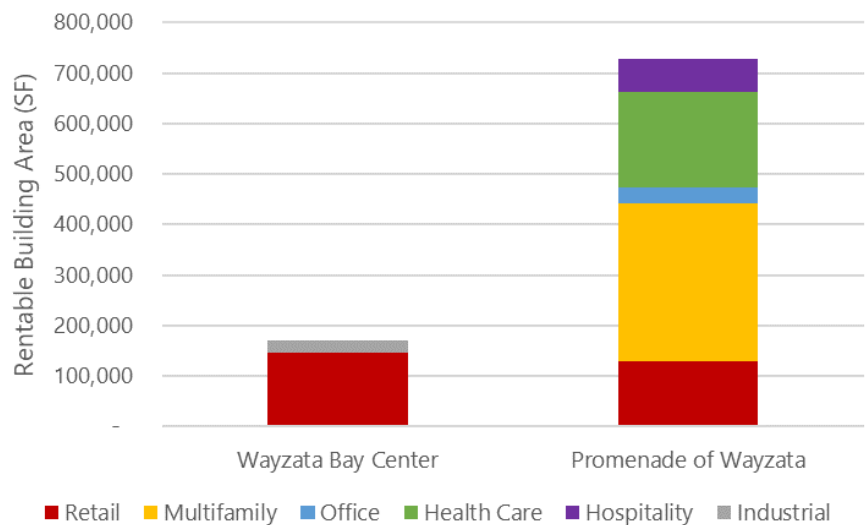


Source: June Williamson & Ellen Dunham-Jones, "Case Studies in Retrofitting Suburbia" (2021).

When it was first approved by the Wayzata City Council in 2008, it was controversial within the community due to its size. The project includes 326 units of senior housing, 118 condos, 26 apartments, over 200,000 square feet of retail, a 92-room hotel, and parking. When the 30-unit Nine TwentyFive condo building was completed in 2017 units were listed for between \$825,000 and \$4 million dollars. The shopping center that previously occupied the site included 33 stores and two additional buildings. Despite the addition of significant commercial, office, and multifamily square footage, the site has just 1,500 parking spaces. That is roughly 1 parking space per 500 square feet of development. In order to

address stormwater issues, the developers incorporated under-street infiltration and filtration systems, a stormwater wet pond, green roofs, and heated boulevards that reduce the need for deicing chemicals in the winter.

Figure 109. Land Use Distribution, Wayzata Bay Center vs. Promenade of Wayzata



Source: CoStar, Dan Ionescu Architects & Planners. Note: this does not include condominiums.

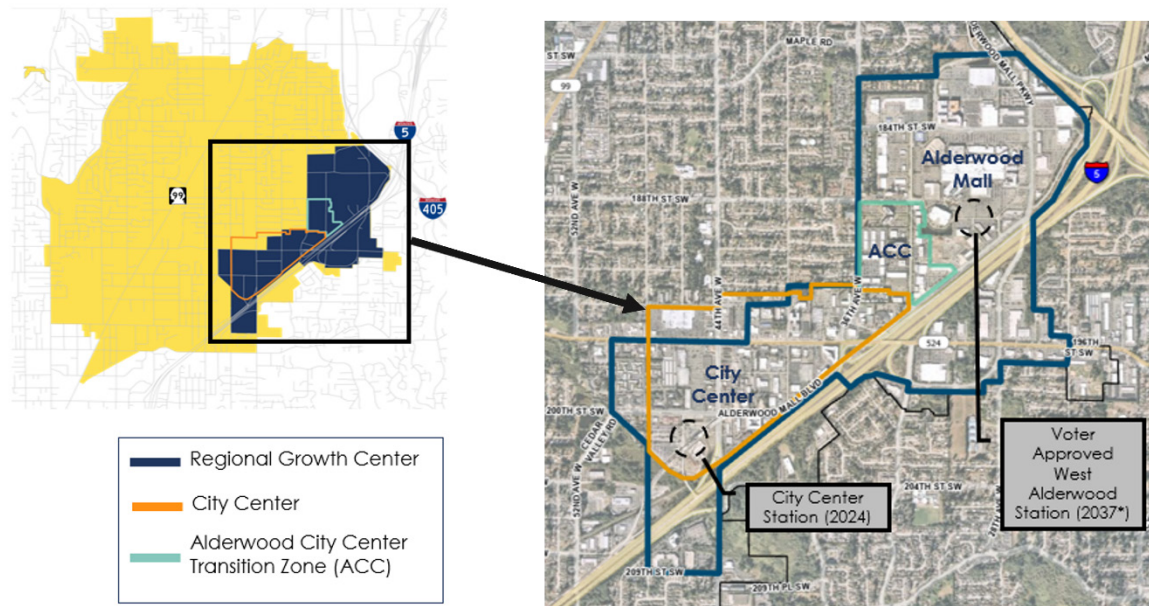
In their profile of Wayzata, MN in 2019, healthcare real estate company Davis attributed the city’s population growth, which outpaced regional and county growth, to senior housing development. As of 2020, the Folkestone senior housing complex at the Promenade had a five-year waiting list. The ongoing success of the Promenade at Wayzata development generates both sales and property tax for the city, contributing significantly more financially than the Wayzata Bay Center was by 2008. In addition, the environmental costs of stormwater runoff to the lake have been significantly reduced.

The City designated the Wayzata Bay Center as a Mixed-Use Downtown District in its comprehensive plan and approved the area as a Planned Unit Development. The City’s parking code allows for off-site joint use parking based on parking needs at different times of day.

Lynnwood - Alderwood Mall and Northline Village

The City of Lynnwood in Snohomish County, Washington has included the Alderwood Mall and surrounding area in its City Center + Alderwood Subarea plan. The City plans to direct future growth in the city to the CC+A Plan Area, which is expected to get a new light rail station in 2024 and another one in 2037. The second station will be adjacent to the Alderwood Mall.

Figure 110. Lynnwood's City Center + Alderwood Plan Area



Source: City of Lynnwood.

To accommodate future growth, including growth spurred by the future transit station, the City zoned the Alderwood area as a Planned Regional Shopping Center (PRSC). This zoning allows for multifamily, retail, office and hospitality uses. There are no restrictions to building height or lot coverage. A 15-foot setback is required from public street rights-of-way and a 50-foot setback is required adjacent to residential zones. Parking for residential units is restricted to between 1 and 1.5 spaces per unit.

Since 2015, the Alderwood area has seen the construction of big box retail, restaurants, and large apartment buildings. Recently built apartment projects include the Woods at Alderwood and Avalon Alderwood Place, which together added 826 units to the area surrounding the Alderwood Mall.

Figure 111. Recently Completed Apartment Developments in the Alderwood Neighborhood of Lynnwood



The Woods at Alderwood
3101 184th Street SW
498 Units; Built 2022

	Effective Rent	Rent/SF
Studio	\$1,611	\$3.15
1-Bed	\$1,762	\$2.37
2-Bed	\$2,380	\$2.29
3-Bed	\$2,889	\$2.10
Weighted Avg.		\$2.35



Avalon Alderwood Place
18602 Alderwood Mall Parkway
328 Units; Built 2021

	Effective Rent	Rent/SF
Studio	\$1,742	\$3.28
1-Bed	\$2,004	\$2.62
2-Bed	\$2,789	\$2.53
3-Bed	\$3,107	\$2.42
Weighted Avg.		\$2.60

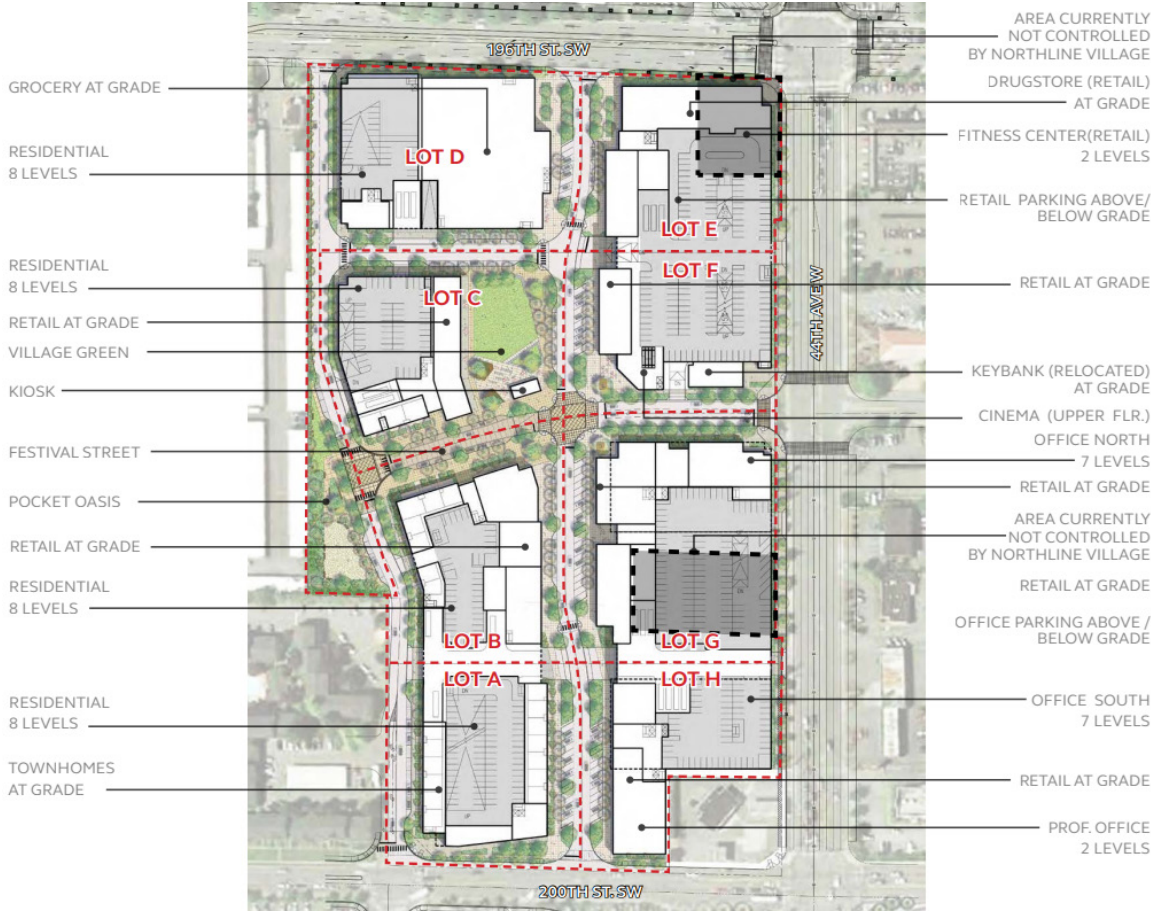
Source: CoStar, LCG.

Additionally, a 145-room AC Hotels by Marriott branded hotel and a 384-unit apartment building called the Alexan Alderwood are currently under construction in the Alderwood area, and an additional 349-unit apartment development (the Cosmos) is in the planning stages.

While Lynnwood is located in the Seattle metro area and is anticipating high levels of population and employment growth due to new light rail, it is a significantly smaller city by population than Olympia. As of 2020, Olympia's population was 52,290, compared with 38,538 in Lynnwood. The urban density Lynnwood is encouraging in its CC+A Plan Area is the basis of a walkable, transit-oriented neighborhood. Eliminating height and lot coverage limits could help Olympia achieve its goals in the Capital Mall Triangle area while adding significantly to the city's housing stock.

Also in Lynnwood, adjacent to an anticipated light rail station, developer Merlone Geier Partners is planning to build a phased, mixed-use, transit-oriented development with 1,370 units – slightly more units than is needed to meet TRPC forecasts for 2045. The project, Northline Village, will be built on an 18-acre site, and is expected to include 500,000 square feet of office space and 250,000 square feet of retail space. 18 acres is the equivalent of 6.25% of the land area of the Olympia Capital Mall Triangle subarea. If developers were to redevelop just 18 acres with the 1,160 new housing units expected by 2045, the density would be 64 units per acre.

Figure 112. Site Plan for the Northline Village Development in Lynnwood, WA



Source: City of Lynnwood.

Figure 113. Rendering of Northline Village



Source: Northline Village.

Alta Civic Station

[Alta Civic Station](#) is a mixed-use transit-oriented development along a MAX light rail line in Gresham, Oregon. The site was previously a field owned by the Metro regional government, which intended to hold off on developing the site until the market could support a large-scale, urban-style TOD project. While the market in Gresham grew stronger, it did not support Metro's initial vision for the site, [and in 2021 Wood Partners built](#) a 318-unit community with 1-, 2-, and 3-bedroom apartments as well as live-work units. There is surface parking at the rear of the project, but the building frontages are adjacent to the sidewalk, creating the illusion of a more urban TOD project and enhancing walkability. Rents in Gresham were not high enough to support the cost of underground or structured parking.

Figure 114. Site Map of the Alta at Civic Station



Source: Alta at Civic Station.

Figure 115. Exterior of the Alta at Civic Station



Source: Alta at Civic Station.

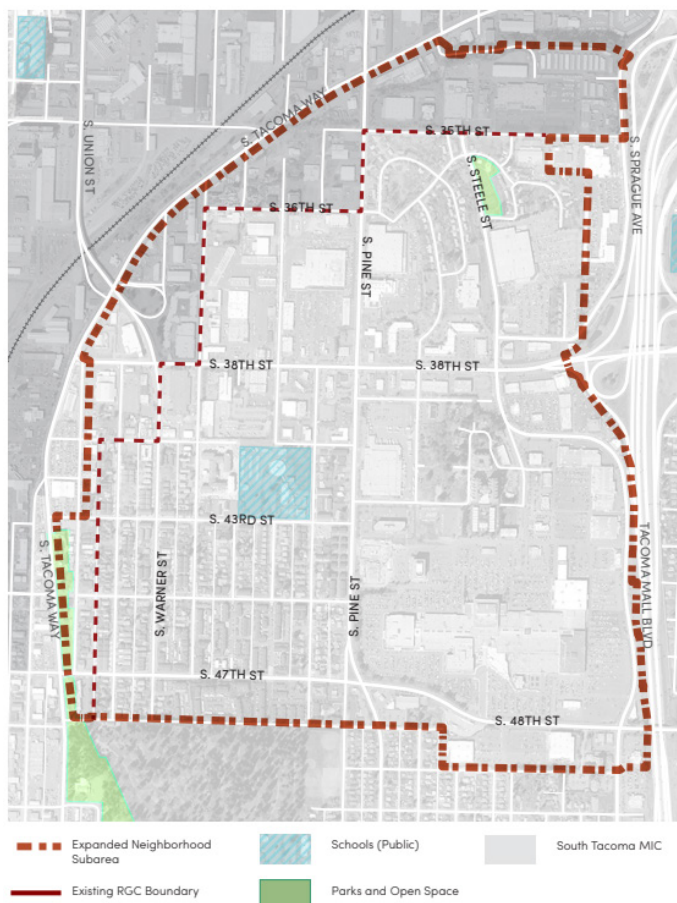
Alta Civic Station sits on 6.49 acres of land across from the Civic Drive MAX station, which serves the Blue line from Gresham to Hillsboro. It has a density of just 49 units per acre and a height of 5 stories.

Metro held onto the vacant land for years hoping that a more ambitious TOD project without surface parking would be feasible. Although those conditions never arose, this project added 318 transit-oriented units to a market that had a high demand for housing. A project like Alta Civic Station may not be completely transformative for the Capital Mall Triangle subarea, but it could help meet community needs if it can be built more quickly.

Tacoma Mall

As of 2017, the Tacoma Mall Neighborhood was designated by the City and the Puget Sound Regional Council as a Regional Growth Center. According to the [Tacoma Mall Neighborhood Subarea Plan](#), this designation made the neighborhood a top investment priority for the City. The neighborhood features a mix of uses, including housing, commercial, and light industrial. The mall is located in the southeast corner of the neighborhood.

Figure 116. The Tacoma Mall Neighborhood

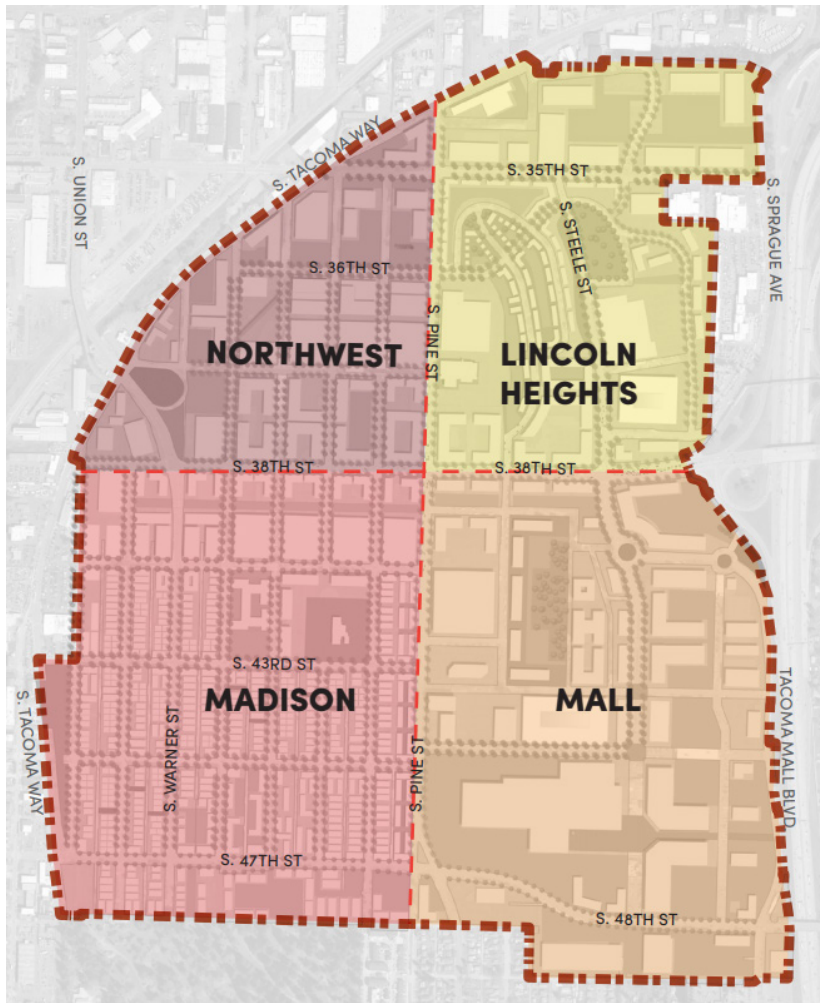


Source: City of Tacoma.

Through community workshops, the City determined that zoning in the area was not supporting placemaking goals. While the zoning allowed for more capacity than necessary, it also resulted in uncoordinated development that hindered

neighborhood identity and connectivity. Based on this feedback, the City divided the area into four quadrants, which each have their own identities: Northwest, Lincoln Heights, Madison, and Mall.

Figure 117. Long-Term Vision Map Divided into Quadrants



Source: City of Tacoma.

Part of the long-term plan for the subarea is to create a neighborhood that transitions from suburban to urban-style development patterns. According to the city:

Much of the Tacoma Mall Neighborhood currently has a suburban development pattern with relatively low development intensities and low-scale buildings. This plan provides guidance to strategically transition the neighborhood to a more urban development pattern, with areas of focused density that have higher development heights and larger-scale buildings, and transition areas between these and lower-height areas. By directing the majority of new growth to focused density areas the City can leverage near-term development activity to create urban nodes that catalyze the transition of the neighborhood from suburban to urban.

Figure 118. Sketches of Current Density, Current Zoning, and Future Goals in the Tacoma Mall Subarea

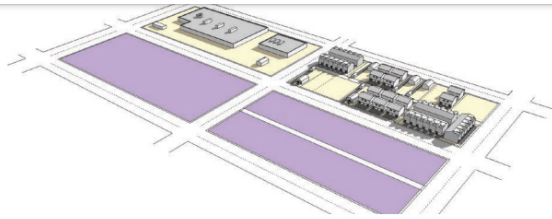


Figure UF-6. Madison District existing zoning scale transition sketch.

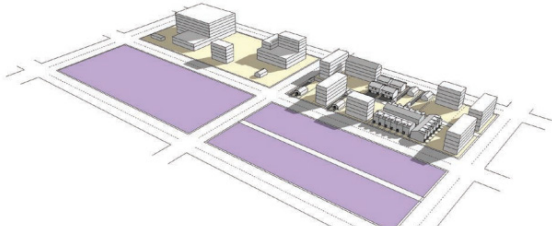


Figure UF-7. Madison District existing potential zoning scale transition sketch.

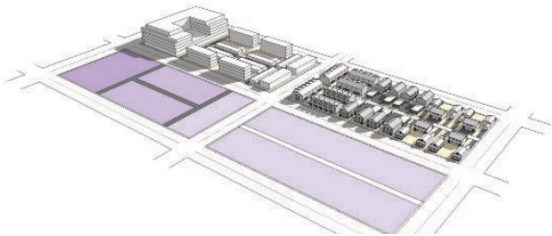
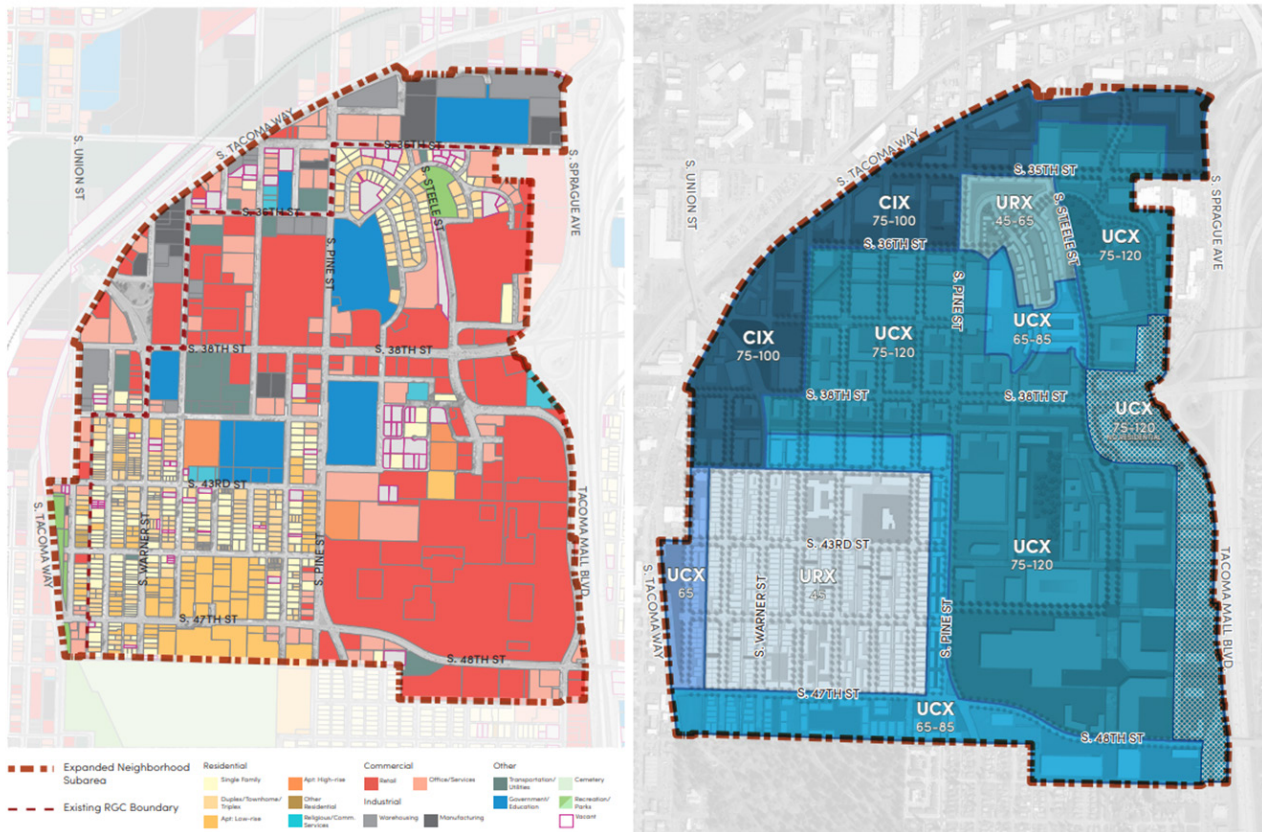


Figure UF-8. Madison District future potential zoning scale transition sketch.

Source: City of Tacoma.

Rather than focusing on large-scale redevelopment projects, the City of Tacoma aims to use the tools at its disposal to make an attractive, cohesive place with multimodal connectivity. As in Kirkland, the City believes this is a place where growth can be concentrated to reduce sprawl, limit the impact of new development on lower density neighborhoods, and create a modern urban neighborhood with a strong sense of identity. To accomplish this, the City also made zoning more flexible within the subarea, allowing a wider variety of uses and focusing instead on targeted density.

Figure 119. Existing vs. Future Zoning in the Tacoma Mall Subarea

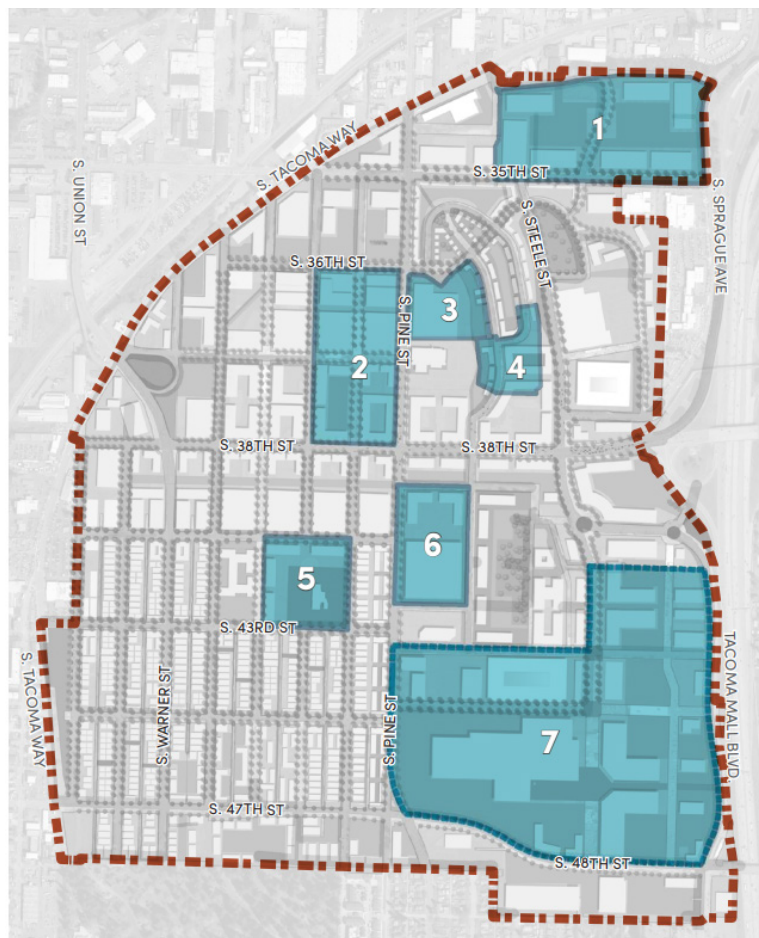


Source: City of Tacoma.

While the previous zoning could accommodate 50,000 new residents and 45,000 new jobs, the new designations will allow for 60,000 new residents and 75,000 additional jobs.

The City of Tacoma acknowledged in its Tacoma Mall Subarea Plan that there is more redevelopment capacity than market demand in the neighborhood. The City identified a handful of large “catalyst sites” where mixed-use redevelopment projects could have the biggest impact. One of their goals for the subarea plan is to “Build critical mass by leveraging partnerships and investments to enable catalytic developments to take place.” By focusing on specific sites and highlighting their potential, the city can target development to areas where it will be most impactful.

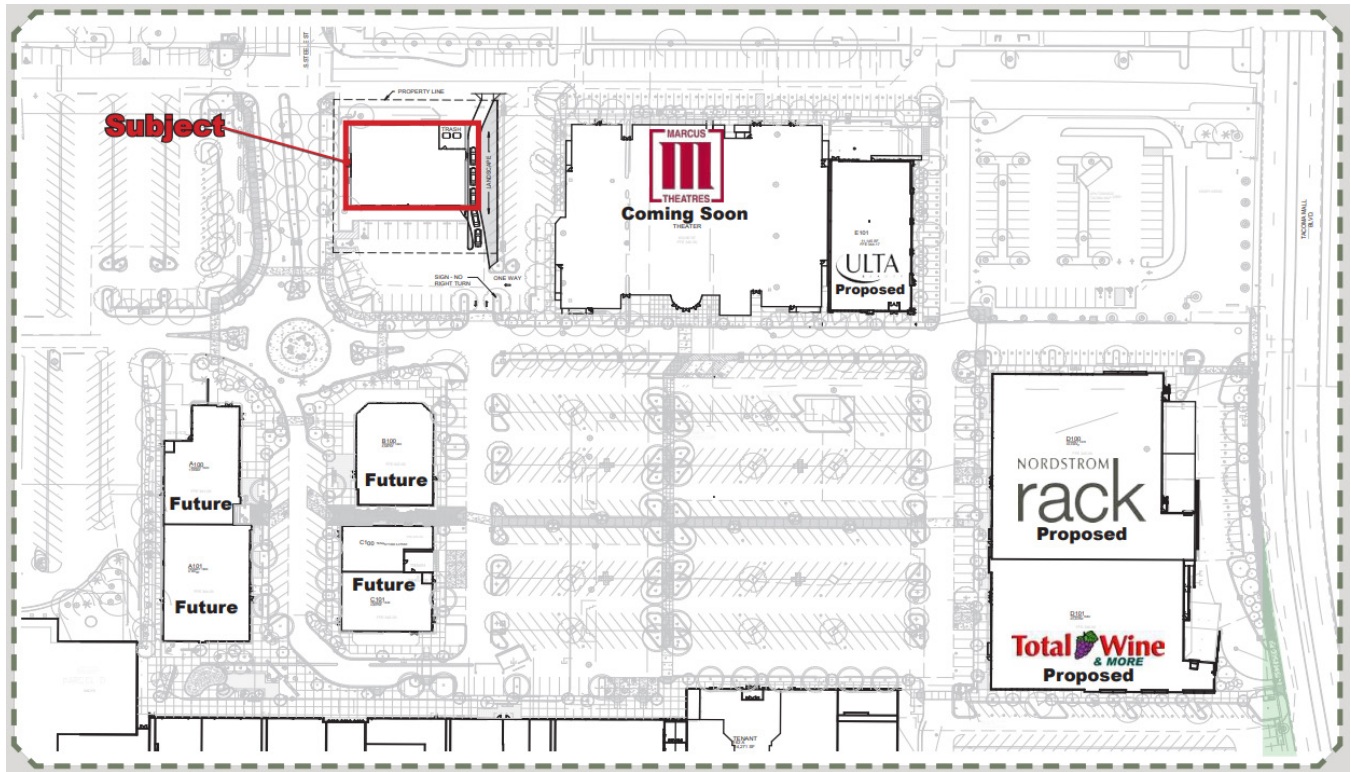
Figure 120. Catalyst Sites in the Tacoma Mall Subarea



Source: City of Tacoma.

The mall property itself is currently being redeveloped through a partnership between the mall owners and MG2. The property will remain a shopping center but will be reconfigured into 6 new buildings. In February 2022, the former Pier1 Imports store at the mall site sold for \$6.9 million, double the price it sold for in 2018. While redevelopment on the mall site will not fundamentally change the use of the area – it will remain a shopping center – the goal is to increase the attractiveness and walkability of the area, and to combine entertainment with retail. This will include new development of surface parking at the mall, as well as the redevelopment of existing retail buildings.

Figure 121. Map of Proposed and Future Development on Mall Site, with Former Pier1 Site Highlighted



Source: Mattis Partners.

Figure 122. A Rendering of the Tacoma Mall Redevelopment Project



Source: MG2.

https://cms.cityoftacoma.org/Planning/Tacoma%20Mall%20Subarea/TacomaMallNeighborhoodSubareaPlan_PublicReviewDraft08-11-17.pdf

https://www.commercialmls.com/Media/PDF/photos/pdf/fl/624165_1.pdf

<https://www.cityoftacoma.org/cms/one.aspx?pagelId=67757>

<https://showcasemedialive.com/tacoma-mall-expands-with-new-retailers-theatre/>

Potential Development Alternatives

Status Quo

Between 2000 and 2022, the subarea has only seen industrial, office, and retail development, as shown in Table 8 below.

Table 8. Square Feet of Development by Property Type in the Capital Mall Triangle, 2000-2022

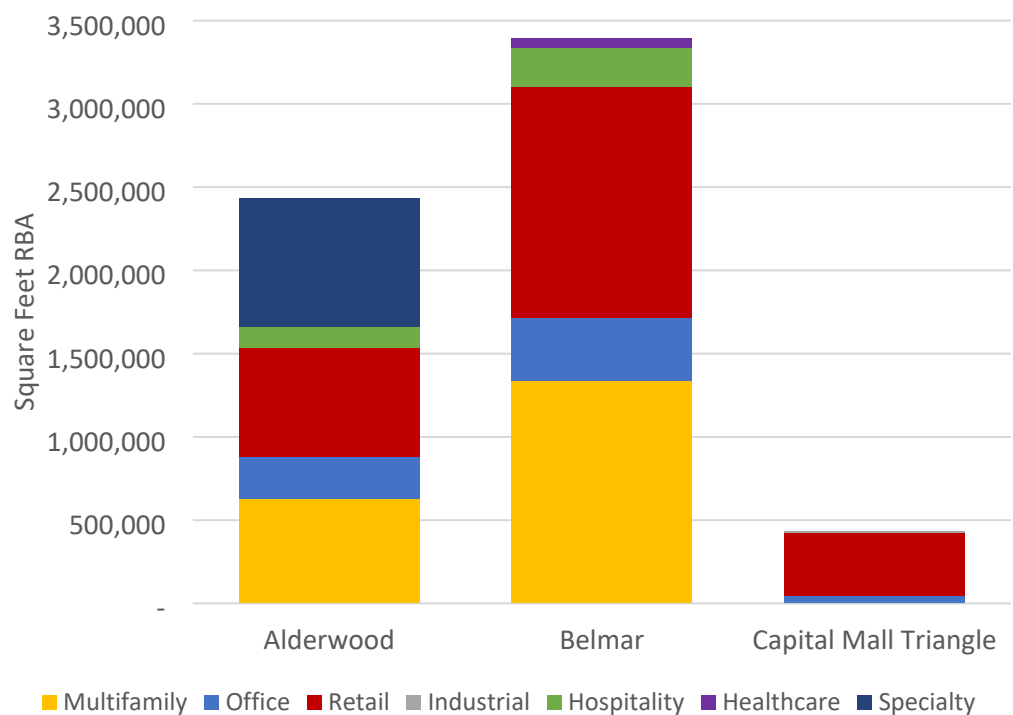
Property Type	RBA
Multifamily	-
Industrial	6,400
Office	46,406
Retail	377,442
Total	430,248

Note: RBA is rentable building area.

Source: CoStar.

Since 2010, no new housing, office, or hospitality development has occurred within the Capital Mall Triangle subarea, and just one retail project has been completed. Already, vacancy rates are low in the west side submarket for housing and retail. Following the 2000-2022 trend, no new housing units would be built, and the submarket would gain an additional 1,345 jobs over TRPC 2017 estimates by 2045. Without new housing supply, rents will continue increasing significantly each year. There is a high risk of displacement of the current renter households in the subarea and adjacent neighborhoods if no additional housing is built.

Figure 123. Square Feet RBA of Uses built since 2000 at Alderwood, Belmar, and the Capital Mall Triangle



Note: RBA is rentable building area. See Comparable Projects section above for more about Alderwood and Belmar.

Source: CoStar, LCG.

The City has identified the Capital Mall Triangle subarea as a place where growth should be concentrated. In order to achieve this vision, change must occur in this area. Currently, high parking requirements for shopping centers prevent the redevelopment of the mall and other retail properties south of Harrison Avenue. There is, however, some development potential on parcels in the northern part of the study area, though no multifamily development has occurred here over the last 20 years. The proposed Bing Street apartments, which are currently under permit review, are expected to add 114 units to a 2.28-acre site. We used a density of 50 units per acre to estimate how many units could be built in the northern portion of the subarea by 2045.

Table 9. Potential New Units in the Status Quo Scenario

	Units	Acres	Units/Acre
Bing Street Apts	114	2.28	50
Capitol Market Site	310	6.19	
City-owned property	46	0.922	
	470		

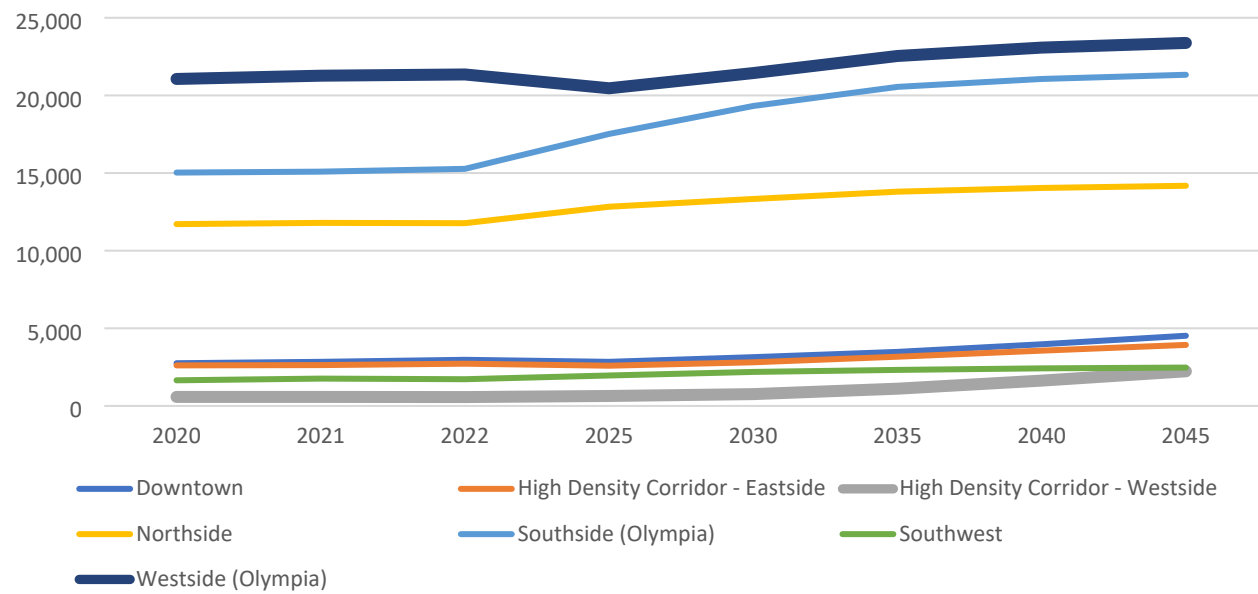
Source: LCG.

TRPC Projections

According to TRPC, the subarea was home to 1,010 people, 500 housing units, and 3,888 jobs in 2017. By 2045, TRPC forecasts that the area will grow to 2,180 people, 1,410 housing units, and 5,948 jobs. TRPC also estimates that there are

121.5 acres of developable land in the Capital Mall Triangle subarea. If housing units and jobs were spread evenly throughout that area, it would have a density of 18 people, 12 housing units, and 49 jobs per acre by 2045. Alternatively, the expected growth of 910 new housing units could be concentrated in one small portion of the subarea, as in the Northline Village case study above.

Figure 124. TRPC Expected Population Growth Between 2020 and 2045



Source: TRPC.

The average household size in Olympia is 2.18 residents. If that rate remains the same, 1,022 housing units will be needed in the West Side High Density Corridor by 2045. As of 2022, there are 340 housing units in the Westside high density corridor. TRPC [forecasts](#) that by 2045 there will be 1,500 housing units. This estimate expects roughly 50 units to be built annually between 2022 and 2045. Spreading that housing evenly across the 288-acre Capital Mall Triangle subarea would require a density of 5.2 units per acre. However, because much of the land is already dedicated to retail uses, the actual density is likely to be much higher. One option could be to build a dense mixed-use development on a smaller area, as in the Northline Village example above. Northline Village will have 1,370 housing units along with retail and office space on just 18 acres of land. Building something like Northline Village would have a large impact on a small space, while leaving the rest of the Capital Mall Triangle unchanged.

Hypothetical Full Parcel Buildout of TRPC Vacant and Redevelopable Land

As noted in the Redevelopment Capacity section above, TRPC estimates that roughly 25-50% of each redevelopable parcel can be developed or redeveloped. Their estimate is based on expected market conditions between 2017 and 2045. Based on an analysis of existing 5 to 10 story buildings in Olympia, LCG analyzed the implications of a 100% buildout on the 121.5 redevelopable or vacant acres identified by TRPC. While this scenario is unlikely to play out, and will certainly not be achievable by 2045, LCG conducted this analysis to determine a true maximum buildout scenario for the Olympia Capital Mall Triangle.

In this scenario, the 121.5 acres of land identified by TRPC could hold 24,091 people, 9,833 housing units, and 18,931 jobs. This is significantly higher than the 2017 TRPC baseline as well as the status quo and TRPC projection scenarios. Table 11 shows the estimated square footage of residential and nonresidential land developed under each scenario. While the TRPC projection results in a buildout of 3.37 million square feet by 2045, this full parcel buildout scenario esti

mates that 12.69 million square feet of development could potentially be built in the subarea. In Figure 125 below all scenarios are projected out to 2045, but it is unlikely that a full redevelopment of all buildable lands in the subarea would be complete by that date.

Additional assumptions include:

- Per TRPC, there is a total of 121.5 acres of buildable lands (“vacant” and “high redevelopment potential” parcels) in the subarea.
- Maximum capacity is based on a full build-out of the 121.5 acres of land, meaning existing space is removed and new space is added to the 2017 baseline.
- The ratio of commercial space to workers is 320 square feet per employee.
- The typical household size in the Triangle (2.45 people per household) will not change.
- LCG assumed 67% residential and 33% commercial mix in redeveloped properties

LCG estimates that under current zoning and average household size, the subarea could accommodate a maximum of 24,091 people, 9,833 housing units, and 18,931 employees. This would be a 2,285% increase over the subarea’s 2017 population and a 3,869% increase in jobs.

Table 10. Estimated Multifamily and Commercial Capacity in the Hypothetical Full Parcel Buildout Scenario in the Olympia Capital Mall Triangle

	Multifamily		Commercial
	Units	Square Feet	Square Feet
Est. Capacity per Acre	121	81,870	149,580
Est. Capacity in Subarea	9,833	6,631,481	6,057,972

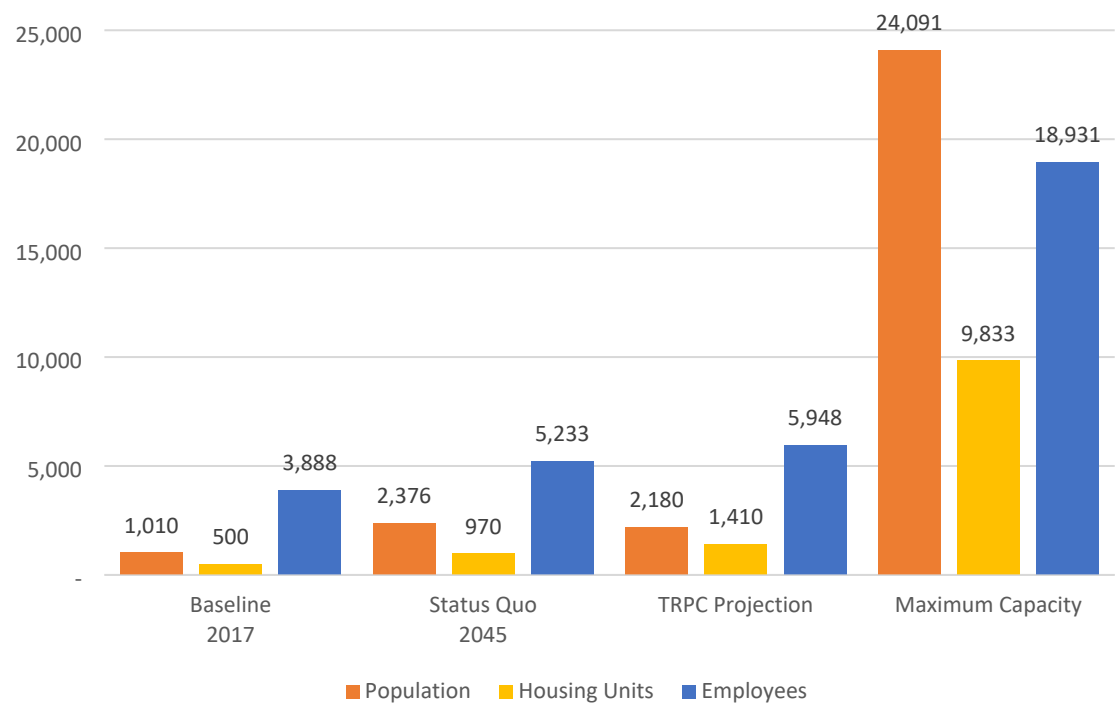
Source: TRPC, LCG.

In addition, LCG analyzed a scenario in which 293.7 acres, the total amount of buildable land of the subarea (all land except critical areas and right-of-ways), were to be fully redeveloped under HDC-4 zoning. This purely hypothetical scenario could accommodate a maximum capacity of 16 million square feet of residential and 14.6 million square feet of nonresidential uses. This scenario would support 58,234 residents in 23,769 housing units, as well as 45,762 jobs. Population density would be 150 residents per acre throughout the entire subarea.

Comparison of Alternatives: No Change, TRPC, and Hypothetical Maximum Capacity

Figure 125 shows the three “no change” alternatives compared to TRPC’s 2017 baseline. As described above, the Status Quo option assumes commercial development activity will continue to the same extent as occurred between 2000 and 2022 and multifamily development will occur north of Harrison, while the Maximum Capacity projection is the total capacity of 121.5 acres of redevelopable or vacant land in the subarea. The Status Quo and Maximum Capacity alternatives assume the number of people per household will be 2.45.

Figure 125. Number of People, Housing Units, and Employees Expected Under Status Quo, TRPC, and Maximum Capacity Projections



Source: TRPC, CoStar, LCG.

Table 11. Square Footage of Residential and Nonresidential Land Expected under Each Projection

Year		Status Quo		TRPC Projections		Maximum Capacity	
		GBA (SF)	Units	GBA (SF)	Units	GBA (SF)	Units
2017	Residential	1,052,226	500	1,052,226	500	1,052,226	500
	Nonresidential	2,398,977		2,398,977		2,398,977	
2045	Residential	1,010,137	970	1,468,949	1,410	6,631,481	9,833
	Nonresidential	2,829,225		1,903,360		6,057,972	

Note: GBA is gross building area.

Source: TRPC, CoStar, LCG.

Table 12. Projected Capacity by Scenario

		Projected (2045)
--	--	------------------

	Existing (2017)	Status Quo	TRPC Projection	Maximum Capacity
Residences (housing units)	500	970	1,410	9,833
Residential average density* (du/acre)	1.7 units per acre	1.7 units per acre	4.8 units per acre	33.5 units per acre
Employees	3,888	5,233	5,948	18,931
Commercial SF	2,398,977	2,829,225	1,903,360	6,057,972

*Average across the whole study area; actual densities would vary by parcel/smaller districts.

Additional Alternatives

For consideration, particularly during the alternatives analysis phase of the project.

Incremental Change

An alternative plan for the Olympia Capital Mall Triangle subarea is to improve the attractiveness and walkability of the area by modernizing the mall site while concentrating mixed-use development on other lots in the subarea, as in the Alderwood Mall case study above. In this scenario, as with the Alderwood Mall, the primary use of the subarea would remain the same, with change mainly taking place elsewhere. The City could also potentially invest in new infrastructure on site, such as a grid street system, larger sidewalks, landscaping, or transit stations. Incremental change could also include projects like Alta Civic Station, which are slightly more suburban in nature than what the City hopes to achieve at the Capital Mall Triangle, with surface parking rather than structured. A project like Alta Civic Station could be built on a relatively small space – in Gresham it sits on under 6.5 acres. Small projects like this can add up over time, improving the character and walkability of the neighborhood without substantial urbanization.

Big Change

A more ambitious proposal would be to emulate the Belmar example in the Comparable Projects section above. At Belmar, the 104-acre site featuring the Villa Italia mall was redeveloped into a walkable, mixed-use neighborhood with housing, office, retail, and community space. On its 104-acre site, Belmar has 1,048 housing units, nearly 500,000 square feet of office space, 44,000 square feet of medical office space, and 235,000 square feet of hospitality space. If just the 85-acre mall site were redeveloped at the density of Belmar, it could include 2.56 million square feet of mixed-use space. While this scenario is unlikely, it could be a longer-term goal for the subarea.

Summary of Findings

Some of the key findings of this Triangle subarea market analysis are:

- **The Triangle offers Olympia and the West Side a unique opportunity for mixed-use redevelopment** that can incorporate many elements of the community's vision—including an emphasis on well-connected pedestrian and bike travel, a mix of residential incomes, and sustainable development principles. However, achieving this vision means that the area will need to change significantly from its present land use patterns (the Status Quo development alternative), and this change will require significant effort, investment, and collaboration from the City, West Side community members, private property owners, and other groups, for many years to come. Large property ownerships, good location, existing flexible zoning that allows mid-rise mixed-use buildings, and a national trend towards redeveloping malls and some commercial properties will

support the community's vision. The Capital Mall property itself, at about 85 acres in size, offers the most promising redevelopment opportunities, and the 4th Avenue to Yauger Park green route offers one key opportunity to create a better multi-modal connection.

- **Housing is the greatest need in the subarea.** Commercial space can be built alongside housing, but the City should be wary of requiring too much ground floor commercial space as vacant space can impact the attractiveness and livability of the area.
- **Due to the high costs of redeveloping existing commercial land, and West Side apartment rents that are lower than those in Downtown Olympia, the feasibility of apartment development is likely to be challenging in the subarea.** The City should consider strategies that will incentivize housing and mixed-use development in the subarea, including investments in key infrastructure projects, the multifamily tax exemption (MFTE) program, and potentially other incentives.
- **The City should determine whether there is a 10% housing affordability requirement, either under City rules or SEPA.** If each new housing development will be required to provide affordable units, it could have a significant impact on feasibility. Additional incentives will likely be needed to ensure that new housing will be built.
- **Due to the increasing amount of hybrid work and working from home, demand for new office development will likely be weak, particularly in the next five to ten years.** While there may be some demand for office space, there are other areas of Olympia that present more promising opportunities for office development, particularly the east side neighborhoods proximate to state government buildings.
- **The Capital Mall Triangle subarea is unlikely to attract significant hotel development in the near term,** both because of the location and anticipated new hotel room deliveries. However, after some redevelopment of the area has occurred—including development of new housing, streets, open spaces, and other place making improvements—one or more mid-range hotels could be built.
- **The displacement risk is moderate in the near term.** The existing residential population of the subarea is relatively low (per TRPC, about 1,010 people compared to 3,888 jobs) and is primarily concentrated in the northern part of the subarea, just south and north of Harrison Avenue. While high rentership rates and relatively low incomes in the Capital Mall Triangle subarea indicate that there is a displacement risk for these existing residents, many of the opportunities for redevelopment in the subarea are existing parking lots and commercial buildings, indicating that, in the near-term, existing housing is unlikely to be demolished or redeveloped. Adding new market-rate and affordable housing to the submarket will also temper rent increases at older properties. In addition, the SEPA affordability target should help current residents stay in the neighborhood. The biggest displacement risk is likely to renters who live just outside of the subarea. As the area improves, rents could rise in the surrounding neighborhood. **The City should ensure that adequate strategies are in place to mitigate this.**
- The City should **identify infill sites within the subarea to concentrate dense development.** Focusing on small portions of the subarea will allow the city to take a more phased approach to infrastructure. Putting more housing units on infill lots will also help reduce displacement pressure on existing renters.
- The City should **reduce parking minimums for shopping centers** to allow for the redevelopment of underutilized surface parking lots at the Capital Mall.
- LCG's understanding is that developers will be able to use the existing system of stormwater pipes and detention facilities (rather than construct new stormwater vaults or surface ponds) as they redevelop the Mall property, and some of the other commercial properties in the Triangle. If this is correct, it will provide a significant incentive for mixed-use development in the area, since planning and funding new stormwater facilities can prove to be a major cost and deterrent for commercial-to-mixed-use-redevelopment projects.
- The City should consider **establishing a tax increment financing (TIF) district in the Capital Mall Triangle subarea** to capture some of the value of new construction and invest in infrastructure improvements. While there is a limit on the total assessed value within a TIF district of \$200 million (or 20% of the sponsoring

jurisdiction's total assessed value, whichever is less), the City could consider establishing a TIF district on a portion of the subarea where development could be particularly catalytic, and where investment in infrastructure is needed. The northern portion of the subarea could potentially be an ideal location for a smaller TIF district.

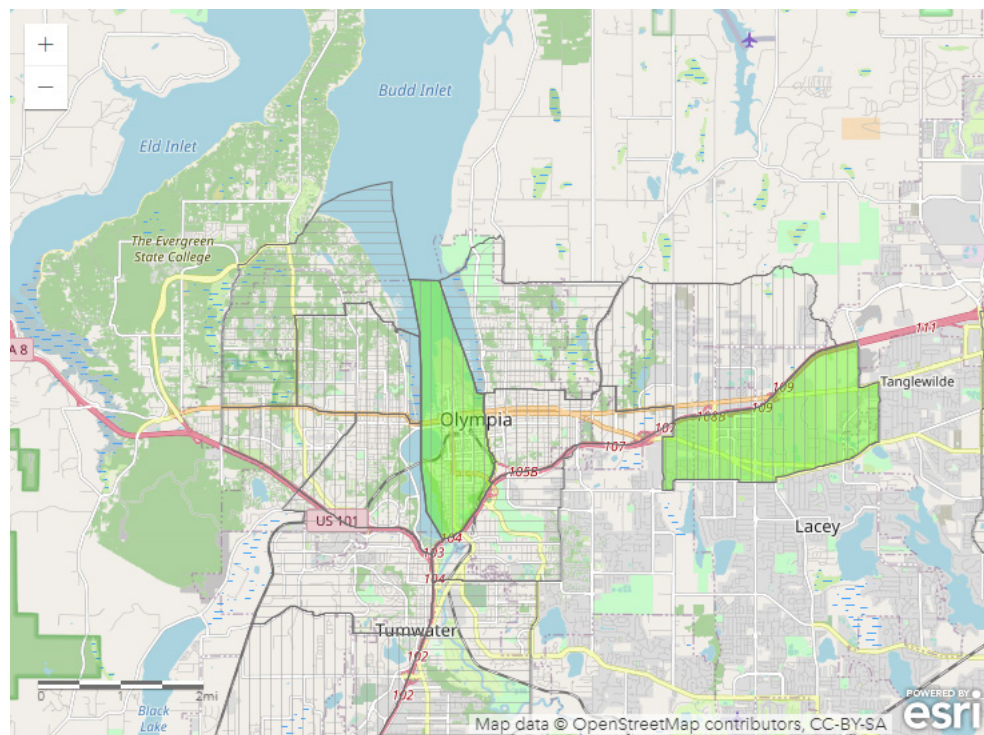
- **The City should apply the Tree Code exemption policies that are currently applied in Downtown to the Capital Mall Triangle subarea.** The City's sewer and tree ordinances add significantly to the cost of development and limit the amount of developable space in the subarea. Providing alternative options for tree coverage could help improve feasibility, especially for housing projects.
- **The City should consider expanding the Westside Residential Target Area for MFTE eligibility** to include the Capital Mall Triangle and offer an MFTE exemption with low-income housing requirements to offset the cost of building affordable units.

Appendices

Opportunity Zone

As shown in Figure 126 below The Triangle area is not within an Opportunity Zone.

Figure 126. Opportunity Zones in the Olympia Region



Source: Washington State Department of Commerce, 2022.

APPENDIX E Draft Subarea Plan

DRAFT

September 28, 2023

Olympia Capital Mall Triangle Subarea Plan

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Acknowledgements

Placeholder page for:

Land Acknowledgement

Participants

- Olympia Community Members
- City Staff
- Consultant Team

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Introduction

01



Purpose

The Capital Mall Triangle subarea, also referred to as the “Triangle,” is a 288-acre area on the westside of Olympia. The Triangle is a regional shopping destination, but it has a current land use pattern that includes traditional big box retail, is auto-oriented, and has a suburban mall surrounded by vast parking lots accessed by a network of 5-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea.

The subarea is designated as an Urban Corridor and is one of the three areas in the City with the High Density Neighborhoods Overlay. The adopted Olympia Comprehensive Plan envisions the Triangle transitioning to a high-density, walkable, mixed-use urban neighborhood with a mix of jobs, housing, and services anchored by high frequency, direct transit service.

However, there has been little change to the subarea since 2014 when the vision and goals for the area were integrated into the Comprehensive Plan update. Therefore, the purpose of this plan is to help the subarea achieve the high-density, walkable, mixed-use urban neighborhood vision by addressing development barriers, encouraging transit-oriented development and redevelopment in the subarea, and by planning for more transportation options. A \$250,000 grant from the State of Washington funds the long-range planning required for the subarea.

Process and Public Engagement

From August through October 2022, the project team gathered stakeholders' and community members' ideas and goals for the subarea. This engagement included 14 interviews with business and property owners, a site walk with neighborhood associations, more than 3,000 mailed notices to every address inside and near the subarea, over 200 public comments, and a meeting with high school students. A summary table of the public engagement done for this plan is below.

Table 1-1. Engagement Summary Table

Event	Date	Audience	What we learned
Announcements of project details	January – May 2023	624 recipients 1,500 recipients 1,603 recipients 1,600 recipients	▪ N/A
Meetings with West Olympia Business Association	February & July 2022	West Olympia Business Association. Mall manager, City Manager, and Mayor also attended one.	▪ N/A
Meeting with Thurston Chamber	July 2022	Thurston Chamber	▪ N/A
Meeting with Neighborhood Group	July 2022	Burbank/Elliott Neighborhood Association	▪ N/A
Podcast interview with Mayor Selby	July 2022	Mayor Selby does interview on Jim Greene's podcast (Greene Realty Group)	▪ N/A
Meeting with mall ownership (x2)	August 2022	Mall ownership/management group	▪ N/A

Event	Date	Audience	What we learned
Site visit and interview with three neighborhood associations	August 2022	Southwest Neighborhood Association, Northwest Neighborhood Association, Burbank/Elliott Neighborhood Association	<ul style="list-style-type: none"> ▪ Concern about traffic safety and feeling unsafe walking from neighborhood to Capital Mall area ▪ Safe multimodal connections throughout adjacent neighborhoods that connect to the mall area ▪ Street trees and/or a green buffer from main arterials ▪ More community services like daycares and more places like West Central Park
Presentations to local groups	August - October 2022	Thurston County Chamber of Commerce, West Olympia Business Association, West Olympia Community Visioning Group, Planning Commission, Council of Neighborhood Associations Land Use and Environment Committee, Multiple Listing Services Association, Realtors Forum, Builders Expo	<ul style="list-style-type: none"> ▪ Presented project background and goals ▪ Discussed project schedule and how to get involved ▪ Different groups prioritized different things, but overall, there was a general agreement with project goals
Interview with ownership of shopping centers	September 2022	Owner of shopping center that includes Goodwill and owner of shopping center that includes Five Guys	<ul style="list-style-type: none"> ▪ N/A
Stakeholder Work Group meeting 1	October 2022	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Major themes include livable neighborhoods, transportation, housing, local businesses, and climate change ▪ Participated in polling exercises and each member of group got an opportunity to speak on their own top priorities/ideas ▪ What was appreciated about the Capital Mall Triangle area was that it is amenity rich and convenient shopping area

Event	Date	Audience	What we learned
Community Workshop	October 2022	Olympia general public	<ul style="list-style-type: none"> ▪ Main themes include a desire for safe and comfortable mobility; livable, compact, complete environments; and environmental commitment ▪ Participated in polling exercises ▪ Some diversity of views on levels of affordability to focus on and whether tax incentive tools should be used to encourage housing
Meeting with Capital High School Climate Club	October 2022	High School Students	<ul style="list-style-type: none"> ▪ Values high schoolers felt should drive the plan include safe & comfortable mobility, housing affordability and choice for all, economic vitality, climate adaptation, kid/teen friendly environment ▪ Connecting bike paths across Olympia, from downtown, to the mall, and to the high school ▪ Could see a major hub on the west side of the mall connecting up to Yauger Park
Meeting with mall ownership	October 2022	Mall ownership/management group	<ul style="list-style-type: none"> ▪ The mall group wants flexibility for their property in the long term. ▪ Interest in understanding layering of various code requirements—stormwater, trees, parking, affordable housing ▪ Interested in benefits of the Planned Action EIS and what it will study

Event	Date	Audience	What we learned
SEPA scoping comment period	October 2022	~3,800 recipients 97 comments received	<ul style="list-style-type: none"> ▪ Comment topic areas, in order from most to least mentions, included land use, transportation, climate, trees, stormwater, economic, and a few mentions of wildlife and utilities ▪ Interest in meeting housing needs, including addressing concerns about people experiencing homelessness ▪ Diverging views on increasing allowed building heights. Specific concerns included solar access (and shade on solar panels), wind turbulence, excess heat, and carbon emissions of concrete/steel construction type. Interest in mixed-use, compact, livable, multimodal community. ▪ Interest in improving walking, rolling, and biking connections and experience ▪ Concerns about transportation congestion and parking with growth ▪ Interest in sustainable, resilient, green development ▪ Interest in trees and parks/open space ▪ Interest in business vitality
Meeting with agencies and committees	November 2022	InterCity Transit, Olympia Planning Commission, & Land Use and Environment Committee	<ul style="list-style-type: none"> ▪ N/A
Stakeholder Work Group meeting 2	January 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Shared draft alternatives in presentation ▪ Provided opportunity for the group to ask questions on sections they wanted more information on ▪ General agreement amongst group not to give up on outdoor public space ▪ Concern about if new streets would add cars. Group reiterates interest in walking and biking connections ▪ Open discussion on the name for Alternative 3

Event	Date	Audience	What we learned
Open House community meeting 2	February 2023	General public	<ul style="list-style-type: none"> ▪ Shared draft alternatives on poster boards ▪ Participants could use stickers and stick notes to share interests or concerns. ▪ General support for parks and outdoor open space ▪ A lot of support for green building standards ▪ Significant support for allowing 14 story buildings in Alternative 3
Meeting with mall ownership	February 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Interested in what the City is willing to invest in area (City doesn't currently have funds for major investments) ▪ Mall redevelopment nationwide has complemented and benefited existing businesses with residential, mixed-use, hotel, and/or other uses ▪ Would like Mall Loop Dr to go straight east
Meeting with Thurston Chamber of Commerce	February 2023	Thurston Chamber of Commerce	<ul style="list-style-type: none"> ▪ N/A
Meeting with mall ownership	March 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Appreciates that Alternative 3 goes furthest on redevelopment flexibility ▪ Likes the idea of a neighborhood center and large community gathering space (could be public or private) directly north of the mall ▪ Curious about what main street treatment, green building requirements might be ▪ Interested in City upfront investment in regional stormwater facility with development payback over time ▪ Would like a flexible tree code ▪ Likes transit hub, but needs to be well managed ▪ Several potential opportunity sites on mall property for redevelopment in short, mid, and long terms. Could compliment and further support the existing businesses on site

Event	Date	Audience	What we learned
Meeting with committees and local groups	March - April 2023	Bicycle Pedestrian Advisory Committee (BPAC), Olympia Master Builders (OMB), and Thurston Economic Development (EDC)	<ul style="list-style-type: none"> ▪ N/A
Meeting with mall ownership	May 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Used Miro to allow mall ownership group to envision the future of the mall as it adapts to changing trends in retail ▪ Like having transit nearby, buses need stronger subgrade in access roads ▪ Current tenants are doing well. No immediate drive to develop mall itself, but some properties nearby, including excess parking ▪ Envisions smaller block sizes and much more intense redevelopment over time, with better streetscape for people and connections to neighboring areas
Business Listen-in	June 2023	Business owners, property owners, and developers	<ul style="list-style-type: none"> ▪ Continue making use of regional destination ▪ Evolve Harrison Ave into more people-oriented street with more intense redevelopment ▪ Study and plan traffic operations ▪ Encourage a few 50-60 unit residential projects and affordable, family-sized units ▪ Support affordable commercial space ▪ Attract development with stormwater facility or other project



Event	Date	Audience	What we learned
Stakeholder Work Group meeting 3	September 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Interest in healthy trees that have adequate soil volumes and avoid breaking paving ▪ Interest in preserving existing conifers but focusing on deciduous trees when adding trees ▪ Support for transportation project ideas, including several for better multimodal connections and placemaking ▪ Discussion about purpose of required streets, clarifications that streets benefit people walking, rolling, and biking by including multimodal facilities, improving connectivity, and directing and slowing vehicular traffic ▪ Intercity Transit interests and considerations for roundabouts, Harrison Ave corridor study, and transit hub locations

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Background

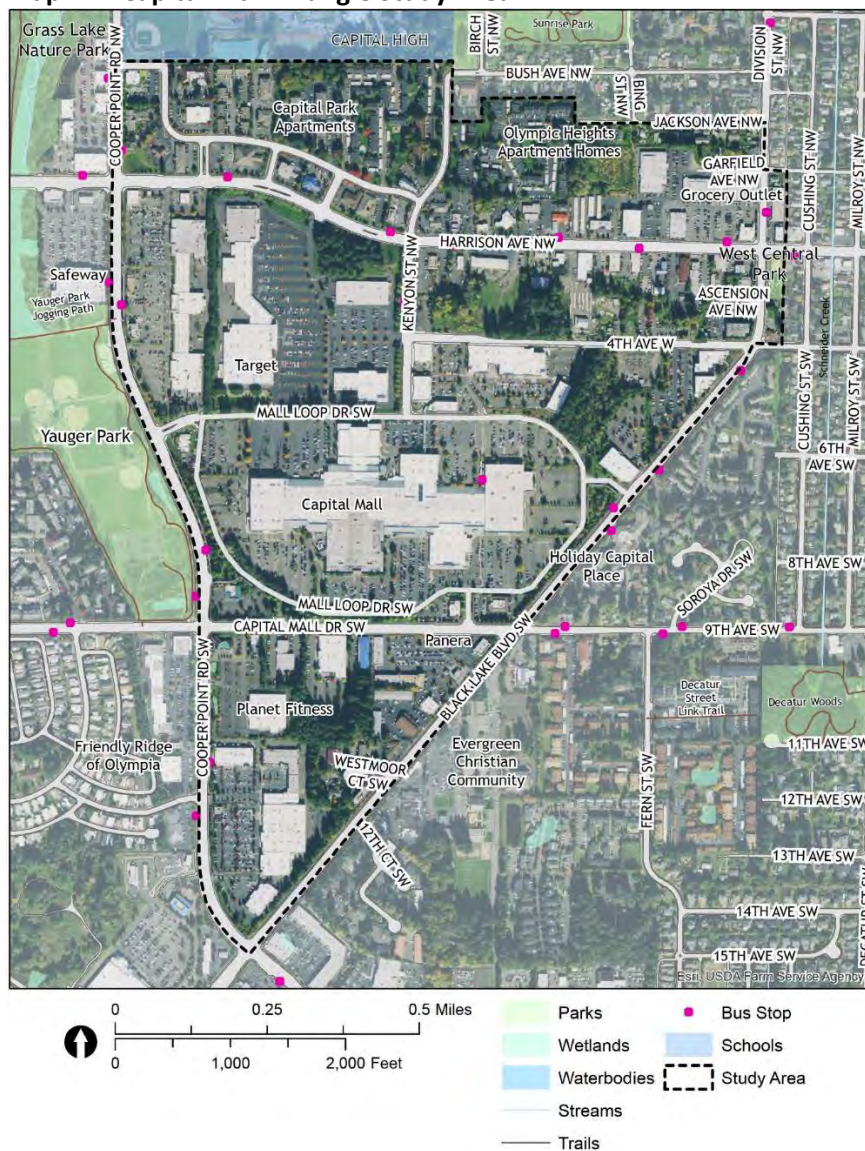
02



Study area

The Olympia Capital Mall Triangle subarea (see **Map 2-1**) is located on the west side of Olympia. The southern point of the triangle is the intersection of Black Lake Blvd SW and Cooper Point Rd SW. The subarea is bounded on the east and west by Black Lake Blvd and Cooper Point Rd. The northern boundary of the subarea follows zone district boundaries which are located approximately one to two blocks north of Harrison Ave. The subarea is approximately 288 acres.

Map 2-1. Capital Mall Triangle Study Area

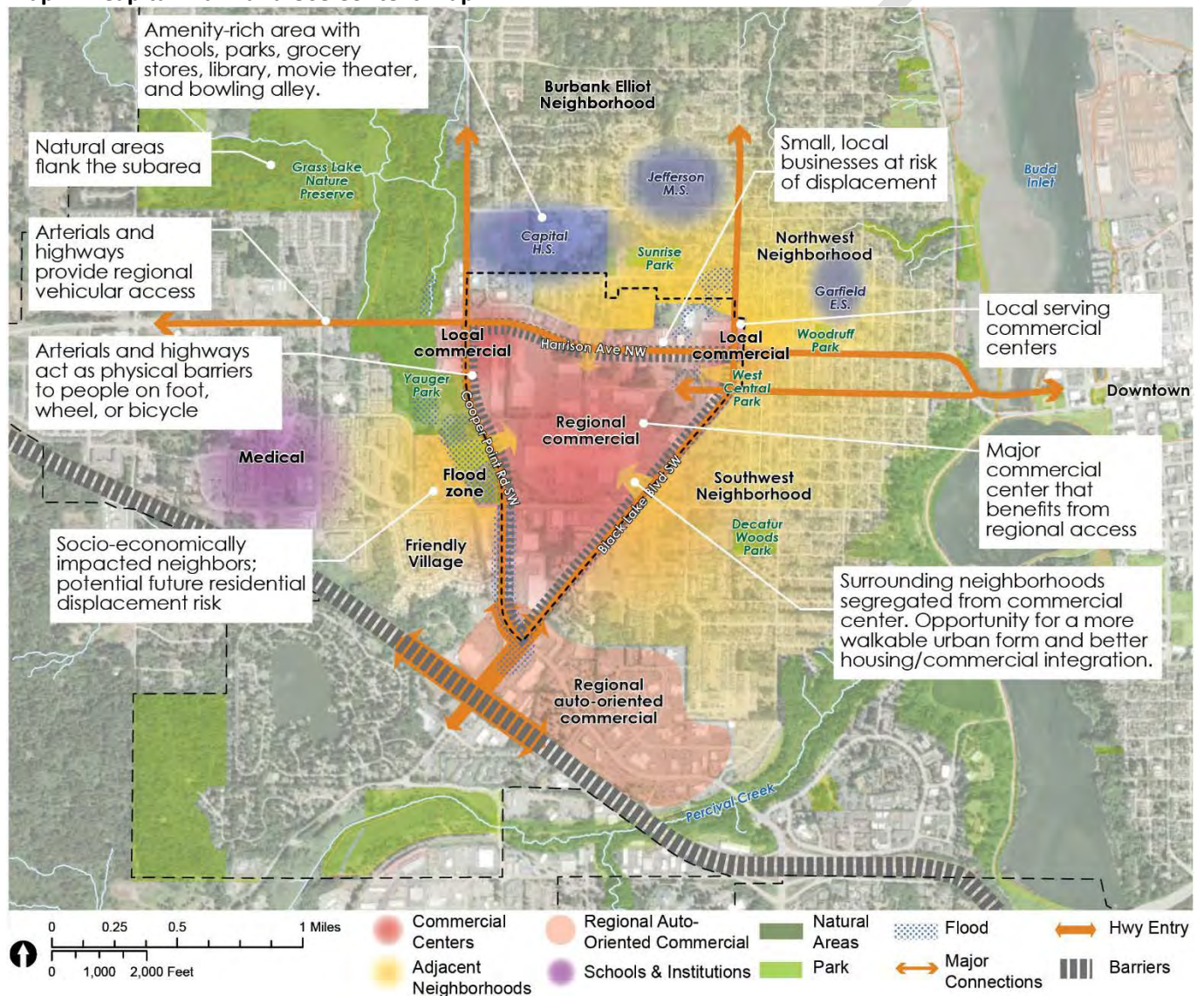


Source: City of Olympia, MAKERS, (2022)

Assets, Challenges, & Opportunities

The Capital Mall Triangle and environs are rich with economic opportunities and community assets, while also being challenged by a disconnected and auto-oriented environment. The following pages describe these assets and challenges this plan addresses, also summarized in **Map 2-2**. See *Appendix A: Existing Conditions Report* for additional detail.

Map 2-2. Capital Mall Land Use Context Map



Source: MAKERS (2022)

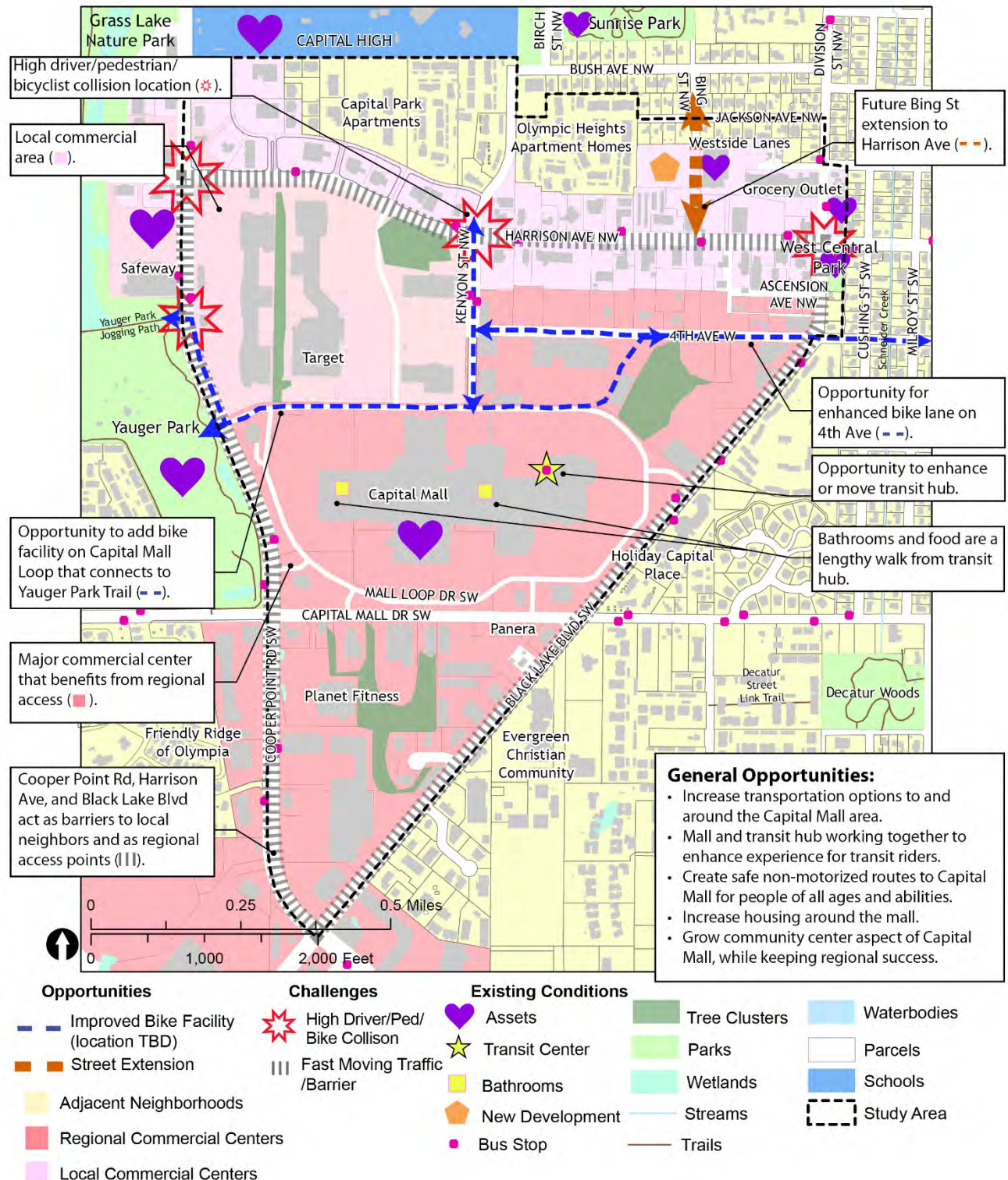
Assets

The Capital Mall Triangle Subarea (the Triangle) is a regional commercial center, rich with many businesses, services, and amenities, including:

- **Healthy regional center.** The Capital Mall Triangle is well-located for regional access and is economically healthy. The mall is the only major shopping center in South Puget Sound and has a very large trade area.
- **Diversity of shops and services.** The Triangle contains a wealth of businesses, retail, eateries, and services within close proximity that serve both a regional and local customer base.
- **Amenity rich.** Community and civic amenities within and near the Triangle include Capital Mall, Capital High School, Yaeger Park, Sunrise Park, West Central Park, Grass Lake Nature Park, Decatur Woods Park, the West Olympia Timberland Library, grocery stores, a bowling alley, and a movie theater.
- **Transit service.** A transit hub is located at the Capital Mall, and Intercity Transit serves the area relatively well. Inter-county transit also serves the area, bringing people to and from Mason and Grays Harbor counties.
- **Surrounding neighborhoods.** Homes, schools, and parks are found immediately outside the Triangle. West of Yaeger Park is one of Olympia's more dense neighborhoods with tree-lined, buffered sidewalks and a senior community. Also, west of the subarea is a MultiCare medical center campus. To the east and north are well established neighborhoods, with some multifamily closer to the subarea and large areas of predominately single family houses a block or two away.



Map 2-3. Assets, Challenges, and Opportunities



Source: MAKERS (2023)

Challenges

The Triangle developed as a regional commercial area mostly in the 1980s and was designed to prioritize the automobile rather than humans, resulting in physical challenges to achieving the current vision:

- Lacks a walkable/rollable urban form.** The Triangle is scaled to and designed for the automobile. For example, the mall is wide enough to cover 5 downtown blocks, meaning people on foot, bike, or wheel cannot travel in normal and direct ways. Multiple locations along the arterials have high driver/pedestrian/bicyclist collision rates. Sidewalks and informal paths are challenging for people on wheels.
- Divided land uses.** Neighborhoods surround the Triangle but are physically divided from the shopping mall, and residents must cross challenging intersections to reach destinations. Harrison Ave, Cooper Point Rd, and Black Lake Blvd provide regional access but act as physical barriers for locals looking to get to the mall without driving. Virtually no residences are found within the arterial triangle.
- Underutilized surface parking.** The surface parking lots consume a massive amount of land and were developed prior to modern tree and stormwater codes, so they contribute to urban heat and flooding.
- Residential development is lacking.** Though the Triangle is designated as a high-density residential area in the City, there has been no residential development in the Triangle in over 20 years. Redevelopment trends are not on track to meet housing needs.



Opportunities

Some key opportunities include the following:

- Make use of underutilized parking lots to develop new housing.
- Better connect the Capital Mall area to Downtown with enhanced bike infrastructure.
- Add or formalize safe bike routes or trails connecting the high school and surrounding residential homes to the mall.
- Enhance (or move) the Transit Hub and transit experience in and around Capital Mall area.
- Improve community health and wellbeing and climate resiliency with greater use of Low Impact Development (nature-based drainage solutions).
- Reduce transportation-related greenhouse gas emissions with a greater mix of uses in close proximity paired with infrastructure to support transit, active transportation modes, and electric vehicles.



Current Land Use Vision

The existing land uses are described in the prior assets, challenges, and opportunities lists. This section focuses on current policies and regulations guiding development in the Triangle.

Comprehensive Plan

The Comprehensive Plan describes the vision for the Capital Mall Triangle subarea as a regional shopping center, which also includes one of the area's best balances of jobs within walking distance of medium-density housing. The area should continue to be economically viable and contribute to the community's goals with infill, redevelopment, and connections to adjacent areas for all modes of travel. Lastly, as one of Olympia's three designated Urban Centers, the vision is for a complete urban neighborhood with a mix of jobs, housing, and services.

The arterials shaping the subarea and the land around them are designated as Urban Corridors. The Urban Corridor designation is intended for arterials in Thurston County that are prime candidates to evolve into a more human scale, transit-oriented, mixed-use environment. The subarea has also been designated as a High-Density Neighborhood, which is defined as multifamily, commercial, and mixed-use neighborhoods with densities of at least 25 dwelling units per acre for new residential projects.

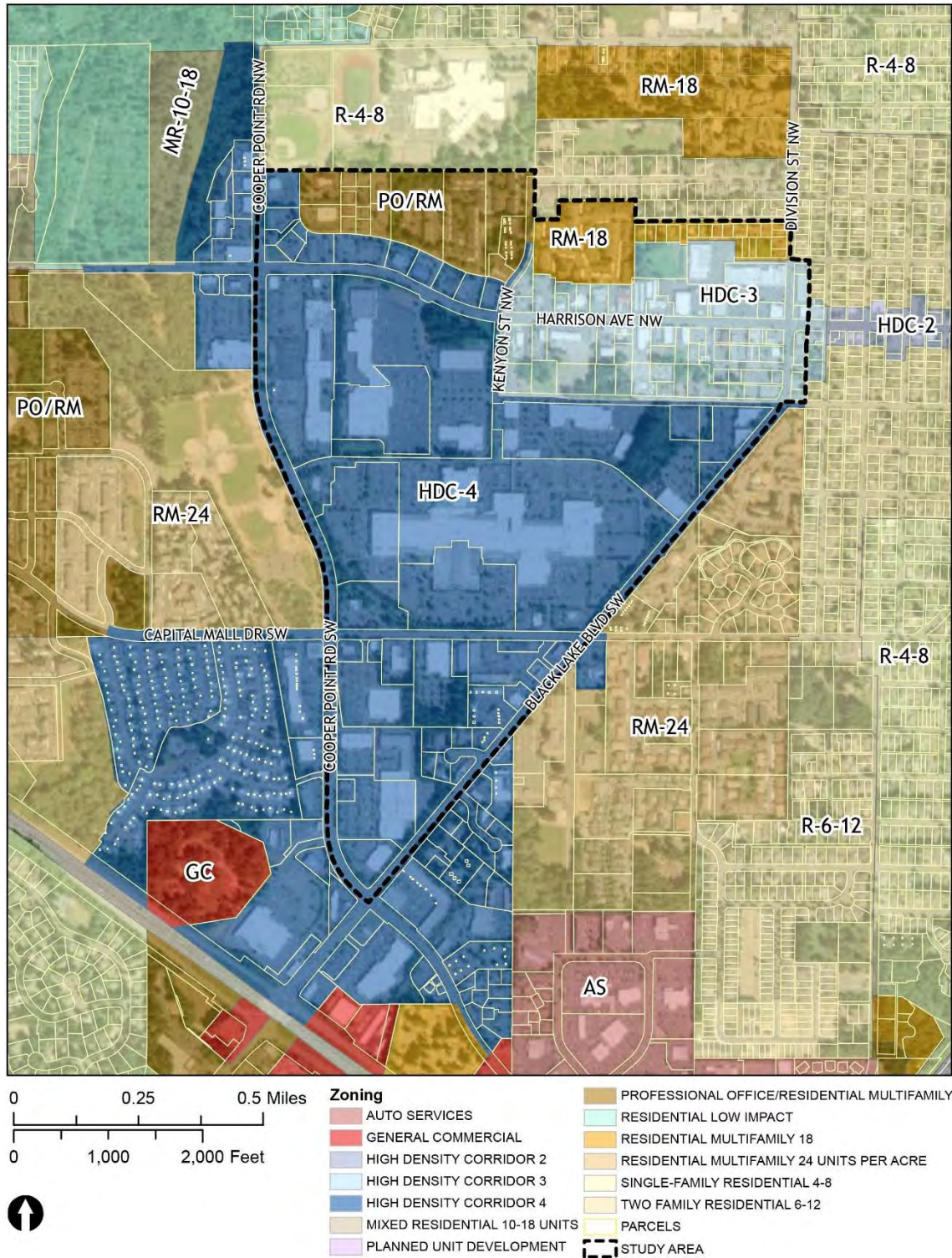
Zoning and Development Regulations

The zoning for the subarea (see **Map 2-4**) includes High Density Corridor 3 (HDC3), High Density Corridor 4 (HDC4), Professional Office/Residential Multifamily (PO-RM), and Residential Multifamily 18/acre (RM18). The HDC zones allow up to 75 feet in height, but development capacity is limited by parking requirements and other barriers (see **Zoning Proposals** and **Development Incentives**).

- HDC3 – Accommodates a mix of medium to high intensity uses with access to transit. Max height: 75 feet.
- HDC4 – Accommodates a mix of high intensity uses with access to transit. Max height: 75 feet.
- PO-RM – Accommodates a transitional area between residential and commercial uses. Max height: 60 feet.
- RM18 – Looks to accommodate predominately multifamily housing, at an average maximum density of eighteen units per acre. Max height: 35 feet.



Map 2-4. Capital Mall Triangle Current Zoning Map



Source: MAKERS (2022)

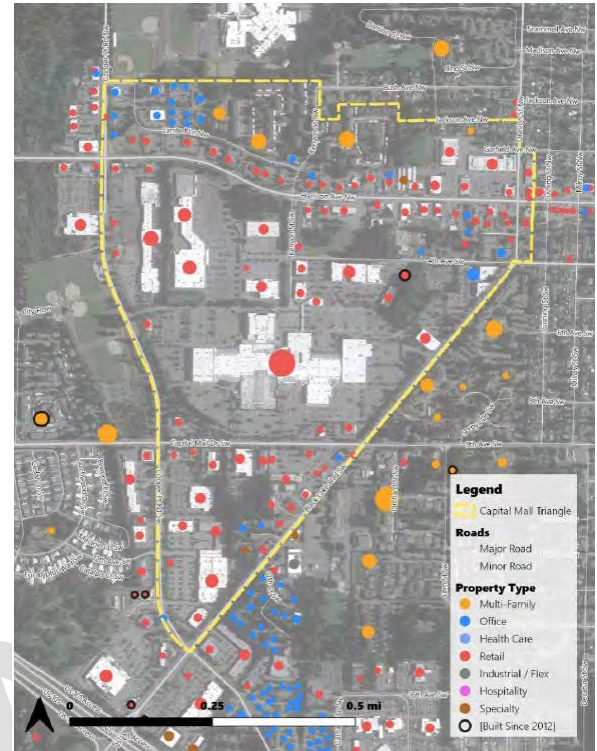
Market/Development

The Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area with retail space accounting for 76% of building area in the subarea. The subarea also has 500 housing units and is home to 1,172 residents.

Most of the construction in the subarea occurred in the 1970s, 1980s, and 2000s with the average year built for buildings in the subarea being 1985 and the average year built for multifamily properties in the subarea is 1987. However, between 2000 and 2022, the subarea has only seen light industrial, office, and retail development (total of 430,248 square feet). Even with the High-Density Neighborhood Overlay, no new development occurred between 2017 and 2022. The subarea does currently have a proposed 114-unit apartment building under permit review.

The primary barrier to residential development in the subarea is the excessive parking requirements for shopping center, small retail, and other commercial uses. Stormwater requirements and the City's tree ordinance likely add significant land area and costs to development and therefore limit development potential. Additionally, the combination of high costs to redevelop existing commercial land and the Westside's apartment rents being lower than those in Downtown Olympia lowers the feasibility of residential development in the subarea.

Map 2-5. Property Types in Capital Mall Triangle



Note: Circle size correlates with rentable building area, in square feet. Source: Costar & LCG (2022)

Parks and Public Space

Yauger, Grass Lake, Sunrise, and Decatur Woods Parks are the four public parks within a half mile of the Capital Mall Triangle subarea. The subarea also has a privately owned park at Division St NW and Harrison Ave called West Central Park, which is the only retail/restaurant-activated gathering place in the area. Most of the subarea and the surrounding residential neighborhoods are within a half mile of a park.

Yauger Park abuts the west side of the subarea. This 39-acre park has multiple baseball, softball, and sports fields, a skatepark, a playground, community gardens, horseshoe pits, jogging paths, and it supports stormwater management for the City. Sunrise Park hosts a playground, halfcourt basketball court, and community garden. The park also has a large green field that can be used for play and picnicking. Grass Lake Park is Olympia's second largest park at 195 acres and provides opportunities for connection with nature through passive recreation as well as environmental protection of important natural features. Lastly, Decatur Woods Park has a playground, picnic shelter, and grassy play area, in addition to a forested area with a ¼-mile long walking path.

Map 2-6. Parks near the Capital Mall Subarea



Source: MAKERS (2023)



Transportation

The City of Olympia Capital Mall Triangle Subarea has the following streets providing access and mobility through the Subarea:

- Harrison Avenue, Cooper Point Road, and Black Lake Boulevard/Division Street are four-lane arterials with center turn lanes/medians.
- Capital Mall Drive is a three-lane major collector that cuts across the Subarea, with two lanes in the eastbound direction and one in the westbound.
- Kenyon Street and 4th Avenue are two-lane major collectors.

The subarea does not have a conventional grid system, leading traffic to be concentrated on a limited number of streets. This limits multimodal access to the mall area by making the existing streets car-centric and unpleasant for walking, rolling, or bicycling even when sidewalks and bike lanes are present. Additionally, the streets are very far apart, which increases the distance people have to travel. This also makes it harder for people to walk, roll, or bike to their destinations.

The surrounding arterials have long been designated as Strategy Corridors in both the Regional Transportation Plan and the City's Comprehensive Plan. Strategy Corridors are streets where widening is not a preferred option to improve mobility. Instead, the City's focus is on making multimodal improvements.

Intercity Transit, Mason Transit, and Grays Harbor Transit are the three transit agencies serving the subarea. There is a transit hub at Capital Mall serving routes 41, 45, 47, 48, and 68 from Intercity Transit. Stops for route 6 from Mason Transit and route 40 from Grays Harbor Transit are on Harrison Avenue.

The City of Olympia Transportation Master Plan (TMP) was adopted in 2021. The TMP has highlighted a number of transportation projects that are already planned to be completed in the next 20 years within the subarea, which can be seen in the table and map below.

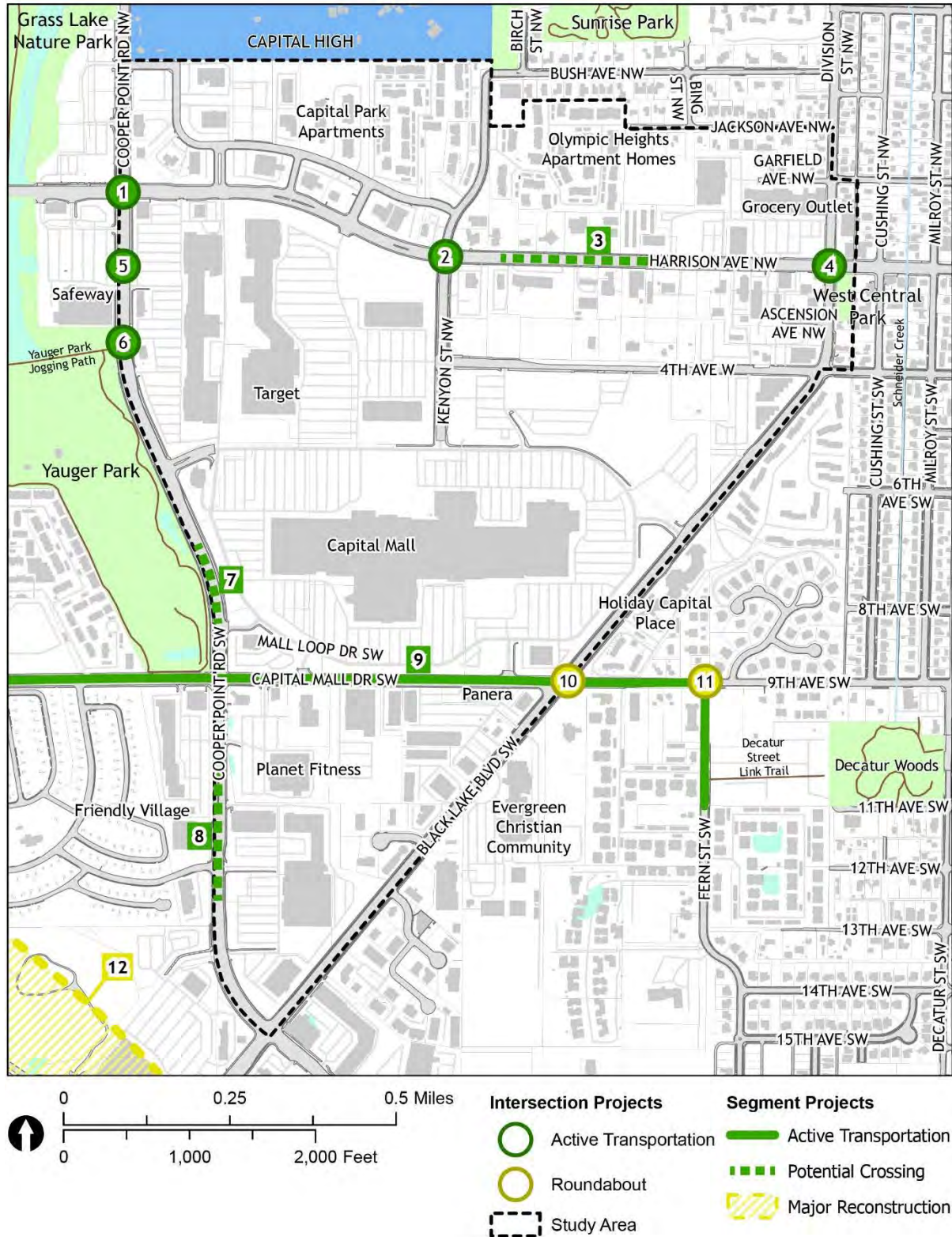


Table 2-1. Subarea TMP Projects Planned through 2045

Project ID	Name	Description
1	Cooper Point Road and Harrison Avenue Bicycle Safety Improvements	Implement protected bike intersection improvements at the Intersection of Cooper Point Road and Harrison Avenue
2	Harrison Avenue and Kenyon Street Pedestrian Safety Improvements	Improve Harrison Avenue and Kenyon Street intersection for greater pedestrian safety
3	Mid-Block Crossing(s): Harrison Avenue east of Kenyon Street	Add mid-block crossing(s) on Harrison Avenue east of Kenyon Street
4	Harrison Avenue and Division Street Pedestrian Safety Improvements	Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety
5	Mid-block Crossing: Cooper Point Road north of Skate Park	Add a mid-block crosswalk on Cooper Point Road north of the Skate Park crosswalk and south of Harrison Avenue
6	Cooper Point Road north of Skate Park	Monitor recent improvements to the RFB at the Cooper Point Road and Skate Park crosswalk. Improve if needed
7	Mid-block Crossing: Cooper Point Road north of Capital Mall Drive	Add mid-block crossing(s) on Cooper Point Road just north of Capital Mall Drive
8	Mid-block Crossing: Cooper Point Road south of Capital Mall Drive	Add mid-block crossing(s) on Cooper Point Road just south of Capital Mall Drive
9	Capital Mall Drive SW Enhances Bike Lane	Implementation of enhanced bike lane along Capital Mall Drive/7 th Ave SW between Fern Street SW and Kaiser Road SW
10	9 th Avenue and Black Lake Boulevard Roundabout	Construct a roundabout at 9 th Avenue and Black Lake Boulevard
11	9 th Avenue and Fern Street Roundabout	Construct a roundabout at 9 th Avenue and Fern Street
12	US 101/West Olympia Access Project	Scope includes new access ramps to US 101 at Kaiser Road and Yaeger Way. The first phase of this project will complete the design, environmental permit and mitigation work, and right-of-way acquisition. The final project will include a new westbound off-ramp from US 101 to Kaiser Road and an eastbound on-ramp from Kaiser Road to US 101. The project will also construct a new westbound off-ramp from US 101 to Yaeger Way via an at-grade connection through the existing interchange at US 101 and Black Lake Boulevard.

Source: MAKERS (2022)

Map 2-7. Subarea TMP Projects Planned through 2045



Source: MAKERS (2022)

Stormwater

Approximately 75% of the of the 288-acre Triangle Mall subarea is impervious surface consisting of buildings, parking lots, streets, and sidewalks. Stormwater collection and conveyance systems for most of the subarea direct stormwater flows in generally westerly and southerly directions, with flows ultimately discharged off-site into Percival Creek south of the Triangle Mall subarea. Percival Creek flows into Capitol Lake, which has an outlet to the Budd Inlet arm of Puget Sound. Stormwater flows in the northeastern portion of the Triangle flow off-site to the north and east in the Schneider Creek basin, which discharges to Budd Inlet.

Much of the Triangle subarea consists of legacy (pre-1990) development that was constructed with stormwater management systems that do not meet current standards for incorporating LID and for flow control and runoff treatment. High peak flows and conveyance capacity constraints have contributed to flooding problems in the southern portion of the Triangle Mall subarea at the intersection of Cooper Point Road and Black Lake Boulevard. The City is seeking funding for improvements to the stormwater system intended to address flooding at the intersection, including major piping system upgrades. Without conveyance improvements, the City estimates the intersection will flood during an approximately 15-year recurrence interval storm (i.e., approximately 7% annual probability), based on past precipitation data, and potentially more frequently in the future with increasing rainfall intensities expected with climate change.

Plan Concept

03



Goals and Objectives

The following section came from the community engagement summarized in the **Process** section on page 3.

Climate and Equity

Equity and climate are underlying tenants behind the plan. **The final draft will likely include icons that identify recommendations that directly address these themes.**

Overarching Themes from Engagement

- 1. Safe and comfortable mobility**—walkable and bikeable for all ages and abilities, and for active modes to be more prominent and convenient than they are today
- 2. Livable, compact, complete environment**—an economically vibrant, livable, mixed-use, compact environment with plenty of housing choices, especially for people with middle and lower incomes; more local businesses; public places to hang out; parks; and community amenities, such as a community center and daycare
- 3. Environmental commitment**—a climate resilient, environmentally friendly, and sustainable area



Land Use and Economic Development



Goals

- 1.** A thriving regional commercial center with improved local centers
- 2.** Abundant housing supply, options, and affordability
- 3.** Land uses that support and make use of transit, active transportation, and short trips
- 4.** An attractive and vibrant urban form that has a mix of activities to live, work, play, educate, and flourish in close proximity
- 5.** Business prosperity, including small and local businesses

Objectives

Land Use and Economic Development

- a.** Retain the economic prosperity and healthy regional draw of the subarea's businesses.
- b.** Retain and attract small and local businesses to the subarea.



- c. Prevent or minimize small business displacement.
- d. Foster the continued diversity of restaurants, shops, fitness, and services.

Housing

- a. Fill in excess parking lots with multifamily and/or mixed-use development.
- b. Increase the number and variety of homes, especially townhouses, multiplexes, and small and large midrise apartments/condominiums.
- c. Ensure that much of the new housing is affordable to people with workforce and low incomes.
- d. Remove regulatory barriers and incentivize development for mixed-use and residential buildings through a variety of tools (e.g., update development standards, reduce parking mandates, explore flexibility with tree code, expand and update MFTE areas).
- e. Seek opportunities and partners to accomplish the above (e.g., identify City, other publicly owned land, or religiously owned land that could be used to expand affordable housing in the subarea; partner with community land trusts).
- f. Prevent or minimize residential displacement.

Transportation

Goals

1. Safe, efficient, and comfortable multimodal mobility
2. Convenient and reliable transit/Prioritized transit
3. Less need for car usage within and near the subarea
4. More connected/redundant street pattern
5. Well connected to adjacent neighborhoods



Objectives

Active transportation/Multimodal

- a. Maintain a functional transportation system that safely allows emergency vehicles and delivery of goods and services.
- b. Protect people on foot, wheels, or bicycles by physically separating them from fast-moving vehicles (e.g., enhanced, buffered, or separated bike facilities and sidewalks).
- c. Develop a network of trails, bike facilities, and crossings that safely connects schools and parks to the Triangle (to enable teens/kids and neighbors to move more freely in the subarea) and the Triangle to downtown and the Capitol Campus (to encourage bicycle commuting).

- d. Fix, fill in, and maintain sidewalks for better pedestrian movement.
- e. Develop interior connectivity with redevelopment of the Triangle.
- f. Improve arterial crossing safety at major intersections, park trails, and key destinations, and reduce distance between crossings.
- g. Support micromobility options to make short trips to transit and throughout the Triangle easier.

Transit

- h. Move or upgrade the transit hub and provide a direct bus route to the mall transit hub (i.e., less circuitous routes through the mall parking lot).
- i. Work with Intercity, Mason, and Grays Harbor Transit to extend bus service to cover all mall operations hours and increase bus service frequency.
- j. Encourage better connections between the transit hub and mall's bathrooms and food options to allow quick access for transit riders.

Urban Design and Community Livability

Goals

1. An attractive and vibrant urban form that has a mix of activities to live, work, play, educate, and flourish in close proximity
2. A multigenerational, especially kid/teen and elders, friendly and supportive environment



Objectives

- a. With redevelopment, include parks and public spaces (a “public living room”) to lounge and hang out without spending money.
- b. Maintain and increase kid/teen friendly activities, places to eat, and places to be.
- c. Seek opportunities to add community amenities, like a senior center, daycare, and larger library in or near Capital Mall.
- d. Foster multiple distinct districts to increase vibrancy, variety, and full-service communities within a 15-minute walk/roll.

Climate and Environment

Goals

3. A climate friendly, environmentally friendly, resilient, and sustainable community
4. Healthy tree coverage, greenery, and vegetation for a high density neighborhood
5. Safer and more resilient to flooding and heat



Objectives

- a. Expand greenery and mitigate stormwater runoff and urban heat (considering climate change and future flooding and heat risks) using Low Impact Development (LID) in transportation improvements and redevelopment. Tree varieties, spacing, and planting requirements should be appropriate for a dense urban area.
- b. Implement the Thurston Climate Mitigation Plan by planning for more compact growth and density in the Triangle, an already developed area that is well-connected with transit to services and jobs.
- c. Find ways for tree canopy coverage to support housing density while managing stormwater and reducing urban heat.
- d. Implement the Thurston Climate Mitigation Plan by reducing energy demand in new development, supporting the transition to all-electric buildings, and encouraging sustainability features in new development like rooftop solar panels, heat pumps, green roofs, microgrids, EV charging stations, and green building technologies.
- e. Consider embodied carbon in building materials in new construction and significant redevelopment projects.

Plan Framework

Following the DEIS analysis and community conversation on preferred actions, this section will summarize the preferred alternative's major, game-changing actions on a single map with short narrative and images. The two alternatives maps and a comparison chart are included for this draft. Major actions might include:

1. Catalyze the evolution of the Triangle through focused public investment in community space. Remove regulatory barriers and partner with the mall owners to catalyze opportunity site redevelopment. Target public investment in public, people-focused, community-facing infrastructure, which in turn sparks more private investment. Invest in high-quality, well-maintained, and activated park(s) and gathering space(s) for residents and visitors to come together, reinforcing the existing draw to the area. Public investments may include park/gathering space, community center, street infrastructure, transit improvements, affordable housing, or other. Foster holistic development that does it all, meeting people's existing and future needs within this urban center.

2. Framework for connectivity. Update development regulations so that as redevelopment occurs, block sizes are at a human scale and all modes are comfortably supported. Clarify a street hierarchy and accommodate freight and delivery access.

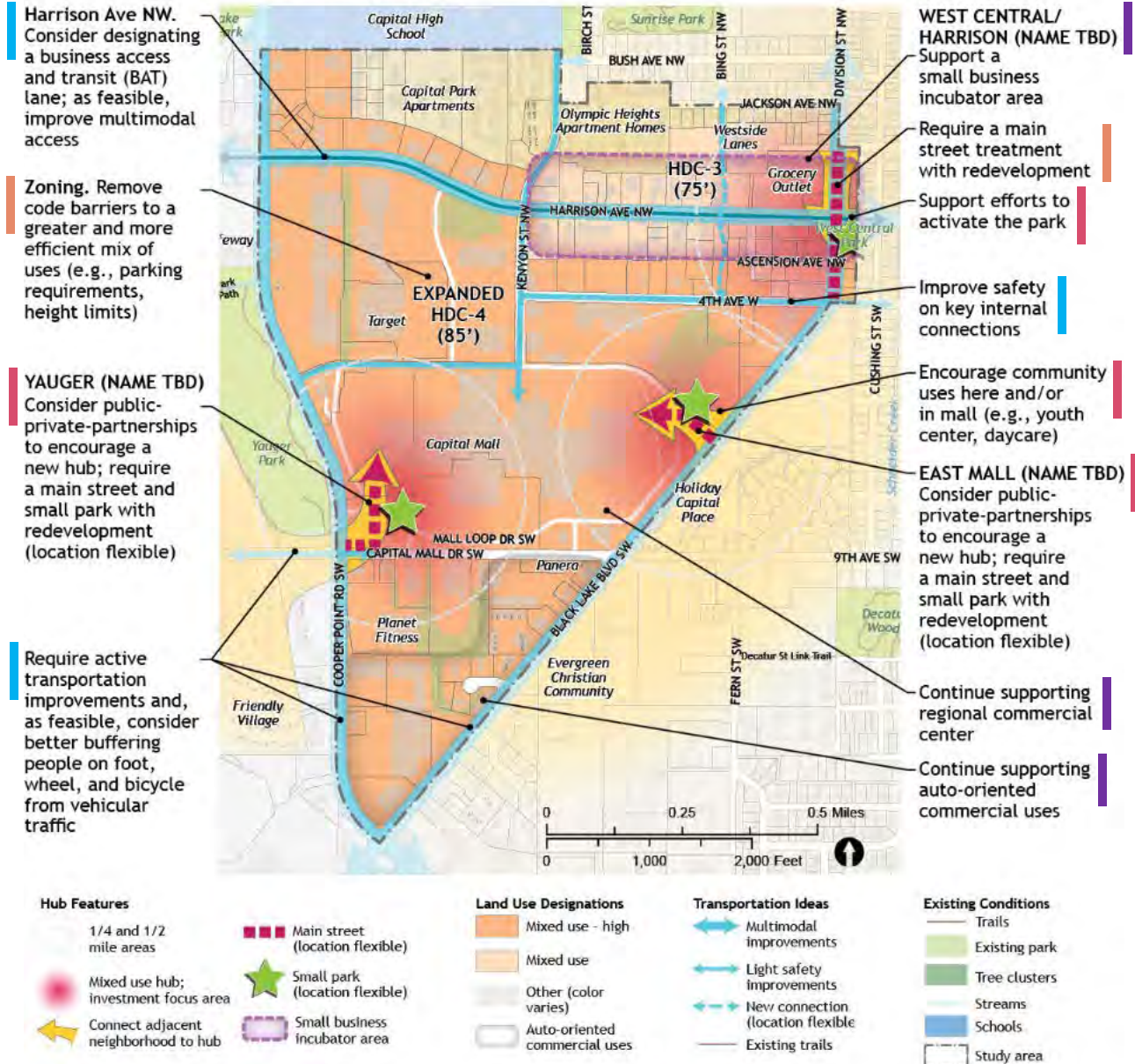
3. Safe mobility for all. Make public streetscape investments that improve the safety of all road users, particularly children, members of the disability community, and elders who may not be able to drive. Reduce exposure to threats and add protected infrastructure for these vulnerable roadway users.

4. Green infrastructure. Update requirements for and invest in Low Impact Development (LID), which uses systems that mimic natural processes which result in the infiltration or evapotranspiration of stormwater runoff. LID aims to preserve and protect water quality and associated aquatic habitat and reduce flooding risks. LID could be installed with new or redevelopment projects or by the City.

5. Protect existing assets. Continue supporting existing businesses and neighbors. The actions above are intended to bolster the Triangle as a regional draw that also serves locals better. Prevent residential and commercial displacement and support locals in surviving and thriving even through change in the Triangle

Map 3-1. Alternative 2 – West Olympia Hubs Framework Map

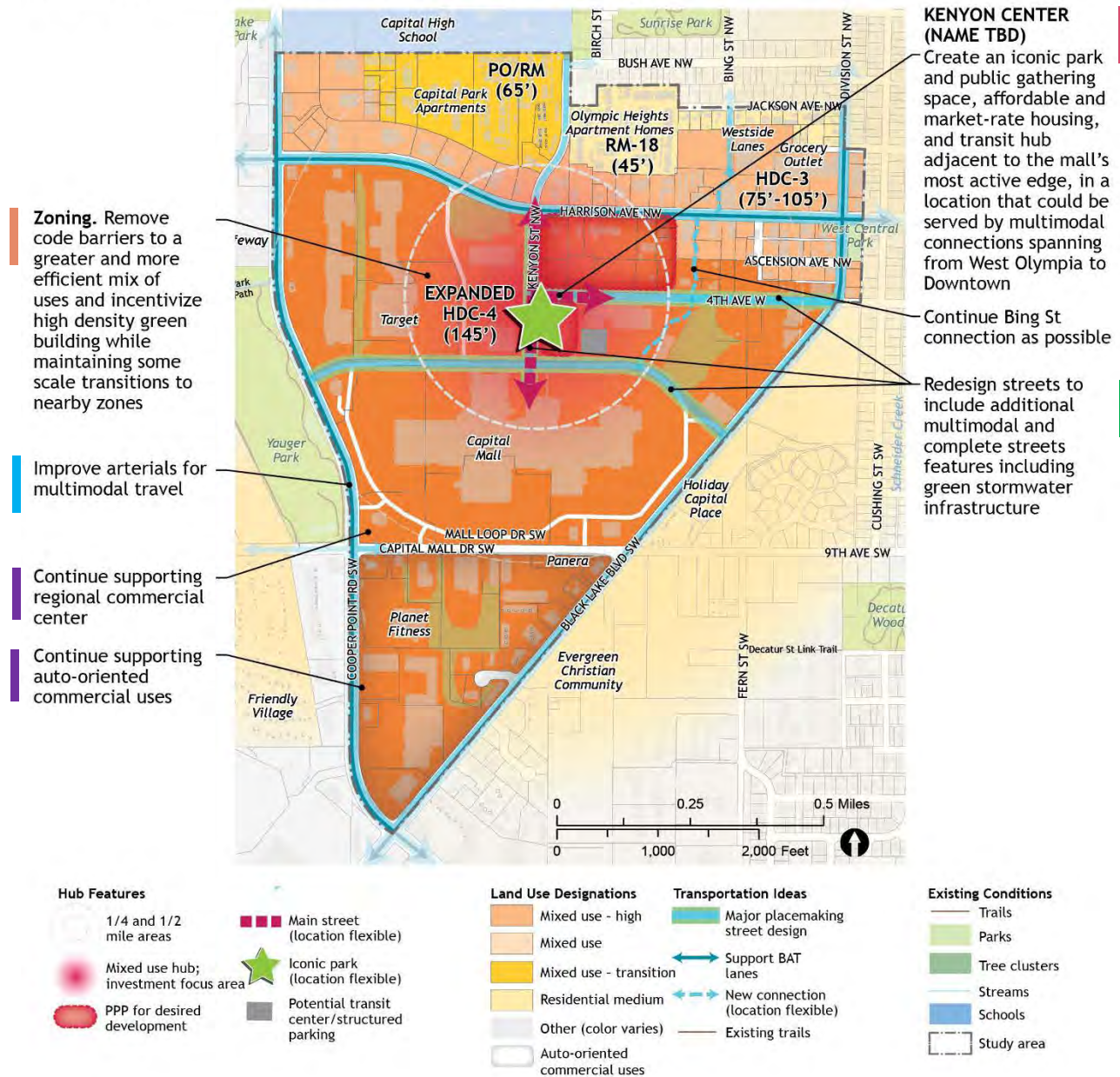
Alt 2 – West Olympia Hubs



Source: MAKERS (2023)

Map 3-2. Alternative 3 – Urban Sustainability Framework Map

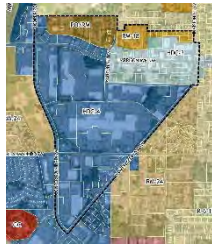


Alt 3 – Urban Sustainability



Source: MAKERS (2023)

Alternatives for Analysis

For this draft, this section summarizes the alternative visions for the Triangle and the plans' major proposals. The final subarea plan will move this chart into an appendix.

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
	No action	West Olympia Hubs	Urban Sustainability
			
Intent Summary	No changes made to existing plans and regulations over next 20 years.	Remove barriers and provide flexibility for development of three hubs, focusing on pedestrian/ bicycle/rolling connections between existing neighborhoods and the Triangle.	Remove barriers and provide flexibility for development of a new interior hub, while addressing climate mitigation goals by supporting increased urban density, transit, and mobility options, and reducing urban sprawl.
LAND USE ACTIONS			
HDC-4 Area	No change	Some parcels north of 4 th Ave change to HDC-4	Some parcels north of 4 th Ave change to HDC-4
HDC-4 Area height	60' – 75' (6-7 stories)	85' (8 stories)	145' (14 stories)
HDC-3 Area height	60' – 75' (6-7 stories)	75' (7 stories)	75' – 105' (7-10 stories)
PO/RM AREA height	60' (6 stories)	60' (6 stories)	65' (6 stories)
RM-18 AREA height	35' (3 stories)	35' (3 stories)	45' (4 stories)
Residential parking	Stays the same	No residential parking minimums	No residential parking minimums
Commercial parking	No change	Reduced commercial parking minimums	Reduced commercial parking minimums (more than Alternative 2)

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Minimum density	None (Comprehensive Plan policy states a minimum of 15 units/acre in HDC zones, but not in zoning code)	15 units/acre	15 units/acre
Zone scale transitions	35' height limit within 100' of land zoned 14 units/acre	<i>Consideration: Slightly updated for greater flexibility in some locations</i>	<i>Consideration: Slightly updated for greater flexibility in some locations</i>
POTENTIAL STRATEGIES			
Main street treatment	Comp Plan policy (but no code) for pedestrian-oriented streets near mall	Add flexible main street requirements	Require main street treatments along Kenyon St and 4 th Ave NW, paired with public investment
Park/gathering place	Comp Plan policy (but no code) for public plaza near mall	A minimum of a half-acre park in each hub	Total of 3-4 acres of park in subarea
Connectivity improvements	Blocks in commercial districts shall not exceed a perimeter of 2,000 feet (EDDS 2.040)	Existing requirements continue for maximum block perimeter of 2,000 feet (EDDS 2.040)	Potential additional significant public investments in connectivity and a finer-grained trail network if private property owners commit to major new development
Green building	Existing stormwater regulations and building code	No incentives or requirements beyond existing code	Require “above-and-beyond” green building standards in new development
Tree code	No change	<i>Consideration: Update tree code for desired development feasibility</i>	<i>Consideration: Update tree code for desired development feasibility</i>

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
TRANSPORTATION			
TMP 20-year projects	Yes	Yes	Yes
Bus priority lanes	Bus priority lane on Harrison	Bus priority lane on Harrison	Bus priority lanes on Harrison
Multimodal improvements	No additional outside of the TMP 20-year project list	Multimodal improvements focused on arterials and connections to adjacent neighborhoods	Major street redesigns within the Triangle; multimodal improvements on arterials
Transit hub	<i>Confirm any IT plans in 20-year horizon</i>	<i>TBD pending IT conversation; potentially closer to one of the arterials (e.g., Cooper Point and Harrison intersection)</i>	<i>TBD pending IT conversation; likely leveraging the inward focus near Kenyon, Mall Loop Dr, and Bing St connection</i>
2045 HOUSING AND EMPLOYMENT			
Total housing units by 2045	761 (Market Trend) 1,500 (TRPC)	1,683	3,209
Total employees by 2045	5,194	4,919	7,776
PUBLIC INVESTMENT			
Likely investment levels	Minimal	Moderate	Significant

Land Use & Development

04



What is this chapter about?

Designated as a High-Density Neighborhood, the subarea is planned and zoned for a high-density, walkable, mixed-use urban neighborhood, allowing up to 7 stories in much of the subarea. Currently, retail space accounts for 76% of the building area in the subarea, with a major regional shopping and commercial center, property owners who are open to mixed-use redevelopment, and large underutilized surface parking lots. The subarea also has 500 housing units, mostly north of Harrison Ave.

However, even with these strengths and the desire for residential and mixed-use developments, the subarea has only seen low intensity light industrial, office, and retail development between 2000 and 2022. Layered development requirements, in combination with market factors, have limited the development potential (see *Appendix B: Market Analysis*). The following—altogether, not necessarily individually—are barriers: high commercial parking requirements for shopping centers, tree requirements, high costs of stormwater facilities, building height limits (in long term), and lack of comfortable, human-scaled, connected streets/paths.

This chapter recommends changes to the zoning and development code and other development incentives to nudge the Triangle’s evolution into the envisioned mixed-use environment. It also considers residential and commercial displacement risks and ways to keep all who want to be in and near the Triangle in the area.

What We Heard

“I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”

“Downtown in feel. Lots of mixed-use space. Walkable. Alive.”

“Dense multi use neighborhood with limited auto access and plenty of bike/walking paths supported by a robust streetcar/bus network”

“The City should gift the two lots it owns on 4th Avenue to one of the above listed low income”

“Affordable senior housing.”

“People from all economic levels of Olympia, including low-income folks and retail workers, can make their homes (live), shop (essentials and more), and have community (spaces to gather WITHOUT SPENDING MONEY) in the Triangle...”

Zoning Proposals

This section describes proposed rezones and changes to development code and parking minimums. **Recommendations in this section are placeholders for this draft and show a range of options studied in the Draft Environmental Impact Statement.**

LU-1 Reduce subarea parking minimums.

Parking, especially structured, is expensive to construct, takes up valuable space, and may not be needed to the same degree as in the past with a more accessible mixing of uses and multimodal options. Relaxing parking requirements can make development more economically feasible and result in a more human-friendly neighborhood. Options to consider include:

- Eliminate residential parking minimums for most of the subarea (adopted June 2023)
- Eliminate residential parking minimums for residential developments within ½-mile of frequent transit routes (adopted June 2023)
- Apply parking maximums of 1.5 per unit for multifamily projects 5-units and up (existing standard)
- Reduce commercial parking minimums for the subarea

LU-2 Increase max height of HDC-4 area.

Height limit increases would allow greater flexibility in the long term for cross-laminated timber and other construction types that gain greater efficiency at taller heights and use land efficiently.

- Under Alternative 2, HDC-4 zone area would increase height limit to 85 feet (8 stories)
- Under Alternative 3, HDC-4 zone area would increase height limit to 145 feet (14 stories)

LU-3 Increase max height of HDC-3 area.

- Set base max height for HDC-3 zoned areas at 75 feet.
- Under Alternative 3, HDC-3 zoned area would include a height bonus up to 105 feet if affordable units, on-site open space, or other public benefits are provided

LU-4 Adjust upper floor stepback requirements.

Consider stepback adjustments that support feasible and energy efficient buildings (except in zone transition areas), such as:

- In the HDC-4 area, require upper floor stepbacks (minimum 8 feet) on floors above 6 stories instead of 3 stories
- In the HDC-3 area, require upper floor stepbacks (minimum 8 feet) on floors above 5 stories instead of 3 stories

LU-5 Encourage mass timber construction.

- Height bonus of 10' for mass timber/cross laminated timber (CLT) constructed buildings within the HDC zones
- No upper-level stepback for mass timber/cross laminated timber (CLT) constructed buildings within the HDC zones (except for buildings constructed within close proximity to low density residential zones as specified in existing City regulations)

LU-6 Zoning for residential uses.

Update development regulations (especially the HDC pedestrian street code in OMC 18.130.060.A.1) to more easily accommodate residential-only buildings where ground floor commercial is not necessary.

LU-7 Add minimum density to zones.

In the Comprehensive Plan, the Future Land Use Designations for Urban Corridors sets a minimum residential density of 15 dwelling units per acre. Codify a minimum density of 15 du/ac for HDC zones in the Triangle to prevent development that would preclude the desired intensity of land uses.

Development Incentives

In addition to the zoning proposals listed above, which would reduce barriers to development, additional incentives may include the following.

LU-8 Update tree code.

Update the tree code to provide more flexibility. This will provide more opportunities to address climate goals and tree canopy while also increasing the likelihood of redevelopment in the subarea. A tree canopy assessment is currently underway and will include an analysis of the Triangle.

Note that the mall property (orange properties in **Figure 4-1**) currently has far more trees and tree units than the required

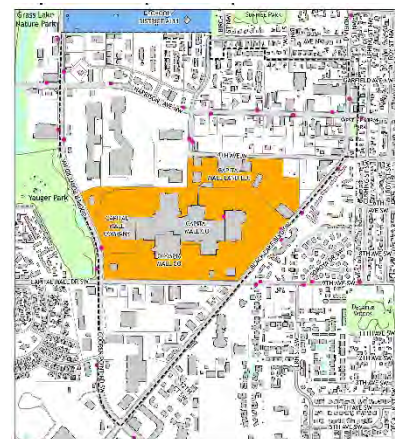


Figure 4-1. Capital mall properties. Source: MAKERS (2023)

amount. However, in the event of redevelopment of non-mall properties (or potentially with major redevelopment of the mall), additional trees would be required. An overall goal would be to leverage and incentivize private development to increase the amount of publicly-owned tree canopy. **Options might include:**

- Encouraging and allowing tree requirements to be met within public rights-of-way (e.g., streets, paths, and parks), not just on private property, similar to the existing regulations for downtown.
- Provide more flexibility for the Level Soil and Vegetation Plan required under a site's Tree Plan within the Capital Mall subarea.
- Instituting a "Green Factor"-style development standard that provides for ecological function and balances development flexibility.
- Developing fee in lieu options that pay into a public forestry fund for the Capital Mall area. Developing stronger tree planting right-of-way standards (e.g., additional soil volumes, establishment periods, vegetation protection fences) for public right-of-way trees, which creates a strong urban forest while also slowing speeding vehicles, creating a calmer, quieter pedestrian realm, and humanizing the scale of new development.

LU-9 Expand MFTE programs.

Currently there are no multifamily tax exemption (MFTE) designated areas in the Triangle subarea. **Adopt the options currently under City consideration, potentially with some updates.**

- Expand the 8-year MFTE into the subarea
- Expand the 12-year MFTE into the subarea
- Change the 12-year MFTE to require 100% of units be at or below 80% of AMI
- Consider a fee in lieu option for developers to pay into an affordable housing fund instead of directly building the units
- Ensure that the citywide MFTE program incentivizes development in the Triangle at least as much as other parts of the city



Figure 4-2. New street tree plantings in this urban area include vegetation protection fences that protect plants and soils from people and pets which greatly improves their chances to survive and thrive. Source: MxM Landscape Architecture

See **Stormwater & Tree Canopy** for additional recommendations that incentivize redevelopment.



Figure 4-3. New technologies like soil cells allow for proper soil volumes for urban trees while still accommodating utilities, irrigation, and paving in tight conditions. Source: Seattle Department of Transportation

LU-10 Tax increment financing (TIF) area.

Study and potentially establish a tax increment area (TIA) in the subarea to capture some of the value of new construction and invest in infrastructure improvements. TIAs are best positioned to generate funds when significant private development is proposed. Continue coordination with property owners to clarify opportunities. The northern portion of the subarea is a likely candidate.

LU-11 Area-specific impact fees.

Although an impact fee may sound like a disincentive, it would provide a mechanism for the City to fund larger projects than private development would be able to accomplish on its own. These would be based on public works improvements identified in this plan (e.g., transportation, stormwater, sewer, parks). The return on public investment through ensuing private investment can be substantial.

LU-12 Development capacity bonuses for public benefits.

Consider allowing additional building height or _____ for affordable housing, public gathering space, family-sized units (2-4 bedroom units), daycares, or other public benefits identified in this plan. (To be refined with the preferred alternative. This action may be removed if the preferred alternative includes a combination of feasible requirements and public investment in catalyst sites to achieve community interests.)

Catalyst Sites

To be updated once there is a preferred alternative. Will describe a range of approaches in this draft. The City has not committed to any specific investments at this time.

Site 1: Capital Mall

The mall property, at 84 acres, is the largest property in the study area. The Capital Mall benefits from a large trade area extending to Washington’s coast largely because of the lack of other malls in southwestern Washington. But this does not shield the mall from the impacts of changing retail habits and trends.

Throughout the United States, malls are in a state of change – redefining themselves as mixed-use destinations with entertainment, retail, and services alongside compatible uses like housing. Several malls in the Puget Sound region, such as Northgate Station and Alderwood Mall, have successfully added dense multifamily and mixed-use development. A recent retail report by the Urban Land Institute finds that creating the right tenant and use mix, building a notable brand, and optimizing site design through placemaking are all important keys to successful retail centers.

This does not mean that the mall should or is expected to change overnight. Rather, there are opportunities to begin this transformation by focusing on the space that is currently available, such as underutilized parking lots and outbuildings. The mall ownership group has expressed interest in exploring opportunities and feasibility for incremental redevelopment with housing, a mix of uses, smaller block sizes, and more efficient use of land.

Public investment in the mall site, including transportation, stormwater, or other infrastructure, would have a catalyzing effect on the rest of the subarea. While some smaller sites are highlighted below and/or in *Appendix B: Market Analysis*, the City should consider viewing the mall site holistically as the central focus area.



Figure 4-4. Belmar catalyst site example. The Belmar redevelopment project in Lakewood, Colorado (previously Villa Italia regional mall, upper left) was a public-private partnership between the City of Lakewood and the developer. The City used Public Improvement Fee and Tax Increment Financing to direct \$95 million to site infrastructure and preparation. As a result of the redevelopment, the value of the site increased from \$120 million to \$1.02 billion and became a thriving downtown. While it is still a shopping district, it is significantly more walkable, includes housing, offers public gathering spaces, and has a much lower parking ratio. Like Capital Mall, the area is served by bus and not light or commuter rail.

Site 2: 4th and Kenyon

This opportunity site is a subset of the larger mall property at the northeast corner of Mall Loop Drive SW and Kenyon Street NW. The property directly west could also be considered part of this site—its property owners expressed interest in residential and mixed-use development in the long term. The mall uses close to the Kenyon/Mall Loop Dr intersection include a movie theatre and restaurants, which lend themselves well to evening uses that energize a neighborhood.

Focused public investment in a 4th Ave, Kenyon St, Mall Loop Dr multimodal connection, a grander public space, and/or a transit hub could catalyze redevelopment. Depending on the mall ownership group's long-term plans, bus routing and street configuration should be considered for fastest, most reliable transit service. Public investment should help create a magnetic social pull to the area. Ongoing programming and maintenance would be needed to ensure its long-term success.

If the City determines that public investment in this area is appropriate, the timeline will likely depend on grant opportunities and/or may be incremental and phased over many years.



Figure 4-5. Rendering of public space in future Northline Village redevelopment at Alderwood Mall, Lynnwood. Result of a development agreement between the City and developer.

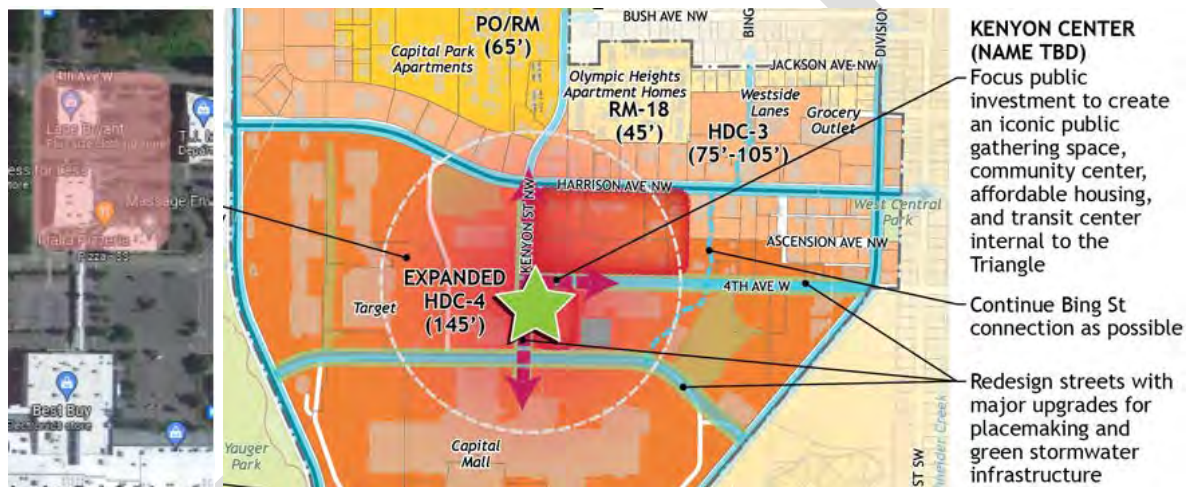


Figure 4-6. Opportunity site 2 location and conceptual vision

Site 3: Former 24-Hour Fitness Property

This property is situated between the tree tract (which provides the trees that meet the mall's tree code requirements), Black Lake Blvd, and the mall's eastern vehicular entrance. The mall ownership group has expressed interest in exploring potential redevelopment scenarios for this property. One possible concept is to include a public gathering space and eventually directly connect to the main mall corridor (see "back of the envelope" sketch developed with them).



Figure 4-7. Opportunity site 3 location and one potential long-term concept from the mall ownership group for redevelopment in this area.

On bottom image:

- Green: public gathering space and tree-lined, people-oriented street/path
- Yellow: major celebrated connection
- Pink: future connections
- Purple: housing or mixed-use development
- Blue: mall group's conceptual future transit route

LU-13 Focus on catalyst sites.

Continue coordinating with property owners to evaluate, envision, co-create a long-term vision for, and pursue development/redevelopment at catalyst sites. Prioritize public investments at or near these sites to encourage redevelopment.

LU-14 Prioritized public investments.

To spur desired development, the City would focus public investments into a site in the subarea. Also see **Stormwater**. Considerations include:

- Strategically locate new open space and right-of-way investments to provide stormwater capacity for adjacent private development.
- Public streets and infrastructure projects often have more prevalent funding sources than parks or other community benefits.

LU-15 Community benefits/development agreements.

Development agreements, or community benefits agreements, are voluntary, negotiated contracts between a developer and a city/county that specify the public benefits the development will provide and each parties' responsibilities. They can achieve affordable housing, affordable commercial space, community gathering space, relocation assistance and phasing considerations for existing businesses, and other public amenities. For example, developers can agree to build out the ground floor space for small businesses and cultural anchors, making it more affordable for them to get into a new space, and then gradually afford market rent over time. The Delridge Grocery Co-op in Seattle was able to lease space in a new building with lower-than-normal startup costs because of the development agreement laying out the need for this type of commercial space.

LU-16 Strategic land purchases.

While the City can use tools like community land trusts to reserve land for future projects that meet the City's goals, a more straightforward route may be for the City to purchase specific plots of land within the subarea that can be reserved for a future use that the market may not provide on its own. Where possible, the City should purchase parcels for future public-serving uses like affordable housing, affordable retail, parks or parklets, or even stormwater retention. Depending on the desired use, the City could choose to undertake the development or transfer control of the land through a below market rate sale or lease. Land subsidies reduce the amount

of gap funding needed by low income housing developers, thus improving project feasibility.

As the Capital Mall Triangle begins to attract more development, land prices are likely to rise. Purchasing land in the subarea before this occurs ensures that the City will be able to reserve space in catalytic areas for future public benefit at a time when they are not in direct competition with private investors, thus limiting the size of subsidy required. Although opportunities for purchasing land within the subarea may be limited, identifying key parcels and having an acquisition process in place will help the City act more nimbly when an opportunity arises.

Affordable Housing and Residential Displacement

The City has a variety of affordable housing development incentives including impact fee exemptions for sewer, parks, and transportation, reduced parking requirements, regional funding opportunities (e.g., Home Fund, HB 1406 program), and several others. The Housing Program also offers grant and loan opportunities for low-income housing preservation to address displacement.

The zoning code changes, minimum parking reductions, tax incentives, and public investment will make it easier to build more housing in the subarea, which will increase the housing supply. Such changes will also make it easier to provide subsidized affordable housing projects in the area. There are two City-owned parcels in the subarea along 4th Ave that are being considered for a possible affordable housing development.

LU-17 Partnerships with affordable housing providers.

The City has partnered on a number of affordable and low income projects with affordable housing developers/organizations.

LU-18 Anti-displacement programs.

Economic displacement occurs when pressures of increased housing costs, such as rising rents, compel households to relocate. Housing costs are largely driven by the interaction of supply and demand in the regional housing market. Newer buildings in a constrained market usually come with higher rents. More demand to live in the subarea can potentially outpace the construction of new housing and increase the demand for existing affordable housing surrounding the subarea.



Figure 4-8. Family Support Center of South Sound. 62 units of permanent supportive housing for low-income families. Occupancy set for November 2023. The City contributed \$5 million to the project.

To address economic displacement risk nearby, Olympia will consider:

- Require a 5-year rent stabilization to the end of the 12-year MFTE, which limits rent increases to no more than 7% a year
- Partner with community land trusts
- Provide need-based rehabilitation assistance for existing housing to address weatherization and energy efficiency improvements
- Provide down payment assistance for first-time buyers or longtime residents looking to stay in the area
- Provide or connect people to the State's property tax assistance programs for longtime residents who own their homes and would struggle to stay in the subarea without assistance (the State's program is for senior citizens and people with disabilities)

DRAFT

Economic Development

05



What is this chapter about?

The subarea and the surrounding area serve as a regional destination for shopping and services. Three main economic activities contribute to this regional draw: 1) Capital Mall and surrounding shopping centers, 2) the Olympia Auto Mall, located less than one mile southeast of the mall, and 3) MultiCare Capital Medical Center and surrounding medical offices, located less than one mile west of the mall. Of these three, only the Capital Mall and surrounding shopping centers are located within the Triangle subarea. In addition to providing important services for the Olympia community, these three draws also contribute to Olympia's employment and tax base. The City estimates approximately 7-11% of overall tax revenue is derived from the Triangle.

Adding housing and improving connectivity and placemaking elements have the potential to shift the subarea from a traditional shopping center to a neighborhood and community destination, serving both residents of Olympia and the broader trade area. Retail and service-based businesses thrive when they are paired with other uses that drive traffic—this includes housing, food and beverage, and additional retail, as well as public amenities like parks. The economic vitality of the Triangle depends on its ability to modernize and densify, which this subarea plan encourages.

North of the mall, the Harrison Ave corridor serves as a neighborhood and regional commercial district, with a mix of locally-owned small businesses (restaurant, auto services, grocery, retail, etc.) and some national chains (fast food and banks). Small businesses also rent space in the mall. Redevelopment of existing retail is likely to increase commercial rents in the area, both for the renovated buildings and those adjacent to them. In addition, the older, smaller buildings that house local businesses could be at a higher risk of redevelopment. The potential addition of dense housing in the subarea as well as improved connectivity will be a boon to the existing small local businesses, but only if they are able to continue operating there. Supporting these businesses by mitigating commercial displacement through redevelopment will help maintain the variety of businesses in the area, improving economic vitality and serving specific cultural and community needs.

What We Heard

“Service like the rest of the City or commensurate with the commercial and residential tax revenue we bring in”

“Busy with people shopping, relaxing, visiting, wandering with few cars”

“Less chain stores and parking lots”

“It would be a vibrant welcoming area where people want to go to eat and recreate.”

“The westside of Olympia currently has a strong set of locally owned businesses; I hope these businesses will be preserved, and that other sites or streets within the subarea will be set aside for local businesses.”

“...areas containing existing commercial development like the Triangle are not blank canvasses. They were originally intended and designed to draw citizens residing throughout the region they serve, and it is important to preserve this characteristic as we attempt to attract more citizens to live and work within their boundaries. ... Therefore, ... focus on measures that allow developers to build upon and enhance the existing character of the Triangle over time as the market dictates, while avoiding onerous measures intended to immediately compel transformation of the Triangle into something drastically different than exists today.”

“Lots of independent small businesses, as well as taller structures for housing and mixed use. More GOOD restaurants.”

Regional Commercial Center

The City’s Economic Development staff regularly connect with Mall management, local medical leaders, and the owners and managers of the auto mall. City staff also regularly attend monthly meetings of the West Olympia Business Association (WOBA). These proactive relationships provide an opportunity to share information and plans, and for the City staff to understand if there are emerging issues appropriate for City departments or other economic development partners to address.

ED-1 Proactively maintain relationships.

Continue ongoing coordination with regional economic drivers and WOBA to share information, address emerging issues, and coordinate plans. Ensure that continued engagement includes smaller businesses, particularly those in the northern portion of the subarea.

See **Development Incentives & Catalyst Sites** for additional recommendations that would support a healthy economic environment.

See **Transportation** for how the multimodal network will continue to support the regional commercial center.

Business Enterprise Resources and Support

The Harrison Ave corridor is naturally incubating small businesses in Olympia by providing affordable commercial space and a regional and local clientele. The following recommendations reinforce City and regional partner efforts to support small businesses.

ED-2 Continue local business technical support.

The Thurston region has a robust network providing full spectrum business support and training programs that are supported in part by the City of Olympia. For example, the Thurston EDC's Center for Business and Innovation (CBI) offers a suite of no-cost services and resources for entrepreneurs, business owners, and managers. This includes business start-up and scale-up training, consulting, assistance to access state and federal government contracts and financial loan opportunities. Enterprise for Equity (E4E) also offers financial training, business training, business technical assistance, and microloans for emerging and existing entrepreneurs and businesses, while placing a priority on individuals who have limited incomes. The City of Olympia provides funding to both the CBI and E4E to ensure Olympia residents have no cost access to business training programs. Other entities such as Northwest Cooperative Development Center, the Thurston County Chamber of Commerce, and local colleges South Puget Sound Community College (SPSCC) and the Evergreen State College (TESC) play strong roles in providing training and support to strengthen our business ecosystem.

The City's draft economic opportunities plan, Olympia Strong reinforces the importance of these enterprises toward building a stronger, more inclusive economy. Olympia Strong recommends the City continue funding scholarships for Olympia residents to access business training, and enhanced support to improve access to capital, community resource navigators, and efforts to attract and help grow anchor employers that align with Olympia values, among other initiatives.

ED-3 Co-ops and creative models.

With twelve co-operative businesses in operation, Olympia boasts the most co-operative businesses per capita in the State of Washington. Most are located in downtown Olympia. There appears to be increasing interest in cooperative models, and the Evergreen State College, in partnership with the Northwest Cooperative Development Center (NWCDC), began their first cooperative training program in 2022. The Olympia Strong plan includes recommended support for training programs offered through NWCDC.

ED-4 Building and façade improvement program.

Many properties can be functionally and/or aesthetically improved to enhance tenants' business success. Building and façade improvement programs provide public matching funds to enable capital improvements to commercial buildings.

Olympia has an existing Neighborhood Matching Grant program, but the amounts awarded are too small to catalyze significant capital improvements to buildings. These grants could be targeted towards small, local businesses in the Triangle, and could enable these businesses to remain in place and thrive. Therefore, these grants can have a strong anti-displacement component. Depending on available resources and city priorities, grants can range from \$5,000 to \$50,000, and sometimes more.

The City should consult its legal counsel when and if it decides to implement a building and façade improvement program. Historically, State law has limited cities' ability to make grants and loans due to prohibitions on the "gift of public funds"—certain funds to private entities. However, a building and façade improvement program can be crafted that helps businesses, while also honoring the spirit and letter of state law.

Business Anti-Displacement/Affordable Commercial Space

This section provides a menu of options for slowing and preventing physical (redevelopment on the same property) and economic (rising rents) business displacement. The City may hone this list for the preferred alternative to those most feasible and impactful.

ED-5 Harrison Ave corridor planning.

Work with businesses along the Harrison Ave corridor to further develop the vision for the area, understand displacement risks, and connect businesses to resources for securing land and buildings. Determine whether there are opportunities to develop some of the larger tracts of land without displacing existing tenants.

ED-6 Community land trusts.

A community land trust (CLT) is a non-profit organization which buys and holds land for public benefit, including affordable housing and/or commercial space. Building occupants pay a monthly land lease fee to the trust, which maintains ownership of the land itself. CLTs build community wealth by cooperatively owning land, maintaining affordability, and retaining local businesses.

What makes a successful building improvement program?

While many such programs focus on the exterior or façade of a business, some of the most successful programs, such as the one in Beaverton, Oregon, offer more flexible grants that can be used for exterior or interior improvements. Businesses are then able to direct grant funds toward the projects with the biggest return on investment, whether that is new paint or signage on the exterior, new commercial-grade kitchen appliances or mechanical systems, or upgraded interior spaces.

Grant and loan programs that follow this model have been used extensively across the country; Tacoma, Auburn, and Vancouver all have successful programs.

A similar model is a community investment trust (CIT) (e.g., Mercy Corp's [East Portland CIT](#)).

Seek partner organizations and facilitate funding opportunities (e.g., federal grants), land acquisition, and development permitting to establish CLTs in the Triangle, especially along Harrison Ave.

ED-7 Ground floor commercial financing.

Commercial space can be riskier for developers and lenders to finance than residential space, with fears that it may return lower rents than residential, have higher maintenance costs, and/or may be hard to lease. In addition, because of state restrictions on city/county funds, financing affordable commercial space can be more challenging than affordable housing. However, cities can use federal and private funds. Seattle used federal CDBG funds to support the [Liberty Bank Building](#) redevelopment, which includes affordable commercial space and community amenities on the ground floor. Using the federal funds avoids the state restrictions; however, CDBG's regulatory process and compliance is challenging, especially for smaller projects that can't absorb that cost.

Funding may also be more easily managed by Public Development Authorities (PDAs) and Ports rather than cities. PDAs, as quasi-public corporations, serve and are accountable to the public and administer public funds, while having the flexibility of a corporation. PDAs are particularly useful for developing and maintaining the ground floor space for commercial and arts activities and leasing to businesses and nonprofits. Ground floor improvement costs can otherwise be insurmountable to individual businesses and nonprofits. Successful PDAs include [Africatown-Central District Preservation and Development Association](#), the [Seattle Chinatown-International District Preservation and Development Authority](#), and [Twisp Public Development Authority](#).

ED-8 Small-scale and flexible space design.

Preservation of existing affordable space is typically most effective for maintaining affordability, but if the area is redeveloping, set requirements or incentives to support nontraditional commercial uses on the ground floor, such as:

- Apply store size caps (can be an average) to ensure spaces for small and micro-retail are accommodated in new development.
- Require flexible space for a range of businesses (e.g., restaurants, micro-retail) and arts organizations to reduce initial move-in/tenant improvement costs.

Flexible space means high ceilings to accommodate commercial kitchen grade HVAC and arts needs (dancers, lighting, etc), opportunities for multiple entries (to divide space into smaller commercial units).

ED-9 Construction disruption assistance.

Support businesses with marketing, signage, technical assistance, and/or grants or forgivable loans as reparations for revenue lost during construction projects (redevelopment or street/infrastructure projects).

ED-10 Commercial tenant protections.

Commercial tenant protections are an emerging area of interest. Most cities have enacted stronger protections for residential tenants rather than commercial ones. While rent control is prohibited in the state of Washington, there are other protections that can be extended to commercial tenants through municipal programs. These can include tenant harassment protections, which give tenants the legal recourse if they face abusive pressure to relocate.

Olympia should explore this area more through resources provided by organizations like the Association of Washington Cities, the American Planning Association, and the Municipal Research and Services Center.

ED-11 Local hiring ordinances.

In cases where the City or other public agencies are involved in infrastructure investments (e.g., transportation, transit, parks, stormwater, other utilities) or redevelopment, they can use local hiring ordinances to ensure that local businesses and workers benefit from that public investment. While much of the development in the Capital Mall Triangle is expected to be private, implementing this kind of program at the outset will help ensure that smaller and older businesses realize some of the gains from public investment in the subarea. Local hiring ordinances can be part of community benefit and/or development agreements, as described in **ED-9 Construction disruption assistance..**

Design & Community Livability

06



What is this chapter about?

The transition of the subarea from a suburban mall area surrounded by vast parking lots to a high-density, walkable, mixed-use urban neighborhood will mostly likely happen over a medium to long period of time. New development will reduce large parking lots, bring new building forms, and upgrade the streets to be more walkable. The subarea being both a mixed-use urban neighborhood and a regional destination means the area will be a continual destination, drawing new investment in community amenities.

Capital Mall is home to the popular West Olympia Timberland Library and has acted as a temporary healthcare site during the first year of the Covid-19 Pandemic. Most of the subarea is within a half mile walk to parks such as Yauger Park, West Central Park, and Sunrise Park. However, most residents, customers, and employees would have to cross a major arterial to reach one of these parks. The subarea also has Garfield Elementary, Jefferson Middle, and Capital High Schools nearby, along with several other schools on the westside of Olympia. Garfield, LP Brown, and Hansen Elementary Schools all offer before and after school care on site from the YMCA ([Y Care on Site](#)). However, there are currently limited after school services for middle and high school students. Additionally, the current school district boundaries impact some students in and around the subarea by requiring them to be bussed to schools further away than the nearby schools close to the subarea. Lastly, the subarea includes Olympia Fire Station 2. Future development in the subarea will provide opportunities to expand community amenities such as parks, plazas, and after-school care.

What We Heard

“A secondary downtown bustling with housing, restaurants with and urban neighborhood feel”

“Aquatics center and park surrounded by mixed use. All accomplished with state of the art environmental methods.”

“Spaces for community of all ages integrated together (childcare, work, senior living)”

“We need a day care center at Capital mall.”

“I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”

“Walkable, mixed-use high-density mixed-income "uptown" urban center”

Neighborhood Hubs

Neighborhood hubs are places where people want to gather and live. Neighborhood hubs can include main streets with nice walkability, they can have public gathering spaces or other valuable amenities, and they are accessible to locals in the surrounding area.

DC-1 Distinct neighborhood hubs.

Recommendation to be determined with preferred alternative. It may include design recommendations to achieve distinct centers. It could include a recommendation for a follow-on visioning process specific to the Harrison Ave corridor.

- Alternative 2 studies the prospect of 2-3 smaller neighborhood hubs in the subarea.
- Alternative 3 studies the prospect of 1 large neighborhood hub in the center along Kenyon St and Mall Loop Drive.
- High visibility corners

See **Catalyst Sites** for how City investments may support neighborhood centers.



Figure 6-1. Main Streets might include public/private stormwater partnerships like the Swale on Yale in downtown Seattle. Source: 700 Million Gallons

Street Designations

Locations to be determined with preferred alternative—show ranges in alternatives.

DC-2 Street designations.

Designate existing and future streets as mapped in **Figure X (to be developed for the preferred alternative)** to achieve the desired street and building front design with redevelopment (or with City investment, whichever comes first) for the following types of streets:

- Main streets (primarily new activity center streets with redevelopment)
- Arterials (with redevelopment, require landscape buffers and shared use paths, no need to orient development toward the arterials except at high visibility corners)
- Other streets (likely many new streets with a residential focus)



Figure 6-2. Bothell Way (Bothell, WA) and Mercer Street (Seattle). Arterials might include larger rights-of-way with additional greenery, larger stormwater facilities, and/or local collectors. Source: The Seattle Times (above) and HBB Landscape Architects (below).

Parks

Although 95 percent of the subarea is within a half-mile (10 minute) walk to an existing park, residents, customers, and employees within the subarea would have to cross a major arterial to reach one, creating barriers to access these community and recreation amenities. Yauger Park, Decatur Woods, and Sunrise Park have playgrounds, but require an uncomfortable arterial crossing for families with small children. Yauger Park and Sunrise Park have community gardens. Yauger Park is mostly dedicated to sports fields—four baseball and one basketball court—and also has a skate park. Importantly, Yauger Park also functions as a floodable stormwater detention park. Woodruff Park includes basketball, pickleball and tennis sports courts, and a seasonal spray park. Decatur Woods includes mature trees, trails, and picnic areas. Grass Lake Nature Park features trails and environmental protection and education.

As more people move to the subarea with future growth and residential development, the need for more park space within the subarea—that is easier for residents to walk, bike, and roll to—will increase. New parks within the subarea would co-benefit residents and businesses, creating more of a draw for people to stay and linger near businesses.

Note that an urban plaza is already required with redevelopment north of the mall. **By increasing development capacity of commercial properties with reduced parking requirements and/or other measures, the City can require developers to provide community-oriented public space with redevelopment (to be updated with the preferred alternative).** In addition, purposeful, planned public investment in strategic places (see **Catalyst Sites**) could be an opportune way to meet multiple public benefits, including significant park and community space as part of development.

DC-3 Significant community gathering space(s).

Increased housing development and population will increase the need for parks, plazas, and/or community centers where people can gather together to play and lounge. **This policy will be updated with the preferred alternative. Options include a range of requirements, incentives, and public investment, such as the following:**

- Alternative 2: Require a minimum of half-acre parks or indoor community spaces in each hub. These could be required on large lots where development would not be impeded, and would benefit from, public space. On small lots, these may need to be incentivized rather than required and/or rely on a developers agreement and public investment in public infrastructure.



Figure 6-3. Parks and open space. Source: MAKERS



Figure 6-4. Public plaza in downtown Bothell, WA. The plaza is transformed during art, movie, and culture events where people spill into the closed streets on summer nights. Source: MxM Landscape Architecture

- Alternative 3: Require a 3-4-acre open space minimum for the subarea with redevelopment. Through a public-private-partnership, invest in an iconic public space and/or community center.

DC-4 Small parks/plazas.

In addition to the significant gathering space(s) proposed above, require publicly-accessible minor pocket parks, widened sidewalks with seating, children's play areas, outdoor dining, special landscaped spots, and similar spaces with redevelopment. These should weave through the Triangle, especially along designated neighborhood center streets, to provide:

- Desired amenities for residents, workers, and shoppers
 - Place identity-building features
 - Low Impact Development and urban heat mitigation
- These spaces may be privately owned and managed.



Figure 6-5. In Rockville, MD new development included a new public park that provides a focal point for community activity and activation. Source: The Moco Show

DC-5 Public space design.

Adopt robust design standards for public spaces provided with redevelopment to achieve active edges around plazas, appropriate solar access and shade, adequate seating, appropriate night lighting, weather protection, bicycle parking, natural drainage, quality materials, universal accessibility, positive public space design, natural surveillance, and other human-centered design principles.

DC-6 Yauger Park connection.

Develop a paved bicycle and pedestrian trail to connect the Grass Lake Trail at Harrison Avenue south through Yauger Park to connect with the west side of the subarea.

DC-7 Community Spaces

Community members expressed interest in several spaces that would support and build community, such as a community center, daycare, expanded library, youth activities, aquatic center, Senior Center, and Boys and Girls Club/YMCA/after school programs.

DC-8 Community recreation center.

Seek partnerships with community center service providers (e.g., YMCA) to jointly rehabilitate an existing facility or develop a new community center facility. This could be accomplished in tandem with a **Catalyst Sites** project.

The City has discussed a recreation facility on the west side, and these discussions could evolve to specify the Triangle in the future.

DC-9 Swimming pool.

The City has completed a Regional Aquatic Feasibility Study and identified a design that would require 6-8 acres of land. The specific location is slated to be identified in coordination with regional funding partners. This area could be considered as a potential site. (See [Regional Aquatics Facility Study](#) on Engage Olympia for more information.)

DC-10 Support daycare location in the subarea.

Childcare is a particularly challenging use to achieve because of high costs to license and operate a daycare and limited public funding. The business model is generally not able to afford the high commercial space rents of new construction. Renovating existing spaces for childcare can also be challenging because of licensing requirements for multiple entrances, large outdoor play areas, ADA accessibility to all spaces, and so on. To locate a daycare in the subarea, **consider the following options (to be refined with the preferred alternative):**

- Offer development capacity incentives for providing daycare space in new development
- Facilitate conversations between daycare providers, property owners, and developers
- Research funding opportunities for starting up new daycares

Design for Health and Sociability

A lack of social connections increases the risk of many health issues and chronic stress ([CDC, 2021](#)). Loneliness is most prevalent in low-density areas where commuting by car reduces opportunities for social interactions and high-rise buildings if residential design does not promote community and relationship building ([Mattisson et al., 2015](#); [Kalantari and Shepley, 2021](#)). Development and design that support active living, non-car commutes, and social connections improve residents' chances at health and wellbeing.

Air and noise pollution near heavily trafficked roads and highways impacts health, especially for children and vulnerable populations in places such as schools, daycares, elder care facilities, and medical centers ([Washington Tracking Network](#), [EPA 2018](#), [American Lung Association](#), Jansen, et al at [National Center for Biotechnology Information](#), [National Bureau of Economic Research](#), [National Center for Biotechnology Information](#), [National Bureau of Economic Research](#)). Commercial buildings are often able to control indoor air quality and noise, and duration of exposure may be more limited than in residences.

DC-11 Residential building design for social connection.

Remove code barriers and adopt design standards to encourage community-building spaces, such as:

- Encourage small social group sizes—important for building trust amongst neighbors—by encouraging building types that limit the number of units sharing a single entry or shared common space to 8 to 12 units. This may include removing barriers to single-stair access construction.
- Encourage cooperative and cohousing models that include shared amenities to encourage community building.
- Clearly delineate public to private space that encourages both social interaction but also creates private retreat areas for sense of safety and control over social exposure.
- Locate shared spaces along residents' daily paths to encourage chance interactions.

DC-12 Residential open space.

Adopt residential open space standards to focus on achievable social spaces that help build trust amongst neighbors, sense of ownership over shared space, and chances at interaction. Study the interaction of shared open space standards with tree code requirements.

DC-13 Design for air/noise quality.

Consider adopting landscaping, site planning, and building orientation design standards to mitigate traffic-generated air and noise pollution. Review building standards to ensure indoor air quality and appropriate noise levels.

Schools

There are three K-12 schools near the subarea, and children living in and around the subarea are potentially zoned for three different elementary schools. The Olympia School District regularly coordinates with the City of Olympia and Thurston County to plan for population growth. Their Capital Planning & Construction Department develops their [Facilities Master Plan](#) and [Capital Facilities Plan](#) to guide school property investments based on current capacity, future enrollment projections, educational vision, and prioritization of facility needs.

DC-14 Coordinated school planning.

Continue coordination between the City of Olympia's growth planning and School District planning. If needed, support the school district in holding community conversations to redraw school zones to respond to growth in the Triangle. If needed, support the school district in identifying opportunities for school facility expansion.

DC-15 After school programs.

Facilitate school district conversations with after school program partners (e.g., Boys and Girls Club, YMCA), community members, and InterCity Transit (if after school program is located off-site). If needed, support and expedite permitting for site identification, evaluation, rehabilitation, acquisition, and/or development. If possible, seek opportunities for shared-use agreements for facilities that could benefit the full community (i.e., community center that also houses after school programs).

Fire/Emergency Services/Police

Fire

Fire Station 2 is located on the northern boundary of the subarea at 330 Kenyon Street NW. Station 2 is our busiest fire station and protects our largest geographical response area. Fire Station 2 currently houses an Engine Company and a Medic Unit, together responding to over 4,800 calls for service in 2022. In 2024, an Aid Unit will be added to this Fire Station to help meet the 911 demand for this response area. To prepare for the additional response unit, the station will be modestly altered to accommodate the Aid Unit and associated staff.

The Community Assistance Referral and Education (CARES) Program received a significant enhancement in 2023 and will be realized by 2024. The CARES Program mission is to improve the health and independence of our underserved community by providing patient advocacy, healthcare, and social services navigation. This program will reduce the number of low-acuity 911 calls through proactive case management and treatment.

Aside from the response improvements noted above, there are no other staffing increases planned for this area of town. However, as the population grows, plans for increased staffing are possible and will be addressed at a citywide level.

Police

OPD West Side Station. An Olympia Police Department sub-station sits at 1415 Harrison Ave NW, just east of the Triangle near Woodruff Park. Patrol officers, neighborhood officers, administrative staff, volunteers, crisis responders, familiar faces, and a Designated Crisis Responder work out of the station. The station is not open to the public and functions as a place for officers to work on reports, take breaks, and conduct meetings. It keeps officers closer to the calls they are responding to than the downtown main station. It is a working office for other employees.

Current staffing for West Olympia. For most of the day, the west side has two patrol officers responding to calls in the area. The west side area also has one Neighborhood Officer that works four days a week on weekdays. The Crisis Response Unit does not have designated areas and responds to calls all over the city, seven days a week.

There are no current staffing increases planned. However, as the population grows, plans for increased staffing are possible and addressed at a citywide level.

DC-16 Crime Prevention through Environmental Design (CPTED).

Adopt CPTED design standards for public and private development. Certified City employees are available at different stages of the planning process to provide feedback in the areas of Natural Surveillance, Access Control, and Territoriality and Maintenance. They can review window, bike rack, crosswalk and activity placement, landscaping selection and placement, activity generators and more. Ensure that CPTED is used to benefit all community members, create positive public spaces, and equitably distribute vegetation and tree canopy.

The Familiar Faces program assists people who have complex health and behavioral problems, frequent contact with OPD's Walking Patrol, and are among the most vulnerable and resistant to services and resources. Specialists offer a shared life experience and nonjudgmental and unconditional support.

Transportation

07



What is this chapter about?

When the Triangle developed, the main transportation focus was vehicle travel. The subarea is now faced with the challenge of retrofitting an environment designed for vehicles to also work for people, while still maintaining significant regional access. This chapter recommends transportation projects and requirements (to occur with redevelopment) to help that evolution.

In 2021, the City adopted its first [Transportation Master Plan](#), which outlines all the projects that need to be built to have a complete network for people walking, rolling, biking, taking transit, and driving. The City estimated how many of those projects could be built within 20 years, assuming that funding levels remained about the same.

Those projects on the 20-year list are included in this plan (see **Map 2-7 & Table 2-1**). Because the focus of the TMP was on City-owned streets, those projects are on the boundary of the Triangle. This plan gives us the opportunity to look within the Triangle and establish a new pattern for future development that will:

- Make it easier for people to walk, roll, bike, and take the bus within and through the area, reducing vehicle trips per capita.
- Create a more welcoming, human-scale development pattern that is attractive and vibrant.
- Support the economic goals of serving as a regional shopping center while transforming to a more urban, mixed-use area.
- With fewer and shorter vehicle trips, reduce greenhouse gas carbon emissions and pollutants in stormwater runoff, such as tire rubber (6PPDq), trace elements from exhaust, heavy metals, and petroleum product spills.

Additionally, several projects on the street around the Triangle will improve safety, particularly for pedestrians and bicyclists. The new street connections envisioned within the Triangle will complement the safety projects and improve mobility for everyone getting around the westside, whether walking, rolling, biking, taking transit, or driving.

What We Heard

“A Dutch-style urban neighborhood where the default mode of transportation is cycling or walking, with frequent (every 5-10 minutes) and reliable transit”

“Walkable, thriving, community, where I can do the business of life with people I love.”

“A vibrant and walkable community resilient to environmental and economic challenges where people live, work, play”

“The parking lots would be gone and people would travel by foot, bicycle, small shared EVs.”

“I don't feel safe as a pedestrian crossing major streets”

“We want the city to have bike lanes, that are protected from traffic.”

Pedestrian and Bicycle

This subarea plan reflects the projects that were identified in the City's Transportation Master Plan as being feasible within 20 years. It also identifies other projects that would improve safety and comfort when traveling in and to the Triangle. To implement the new projects, the City will need to consider them when updating the Transportation Master Plan. Note that new streets, sidewalks, and bike facilities would be required with large-scale redevelopment. New streets are required to be ADA accessible.

Recommendations in this section will fall within the range of options described below. These project ideas are still under consideration and no funding is identified.

T-1 Multimodal placemaking and safety improvements.

Consider public investments and/or requirements with redevelopment to improve the following types of connections:

- An east-west people-oriented route through the Triangle, such as Mall Loop Drive – Kenyon Street – 4th Ave (also see **Catalyst Sites: Site 1: Capital Mall**)
- Additional improvements along Capital Mall Drive west and east of the Triangle to connect neighbors more comfortably

T-2 Crosswalk improvements on arterials.

- Multiple locations on Harrison Avenue between Kenyon Street and the existing enhanced crosswalk near the Grocery Outlet Plaza. Safety-specific crossing locations identified include:
 - Kenyon Street & Harrison Avenue (Included in TMP)
 - Division Street & Harrison Avenue (Included in TMP)
- Multiple locations on Cooper Point Road. Safety-specific crossing locations identified include:
 - Cooper Point Road & Harrison Avenue (Included in TMP)
 - Cooper Point Road near the Safeway driveway (Included in TMP)
 - Cooper Point Road & Skate Park crosswalk (Included in TMP)
- Consider additional pedestrian/bicycle improvements to connect the Triangle to:
 - Capital High School
 - Nearby neighborhoods (e.g., Yauger, Decatur Woods area)

T-3 Bicycle facilities.

- Reconfigure Capital Mall Drive to add an enhanced bike lane. (Included in TMP)
- Add enhanced bike lane to Fern Street between 9th Avenue and the 11th Avenue Pathway. (Included in TMP)
- Consider street design standards to require (or a City-led project, whichever comes first) buffered shared use paths along Cooper Point Road and Black Lake Boulevard

T-4 Key streets design.

See **Street Designations** in Design and Community Livability.

T-5 Enhanced bike parking.

Require with redevelopment and/or fund a program to install enhanced bike parking and charging for e-bikes and other micromobility products, with an emphasis on multifamily housing, retail destinations, and other community gathering spaces.

Connectivity

T-6 Through-block connections.

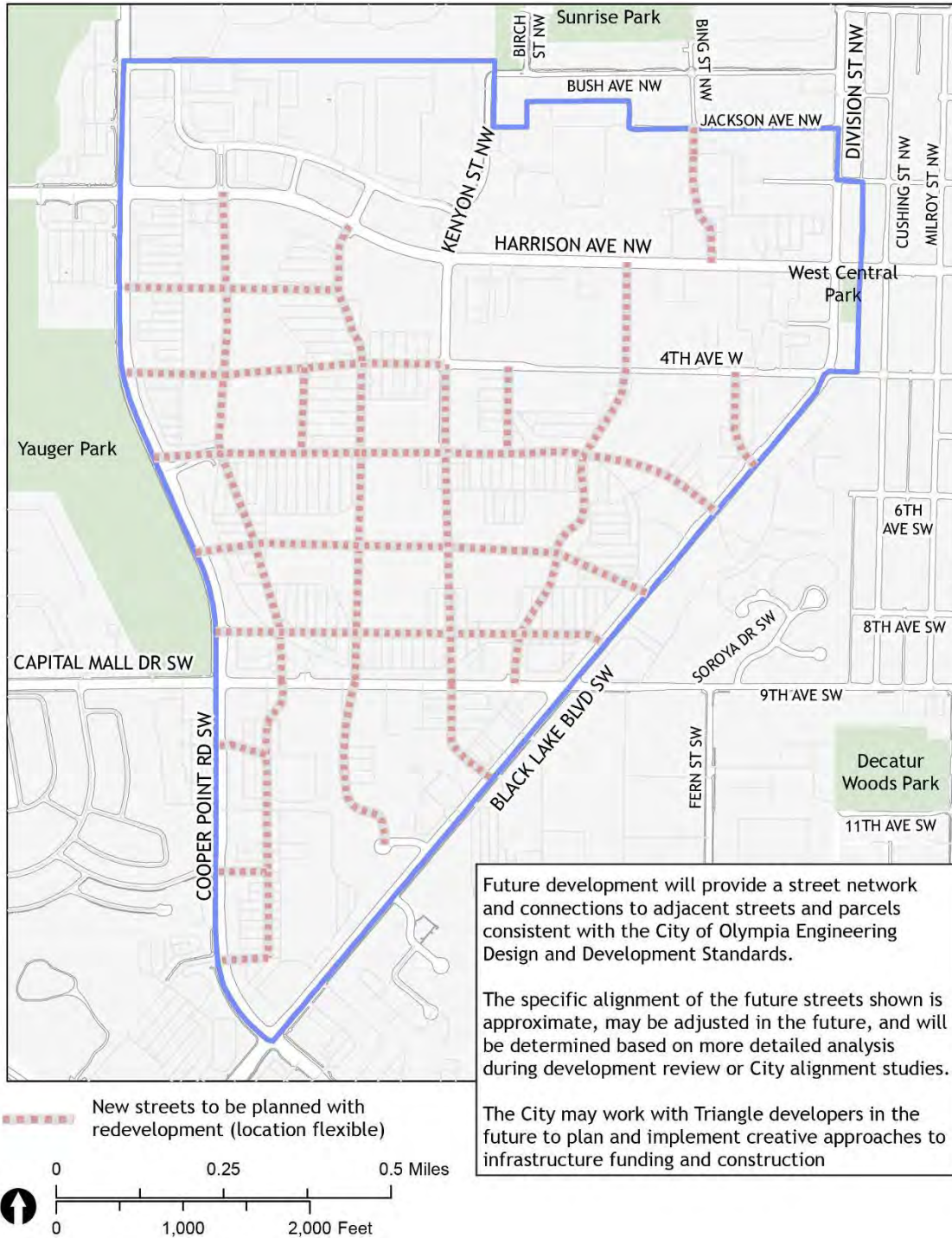
New street connections (see **Map 7-1**) will be built to current City standards, which require sidewalks on all streets and bicycle facilities on larger streets. In addition to having pedestrian and bicycle facilities, the new streets will make it much easier for people to walk, roll, or bike to their destinations, because they will offer more direct routes. New street connections will also support transit, as the buses will be able to turn around easier and take more direct routes through the area, eliminating the current meandering path through the parking lot.

The final subarea plan will likely recommend updates to connectivity standards to improve connectivity through the subarea while accommodating development flexibility. Updates may include relaxing the 2,000 ft perimeter standard, while still accommodating frequent intervals for pedestrian/bicycle/emergency access paths. New streets will include pedestrian and bicycle facilities. Freight and delivery access will be addressed in street design and hierarchy recommendations.



Figure 7-1. Northline Village redevelopment at Alderwood Mall, Lynnwood, that broke down superblocks with through-block connections.

Map 7-1. Essential New Major Streets Required with Development



Source: City of Olympia & MAKERS (2023)

Transit

T-7 Transit priority on Harrison Ave.

InterCity Transit's Prop 1 funds high frequency bus service and signal prioritization, with the planning stage beginning in approximately 2026. **Consider studying the corridor in greater detail to prioritize transit, including the study of priority bus lanes (also known as "business access and transit" (BAT) lanes), and appropriately balance all modes of travel.** See related recommendations **ED-5 Harrison Ave corridor planning** and **T-9 Roundabouts**.

T-8 Transit hub location.

The alternatives propose varying locations: Alternative 2 at arterials, such as Cooper Point Rd and Harrison Ave, and Alternative 3 at a central, convenient location to be coordinated with IT and the mall ownership group. This recommendation will be updated with the preferred alternative.

Vehicular

T-9 Regional access.

Continue to support access to the area as a regional draw while setting up the area to successfully transform into an urban center by encouraging street connections. Street connections will help ensure mobility for everyone who needs to get around, whether walking, rolling, biking, taking transit, or driving.

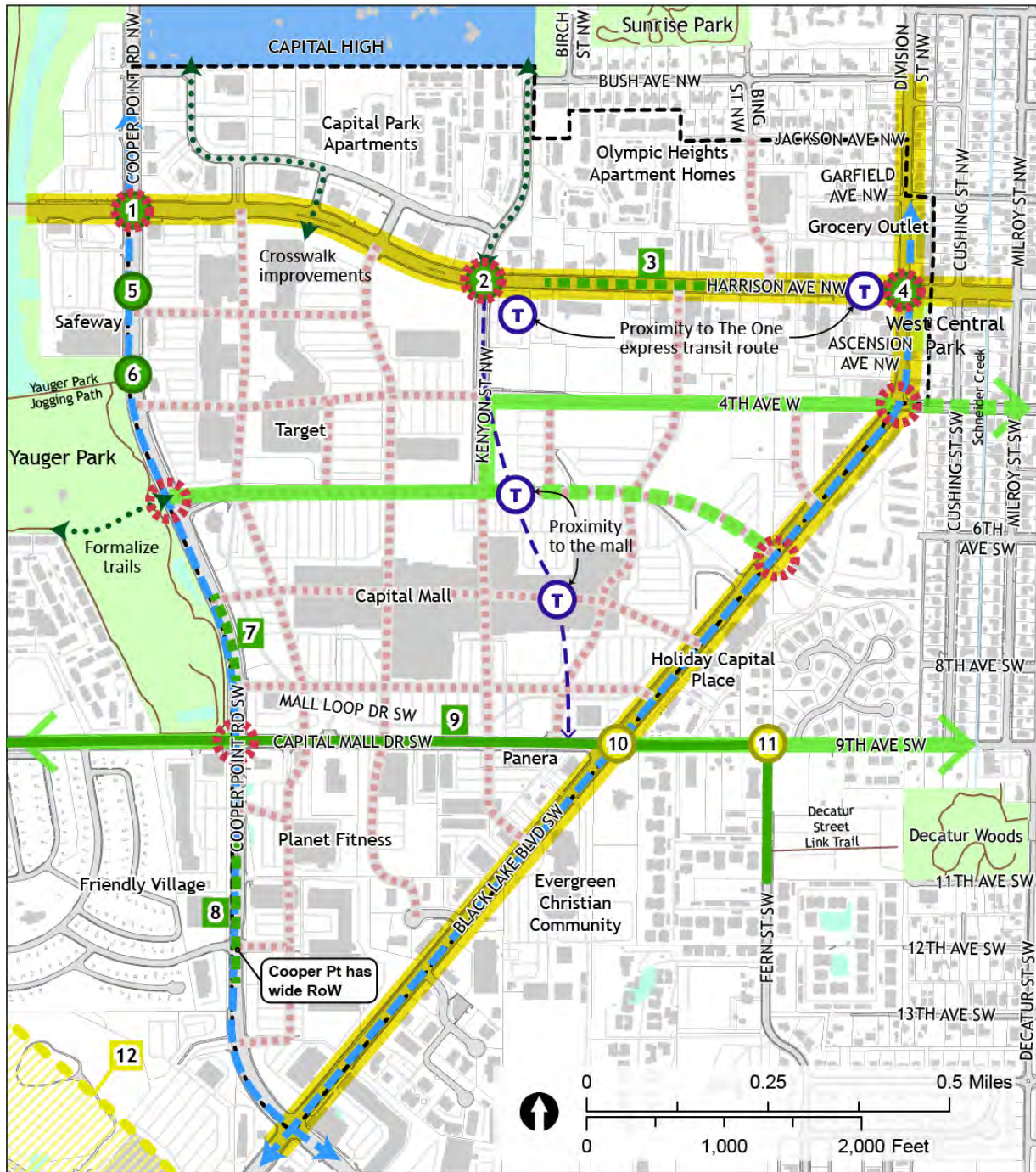
T-10 Black Lake Boulevard corridor study.

Consider studying Black Lake Boulevard to optimize all modes of travel with a focus on this route as an entry to Highway 101.

T-11 Roundabouts.

- Black Lake Blvd & Capital Mall Drive (Included in TMP)
- 9th Avenue & Fern Street (Included in TMP)
- Consider additional roundabout locations as mapped in **Map 7-2**, following corridor studies for Harrison Avenue and Black Lake Boulevard.

Map 7-2. Transportation Project Ideas
(To be updated with the preferred alternative)



Project Ideas

- Corridor study
- Multimodal/placemaking/safety
- Ped/bike connection improvements (location TBD)
- >>> Enhanced bike facilities/shared use paths
- ⊗ Roundabout (not in 20-year TMP)
- Transit hub options
- Transit priority (location TBD)
- Required with redevelopment (location TBD)

"No Action" Projects (included in 20-year TMP)

- Active transportation
- Potential crossing
- ▨ Major reconstruction
- Active transportation
- Roundabout

Source: MAKERS (2023)

Utilities & Natural Environment

08



What is this chapter about?

The City of Olympia provides the following utility services to the planning area:

- Sewer (collection only, treatment is provided by the LOTT Clean Water Alliance)
- Drinking water
- Stormwater
- Garbage collection

All City-owned and operated utilities develop and periodically update management plans. These provide the strategic direction for each utility and ensure each utility is prepared to serve growth consistent with the City of Olympia's comprehensive plan.

As the region experiences increasing impacts from climate change, Olympia's utility services will likely play a larger role in helping the city mitigate and adapt to climate impacts and be more sustainable. Items such as managing stormwater and flood risk, having a healthy tree canopy, and making buildings more sustainable are covered in this chapter's actions.

What We Heard

"An aesthetically beautiful community that meets basic and psychological needs. A symbiotic relationship with nature"

"an area that is used by the community while still being environmentally sustainable"

"A sustainable project that demonstrates our commitment to the environment"

"Flood reduction and low impact development"

"Multistory, efficient buildings"

"The mature trees (green infrastructure) are important for both climate mitigation and adaptation."

General Utilities

UN-1 Coordinated planning.

Continue coordination of City-owned and operated utilities with the City of Olympia's growth and economic development planning.

UN-2 Management Plan updates.

Continue to periodically update City-owned management plans regardless of whether a utility is required to by Washington state law.

UN-3 Strategic public infrastructure.

Use strategic public infrastructure to stimulate private investment in economic development and redevelopment activities in the planning area such as latecomers agreements and system oversizing. City-owned and operated utilities should continue to pursue federal, state, and private grants to finance infrastructure in the Triangle. Explore strategies to achieve microgrids and backup power with redevelopment and/or as renovations.

Stormwater

Any investment in stormwater facilities, including Low Impact Development (LID), protects public health, safety, and welfare by preventing or reducing flooding and improving water quality. Public investment or cost-sharing to accomplish LID and/or regional stormwater facilities is also an incentive for private development, which can spur further economic development and city revenues. The City maintains and is currently updating its Hazard Mitigation Plan, which addresses flooding and interrelated hazards.

Facilities

The Yauger Park Regional Facility adjacent to the subarea is a City-managed regional stormwater treatment and detention facility serving shopping center properties. However, the existing pond does not have capacity to accommodate future (re)development needing off-site water quality treatment or flow control.

The Storm and Surface Water Utility owns property along 4th Ave W (the Ascension property) for a future stormwater flow control and water treatment facility to address stormwater generated from existing developed areas that discharge to the downstream stormwater conveyance system in the Schneider Creek basin.

The arterials bounding the Triangle provide a unique opportunity for LID with their wide right-of-way and strong community interests in improved safety and comfort for people outside of vehicles.

See Stormwater **Funding Tools** below for ways to accomplish these facilities.

UN-4 Regional stormwater facilities.

Yauger Park is the existing regional stormwater facility for the area and is performing well but has little capacity to expand or serve new impervious surfaces.

New regional facilities could be a result of Community-Based Public-Private Partnerships (CBP3s) that focus on removing impervious surfaces and saving space for Low Impact Development that accomplishes stormwater flow control and treatment.

Also see **Catalyst Sites** and **Development Incentives** for reasons why coordinated and/or public-private investments for large costs like stormwater infrastructure—that also improves public health and safety—can spur desired development. Consider coordinating stormwater management activities between property owners to find efficiencies and reduce costs (e.g., a single detention facility paid for through a latecomers agreement or other cost-sharing method that serves multiple properties may be more cost-effective than a detention facility on each property).

UN-5 Low Impact Development.

Recommendations are draft and will depend on the preferred alternative and prioritized City actions. Invest in, require, and/or incentivize Low Impact Development (LID) to slow and clean stormwater run-off. As much as possible, integrate LID with street and path design to perform additional functions, such as buffering people from fast cars, providing shade, and offering visual access to nature, as well as to make use of right-of-way funding opportunities. Grants are typically more prevalent for right-of-way projects than for private development or open space projects. Also, Federal and State grant funding opportunities can support tree and understory/shrub plantings when used as LID. Combining with street safety projects may improve grant funding ability. On City rights-of-way, the City would maintain plantings over time.

Options may include:

- **Explore the potential for LID along streets to have enough capacity to manage run-off from both the right-of-way and offset private property requirements (e.g., the Swale on Yale in Seattle).**
- **Require LID along Cooper Point and Black Lake with redevelopment (and/or with a City project, whichever comes first), paired with multimodal improvement.**
- **Require LID above-and-beyond stormwater manual requirements (especially with Alternative 3, where more development capacity is allowed) to achieve LID-lined streets and paths.**
- **See **Catalyst Sites** for priority locations.**

Funding Tools

UN-6 In-Lieu Fee Mitigation Program.

Study feasibility, benefits, and impact of an in-lieu fee mitigation program. These involve restoration, establishment, enhancement, and/or preservation of aquatic resources through funds paid to a program sponsor to satisfy compensatory mitigation requirements for unavoidable impacts to wetlands and other aquatic resources.

UN-7 Stormwater Transfer Control Program.

If approved by the Department of Ecology, a Stormwater Transfer Control Program could allow development happening outside of the Triangle—where there is adequate stormwater management capacity—to help fund stormwater facilities in the Triangle. Such a program can be implemented to fully satisfy permit requirements associated with flow control as it is triggered at new and redevelopment sites. The goal of this innovative stormwater management approach is to direct stormwater management effort to watersheds where reducing high stream flows is more likely to contribute to maintaining or restoring designated and existing beneficial uses.

This program must be approved by Department of Ecology and does require substantial resources in order to get up and running, public involvement, and long-term program tracking. It may be feasible to implement dependent on development densities, real estate values, as well as community support or interest in transferring impacts to out-of-basin prioritized watersheds.

UN-8 Community-Based Public-Private Partnerships.

Low impact development policies alone do not guarantee green stormwater solutions are used (as opposed to underground vaults, etc). Community-Based Public-Private Partnerships (CBP3s) should be investigated to incentivize investments in stormwater solutions that ensure community co-benefits, especially considering the intent to provide affordable housing to low-income communities. Ecology anticipates that grants for CBP3s will be available and community-based organizations may have additional sources of grant funding.

Tree Canopy

Tree code updates are discussed under **LU-7 Update tree code**. Tree canopy is also integrally related to embedding LID systems (see **UN-5 Low Impact Development**) throughout the subarea.

UN-9 Public investment in urban tree canopy.

To mitigate urban heat impacts, improve air quality, and mitigate noise from traffic, use public investments to add trees and plantings in rights-of-way and public parks. Coordinate with **UN-5 Low Impact Development**. The City is conducting an urban heat assessment that will sense temperatures in and near the Triangle for a few years. It will document the distribution of extreme heat impacts in Olympia.

Buildings and Energy

Energy use in new buildings in Washington is governed by the Washington State Energy Code (WSEC). Approximately every three years, the Washington State Building Code Council (SBCC) updates the state's energy code to incorporate the latest technologies into new buildings and continue progress towards state targets for efficiency and fossil fuel-free new construction.

UN-10 New building electrification.

The WSEC update will substantially reduce emissions in new commercial buildings. However, it will not completely eliminate fossil fuel emissions in new buildings. City staff have drafted code changes that would help bridge the gap between the WSEC and full building electrification.

UN-11 Deep energy retrofits.

Provide incentives and technical support to enable deep energy retrofits of existing buildings. Pair energy-efficiency measures with solar PV, building electrification, and battery back-ups to optimize financial, resilience, and greenhouse gas reduction benefits.

UN-12 Cool/green/blue roofs.

Consider incentives or requirements for strategies to reduce heat, manage stormwater runoff, and provide amenity space for people on roofs, including any combination of the following types:

- Cool roofs use light colored surfaces to reflect light and reduce heat gain
- Green roofs provide space for plants to help manage and treat runoff from the roof surface (these could be paired with “green factor” strategies mentioned in **LU-8 Update tree code**).
- Blue roofs are non-vegetated systems that focus on collecting stormwater for use on site or for temporary detention to reduce storm impacts on local infrastructure

UN-13 Embodied carbon.

Develop a strategy to reduce embodied carbon associated with redevelopment of the subarea. Identify policies and/or incentives to prioritize the most impactful approaches to reduce embodied carbon in buildings (e.g., prioritize use of existing building assets by reducing barriers to adaptive reuse of existing buildings). With any redevelopment, encourage the use of low-carbon building materials.

UN-14 Public EV charging.

Support the development of public EV charging areas for commercial/residential use, to be located near residential uses for overnight charging, but available for shoppers and visitors during the day.

UN-15 Resilience.

Support the development of Resilience Hubs and other policies/ strategies to improve community-wide resilience to climate change and other natural hazards.

Implementation

09



Placeholder for future narrative about overarching strategy, phasing, and relationship between actions, and action summary table with responsible parties and lead, priority, timing, resources needed. This will be completed for the preferred alternative.

DRAFT

APPENDIX F Land Use Alternatives

Capital Mall Triangle Subarea Plan

Land Use Alternatives | DRAFT

Date February 21, 2023
To David Ginther, Senior Planner, City of Olympia
Rachel Miller, MAKERS
From Brian Vanneman & Jennifer Shuch, Leland Consulting Group

Introduction

The City of Olympia has engaged a consultant team led by MAKERS urban design to prepare a Subarea Plan and Environmental Impact Statement (EIS) for Olympia's Triangle Subarea.

Leland Consulting Group (LCG) is a part of the MAKERS team and has prepared this memorandum in order to document the potential future land use alternatives for the subarea, including the amount of housing, population, jobs, and commercial space that could be in the area based on certain defined alternatives. The alternatives cover the period from 2017 to 2045.

The three alternatives developed by MAKERS and the City as a part of the Draft EIS are¹:

- **Alternative 1 (No Action):** The zoning, policies, plans, and investments that are in place and already planned will continue as-is; however, no other changes would be made. This alternative uses Thurston Regional Planning Council's (TRPC) population and employment projections for the area.
- **Alternative 2 (West Olympia Hubs):** Remove barriers and provide flexibility for development of three hubs, focusing on connecting the Triangle to existing neighborhoods
- **Alternative 3 (Urban Sustainability):** Address climate mitigation and adaptation goals by expanding density, transit, and mobility options, focusing on a new interior center.

In addition to the three EIS alternatives shown above, LCG also presents two additional land use forecasts:

- **Market Trend:** Assumes that the pace of development that has taken place in the Triangle between 2000 and 2022 will continue about as-is for the next two+ decades. Some development projects that are planned or in the pipeline are also assumed to move forward.
- **Maximum Capacity:** Illustrates the amount of housing and employment development that could possibly occur—if most properties were built to their maximum height and density—in the area under current zoning. This is unlikely to occur since the development heights and density currently allowed are far in excess of what exists and what has recently been built in the area. Nonetheless, this capacity is useful to understand from a policy point of view.

Alternatives 2 and 3 would require varying levels of public interventions, for example, changes to parking requirements, building heights, and other aspects of the City's zoning code. Certain alternatives also imply that changes will be made to the City's tree code, connectivity requirements, approach to infrastructure investment, and other policies in order to

¹ These names are temporary and likely to change but have not been finalized as of the writing of this draft memo.

achieve the community’s vision that the area “will grow into a more people-oriented urban neighborhood. A place where residents can commute to work, shop, recreate, and meet basic needs without a car.”

The Potential Public Interventions section below outlines which public interventions would be necessary for each alternative. Without certain public interventions, Alternatives 2 and 3 are unlikely to be achieved as described.

As the EIS process continues, a final preferred alternative will be selected by citizens, the City, and MAKERS team. The alternatives analyzed in this memo are not the final preferred alternative.

This report is organized as follows:

Subarea Plan Purpose 2

Potential Public Interventions 3

Other Factors That Could Impact Development Outcomes 8

Comparison Areas..... 11

Alternatives Analysis 18

Expected Use Mix for Transportation Analysis..... 24

Appendices 27

Subarea Plan Purpose and Community Goals

The City of Olympia designated the Capital Mall Triangle as one of three urban centers in the city’s 20-year comprehensive plan. The City received a grant from the State of Washington to conduct long range planning in the subarea, with the aim of creating a people-oriented urban neighborhood.

Over time, the plan will help us transition this area to a mixed-use, grid-based street network. This will:

- require shorter trips while driving.
- make it easier to use transit.
- give residents the chance to walk or bike to jobs, schools, services, and recreation opportunities.

This area will also play a significant role in realizing more mixed-use housing. Housing types will be appropriate for families and individuals at all income levels, including some homes for those who require access to low-income affordable housing.

Changes in land use and a gridded street network will generate more walk and transit trips as workforce housing expands throughout the subarea. This plan will guide policy and investment decisions needed to stimulate that transit-oriented redevelopment and infill.

Potential Public Interventions




The three alternatives proposed in the Draft Environmental Impact Statements include bold visions for the Olympia Capital Mall Triangle subarea. Detailed information about the alternatives can be found on the project web page:

<https://engage.olympiawa.gov/capital-mall-triangle>.

All three scenarios, including the No Change alternative, expect a higher intensity of development than has previously taken place in the subarea. Alternatives 2 and 3 are unlikely to take place without some amount of public intervention, either through administrative actions or infrastructure investments.

Figure 1 below shows a summary of the Draft EIS alternatives. The policy changes that LCG believes are most likely to have a positive impact on encouraging development in the area that meets the City's vision and goals are shown in green. Those policy changes with a minor impact or unknown impact are shown in white. In some cases, policy proposals may have positive social or environmental impacts, while their impact on development is difficult to determine. For example, having some additional open space/parks in the subarea would likely be positive, however, LCG would need to know what entity (e.g., private developers, City, or other) would fund, build, and maintain those parks in order to understand their impact on private development decisions.

Figure 1. DEIS Alternatives with Policy Impacts

Impact on desired mixed-use development			
Major positive impact			
Significant positive impact			
Positive impact			
Possible or unknown impact			
Key unknown policy			
	Alternative 1 No Action	Alternative 2 West Olympia Hubs	Alternative 3 Deep Green
Map			
Intent Summary	No changes made to existing plans and regulations over the next 20 years.	Remove barriers and provide flexibility for development of three hubs, focusing on connecting the Triangle to existing neighborhoods.	Address climate mitigation and adaption goals by expanding density, transit, and mobility options, focusing on a new interior center.
Land Use Actions			
HDC-4 Area	No change	Some parcels north of 4th Avenue change to HDC-4	Some parcels north of 4th Avenue change to HDC-4
Max Height (feet)	60	85	145
Max Height w. Bonus	75		
Stories (High)	7	8	14
HDC-3			
Max Height (feet)	60	75	75
Max Height w. Bonus	75		105
Stories (High)	7	7	10
Parking			
Residential Minimum	No change	0 (Eliminated)	1 (Eliminated)
Commercial Minimum	No change	Reduce	Significantly reduce
Minimum Density (units/acre)	0	15	15
Zone Scale Transitions	35' within 100' of land zoned 14 units/acre	Slightly updated for greater flexibility	Slightly updated for greater flexibility

	Alternative 1 No Action	Alternative 2 West Olympia Hubs	Alternative 3 Deep Green
Potential Strategies			
Main Street Treatment	N/A	Add flexible main street requirements	Require main street treatments along Kenyon St and 4th Ave NW, paired with public investment
Park/Gathering Place	N/A	A minimum of a half-acre park in each hub	Total of 3-5 acres of park in subarea
Connectivity Improvements	N/A	Multimodal connectivity	More significant public investments in connectivity
Green Building	No incentives or requirements	No incentives or requirements	Require green building standards in new development
Tree Code	No Change	Apply some or all of Downtown Tree Code Provisions to Triangle; update tree code	Apply some or all of Downtown Tree Code Provisions to Triangle; update tree code
Transportation			
TMP 20-Year Projects	Yes	Yes	Yes
Bus Priority Lanes	None	Priority lane on Harrison	Priority lanes on three major arterials
Multimodal Improvements	No additional outside of the TMP 20-year project list	Multimodal improvements focused on arterials and connections to adjacent neighborhoods	Major street redesigns within the Triangle; multimodal improvements on main arterials
Transit Center	Confirm any IT plans in 20-year horizon	TBD pending IT conversation; potentially closer to one of the arterials	TBD pending IT conversation; likely leveraging the inward focus near Kenyon, Mall Loop Dr, and Bing St connection
Apply Multifamily Tax Exemption (MFTE)		TBD	TBD
Infrastructure Funding Tools and Strategy		TBD	TBD
Clear Plan for Stormwater Management		TBD	TBD

The text below documents the reasons that LCG believes certain public interventions are most likely to create different outcomes in the Triangle.

Maximum Building Heights

Currently, the HDC-3 and HDC-4 zones have maximum height limits of 60 to 75 feet (approximately 7 stories). Alternatives 2 and 3 propose an increase to the maximum height in these zones to 85 feet in Alternative 2 (8 stories) and 145 feet (14 stories) in Alternative 3.

LCG believes that providing additional building height will have a modest but material impact and will encourage property owners to build mixed-use projects by enabling more profitable land uses (e.g., housing) to be put on an existing parcel of land. Over the 20+-year time horizon of this plan, increasing heights could potentially make mid-rise “podium” or high-rise projects with ground floor retail more feasible. However, in the medium term (e.g., next five years) developers are unlikely to take advantage of higher allowed heights because of current market conditions and the cost of construction.

The cost to the City of increasing heights is minimal, since it can be done administratively, via the Municipal Code.

However, the plan should carefully consider stepping down development near existing residential neighborhoods in order to minimize real and perceived impacts.

Range of Land Uses

The range of land uses that is currently allowed in the subarea is not shown in Figure 1.

However, with the exception of some industrial uses, nearly all commercial and residential uses in the [City Code](#) are allowed in HDC-3 and HDC-4 zones. These include (but are not limited to) eating and drinking establishments, office uses, recreational and cultural establishments, apartments (standalone or above ground floor commercial), retail, health and personal services, and lodging.

LCG’s understanding is that Alternatives 1, 2, and 3 will ensure that these zones continue to allow this wide variety of uses. This wide range of land uses is important and will provide developers with flexibility to meet market demand and build mixed-use projects.

Reducing Parking Requirements

Current zoning in the Capital Mall Triangle requires a large amount of parking for shopping centers and other retail establishments. This has caused conflicts in the past when owners have tried to redevelop surface parking lots in the subarea. While some of these issues are due to lease terms between existing landlords and tenants rather than zoning regulations, reducing parking requirements for retail establishments and shopping centers would have a significant impact and would help reduce barriers to mixed-use development. Put simply, despite the fact that there are scores of acres of parking in the Triangle, some of these parking lots cannot be redeveloped because of the City’s current parking requirements. Parking is often the binding constraint on development and reducing or eliminating parking requirements may be the most important “low hanging fruit” policy change. In addition, multifamily parking requirements could be reduced or eliminated, as in Alternatives 2 and 3 shown in Table 1 below.

Table 1. Proposed Changes to Parking Minimums in Proposed Alternative Scenarios

	Alternative 1 No Action	Alternative 2 West Olympia Hubs	Alternative 3 Urban Sustainability
Residential Minimum	No Change	None	None
Commercial Minimum	No Change	Reduce	Significantly Reduce

Source: MAKERS.

Parks and Landscape Requirements

The City requires that all perimeter areas of residential and commercial developments that do not include buildings or driveways must be landscaped. Property owners are responsible for maintaining planting areas in a healthy condition.

In addition, Alternatives 2 and 3 indicate that as the Olympia Capital Mall Triangle develops, the area will include one or more public parks. LCG believes that public open space is a critical component of creating mixed-use places including downtowns and “centers” like the Triangle.

However, it is difficult to estimate the impact of requiring new park space without understanding what entities will fund, build, and maintain the park space, and these details are yet to be determined. Designing, funding, building, and maintaining park space can be expensive, and developers may or may not be able to pay for that space. The cost of such space can be a deterrent to development rather than an incentive. The City of Olympia has not committed to funding park space in the area. In addition, our understanding is that several questions and concerns have been raised about parks and open space. First, the area may have an adequate number of parks and open spaces per the City’s existing targets. Second, some public open spaces can attract crime and vandalism if not properly maintained.

In LCG's view, a more careful plan for the provision and maintenance of open spaces will be needed in order to realize their potential in the Triangle. The best open space plans in mixed-use districts use a mix of public and private funds, potentially in concert with a business improvement area (BIA) or similar.

Connectivity Requirements

The City's goal is to create "a grid-like pattern of smaller blocks" with block sizes ranging from 250 to 350 feet in residential areas and 500 feet along arterials (PT4.1).

However, requiring developers to build new rights of way on their properties can significantly reduce the amount of land that can be used for housing or commercial development, and increase the cost of development. The precise width, size, and design of future rights of way is yet to be determined. It is also not clear whether developers will be able to retain ownership of these street areas or whether they will become public roads controlled by the City. Thus, while connectivity requirements could have both positive or negative impacts, their impact on development is difficult to ascertain for Alternatives 1 and 2 since details are still being worked out.

Alternative 3 calls for "more significant public investments in connectivity" and LCG believes that this could strongly encourage development. Public funds for investments in connectivity could be generated by traditional city sources, grant funds, tax increment financing, local improvement districts, or other.

Green Building Standards

Alternative 3, also called "Urban Sustainability," assumes that the City will require new buildings in the Capital Mall Triangle subarea to meet green building standards. While these standards are not yet set, they could move beyond typical LEED certification to standards like Passive Housing or similar. If the City plans to require "Urban Sustainability" building standards, it should be clear and explicit about what is required but build in enough flexibility that the requirements do not become outdated as new technology is introduced and refined.

From a development feasibility point of view, requiring green building standards are likely to have a mixed, but mostly negative effect. On the plus side, green building standards can provide marketing benefits since tenants and residents generally prefer green buildings. In addition, energy and other operations costs for green buildings can be lower. However, building highly sustainable buildings usually imposes some cost increase. Nonetheless, the City may determine that the environmental benefits of new green building standards may outweigh the costs imposed on new development.

Tree Requirements

Olympia's tree ordinance governs the removal and planting of trees at development and redevelopment sites. Olympia's code requires that all development projects must have a Soil and Vegetation Plan (SVP) that meets certain criteria with regards to trees and vegetation. LCG's understanding, based on discussions with the City, is that if parts of the Triangle were to be redeveloped with a multifamily component, it would need to establish a natural forested area for local wildlife.

Alternatives 2 and 3 will "apply some or all of Downtown Tree Code Provisions to Triangle" and, "update [the] tree code." Olympia's Downtown tree code is "open space exempt," meaning that developers in Downtown Olympia can utilize a handful of options to meet tree code provisions, including:

- Planting trees on a nearby city property
- Replacing street trees and committing to three years of maintenance
- Paying into the tree fund (\$380 per tree)

Similar exemption in the Capital Mall Triangle could help spur the type of dense, mixed-use development that the City envisions for the site. It could also allow for the establishment of public parks or treed areas intended to serve residents and wildlife.

Multifamily Tax Exemption

The State allows cities to implement local Multifamily Tax Exemption (MFTE) programs, in which developers of new housing are partially exempt from paying property taxes for a defined period (8 or 12 years) in exchange for providing one or more specific public benefits. The 12-year tax exemption requires developers to build affordable housing; the public benefits associated with the 8-year exemption can be defined by the city, and can require developers to provide affordable housing, ground floor commercial space, provision of public open space, or some other public benefit.

Expanding Olympia's Multifamily Tax Exemption (MFTE) zone to include the Capital Mall Triangle subarea could help make development of dense multifamily housing more feasible. Currently, Olympia has three target areas for its MFTE program – Downtown, Eastside, and Westside. However, the Westside target area is extremely small, encompassing just a handful of blocks on Harrison Avenue (approximately 5 acres of land). City staff has already begun discussing the possibility of expanding this area. If the City intends to concentrate dense multifamily housing in the Triangle, LCG recommends that the City strongly consider expanding this program to the Triangle, where it could encourage housing and mixed-use development. Alternatives 2 and 3 do not specifically call for such an MFTE expansion.

Additional Infrastructure Investments

Alternatives 2 and 3 described in the EIS assume more public infrastructure investment than the City is currently planning to implement. The Alternatives specifically identify investments in bus priority lanes, multimodal improvements, and connectivity, and other investments are possible. Parks were mentioned above, and public- or private-parking garages are sometimes added to mixed-use districts. The City has not indicated that it has capacity to make these investments.

The cities and other public agencies that have worked on the comparison areas described later in this report—including Downtown Bothell, Belmar, and Alderwood Mall—have enabled a range of infrastructure investments, in numerous ways. They have invested their own funds, attracted grants and loans from other public agencies, created new funding approaches including area-specific impact fees and tax increment financing, and created frameworks that encourage private investment in infrastructure.

LCG believes that such innovative approaches towards infrastructure investment and public-private partnerships are critical to successful large-scale redevelopment projects.

Stormwater

Developers' compliance with stormwater management requirements is an important and costly part of redeveloping mid-century commercial properties in Washington State. Developers who redevelop these properties are often required to build either at-grade stormwater management facilities (e.g., ponds or constructed wetlands) or below-grade vaults. Both approaches can deter development.

The stormwater requirements at the Triangle are not unique—the City adheres to the requirements set forth in the State of Washington Department of Ecology's [Stormwater Management Manual for Western Washington \(SWMMWW\)](#). Although Olympia does not have the power to change these requirements, it could help to define a subarea-scale approach to stormwater management, using the examples of Downtown Bothell ([improvement](#) and [fee](#)), [Redmond Overlake](#), or other areas as an example. Typically, this means making public stormwater improvements that private development pays to enable, via impact fees, utility fees, development agreement, or other means. This has benefits due

to economies of scale, permitting, utilization of non-buildable land, and greater clarity regarding cost and process for developers. The City should consider the following actions to reduce the impact of stormwater requirements on developers:

- Determine if the existing Yauger Park stormwater facility can manage additional stormwater outfall from the Triangle and/or support additional development. Determine if there is capacity to expand existing stormwater facilities in the Triangle or add future facilities.
- Evaluate and/or implement a plan that is based on the Bothell, Redmond, or other model.

Establishment of a Planned Action Area

The City and the consultant team led by MAKERS are currently undertaking a Planned Action for the Olympia Capital Mall Triangle that will enable future developments to have more certainty regarding the time and expense of environmental evaluations. Because the City will have already conducted a full Environmental Impact Statement (EIS) process, as long as a development is consistent with City plans, the Planned Action Ordinance, and EIS mitigation measures, individual development projects will be required to complete actions to show compliance with SEPA and will not be subject to further environmental review. This could help improve feasibility and increase interest in the Olympia Capital Mall Triangle.

While this is a public action, it is one that is already being undertaken and therefore is not a new recommendation.

Other Factors That Could Impact Development Outcomes

There are many other factors that will probably have an effect on development outcomes in the Triangle over the coming decades, and many of these are outside the City's control. It is important to recognize this and understand that, while future land use forecasts may appear precise, the impact of these other factors could significantly increase or decrease the pace of future housing and mixed-use development. Some of these other factors are described below.

Ongoing Strong Economy and Demographics

Job creation, business formation, business revenues, and household formation through immigration or births, all drive demand for more commercial and residential real estate, and for mixed-use development in particular. Ongoing job and population growth will support redevelopment of the Triangle.

Recently, Microsoft, Amazon, and other Puget Sound-area tech companies have announced layoffs, which could have negative effects on the entire Puget Sound region. If these workers choose to leave the region, the reduced demand for housing and other land uses could impact areas as far south as Olympia. However, the unemployment rate in Seattle is currently 2.6%, well below the long-term average of 5.15%, indicating that despite layoffs, the Puget Sound Region's economy remains strong, and workers are likely to find new jobs without leaving the market.

Lower Interest Rates

Interest rates are currently at their highest point since 2008. As of December 2022, the Fed Funds Rate was 4.4%. Since the Great Recession, rates have largely held at historic lows, though the Federal Reserve began to increase interest rates as the economy improved between 2016 and 2020. Since May 2022, the Fed has been increasing rates in an effort to combat inflation (see **Error! Reference source not found.** in the Appendix, below). Although the Consumer Price Index (CPI) grew 9.1% over the 12-months ending in June 2022, a 20-year high, as of December 2022 the year-over-year increase was down to 6.5%. If inflation continues to slow, the Fed may choose to lower interest rates.

Interest rates impact the price of borrowing, both for developers who need construction loans and investors who purchase stabilized properties. This impacts feasibility, both because it increases the cost of construction and because the building's value will be less than it otherwise would be at time of sale.

Lower Construction Costs

Construction costs have been rising significantly nationwide, particularly since the onset of the COVID-19 pandemic. According to M.A. Mortenson Company, as of Q3 2022, nationwide construction costs increased by 9.6% year over year.

The causes of this rapid increase in construction costs include labor shortages (and rising wages) as well as material costs. The prices of PVC pipes, lumber, steel pipes, and copper pipes all rose by at least 70% between Q3 2020 and Q3 2022. These price increases are exacerbated by high shipping costs and material shortages. Like interest rates, the City of Olympia cannot on its own reduce these costs. However, the public interventions listed in the previous section could help offset these cost increases.

Washington State Employment Policy

As Olympia is the capital of Washington, the City's economy is heavily dependent on the workforce associated with legislative and Executive Branch activities that occur in and around the Capitol building. Since the beginning of the COVID-19 pandemic, the State of Washington has allowed eligible workers in accounting, data analysis, programming, phone work, graphics and design, budget preparation, research, web training, and writing to engage in full-time remote work or hybrid working arrangements.

If State workers who previously worked in Olympia choose to work from home outside of the City, it could have a significant negative impact on the City's economy, reducing the demand for housing, office space, and associated amenities. However, if State employees choose to remain in Olympia to facilitate hybrid or in-person work, or simply because they view Olympia as an attractive place to live, development activity is likely to remain strong.

Large Employers Move to Olympia

Outside of the public sector, nearly all employers are in the service, retail, and hospitality industries, which tend to offer lower pay to employees. However, Olympia has a highly educated occupation – 46.3% of residents over 25 have a bachelor's degree or higher. This highly educated workforce could be extremely attractive to potential employers, especially if Olympia invests in the types of placemaking elements described in Alternative 3. If one or more new large employers were to move to Olympia, it could help spur development.

While this is largely out of the hands of the City, the City could invest in marketing itself to potential employers as improvements in and around the Capital Mall Triangle begin to take shape.

Continued Rise in Online Shopping

According to [CBRE](#), as of 2021 online shopping made up 17.2% of all non-auto and non-restaurant retail sales, up from just under 14% in 2019. As online shopping grows as a share of retail transactions, brick-and-mortar stores are seeing a decline in sales. According to the [US Bureau of Labor Statistics](#), while retail jobs are expected to grow by 7.7% between 2020 and 2030, physical stores are expected to lose a significant percentage of workers while non-store retailers, many of which operate online, are expected to see the biggest workforce increase.

While the Capital Mall currently benefits from its expansive trade area and lack of local competition, large-footprint stores may not be sustainable as online shopping commands a larger share of the market. If a large store such as JC

Penney were to close, it could be an attractive opportunity for redevelopment, especially given the large, underutilized parking lot adjacent to it.

West Olympia Access Project

The West Olympia Access Project is a plan to add an off-ramp to Yauger Way from the west-bound side of US 101. This interchange could make it easier for visitors to access the Capital Mall Triangle from Capital Mall Drive rather than Black Lake Boulevard, reducing congestion. This project could increase retail sales by making it easier to access the stores within the Capital Mall Triangle. Alternatively, the new off-ramp could allow drivers traveling north or west within Olympia, for instance those going to Evergreen State College, to more easily bypass the subarea, potentially resulting in lower retail sales. If this project increases access and retail sales, establishments within the Triangle would increase in value, making redevelopment more difficult. If, however, some retail establishments are negatively impacted by the new offramp it could lower their value, making redevelopment more feasible. In Kirkland's Totem Lake, multifamily and mixed-use construction took place even with high visibility and ease of access from the highway. While these factors could impact land values within the Capital Mall Triangle and therefore development feasibility, the level of impact could vary between properties.

Comparison Areas

In order to evaluate forecasts for the DEIS alternatives, LCG used comparison areas as benchmarks for each alternative. Downtown Olympia has seen more development over the past two decades than the Capital Mall Triangle and is therefore a fitting comparison for a no action alternative. The Alderwood Mall in Lynnwood has seen significant new development around the mall area, but the mall itself has not redeveloped. This is similar to what is expected in the Hubs alternative. In addition, Downtown Bothell, WA is a Regional Growth Center that has experienced high density housing growth over the past several years, in part due to the City's investment in stormwater infrastructure, detailed above. It is also applicable to the Hubs alternative. Finally, Belmar in Lakewood, CO is an example of a mall area that was fully demolished and rebuilt as a dense, walkable, mixed-use area. This development was possible due to infrastructure funding by City programs, including tax-increment financing (TIF). The Urban Sustainability alternative expects most of the triangle to be built up into tall mixed-use buildings, as in the case of Belmar.

	Capital Mall Triangle	Downtown Olympia	Alderwood Mall Area, Lynnwood, WA	Downtown Bothell, WA	Belmar, Lakewood, CO
Most Comparable Alternatives	1 and Market Trend	1 and Market Trend	2	2	3
	Development over the last two decades in the Triangle is a reasonably good indicator of future development in the Triangle, if current policies remain unchanged.	There has been more recent development in Downtown Olympia than in the Capital Mall Triangle. We believe that Downtown provides a useful benchmark to identify the high end of what could happen at the Triangle over the next 20 years. Demographic and economic conditions in Downtown are relatively similar to the Triangle, at least compared to other redevelopment projects in other cities.	There has been significant new housing and mixed-use development in the area surrounding the Alderwood Mall in Lynnwood, though the mall itself has mostly undergone aesthetic changes. This area is a potential model for how employment growth may occur in the subarea under Alternative 2.	Downtown Bothell has added a significant amount of new housing over the past 20 years, largely in new 4 to 6 story apartment buildings. It is likely a good indicator for how dense housing in the areas identified in Alternative 2 may occur.	Belmar is an extremely dense mixed-use development on a former mall site in Lakewood, CO. In Belmar, the former mall was completely demolished with the developer and the City investing in new infrastructure, public space, and development on-site. LCG used the amount of new retail per acre at Belmar to estimate the 2045 employment projection for Alternative 3.

The Capital Mall Triangle has not seen significant development over the past twenty or so years, but the City of Olympia has designated it as an area where future growth should be concentrated. Alternative 3 within the Draft EIS expects an especially high level of growth by 2045. In an effort to understand how this growth could take place, LCG compared the Capital Mall Triangle with Downtown Olympia as well as three other areas that have seen significant growth over the past twenty years with continued growth expected into the future:

- The Alderwood Mall area in Lynnwood, Washington
- Belmar in Lakewood, Colorado
- Downtown Bothell, Washington

The three comparison areas outside of Olympia have higher median incomes than the study area. In addition, residents of Belmar and Downtown Bothell have higher levels of educational attainment than those in Olympia. The Capital Mall Triangle subarea has the most people per household, with 2.39 residents in each housing unit, compared to 1.86 in Belmar and 1.85 in Downtown Bothell. Despite the low number of people per household, Belmar and Bothell have by far the highest population densities.

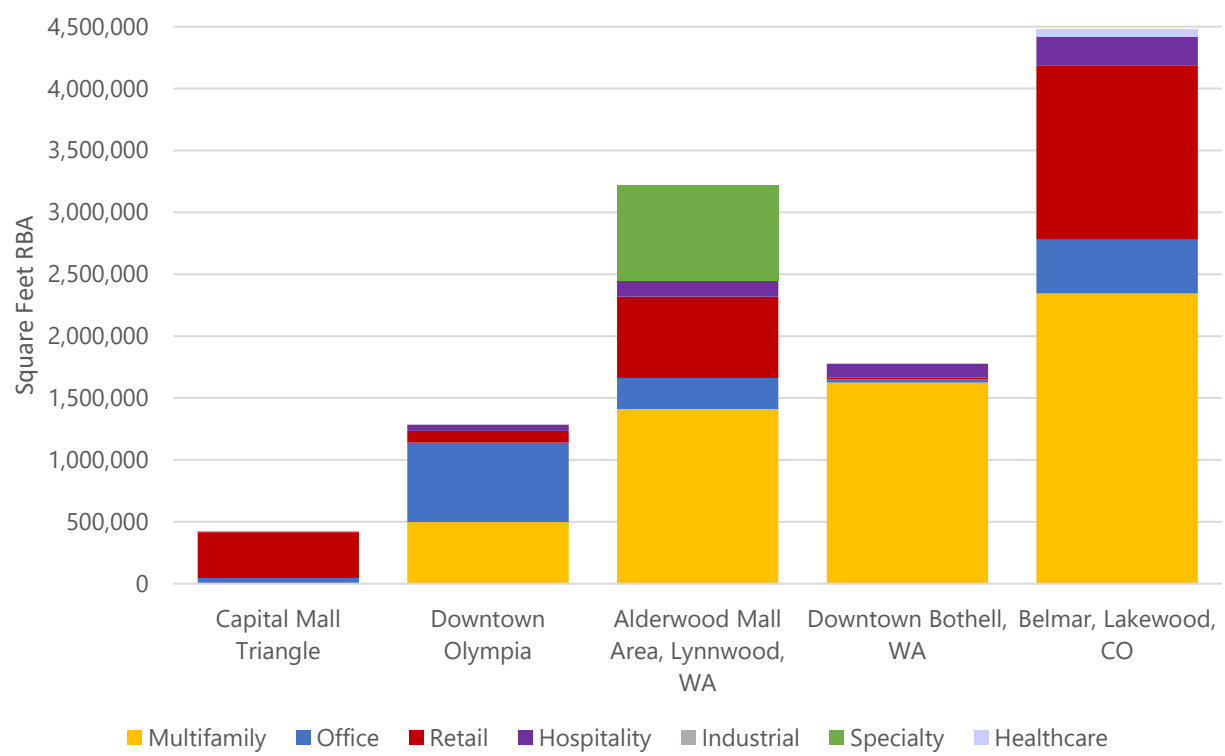
Figure 2. Comparison Area Demographics

	Capital Mall Triangle	Downtown Olympia	Alderwood	Downtown Bothell	Belmar
Acres	288	582	460	203	242
Square Miles	0.45	0.91	0.72	0.32	0.38
Population 2022	675	2,461	882	2,594	5,266
Population Growth, 2010-2022	5.8%	19.5%	2.3%	92.7%	13.8%
Population Density, 2022 (pop. per sq. mi.)	1,500	2,707	1,227	8,178	13,927
Households 2022	280	1,620	420	1,382	2,836
People per Household 2022	2.39	1.47	2.08	1.85	1.86
Median Household Income 2022	\$43,993	\$35,188	\$75,716	\$105,569	\$78,540
% Bachelor's Degree or Higher	26.4%	53.5%	39.4%	56.6%	53.2%

Source: Esri; US Census, LCG.

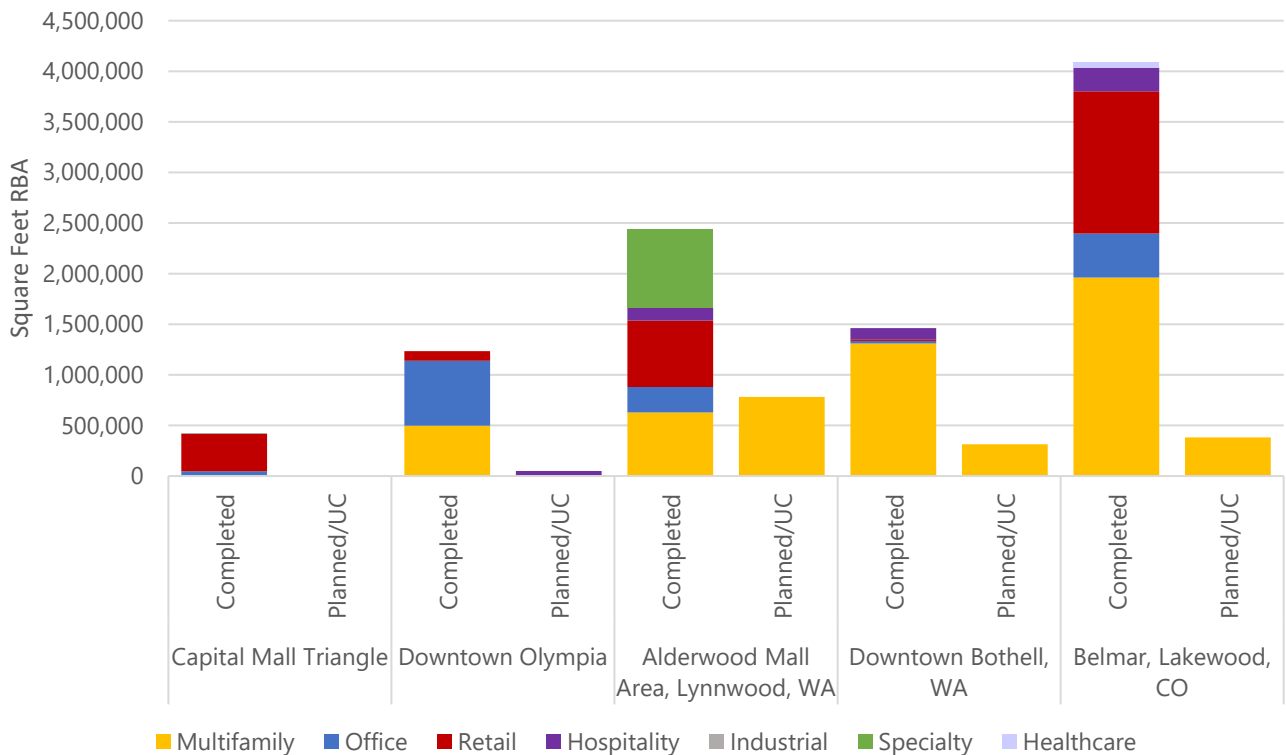
As shown in Figure 3 below, all of the comparison areas have seen significantly more development since 2000 than the Capital Mall Triangle, driven by multifamily housing development. Similarly, Figure 4 shows that all currently planned and under construction projects outside of Olympia are multifamily housing. Alongside multifamily development, the Alderwood and Belmar comparison areas have seen significant retail and office development, with some hospitality. The Specialty development in Alderwood consists of two parking facilities.

Figure 3. Square Feet of Rentable Building Area (RBA): Built Since 2000 and Currently in the Development Pipeline



Source: CoStar; Jefferson County, CO Assessor; LCG.

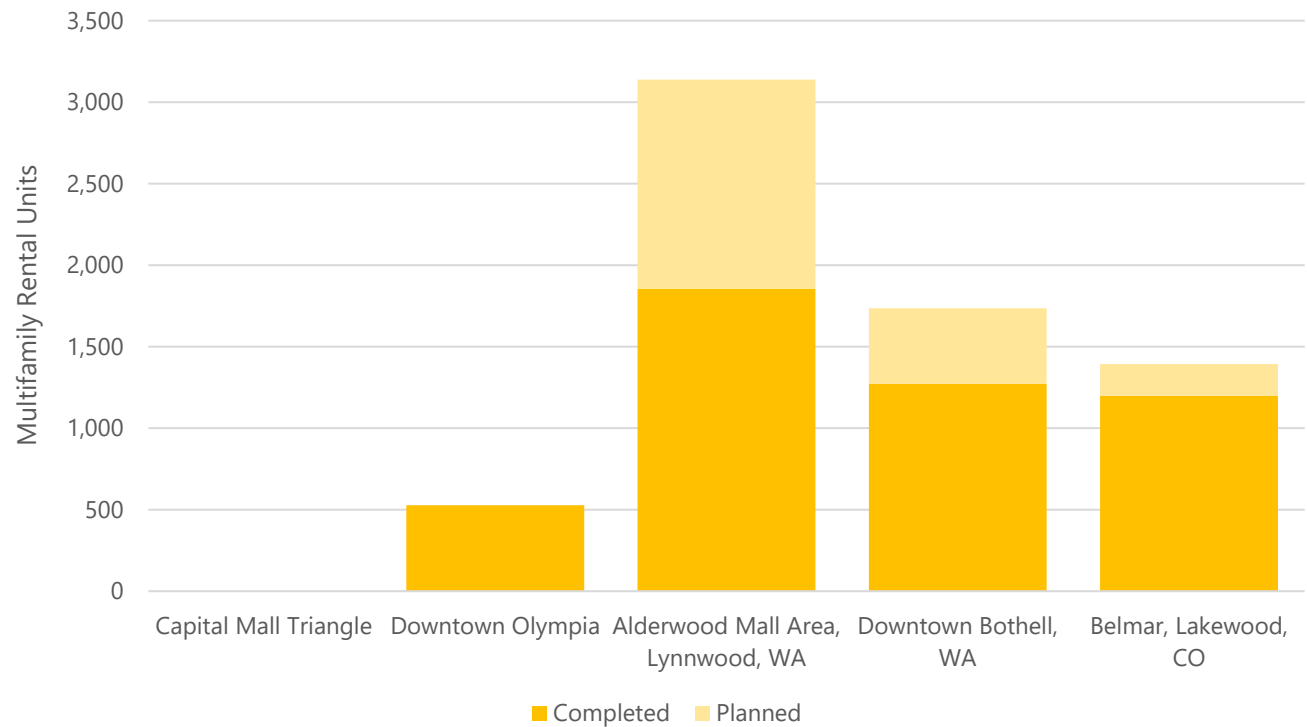
Figure 4. Square Feet of Rentable Building Area (RBA): Built Since 2000 and Currently in the Development Pipeline



Source: CoStar; Jefferson County, CO Assessor; LCG.

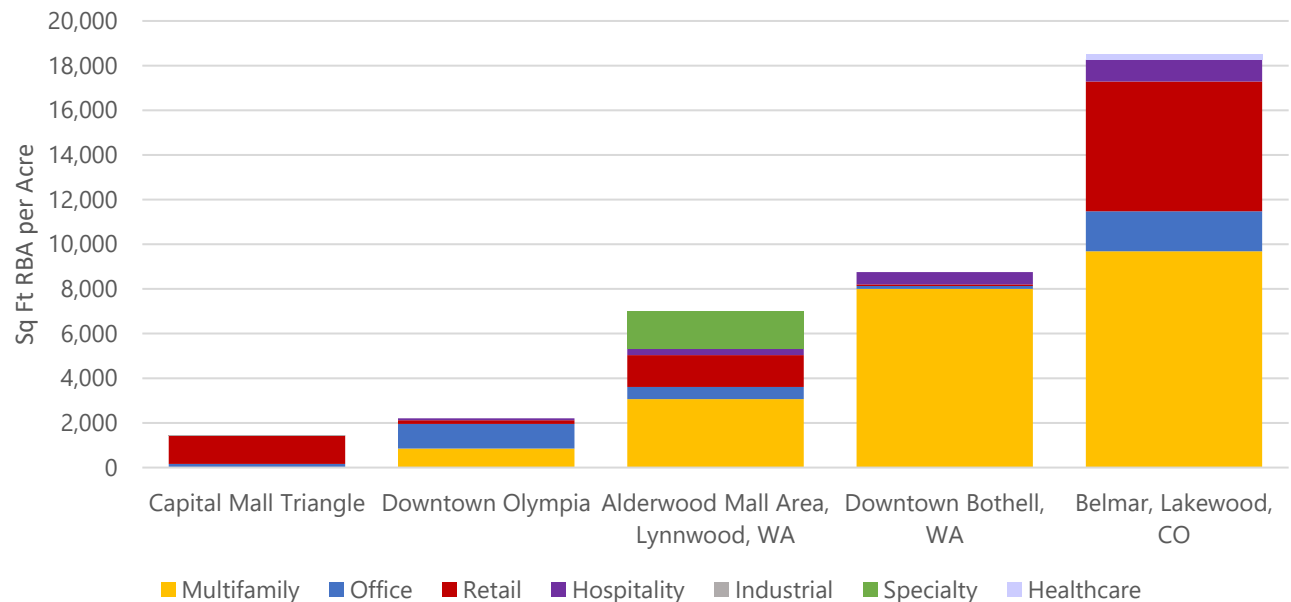
The three comparison areas have seen significantly more construction of multifamily units than either the Capital Mall Triangle or Downtown Olympia. 1,855 units have been built since 2000 in the Alderwood Mall Area in Lynnwood, and there are another 1,283 units currently planned or under construction. Belmar in Lakewood, CO has 1,199 housing units, in a mix of rental housing and condominiums, with 194 units in the development pipeline. While 527 units have been built in Downtown Olympia since 2000, none have been built in the Capital Mall Triangle.

Figure 5. Multifamily Rental Units Built Since 2000 and Currently in the Development Pipeline



Source: CoStar; Jefferson County, CO Assessor; LCG.

Figure 6. Square Feet of RBA per Acre Built Since 2000 or Currently in the Development Pipeline



Source: CoStar; Jefferson County, CO Assessor; LCG.

Figure 7. Views on 5th, a New Apartment Building in Downtown Olympia



Source: Views on 5th.

Figure 8. The Woods at Alderwood in Lynnwood, WA



Source: Apartment Finder.

Figure 9. Downtown Bothell, Washington



Source: SnoKing Living.

Figure 10. Housing at Belmar in Lakewood, Colorado



Alternatives Analysis

In order to analyze the alternatives outlined in the DEIS, LCG used data from the comparison areas described above compared with a 2017 baseline from TRPC. For the Market Trend scenario, LCG used data from Esri, the US Census, LEHD, and CoStar to determine how the subarea has changed between 2000 and 2022. Because the subarea is now mostly built out, LCG assumed that 25% less commercial development will take place by 2045. 21 housing units were built between 2000 and 2022. LCG assumes that development at a density of 50 units per acre is likely to take place at the Bing Street Apartments site and the city-owned property in the northern portion of the Triangle. LCG therefore estimated 181 new units by 2045 in this market-based scenario.

LCG used TRPC and LEHD data for Alternative 1, the “no change” scenario. LCG believes that the net change in population, housing units, and employees is far greater in these projections than is realistic in a true no-change scenario, thus the inclusion of the Market Trend comparison scenario.

Alternatives 2 and 3 both assume an average of 2.02 residents per housing unit. Additional assumptions are below.

Alternative 2 assumes the following:

- The total size of the “hubs” where development will be concentrated is approximately 43 acres, 35% of which will be redeveloped with housing (27.9 acres).
- These 27.9 acres will be redeveloped at a density of 55 units per acre.
- The hub areas will have the same density of employment square footage as Alderwood.
- The typical square foot per worker is 430.
- The areas outside of the 43-acre hub areas will have the same employment density as the Market Trend scenario.

Alternative 3 assumes:

- 35% of the 288-acre subarea will be built out (100.8 acres) at a density of 74 units per acre, but only 60% of that development will occur in the next 20 years.
- The typical square foot per worker is 430.
- The subarea will have the same density of employment space as Belmar.

Market Trend assumes:

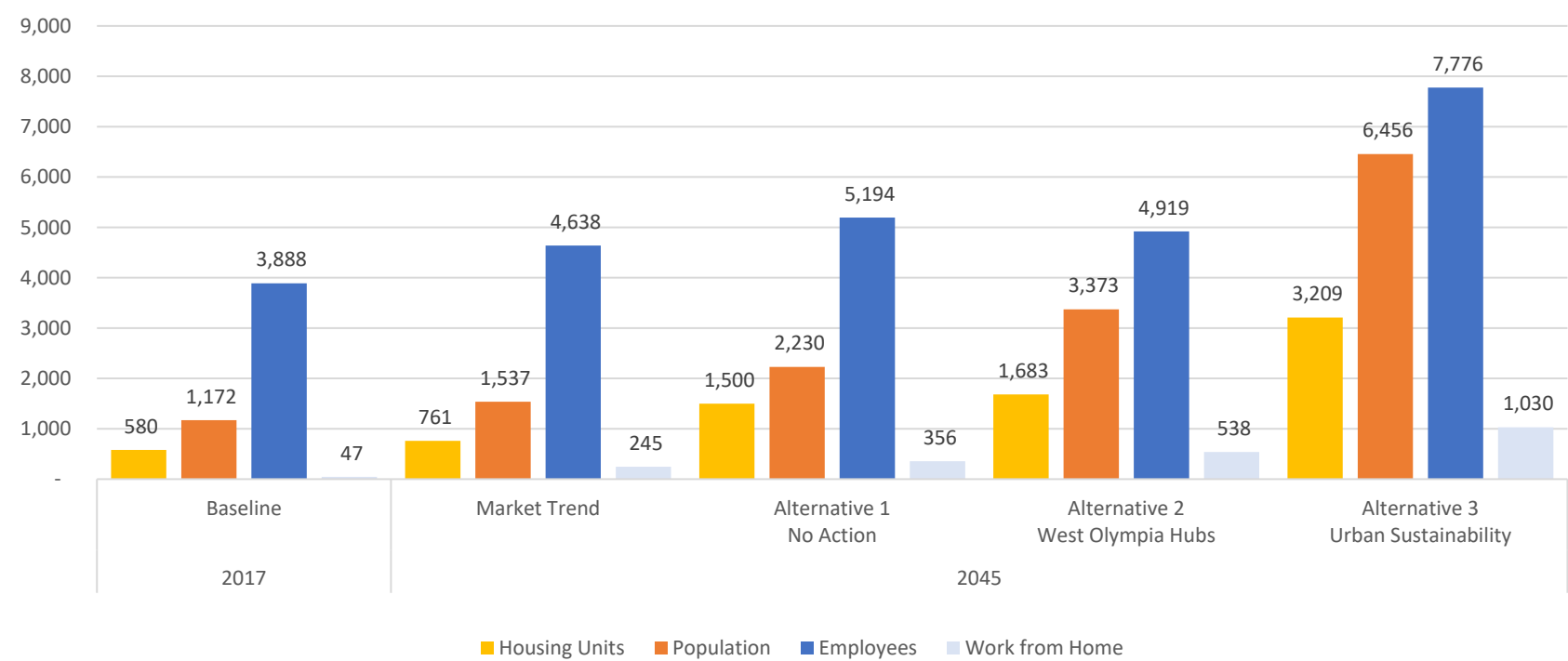
- The pace of development that has taken place in the Triangle between 2000 and 2022 will continue about as-is for the next two+ decades
- Some development projects that are planned or in the pipeline are also assumed to move forward.

Maximum Capacity:

- Illustrates the amount of housing and employment development that could possibly occur—if most properties were built to their maximum height and density—in the area under current zoning. This is unlikely to occur since the development heights and density currently allowed are far in excess of what exists and what has recently been built in the area. Nonetheless, this capacity is useful to understand from a policy point of view.
- Maximum Capacity is shown in the following section for use in the transportation analysis portion of the DEIS.

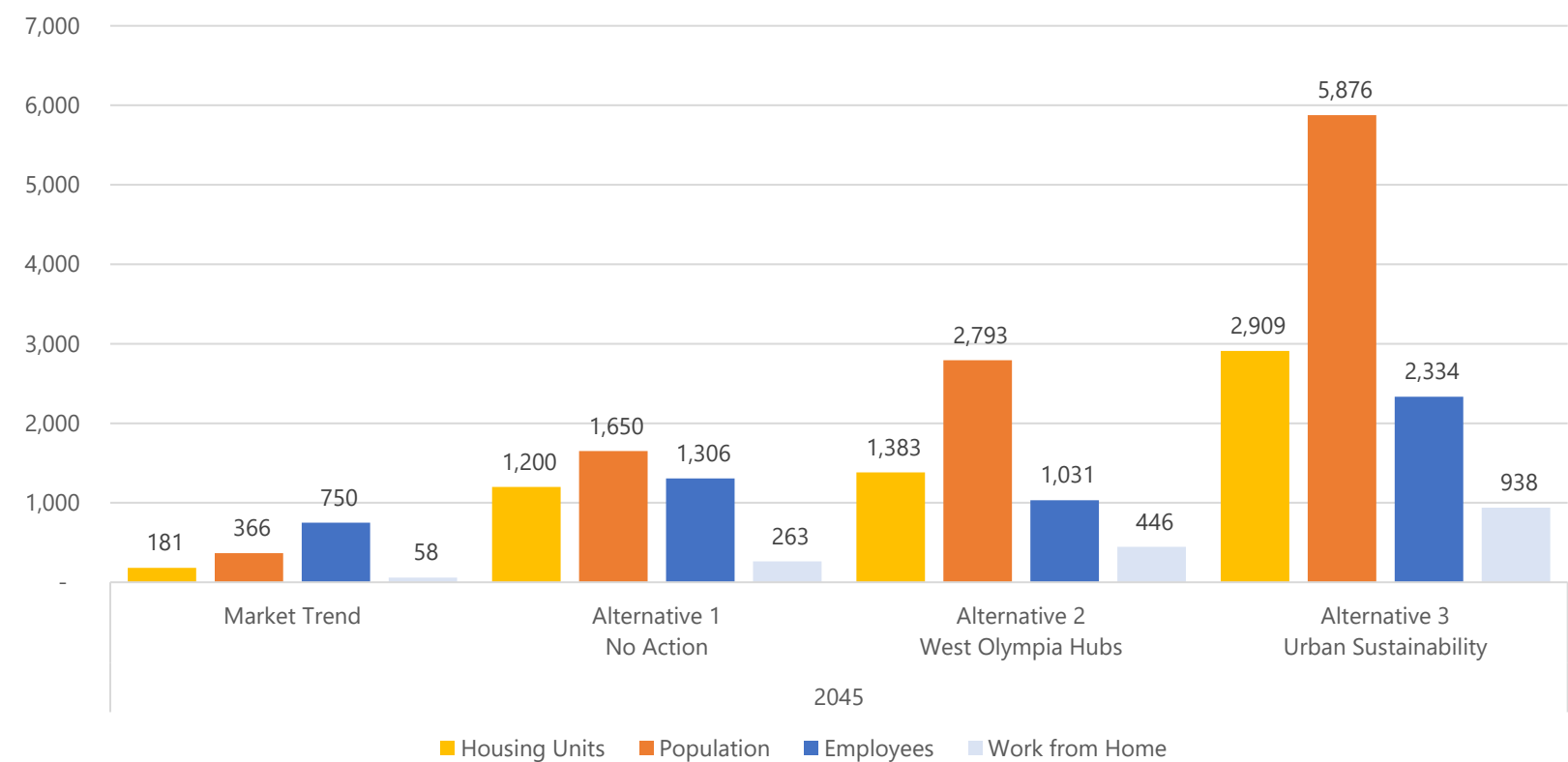
Assumptions about work from home are based on the percentage of the existing population that is employed and an average rate for remote work of 20%.

Figure 11. Expected Total Housing Units, Population, and Employees in the Capital Mall Triangle



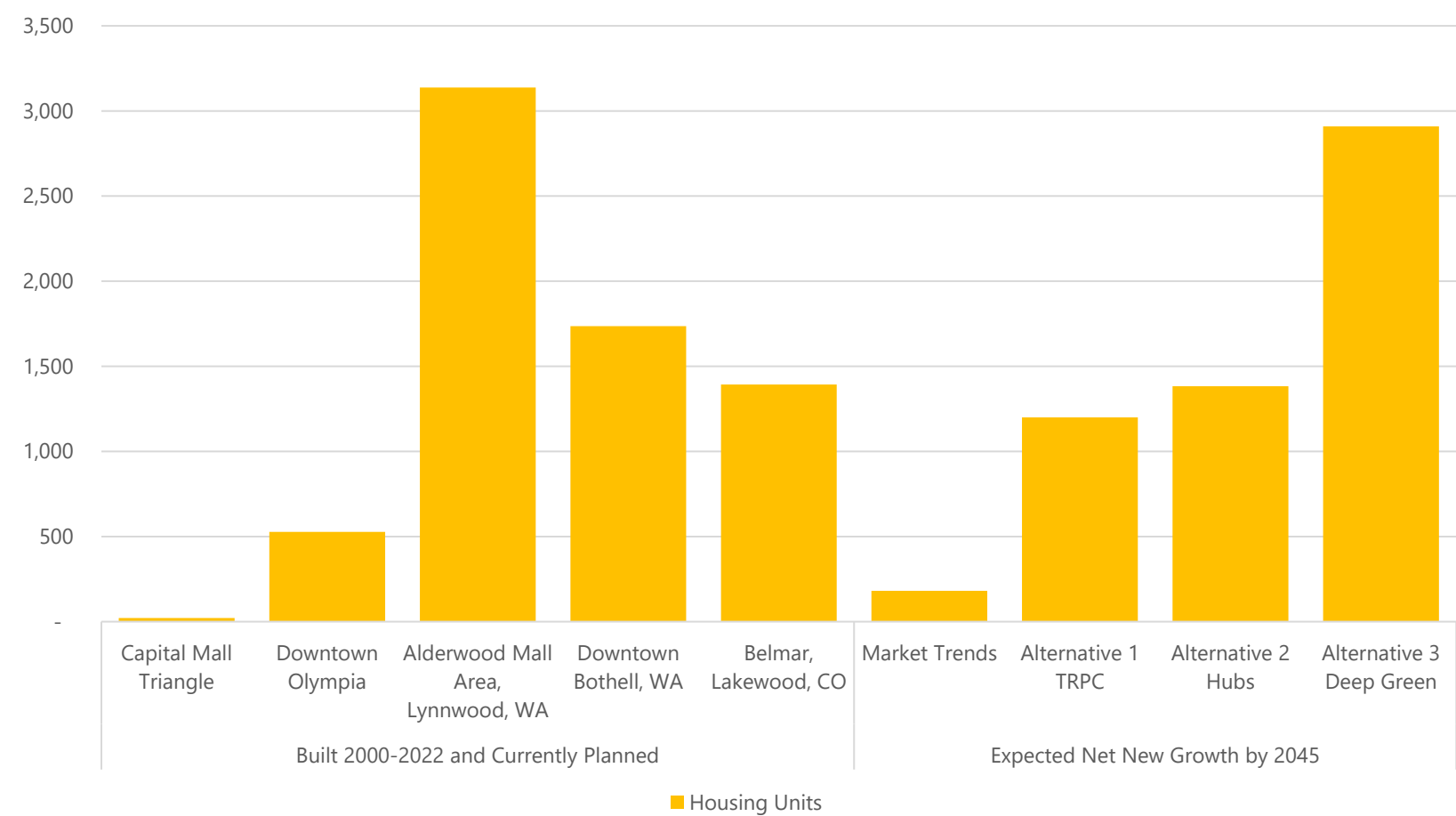
Source: TRPC; CoStar; Leland Consulting Group.

Figure 12. Net New Housing Units, People, and Employees Expected in the Capital Mall Triangle



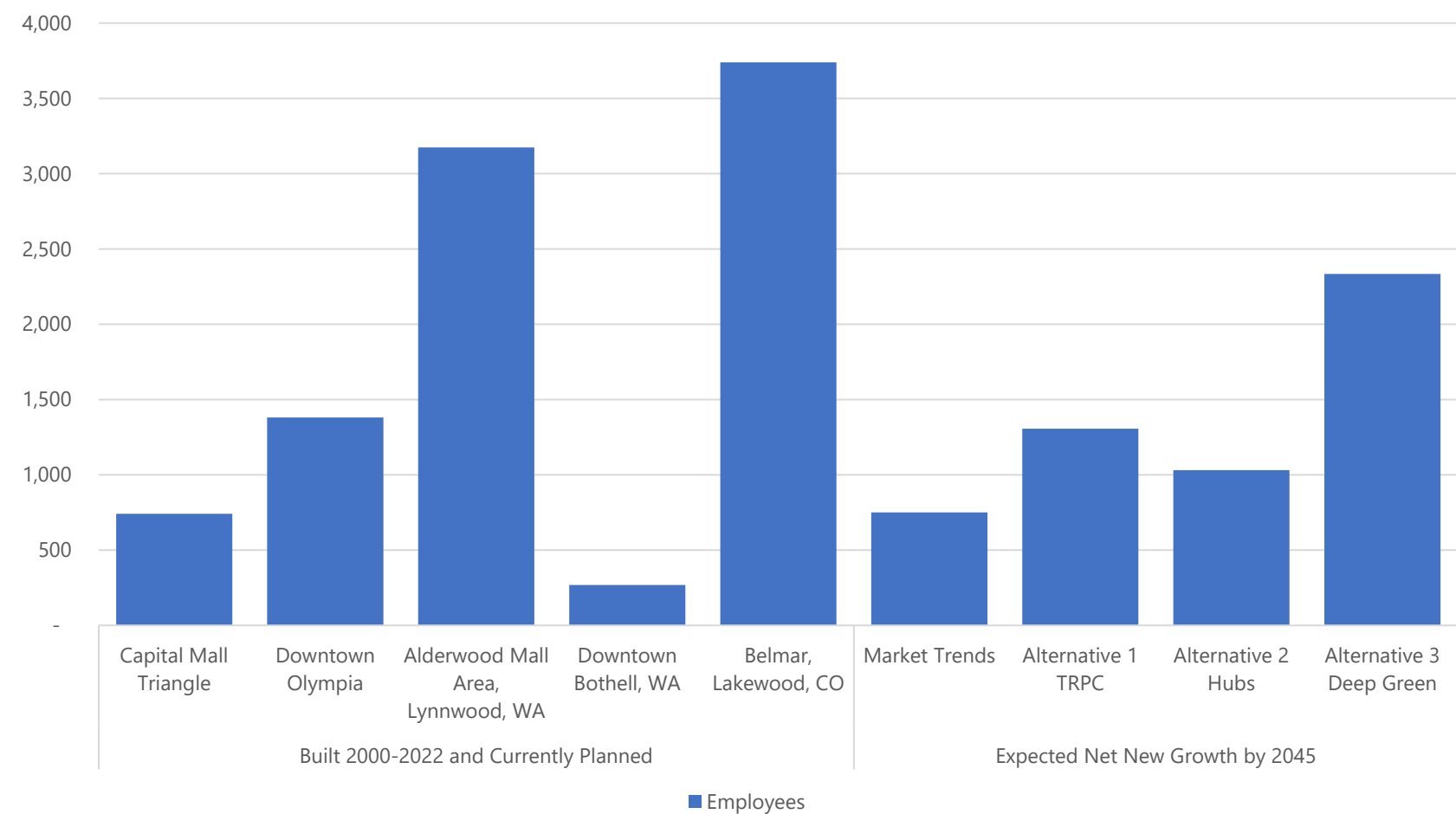
Source: TRPC; CoStar; Leland Consulting Group.

Figure 13. New Housing Built in Comparison Centers between 2000 and 2022 vs. Expected Net New Growth in DEIS Alternative Plans by 2045



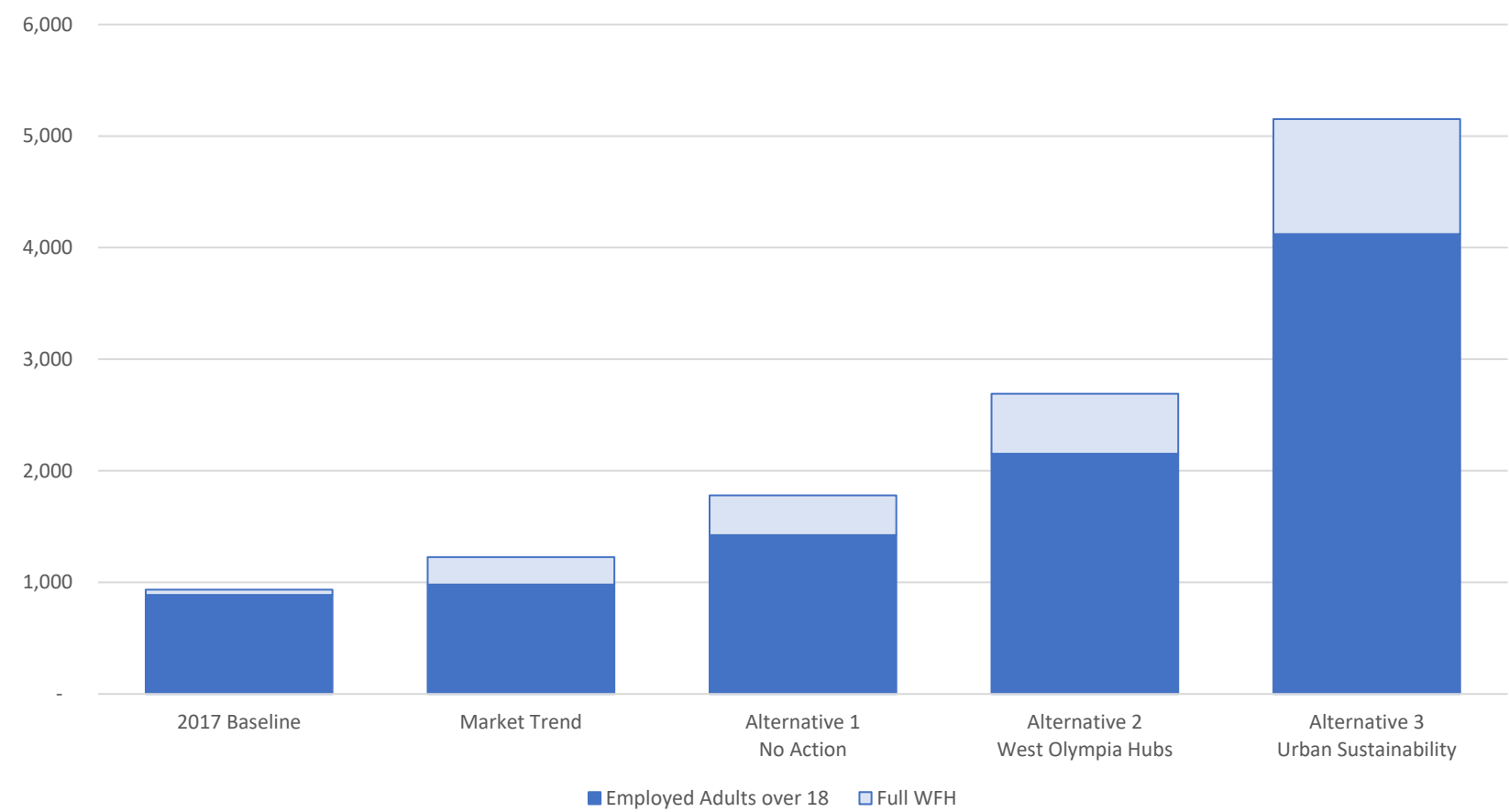
Source: TRPC; CoStar; Leland Consulting Group.

Figure 14. New Jobs Created in Comparison Centers between 2000 and 2022 vs. Expected Net New Growth in DEIS Alternative Plans by 2045



Source: TRPC; CoStar; Leland Consulting Group.

Figure 15. Expected Employed Adults over 18 with Proportion of Full-Time Remote Workers



Source: TRPC; CoStar; Leland Consulting Group.

Expected Use Mix for Transportation Analysis

LCG's assumptions for the following analysis include:

- No single-family homes have been built in the triangle since 2000, this trend is expected to continue
- The Maximum Buildout scenario is based on the total area of land in the triangle (293.7 acres) reduced by 35% for right of ways and infrastructure (191 acres total buildable)
- (Note: the total amount of land in the triangle zoned HDC-3 or HDC-4 is 223.44 acres)
- 2/3 of buildable land area is expected to be dedicated to multifamily, with 1/3 commercial
- The Market Trend alternative is based on existing conditions in the Capital Mall Triangle, while all other scenarios are based on the expected percentages listed below
- "Other" includes lodging, health care, and specialty uses such as sports facilities and flex space

Table 2. Existing and Expected Commercial Mix in the Capital Mall Triangle

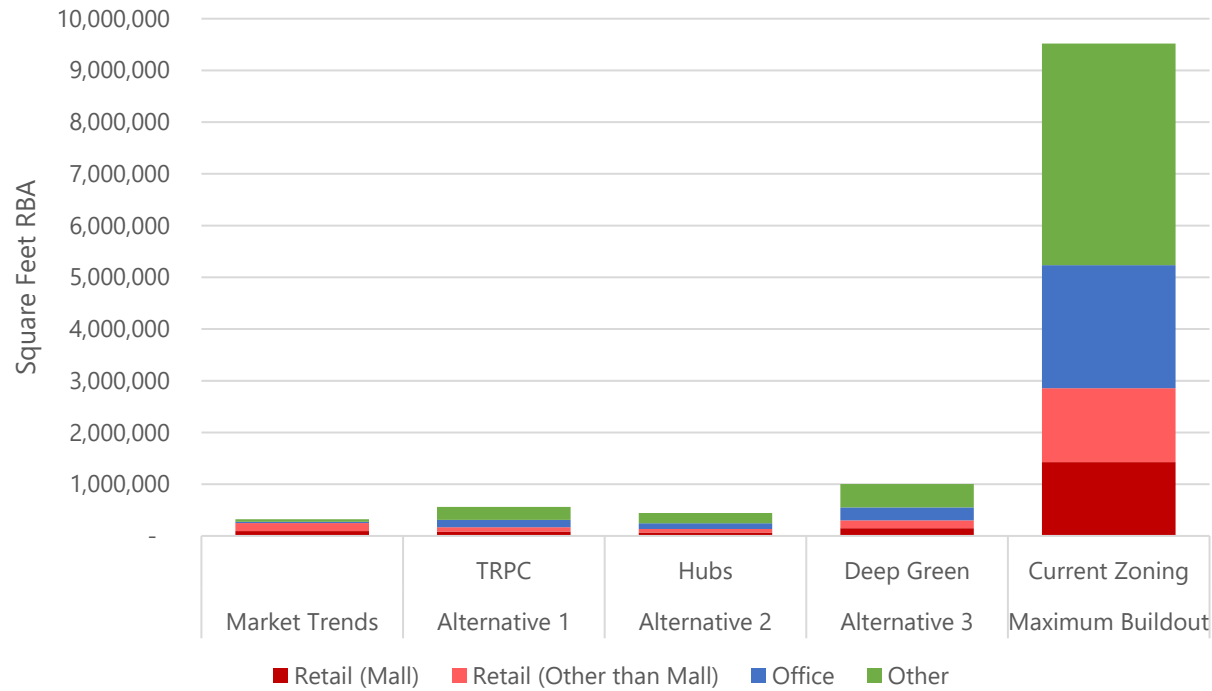
	Oly Triangle Percent Existing	Oly Triangle Percent Expected
Office	8%	25%
Retail (mall)	29%	15%
Retail (not mall)	47%	15%
Other	15%	45%

Figure 16. Projected Net New Housing Units, Retail, and Office Space in the Olympia Capital Mall Triangle

Type or Principal Activity	Market Trend		Alternative 1: No Change		Alternative 2: Hubs		Alternative 3: Deep Green		Maximum Buildout	
	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet
Single-Family Home	-		-		-		-		-	
Single-Family Attached (Townhome)	-		-		-		-		-	
Multi-Family Unit (4+ Stories)	181		1,200		1,383		2,909		15,150	
Multi-Family Unit (≤ 3 Stories)	-		-		-		-		-	
Retail (Mall)		94,367		84,254		66,525		150,561		1,427,774
Retail (Other than Mall)		152,713		84,254		66,525		150,561		1,427,774
Office		26,560		140,423		110,876		250,935		2,379,624
Other		49,045		252,761		199,576		451,682		4,283,323
Total	181	322,686	1,200	561,692	1,383	443,502	2,909	1,003,738	15,150	9,518,495

Source: LCG.

Figure 17. Mix of Forecasted Net New Commercial Development (Non-Multifamily) in the Capital Mall Development



Source: LCG.

The "Other" category in Figure 17 above and Figure 19 below include:

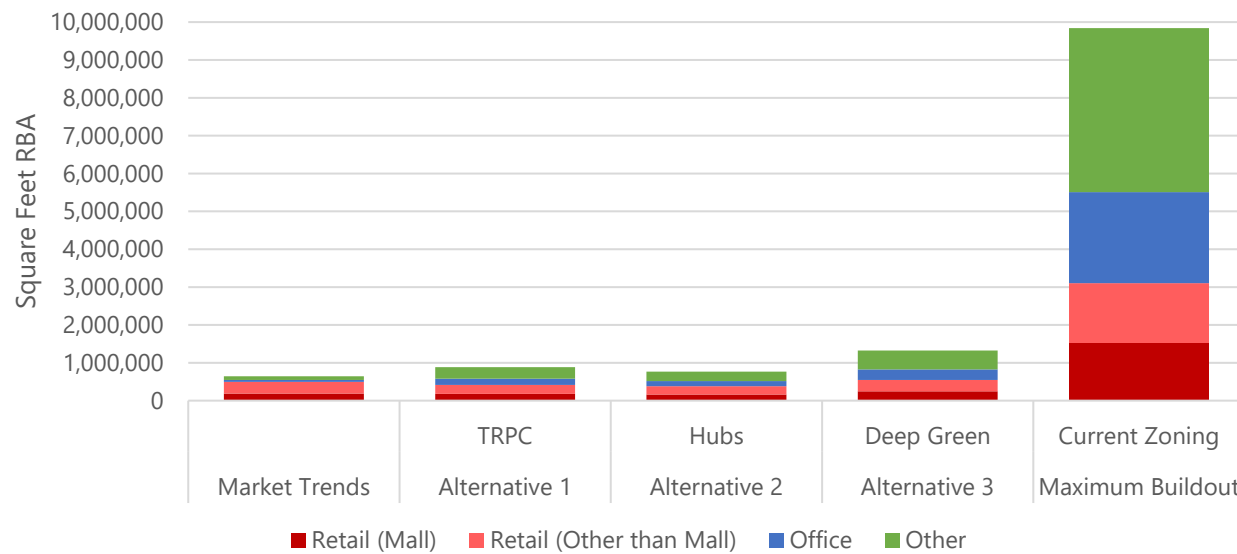
- Hospitality/Lodging
- Industrial
- Flex Space

Figure 18. Projected Total Housing Units, Retail, and Office Space in the Olympia Capital Mall Triangle by 2045

Type or Principal Activity	Market Trend		Alternative 1: No Change		Alternative 2: Hubs		Alternative 3: Deep Green		Maximum Buildout	
	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet
Single-Family Home	-		-		-		-		-	
Single-Family Attached (Townhome)	-		-		-		-		-	
Multi-Family Unit in Large Building	761		1,780		1,963		3,489		15,730	
Multi-Family Unit in Small Building	-		-		-		-		-	
Retail (Mall)		188,735		178,621		160,893		244,928		1,522,142
Retail (Other than Mall)		305,427		236,967		219,239		303,274		1,580,488
Office		53,120		166,983		137,436		277,495		2,406,184
Other		98,090		301,806		248,621		500,727		4,332,368
Total	761	645,372	1,780	884,378	1,963	766,188	3,489	1,326,424	15,730	9,841,181

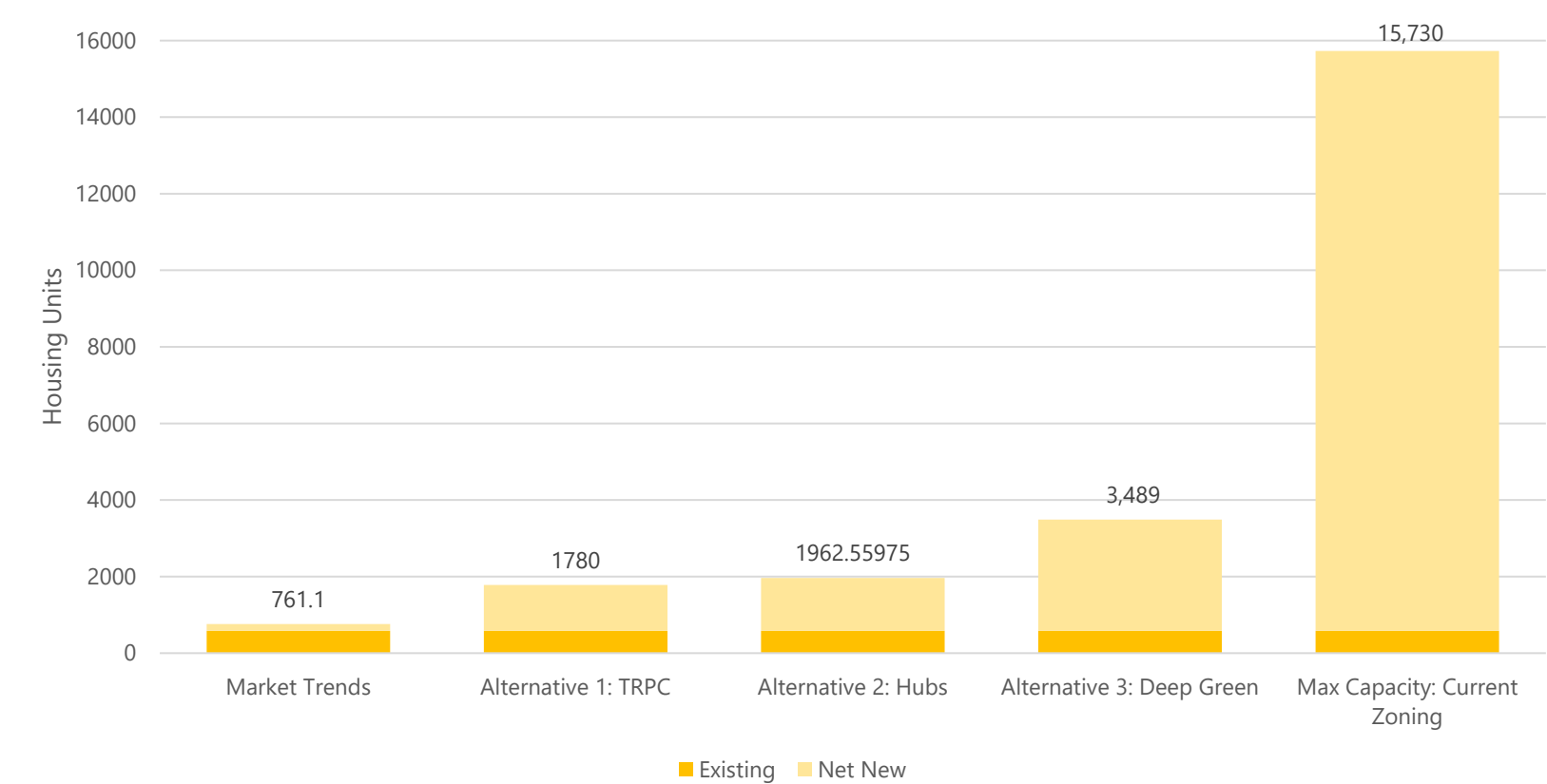
Source: LCG.

Figure 19. Forecasted Mix of Commercial Space (Non-Multifamily) in the Capital Mall Development by 2045



Source: LCG.

Figure 20. Forecasted Total Units in the Olympia Capital Mall Triangle by 2045, and Maximum Capacity



Source: LCG.

Appendices

Table 3. Quantitative Description of Alternatives Analysis

	Market Trend 2000-2022			Alternative 1 TRPC			Alternative 2 Westside Hubs			Alternative 3 Deep Green			Maximum Capacity Current Zoning		
	2017	Change	2045	2017	Change	2045	2017	Change	2045	2017	Change	2045	2017	Change	2045
Gross Acres	288						288			288			288		
Gross Redevelopable Acres		3.2		See				43			100.8				
Unbuildable (ROW, slope, stormwater)		0%		TRPC				35%			35%			35%	
Net Buildable Acres		3.2		Buildable				27.9			65.5			187.2	
Market Factor		100%		Lands				90%			60%			100%	
Developed Area by 2045		3.2		Analysis				25.1			39.3			187.2	
				2021											
Res. Density (Units/Acre)	2.01	57	2.64					55			74			81	
Units	580	181	761	300	1,200	1,500	1,383	1,683		2,909	3,209		15,150	15,450	
People/Unit	2.02		2.02	1.93		1.49	2.02		2.02	2.02					2.01
Population	1,172	366	1,537	580	1,650	2,230	2,793	3,373		5,876	6,456		30,504	31,084	
Comm'l SF		322,686			561,692		443,502			1,003,738			9,518,495	9,841,181	
Comm'l SF/Ac		1,120					3,932			5,809			50,847		
Comm'l SF/Job		430			430		430			430			430		
Total Employees	3,888	750	4,638	3,888	1,306	5,194	1,031	4,919		2,334	7,776		22,136	22,886	

Source: LCG.



APPENDIX G Engagement Process Summary

Olympia Capital Mall Triangle Subarea Plan Engagement Report

February 2, 2024



Engagement Events

From August 2022 through November 2023, the project team gathered stakeholders' and community members' ideas and goals for the subarea. Some of the engagement included interviews, more than 3,000 mailed notices, and 200 public comments. A full summary table of all public engagement can be seen in the "Process and Public Engagement" section of the Subarea Plan.

However, this document summarizes the key events the project team facilitated for the Capital Mall Triangle Subarea Plan. The major engagement events included:

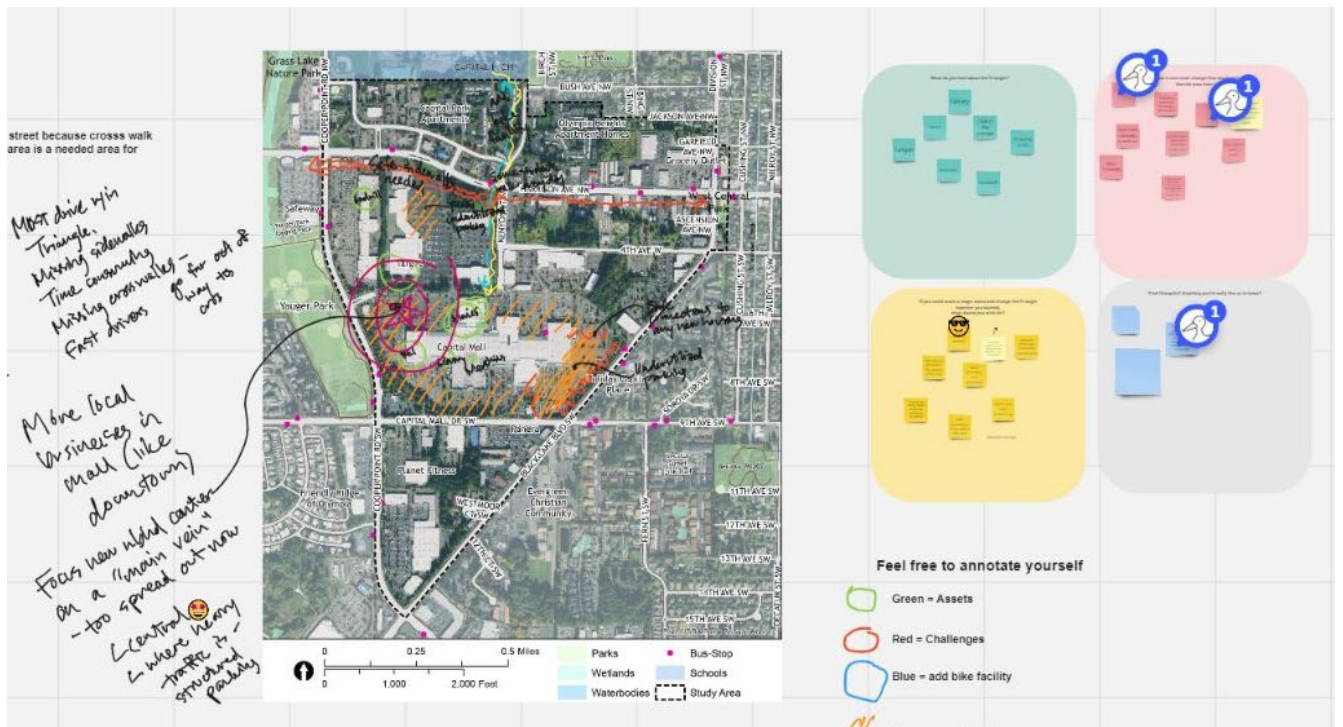
- **Capital High School Climate Club Workshop**
 - **Walking Tour and Chat with Neighborhood Associations**
 - **Stakeholder Work Group Meetings (4)**
 - **Property Owner Interviews (8)**
 - **Business Listen-in (2)**
 - **Community Meetings (4)**
 - **Additional Insights from Community Members**
-

Capital High School Climate Club Workshop

October 2022; Location: online

Consultants gave a short presentation on what urban planning is, what urban planners do, how urban planning connects to climate change, and project background on the Capital Mall Triangle Subarea. After the presentation consultants and students shared an interactive whiteboard on Miro, where students responded to questions with sketches, virtual sticky notes, and emojis.

Students use the mall for a multitude of social and shopping reasons. However, they mostly access the mall using a car because of the lack of convenient pedestrian and bicycle connections. Students liked the idea of a central main street leading into the mall and desired more crosswalks, completed sidewalks, protection along noisy roads, and protected bike lanes.



Final thoughts? Anything you'd really like us to know?

it is important to add greenery to places that have less of it, as well as urban and places where people are more poor

Resolve






















[Redacted Name]

16 May, 14:09

This isn't strictly for the capital mall area, but I know that people are currently trying to connect bike paths between evergreen and places across Olympia. Currently there aren't the best options for getting across the bridge between downtown and the capital mall area, so improving bike paths and sidewalks along the bridge or developing a system is

What values should drive this plan?

Safe & comfortable mobility				
Housing affordability and choice for all				
Economic vitality (esp. local businesses)				
Climate adaptation				
Kid/teen friendly and supportive				
Natural systems health				
Community services & health				
Convenient living & access to opportunity				
Diversity & an economic mix of people				
Other				

Walking Tour and Chat with Neighborhood Associations

August 2022; Location: Capital Mall Subarea

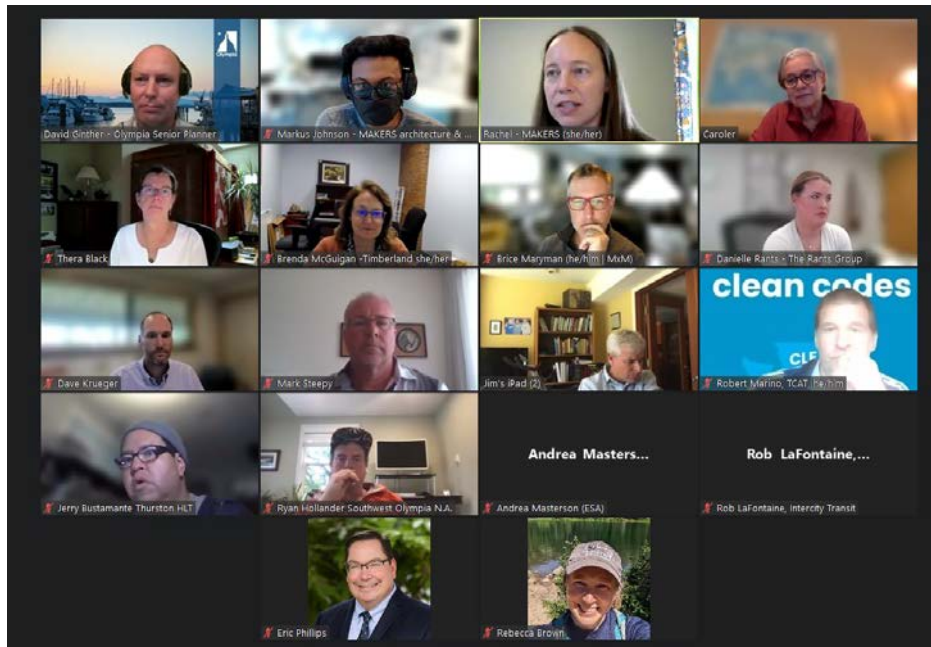
The project team met with representatives from the Southwest, the Northwest, and the Burbank/Elliott Neighborhood Associations, to walk around areas in the subarea and discuss the assets, challenges, and opportunities for the Capital Mall Subarea.

All participants felt Capital Mall, West Olympia Timberland Regional Library, and West Central Park are assets in the subarea that people in their neighborhoods regularly use. The project team also learned there is:

- Concern about traffic safety and feeling unsafe walking from neighborhoods to the Capital Mall area.
- A desire for safe multimodal connections between adjacent neighborhoods and the mall area.
- A desire for street trees and/or a green buffer from main arterials.
- A desire for more community services like daycares and more places like West Central Park.



Stakeholder Work Group Meetings



Stakeholder Work Group Meeting 1

October 2022; Location: online

City staff and consultants gave short presentations on the project background, purpose, scope, schedule, and role of the stakeholder work group. While presenting existing conditions information, the consultants interspersed Poll Everywhere questions to gauge the group's interests and confirm and clarify the findings. Participants expressed likes, dislikes, and desired changes to the subarea in the next 20 years, which can be seen in the word cloud below.

What do you love about the Capital Mall Triangle area?

Amenity rich. The shopping options, services, schools, and parks came up frequently in answers to this question. Essentially participants love the amenity richness of the area.

This question had 19 total responses. The following are a sample:

- "Has: shopping, schools, parks, and housing available in a concentrated area."
- "Nice diversity of shops and experiences like Cho Capital Market, movie theaters, Italia restaurant, Best Buy, Thai Garden."
- "I can satisfy many of my commercial needs here. I like the business owners. Cap Mall is doing some really innovative things!"
- "Skate park!"
- "West central park (is it included?) And all the programming they have"
- "Several different uses are often in close proximity"
- "Vics pizza"

Convenience. The potential of the area because of its convenience (destinations in close proximity) was also a common theme, such as:

- "1) Convenient shopping. 2) It's potential"
- "Lots of shopping and services in close proximity, don't have to travel far to run all my errands"
- "Lots of opportunity and potential. Walking or biking distance from several neighborhoods. Movie theater, REI, Goodwill."

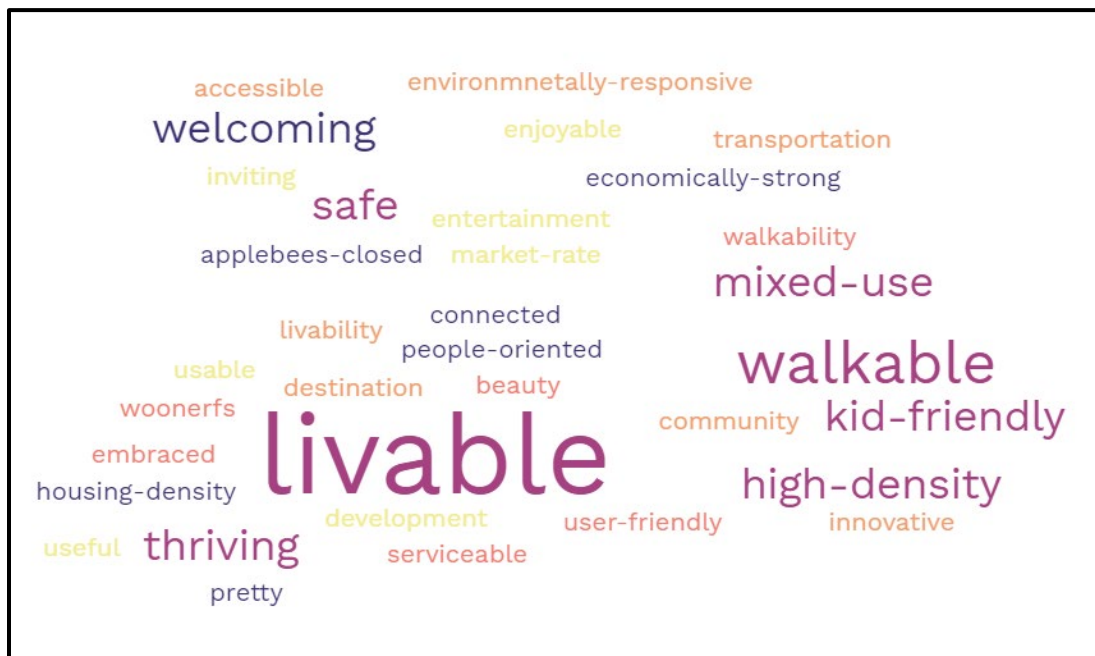
Transit access and homes. Additional comments included "good transit access" and transit being a wanted amenity, along with a comment appreciating that the area "has the most affordable housing in the city."

Challenges. Lastly, multiple comments noted not loving anything about the area in its current state.

- "I don't love anything about it. I use the businesses within it and they are easily accessible from my home"
- "Hard to love this area certain times of the day and year. Traffic is a challenge. All areas have potential to be improved including this heavily developed area and this project has the possibility to do that."
- "Also...nothing. I don't love anything about it. It's ugly. It's user unfriendly."

3 words that describe the Triangle area's best future in 2045

Common words describing the group's vision for the Triangle include: livable, walkable, high density, mixed use, kid friendly, welcoming, thriving, and people oriented.



Stakeholder Work Group Meeting 2

January 2023; Location: online

Stakeholder Work Group Meeting 2 focused on sharing the draft alternatives to the workgroup to get their feedback. The project team learned:

- There was general agreement amongst the group not to give up on outdoor public space.
- There was concern about if new streets would add cars. Group reiterates interest in de-emphasizing vehicular travel.
- Interest for finer grain bike and pedestrian network.
- Prioritize: 1) preserving trees. 2) enhancing green space and tree canopy in the public realm.
- Existing “tree tracts” (private land with stands of trees that fulfill minimum tree requirements) are not publicly accessible due to topographical barriers and a lack of trails. Add access where possible and require access in future developments.
- The group asked for information about trade-offs between “green” building/climate mitigation/adaptation strategies and housing supply and affordability. The project team provided some information about how meeting green building standards and/or using mass timber construction generally costs more upfront, which influences feasibility, but saves on operational costs over the long term.
- Open discussion on the name for Alternative 3. Top contenders included Westside Metropolis, Urban Sustainability, Westside Center, and Westside Village.

Stakeholder Work Group Meeting 3

September 2023; Location: online

Stakeholder Work Group Meeting 3 was focused on sharing the draft subarea plan to the workgroup to get their feedback. The project team learned:

- There is interest in healthy trees that have adequate soil volumes and avoid breaking paving.
- There is interest in preserving existing conifers but focusing on deciduous trees when adding trees.
- Support for transportation project ideas, including several for better multimodal connections and placemaking.
- The group had a discussion about the purpose of required streets, clarifications that streets benefit people walking, rolling (i.e., using a wheelchair, stroller, or other small wheeled mobility device), and biking by including multimodal facilities, improving connectivity, and directing and slowing vehicular traffic.
- Intercity Transit shared interest and considerations for roundabouts, Harrison Ave corridor study, and transit hub locations.

Stakeholder Work Group Meeting 4

November 2023; Location: online

Stakeholder Work Group Meeting 4 was focused on sharing the community engagement results and hearing the groups' preferred alternative direction. The project team learned that group members were interested in:

- Base maximum heights of 7 – 8 stories in HDC zones.
- Shrinking the affordable housing maximum height (up to 12 stories) bonus overlay area.
- No parking minimums or maximums for all uses in the subarea.
- A central main public gathering space around Kenyon St and 4th Ave.
- Public-private partnerships for 3 smaller unidentified gathering space/streetscape projects in the subarea.

Property Owner Interviews

August 2022 – May 2023; Location: online

The project team interviewed several major property owners in the subarea such as the Capital Mall ownership group (6), WIG Properties (1), and Merlone Geier Partners (1). The project team learned there is:

- Support for flexibility in future regulation changes and plans for the area to allow for redevelopment consistent with the vision for the area.
- Interest in understanding layering of various code requirements—stormwater, trees, parking, affordable housing.
- Appreciates that Alternative 3 goes furthest on redevelopment flexibility.
- Likes the idea of a neighborhood center and large community gathering space (could be public or private) directly north of the mall.
- Interested in City upfront investment in regional stormwater facility with development payback over time.
- Would like a flexible tree code.
- Likes transit hub, but needs to be well managed.
- Several potential opportunity sites on mall property for redevelopment in short, mid, and long terms. Could compliment and further support the existing businesses on site.

Business Listen-in(s)

June and October 2023; Location: Olympia City Hall

The purpose of the business listen-in was to give business owners a venue to learn and develop a shared understanding of the subarea plan project. The listen-in also provided an opportunity for business owners operating in the subarea to share their concerns and opportunities. The project team learned that business owners:

- Supported continuing to make use of the subarea as a regional destination.
- Saw an opportunity to evolve Harrison Ave into more people-oriented street with more intense redevelopment.
- Wanted to study and plan traffic operations.
- Encourage a few 50-60 unit residential projects and affordable housing projects.
- Restaurant businesses expressed families as key customers. So, they wanted to see family-sized units get mixed in with the new development.
- Support affordable commercial space.



Community Meetings

Community Meeting 1

October 2022; Location: online

City staff and consultants gave a presentation on the Capital Mall Triangle (“the Triangle”) Subarea Plan project background, purpose, scope, and schedule, and on early findings about the subarea’s existing conditions. While presenting, the consultants interspersed Poll Everywhere questions to gauge community members’ interests, confirm and clarify the findings, and give participants an opportunity to see thoughts and ideas from their fellow neighbors.

Approximately 34-39 people participated in the polling exercises. The consultant team asked open-ended questions early in the presentation to gather themes and understand the range of views. Near the end of the meeting, the team compiled those themes into multiple-choice question responses to confirm the team’s understanding.

Key Takeaways

The main themes expressed through the polling exercises include the following desires:

1. Safe and comfortable mobility—walkable and bikeable for all ages and abilities, safe enough to do so, and for those modes to be more prominent than driving currently is.
2. Livable, compact, complete environment—a livable, mixed-use, compact environment with plenty of housing, especially affordable to middle and lower incomes; more local businesses; public places to hang out; parks; and community amenities, such as a community center and daycare.
3. Environmental commitment—a climate friendly, environmentally friendly, and sustainable area.

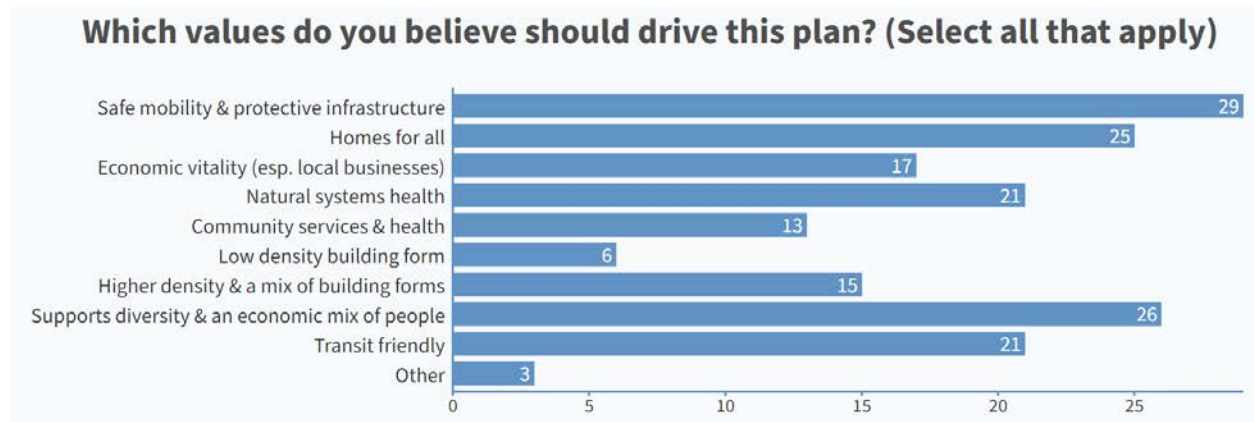
These themes arose during early open-ended questions and were confirmed in the concluding polls. One of the final confirmation polls was “In 20 years, what would be a successful outcome of this plan? (Select up to three),” where the top responses included:

- “An area that feels safe to walk, roll, and bike for all ages and abilities” (68%)
- “A livable mixed-use environment” (63%)
- “A green, sustainable, and environmental friendly area” (53%)
- “An affordable and dense area of Olympia” (37%)

These same themes were prominent in another concluding poll, “What are the most pressing challenges facing the Triangle? (Select up to 3),” where participants answered:

- “Inefficient use of space (e.g., large surface parking lots)” (61%),
- “Lacks safe and comfortable ways to walk, roll, and bicycle” (58%),
- “Potential for residential renters to be priced out of the area” (50%)
- “Lacks homes mixed in with businesses” (32%)

In summary, participants generally agree on walkability, bikeability, compact mixed-use environment, and climate friendly themes.



Poll results on what values should drive the plan (response options developed from themes that arose in earlier open-ended comments). 36 people responded to this poll.

Community Meeting 2

February 2023; Location: Capital Mall

Community Meeting 2 was an open house style event, where the purpose of the meeting was to share the draft alternatives with the public. Using poster boards, stickers, and sticky notes participants shared their interests and concerns.

Key Takeaways

- General support for parks and outdoor open space.
- A lot of support for green building standards.
- Significant support for allowing 14 story buildings in Alternative 3.



Harrison Ave NW.
Consider designating
a business access
and transit (BAT)
lane; as feasible,
improve multimodal
access

Zoning. Remove code barriers to a greater and more efficient mix of uses (e.g., parking requirements, height limits)

YAUGER (NAME TBD)
Consider public-private-partnerships to encourage a new hub; require a main street and small park with redevelopment (location flexible)

Require active transportation improvements and, as feasible, consider better buffering people on foot, wheel, and bicycle from vehicular traffic

WEST CENTRAL/
HARRISON (NAME TBD)
Support a
small business
incubator area

- Require a main street treatment with redevelopment
- Support efforts to activate the park

- Improve safety on key internal connections

- Encourage community uses here and/or in mall (e.g., youth center, daycare)

EAST MALL (NAME TBD)
Consider public-private-partnerships to encourage a new hub; require a main street and small park with redevelopment (location flexible)

- Continue supporting regional commercial center

- Continue supporting auto-oriented commercial uses

Hub Features

1/4 and 1/2
mile areas

Mixed use hub;
investment focus area

Connect adjacent neighborhood to hub

■ ■ ■ Main street
(location flexible)

 Small park
(location flexible)

 Small business incubator area

Land Use Designations

Mixed use - high

Mixed Use

Other (color)

Auto-oriented commercial uses

Transportation Ideas

↔ Multimodal improvements

↔ Light safety

← → New connections

(location flexible)
Existing trails

— Existing trails

Existing Conditions

- Trails

Existing park

Tree clusters

Streams

Schools

☐ Study area

Community Meeting 3

October 2023; Location: Olympia City Hall and online

Community meeting three offered a hybrid event, with a presentation available to all viewers, small group activities for people participating at the venue, and a virtual break out room for those participating remotely to share their thoughts and concerns. The purpose of the meeting was to collaboratively craft the preferred alternative with community members.

Key Takeaways

Building form

- Achieve densities in the Triangle that accommodate the projected population
- Be bold with building allowances, especially height, to allow for innovation and encourage amenities like open space and greenery
- Step down in allowed height and scale from a core area in the Triangle to the lower intensity zones nearby

Housing characteristics

- Achieve green, affordable housing
- Design incentives and requirements to achieve a mixed-income neighborhood (e.g., consider not offering a fee-in-lieu option with MFTE so that affordable units are mixed into development projects)

Businesses and mixed use

- Support businesses near 4th
- Encourage groceries

Physical improvements

- Connect to downtown
- Improve 4th Ave street design

Preferred Alternative Elements

The in-person small group developed this map to illustrate proposals they felt should move forward into the preferred alternative.

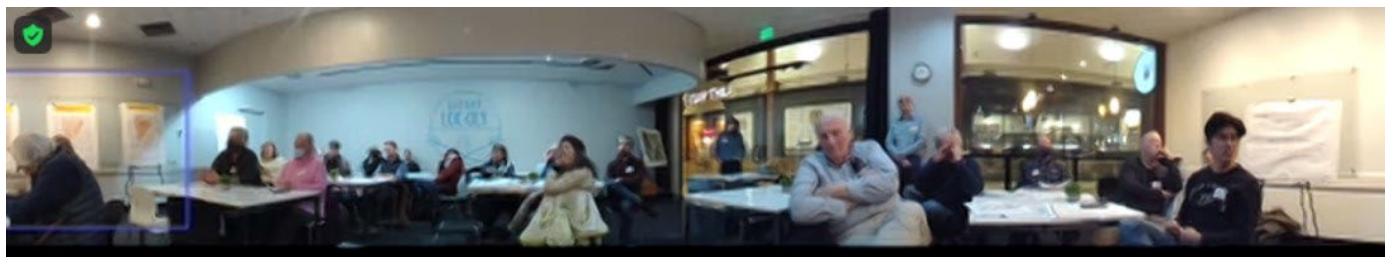
Community Meeting 4

October 2023; Location: Capital Mall

Community Meeting 4, like Community Meeting 3, was focused on collaboratively crafting the preferred alternative.

Key Takeaways

- Interest in base maximum heights not going over 8 stories for most of the area.
- Interest in high rise buildings close to the mall and center of the subarea.
- More affordable housing and mixed in with market rate.
- Increase connectivity and safe multimodal opportunities.



Additional Insights from Community Members

September 2022; Location: Online

City staff continuously made themselves available by email to answer questions and take note of opportunities and concerns expressed by community members.

One West Olympia resident, who lives near the subarea, shared their experience struggling to navigate the Capital Mall Subarea in a powered wheelchair. The local resident's writing and videos helped the project team consider the pedestrian experience for those in wheelchairs and how that may influence action items in the subarea plan. See links below for more information:

- <https://maggieslighte.com/2022/08/15/my-favorite-store/>
- <https://www.tiktok.com/t/ZTRaG2c8h/>
- <https://www.tiktok.com/t/ZTRaGfKfT/>

APPENDIX H Trip Generation Methodology

SUMMARY OF TRIP GENERATION METHODOLOGY

LAND USE ASSUMPTIONS

Use Type	ITE Code*	Quantity of New Use					Unit
		Alt 1 (Market Trend)	Alt 1 (Max Buildout)	Alt 2 (Hubs)	Alt 3 (Urb. Sust.)	Preferred	
Single-Family Home	210	-	-	-	-	-	Dwelling Units
Single-Family Attached (Townhome)	215	-	-	-	-	-	Dwelling Units
Multi-Family Unit (4+ Stories)	221	181	15,150	1,383	2,909	2,249	Dwelling Units
Multi-Family Unit (< 3 Stories)	220	-	-	-	-	-	Dwelling Units
Retail (Mall)	820	94,367	1,427,774	66,525	150,561	90,915	Square Feet
Retail (Other than Mall)	821	152,713	1,427,774	66,525	150,561	90,915	Square Feet
Office	710	26,560	2,379,634	110,876	250,935	151,525	Square Feet
Other**	822	49,045	4,283,323	199,576	451,682	272,745	Square Feet
<i>Restaurant</i>	932	9,809	100,000	39,915	90,336	54,549	Square Feet
<i>Medical Office Buildings</i>	720	13,794	1,220,309	28,038	80,161	43,503	Square Feet
<i>Elementary School</i>	520	-	-	500	500	500	Students
<i>Middle School</i>	522	-	1,100	-	-	-	Students
<i>High School</i>	525	-	1,545	-	-	-	Students
<i>Hotel</i>	310	-	571	57	129	78	Rooms
<i>Health/Fitness, Misc.</i>	492	2,452	214,166	9,979	22,584	12,638	Square Feet
<i>Strip Retail</i>	822	22,990	2,033,848	46,729	133,601	72,505	Square Feet

TRIP GENERATION REDUCTIONS BY ALTERNATIVE, PER MXD+

Period	Reduction in New Trips Generated***				
	Alt 1 (Market Trend)	Alt 1 (Max Buildout)	Alt 2 (Hubs)	Alt 3 (Urb. Sust.)	Preferred
Daily	18%	31%	25%	26%	26%
AM Peak	22%	35%	32%	33%	32%
PM Peak	17%	33%	26%	28%	26%

UNREDUCED TRIPS GENERATED (PER ITE)

Use Type	ITE Code*	Trip Generation Rate****			Unit	Alt 1 (Market Trend)			Alt 1 (Max Buildout)			Alt 2 (Hubs)			Alt 3 (Urban Sustainability)			Preferred		
		Daily	AM Peak	PM Peak		Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Multi-Family Unit (4+ Stories)	221	4.54	0.37	0.39	Trips/DU	822	67	71	68,781	5,606	5,909	6,279	512	539	13,207	1,076	1,135	10,210	832	877
Retail (Mall)	820	37.01	0.84	3.4	Trips/1,000 GSF	3,494	79	321	52,843	1,199	4,855	2,461	56	226	5,574	127	512	3,364	76	309
Retail (Other than Mall)	821	67.52	1.73	5.19	Trips/1,000 GSF	10,310	264	793	96,405	2,470	7,410	4,490	115	345	10,169	261	782	6,138	157	472
Office	710	10.84	1.52	1.44	Trips/1,000 GSF	288	40	38	25,795	3,617	3,427	1,201	168	160	2,720	381	361	1,642	230	218
<i>Restaurants</i>	932	107.2	9.57	9.05	Trips/1,000 GSF	1,052	94	89	10,720	957	905	4,279	382	361	9,684	865	818	5,848	522	494
<i>Medical Office Buildings</i>	720	36	3.1	3.93	Trips/1,000 GSF	497	43	54	43,931	3,783	4,796	1,009	87	110	2,886	248	315	1,566	135	171
<i>Elementary School</i>	520	2.27	0.74	0.16	Trips/Student	-	-	-	1,135	370	80	1,135	370	80	1,135	370	80	1,135	370	80
<i>Middle School</i>	522	2.1	0.67	0.15	Trips/Student	-	-	-	2,310	737	165	-	-	-	-	-	-	-	-	-
<i>High School</i>	525	1.94	0.52	0.14	Trips/Student	-	-	-	2,998	804	216	-	-	-	-	-	-	-	-	-
<i>Hotel</i>	310	7.99	0.46	0.59	Trips/1,000 GSF	-	-	-	4,566	263	337	456	26	34	1,027	59	76	623	36	46
<i>Health/Fitness, Misc.****</i>	492	34.5	1.31	3.45	Trips/1,000 GSF	85	3	8	7,389	281	739	344	13	34	779	30	78	436	17	44
<i>Strip Retail</i>	822	54.45	2.36	6.59	Trips/1,000 GSF	1,252	54	152	110,743	4,800	13,403	2,544	110	308	7,275	315	880	3,948	171	478
TOTAL		-	-	-	-	17,799	644	1,526	427,616	24,886	42,242	24,199	1,839	2,197	54,456	3,732	5,037	34,909	2,545	3,188

TRIPS GENERATED AFTER REDUCTION IS APPLIED***

Use Type	ITE Code*	Alt 1 (Market Trend)			Alt 1 (Max Buildout)			Alt 2 (Hubs)			Alt 3 (Urban Sustainability)			Preferred		
		Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Multi-Family Unit (4+ Stories)	221	673	52	59	47,528	3,627	4,083	4,716	351	400	9,720	722	823	7,586	564	652
Retail (Mall)	820	2,862	61	267	36,515	776	3,355	1,848	38	168	4,102	85	371	2,499	52	230
Retail (Other than Mall)	821	8,444	205	661	66,616	1,598	5,120	3,372	79	256	7,484	175	567	4,561	106	351
Office	710	236	31	32	17,824	2,340	2,368	902	115	119	2,002	256	262	1,220	156	162
<i>Restaurants</i>	932	861	73	74	7,408	619	625	3,213	262	268	7,127	580	593	4,345	354	367
<i>Medical Clinic</i>	720	407	33	45	30,356	2,448	3,314	758	60	82	2,124	167	228	1,164	91	127
<i>Elementary School</i>	520	-	-	-	784	239	55	852	253	59	835	248	58	843	251	59
<i>Middle School</i>	522	-	-	-	1,596	477	114	-	-	-	-	-	-	-	-	-
<i>High School</i>	525	-	-	-	2,072	520	150	-	-	-	-	-	-	-	-	-
<i>Hotel</i>	310	-	-	-	3,155	170	233	342	18	25	756	40	55	463	24	34
<i>Health/Fitness, Misc.****</i>	492	69	2	7	5,106	182	511	259	9	26	573	20	56	324	11	32
<i>Strip Retail</i>	822	1,025	42	126	76,523	3,106	9,262	1,911	76	228	5,354	212	638	2,933	116	355
TOTAL		14,577	500	1,271	295,482	16,101	29,189	18,173	1,260	1,630	40,080	2,504	3,652	25,938	1,726	2,369

NOTES:

* Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

** Other uses will be defined as the Subarea develops. For the purposes of trip generation, this use was broken down into a variety of potential uses and likely proportions, based on existing development in this and other like Subareas.

*** This represents a reduction in the trip generation rate of new trips based on existing active mode facilities, transit, and internal capture between existing/planned uses. These reductions were identified using Fehr & Peers' MXD+ tool. Attached to this appendix is a description of the assumptions and methodologies used for that MXD+ tool.

**** Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, assuming peak hour of adjacent street traffic and general urban/suburban setting in all cases. Did not assume nearby frequent/rail transit in any case.

***** The Health and Fitness Center land use does not have a daily trip generation rate defined by ITE. To provide a conservative estimate of daily trip generation, it was assumed that the daily rate would be ten times the PM peak hour rate.

Trip Generation Methodology

Current accepted methodologies, such as the Institute of Transportation Engineers (ITE) *Trip Generation* methodology, are primarily based on data collected at suburban, single-use, freestanding sites. These defining characteristics limit their applicability to mixed-use or multi-use development projects, such as the proposed project. The land use mix, design features, and setting of the proposed project would include characteristics that influence travel behavior differently from typical single-use suburban developments. Thus, traditional data and methodologies, such as ITE, would not accurately estimate the project vehicle trip generation.

In response to the limitations in the ITE methodology, and to provide a straightforward and empirically validated method of estimating vehicle trip generation at mixed-use developments, the US Environmental Protection Agency (EPA) sponsored a national study of the trip generation characteristics of multi-use sites. Travel survey data was gathered from 239 mixed-use developments (MXDs) in six major metropolitan regions, and correlated with the characteristics of the sites and their surroundings. The findings indicate that the amount of external traffic generated is affected by a wide variety of factors including the mix of employment and residents, the overall size and density of the development, the internal connectivity for walking or driving among land uses, the availability of transit service, and the surrounding trip destinations within the immediate area outside the Project site.

These characteristics were related statistically to trip behavior observed at the study development sites using statistical techniques. These statistical relationships produced equations, known as the EPA MXD model, that allows predicting external vehicle trip reduction as a function of the MXD characteristics. Applying the external vehicle trip reduction percentage to “raw trips”, as predicted by ITE, produces an estimate for the number of vehicle trips traveling in or out of the site.

The MXD model has been approved for use by the EPA¹. It has also been peer-reviewed in the ASCE Journal of Urban Planning and Development², peer-reviewed in a 2012 TRB paper evaluating various smart growth trip generation methodologies³, recommended by SANDAG for use on mixed-use smart growth developments⁴, promoted in an American Planning Association (APA) Planning Advisory Service

¹ Trip Generation Tool for Mixed-Use Developments (2012). www.epa.gov/dced/mxd_tripgeneration.html

² “Traffic Generated by Mixed-Use Developments—Six-Region Study Using Consistent Built Environmental Measures.” Journal of Urban Planning and Development, 137(3), 248–261.

³ Shafizadeh, Kevan et al. “Evaluation of the Operation and Accuracy of Available Smart Growth Trip Generation Methodologies for Use in California”. Presented at 91st Annual Meeting of the Transportation Research Board, Washington, D.C., 2012.

⁴ SANDAG Smart Growth Trip Generation and Parking Study.
<http://www.sandag.org/index.asp?projectid=378&fuseaction=projects.detail>

(PAS)⁵ which recommended it for evaluating traffic generation of mixed-use and other forms of smart growth, including in-fill and transit oriented development, It has also been used successfully in multiple certified EIRs in California, in addition to a variety of entitlement, SEPA and EIS efforts in Washington.

In 2020, Fehr & Peers also undertook to update, validate and recalibrate the MXD+ tool to 2019 conditions. This included analyzing trip generation at 12 calibration sites, as well as 4 validation sites to determine the accuracy of MXD+ and make adjustments as needed. From this study, minor adjustments were made to the tool to bring travel behaviors to an existing (2019) condition.

⁵ Walters, Jerry et al. "Getting Trip Generation Right – Eliminating the Bias Against Mixed Use Development". American Planning Association. May 2013.

APPENDIX I Preliminary Final Subarea Plan



Capital Mall Triangle Subarea Plan

City of Olympia

Draft February 2024



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Acknowledgements

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Land Acknowledgement

We gratefully honor and acknowledge that we rest on the traditional lands of the Squaxin Island Tribe and Nisqually Tribe. These lands and waterways are the original and current homelands of the people of Squaxin Island and Nisqually, of which they have been the stewards since time immemorial. We recognize that planning decisions must be mindfully deliberated as they may have lasting impacts on the Tribes, their land base, and their treaty-protected rights to fish, hunt, and gather. We recognize the importance of and encourage regular, meaningful consultation with the Tribes over land use decisions while preserving the Tribes treaty rights and supporting tribal self-determination and sovereignty.

Introduction

01



Purpose

The Capital Mall Triangle subarea, also referred to as the “Triangle,” is a 288-acre area on the westside of Olympia. The Triangle is a regional shopping destination, but it has a current land use pattern that includes traditional big box retail, is auto-oriented, and has a suburban mall surrounded by vast parking lots accessed by a network of 5-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea.

The subarea is designated as an Urban Corridor and is one of the three areas in the City with the High Density Neighborhoods Overlay. The adopted Olympia Comprehensive Plan envisions the Triangle transitioning to a high-density, walkable, mixed-use urban neighborhood with a mix of jobs, housing, and services anchored by high frequency, direct transit service.

However, there has been little change to the subarea since 2014 when the vision and goals for the area were integrated into the Comprehensive Plan update. Therefore, the purpose of this plan is to help the subarea achieve the high-density, walkable, mixed-use urban neighborhood vision by addressing development barriers, encouraging transit-oriented development and redevelopment in the subarea, and by planning for more transportation options. A \$250,000 grant from the State of Washington Department of Commerce funds the long-range planning required for the subarea.

Process and Public Engagement

From August through November 2023, the project team gathered stakeholders' and community members' ideas and goals for the subarea. This engagement included 14 interviews with business and property owners, a site walk with neighborhood associations, more than 3,000 mailed notices to every address inside and near the subarea, over 200 public comments, and a meeting with high school students. A summary table of the public engagement done for this plan is below.

Table 1-1. Engagement Summary Table

Event	Date	Audience	What we learned
Announcements of project details	January – November 2023	624 recipients 1,500 recipients 1,603 recipients 1,600 recipients 2,800 recipients	▪ N/A
Meetings with West Olympia Business Association	February & July 2022	West Olympia Business Association. Mall manager, City Manager, and Mayor also attended one.	▪ Significant interest in planning for the future of the subarea. Much of the response was focused on business and economic priorities, transportation, and development.
Meeting with Thurston Chamber	July 2022	Thurston Chamber	▪ Planning for the area should be comprehensive and take into account all interests including businesses, employees, housing, development/redevelopment, and the impacts of changing regulations.
Meeting with Neighborhood Group	July 2022	Burbank/Elliott Neighborhood Association	▪ Varied questions and comments but a general concern with safety, transportation, and housing affordability.
Podcast interview with Mayor Selby	July 2022	Mayor Selby does interview on Jim Greene's podcast (Greene Realty Group)	▪ N/A
Meeting with mall ownership (x2)	August 2022	Mall ownership/management group	▪ General interest and support for planning for the future of the subarea. Also, a concern that future regulations and plans need to be flexible to account for changing market conditions.

Event	Date	Audience	What we learned
Site visit and interview with three neighborhood associations	August 2022	Southwest Neighborhood Association, Northwest Neighborhood Association, Burbank/Elliott Neighborhood Association	<ul style="list-style-type: none"> ▪ Concern about traffic safety and feeling unsafe walking from neighborhood to Capital Mall area ▪ Safe multimodal connections throughout adjacent neighborhoods that connect to the mall area ▪ Street trees and/or a green buffer from main arterials ▪ More community services like daycares and more places like West Central Park
Presentations to local groups	August - October 2022	Thurston County Chamber of Commerce, West Olympia Business Association, West Olympia Community Visioning Group, Planning Commission, Council of Neighborhood Associations Land Use and Environment Committee, Multiple Listing Services Association, Realtors Forum, Builders Expo	<ul style="list-style-type: none"> ▪ Presented project background and goals ▪ Discussed project schedule and how to get involved ▪ Different groups prioritized different things, but overall, there was a general agreement with project goals
Interview with ownership of shopping centers	September 2022	Owner of shopping center that includes Goodwill and owner of shopping center that includes Five Guys	<ul style="list-style-type: none"> ▪ General interest in the planning project and support for flexibility in future regulation changes and plans for the area to allow for redevelopment consistent with the vision for the area.
Stakeholder Work Group meeting 1	October 2022	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Major themes include livable neighborhoods, transportation, housing, local businesses, and climate change ▪ Participated in polling exercises and each member of group got an opportunity to speak on their own top priorities/ideas ▪ What was appreciated about the Capital Mall Triangle area was that it is amenity rich and convenient shopping area

Event	Date	Audience	What we learned
Community Workshop	October 2022	Olympia general public	<ul style="list-style-type: none"> ▪ Main themes include a desire for safe and comfortable mobility; livable, compact, complete environments; and environmental commitment ▪ Participated in polling exercises ▪ Some diversity of views on levels of affordability to focus on and whether tax incentive tools should be used to encourage housing
Meeting with Capital High School Climate Club	October 2022	High School Students	<ul style="list-style-type: none"> ▪ Values high schoolers felt should drive the plan include safe & comfortable mobility, housing affordability and choice for all, economic vitality, climate adaptation, kid/teen friendly environment ▪ Connecting bike paths across Olympia, from downtown, to the mall, and to the high school ▪ Could see a major hub on the west side of the mall connecting up to Yauger Park
Meeting with mall ownership	October 2022	Mall ownership/management group	<ul style="list-style-type: none"> ▪ The mall group wants flexibility for their property in the long term. ▪ Interest in understanding layering of various code requirements—stormwater, trees, parking, affordable housing ▪ Interested in benefits of the Planned Action EIS and what it will study

Event	Date	Audience	What we learned
SEPA scoping comment period	October 2022	~3,800 recipients 97 comments received	<ul style="list-style-type: none"> ▪ Comment topic areas, in order from most to least mentions, included land use, transportation, climate, trees, stormwater, economic, and a few mentions of wildlife and utilities ▪ Interest in meeting housing needs, including addressing concerns about people experiencing homelessness ▪ Diverging views on increasing allowed building heights. Specific concerns included solar access (and shade on solar panels), wind turbulence, excess heat, and carbon emissions of concrete/steel construction type. Interest in mixed-use, compact, livable, multimodal community. ▪ Interest in improving walking, rolling (i.e., using a wheelchair, stroller, or small wheeled device), and biking connections and experience ▪ Concerns about transportation congestion and parking with growth ▪ Interest in sustainable, resilient, green development ▪ Interest in trees and parks/open space ▪ Interest in business vitality
Meeting with agencies and committees	November 2022	InterCity Transit, Olympia Planning Commission, & Land Use and Environment Committee	<ul style="list-style-type: none"> ▪ Concerns, comments, and questions generally were about affordable housing, displacement, equity, environmental impacts, and impacts on adjacent neighborhoods and on the transportation system.
Stakeholder Work Group meeting 2	January 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Shared draft alternatives in presentation ▪ Provided opportunity for the group to ask questions on sections they wanted more information on ▪ General agreement amongst group not to give up on outdoor public space ▪ Concern about if new streets would add cars. Group reiterates interest in walking and biking connections ▪ Open discussion on the name for Alternative 3

Event	Date	Audience	What we learned
Open House community meeting 2	February 2023	General public	<ul style="list-style-type: none"> ▪ Shared draft alternatives on poster boards ▪ Participants could use stickers and stick notes to share interests or concerns. ▪ General support for parks and outdoor open space ▪ A lot of support for green building standards ▪ Significant support for allowing 14 story buildings in Alternative 3
Meeting with mall ownership	February 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Interested in what the City is willing to invest in area (City doesn't currently have funds for major investments) ▪ Mall redevelopment nationwide has complemented and benefited existing businesses with residential, mixed-use, hotel, and/or other uses ▪ Would like Mall Loop Dr to go straight east
Meeting with Thurston Chamber of Commerce	February 2023	Thurston Chamber of Commerce	<ul style="list-style-type: none"> ▪ A variety of comments and questions related to economic development and business support ▪ Inquiry about the unknown costs of green development requirements

Event	Date	Audience	What we learned
Meeting with mall ownership	March 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Appreciates that Alternative 3 goes furthest on redevelopment flexibility ▪ Likes the idea of a neighborhood center and large community gathering space (could be public or private) directly north of the mall ▪ Curious about what main street treatment, green building requirements might be ▪ Interested in City upfront investment in regional stormwater facility with development payback over time ▪ Would like a flexible tree code ▪ Likes transit hub, but needs to be well managed ▪ Several potential opportunity sites on mall property for redevelopment in short, mid, and long terms. Could compliment and further support the existing businesses on site
Meeting with committees and local groups	March -April 2023	Bicycle Pedestrian Advisory Committee (BPAC), Olympia Master Builders (OMB), and Thurston Economic Development (EDC)	<ul style="list-style-type: none"> ▪ Staff briefed the groups on project updates. Staff received comments and questions on a variety of subjects, generally related to the focus of the subject group.
Meeting with mall ownership	May 2023	Mall ownership/management group	<ul style="list-style-type: none"> ▪ Used Miro to allow mall ownership group to envision the future of the mall as it adapts to changing trends in retail ▪ Like having transit nearby, buses need stronger subgrade in access roads ▪ Current tenants are doing well. No immediate drive to develop mall itself, but some properties nearby, including excess parking ▪ Envisions smaller block sizes and much more intense redevelopment over time, with better streetscape for people and connections to neighboring areas

Event	Date	Audience	What we learned
Business Listen-in	June 2023	Business owners, property owners, and developers	<ul style="list-style-type: none"> ▪ Continue making use of regional destination ▪ Evolve Harrison Avenue into more people-oriented street with more intense redevelopment ▪ Study and plan traffic operations ▪ Encourage a few 50-60 unit residential projects and affordable, family-sized units ▪ Support affordable commercial space ▪ Attract development with stormwater facility or other project
Stakeholder Work Group meeting 3	September 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Interest in healthy trees that have adequate soil volumes and avoid breaking paving ▪ Interest in preserving existing conifers but focusing on deciduous trees when adding trees ▪ Support for transportation project ideas, including several for better multimodal connections and placemaking ▪ Discussion about purpose of required streets, clarifications that streets benefit people walking, rolling, and biking by including multimodal facilities, improving connectivity, and directing and slowing vehicular traffic ▪ Intercity Transit interests and considerations for roundabouts, Harrison Avenue corridor study, and transit hub locations
DEIS public comment period	October – November 2023	General public ~2,800 notice recipients 100 comments received	<ul style="list-style-type: none"> ▪ Strong support for Alternative 3 with some Alternative 2 actions mixed in ▪ More affordable housing and mixed in with market rate ▪ Reduce commercial parking requirements ▪ A split between interest in smaller dispersed parks and one large central park ▪ Concern for stormwater impacts

Event	Date	Audience	What we learned
Meetings with committees and local groups	October - November 2023	Bicycle Pedestrian Advisory Committee (BPAC), Planning Commission, Land Use and Environment City Council subcommittee (LUEC)	<ul style="list-style-type: none"> ▪ Variety of comments and questions related to public participation and outreach, displacement and equity, future projects and consideration of safety for walking and rolling modes of transportation, and potential impacts from changes to development regulations
Community meeting 3	October 2023	General public	<ul style="list-style-type: none"> ▪ Be bold with building allowances and height (support for 14 stories in central Triangle) ▪ Allow for innovation and encourage open space and greenery ▪ Concern about fee in lieu option for MFTE, prefer mixed-income neighborhoods and housing ▪ Connect to downtown without car travel
Community meeting 4	October 2023	General public	<ul style="list-style-type: none"> ▪ Interest in base maximum heights not going over 8 stories for most of the area ▪ Interest in high rise buildings close to the mall and center of the subarea ▪ More affordable housing and mixed in with market rate ▪ Increase connectivity and safe multimodal opportunities
Stakeholder Work Group meeting 4	November 2023	Stakeholder Work Group	<ul style="list-style-type: none"> ▪ Liked base maximum heights of 7 – 8 stories in HDC zones ▪ Interest in shrinking the affordable housing maximum height bonus overlay area ▪ Interest in no parking minimums or maximums for all uses in the subarea ▪ Interest in a central main public gathering space around Kenyon Street and 4th Avenue ▪ Interest in public-private partnerships for 3 smaller unidentified gathering space/streetscape projects in the subarea

Background

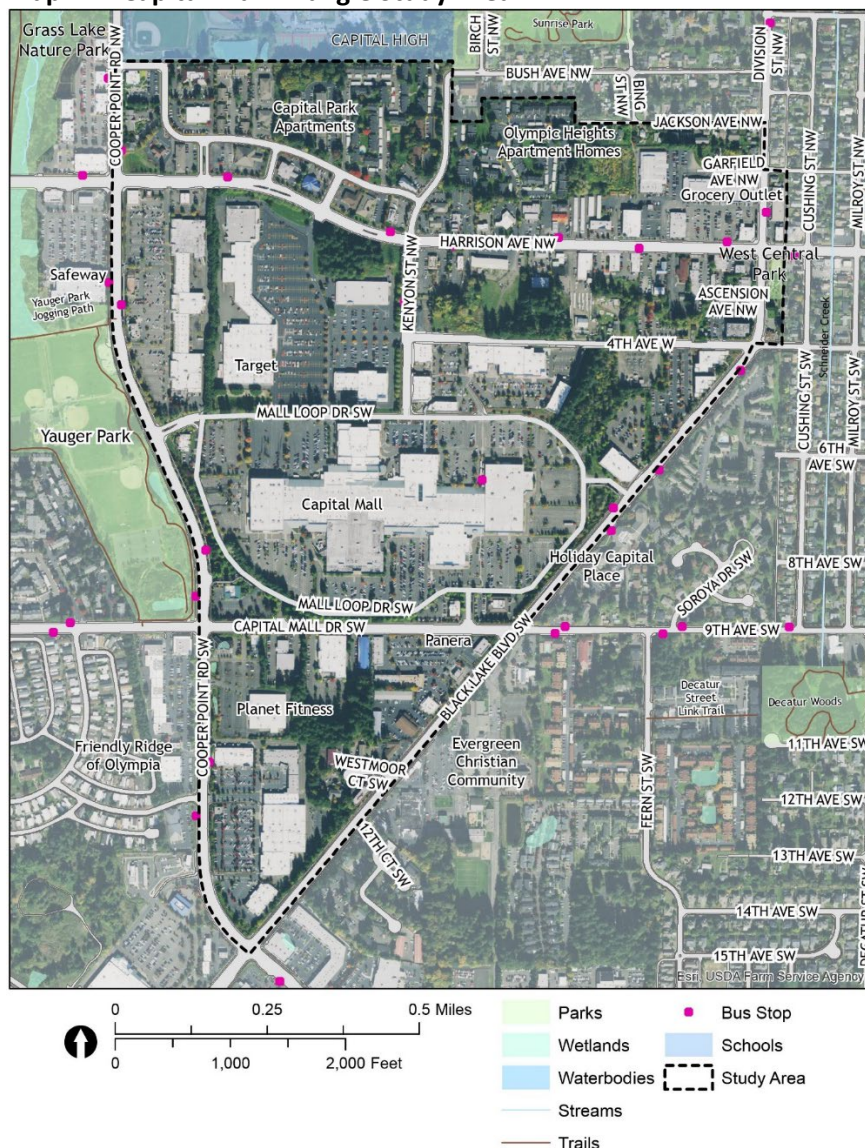
02



Study Area

The Olympia Capital Mall Triangle subarea (see **Map 2-1**) is located on the west side of Olympia. The southern point of the triangle is the intersection of Black Lake Boulevard SW and Cooper Point Road SW. The subarea is bounded on the east and west by Black Lake Boulevard and Cooper Point Road. The northern boundary of the subarea follows zone district boundaries which are located approximately one to two blocks north of Harrison Avenue. The subarea is approximately 288 acres.

Map 2-1. Capital Mall Triangle Study Area

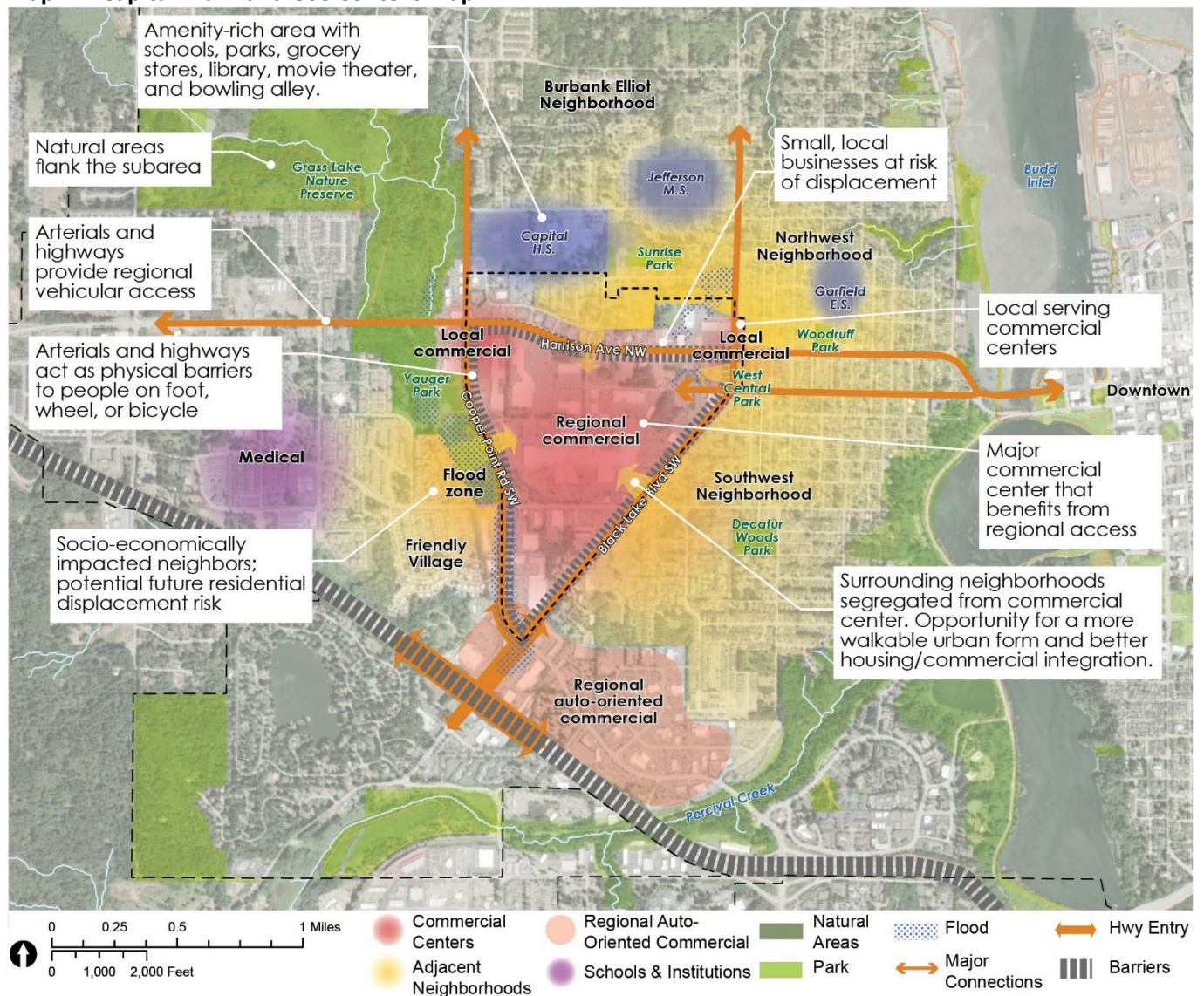


Source: City of Olympia, MAKERS, (2022)

Assets, Challenges, & Opportunities

The Capital Mall Triangle and environs are rich with economic opportunities and community assets, while also being challenged by a disconnected and auto-oriented environment. The following pages describe these assets and challenges this plan addresses, also summarized in **Map 2-2**. See *Appendix A: Existing Conditions Report* for additional detail.

Map 2-2. Capital Mall Land Use Context Map



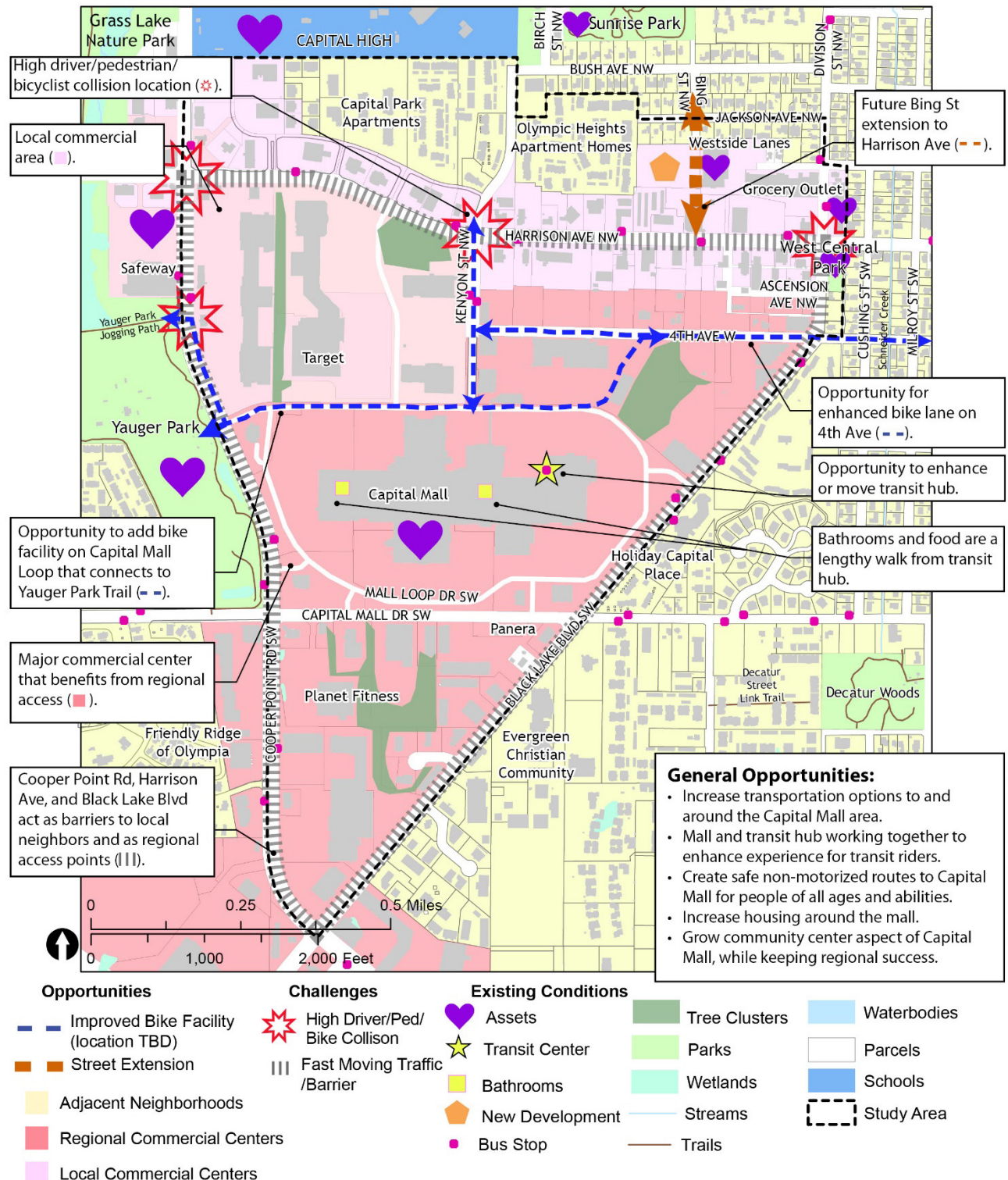
Assets

The Capital Mall Triangle Subarea (the Triangle) is a regional commercial center, rich with many businesses, services, and amenities, including:

- **Healthy regional center.** The Capital Mall Triangle is well-located for regional access and is economically healthy. The mall is the only major shopping center in South Puget Sound and has a very large trade area.
- **Diversity of shops and services.** The Triangle contains a wealth of businesses, retail, eateries, and services within close proximity that serve both a regional and local customer base.
- **Amenity rich.** Community and civic amenities within and near the Triangle include Capital Mall, Capital High School, Yaeger Park, Sunrise Park, West Central Park, Grass Lake Nature Park, Decatur Woods Park, the West Olympia Timberland Library, grocery stores, a bowling alley, and a movie theater.
- **Transit service.** A transit hub is located at the Capital Mall, and Intercity Transit serves the area relatively well. Inter-county transit also serves the area, bringing people to and from Mason and Grays Harbor counties.
- **Surrounding neighborhoods.** Homes, schools, and parks are found immediately outside the Triangle. West of Yaeger Park is one of Olympia's more dense neighborhoods with tree-lined, buffered sidewalks and a senior community. Also, west of the subarea is a MultiCare medical center campus. To the east and north are well established neighborhoods, with some multifamily closer to the subarea and large areas of predominately single family houses a block or two away.



Map 2-3. Assets, Challenges, and Opportunities



Source: MAKERS (2023)

Challenges

The Triangle developed as a regional commercial area mostly in the 1980s and was designed to prioritize the automobile rather than humans, resulting in physical challenges to achieving the current vision:

- Lacks a walkable/rollable¹ urban form.** The Triangle is scaled to and designed for the automobile. For example, the mall is wide enough to cover 5 downtown blocks, meaning people on foot, bike, or wheel cannot travel in normal and direct ways. Multiple locations along the arterials have high driver/pedestrian/bicyclist collision rates. Sidewalks and informal paths are challenging for people on wheels.
- Divided land uses.** Neighborhoods surround the Triangle but are physically divided from the shopping mall, and residents must cross wide streets with challenging intersections to reach destinations. Harrison Avenue, Cooper Point Road, and Black Lake Boulevard provide regional access but act as physical barriers for locals looking to get to the mall without driving. Virtually no residences are found within the arterial triangle.
- Underutilized surface parking.** The surface parking lots consume a massive amount of land and were developed prior to modern tree and stormwater codes, so they contribute to urban heat and flooding.
- Residential development is lacking.** Though the Triangle is designated as a high-density residential area in the City, there has been no residential development in the Triangle in over 20 years. Redevelopment trends are not on track to meet housing needs.



¹ “Rolling” refers to using a wheelchair, stroller, or other small wheeled mobility device.

Opportunities

Some key opportunities include the following:

- Make use of underutilized parking lots to develop new housing.
- Better connect the Capital Mall area to Downtown with enhanced bike infrastructure.
- Add or formalize safe bike routes or trails connecting the high school and surrounding residential homes to the mall.
- Enhance (or move) the Transit Hub and transit experience in and around Capital Mall area.
- Improve community health and wellbeing and climate resiliency with greater use of Low Impact Development (nature-based drainage solutions).
- Reduce transportation-related greenhouse gas emissions with a greater mix of uses in close proximity paired with infrastructure to support transit, active transportation modes, and electric vehicles.



Current Land Use Vision

The existing land uses are described in the prior assets, challenges, and opportunities lists. This section focuses on current policies and regulations guiding development in the Triangle.

Comprehensive Plan

The Comprehensive Plan describes the vision for the Capital Mall Triangle subarea as a regional shopping center, which also includes one of the area's best balances of jobs within walking distance of medium-density housing. The area should continue to be economically viable and contribute to the community's goals with infill, redevelopment, and connections to adjacent areas for all modes of travel. Lastly, as one of Olympia's three designated Urban Centers, the vision is for a complete urban neighborhood with a mix of jobs, housing, and services.

The arterials shaping the subarea and the land around them are designated as Urban Corridors. The Urban Corridor designation is intended for arterials in the City of Olympia that are prime candidates to evolve into a more human scale, transit-oriented, mixed-use environment. The subarea has also been designated as a High-Density Neighborhood, which is defined as multifamily, commercial, and mixed-use neighborhoods with densities of at least 25 dwelling units per acre for new residential projects.

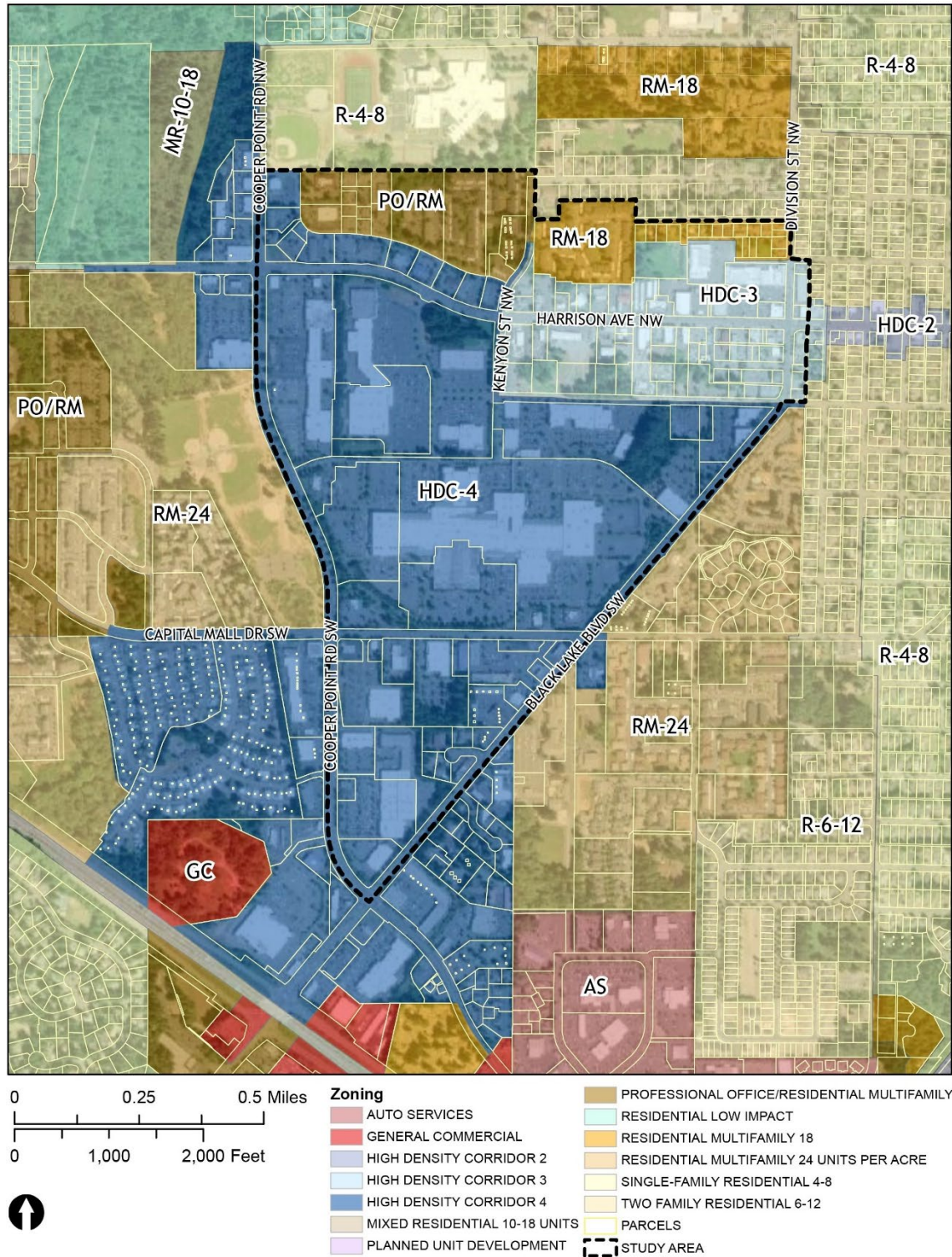
Zoning and Development Regulations

The zoning for the subarea (see **Map 2-4**) includes High Density Corridor 3 (HDC3), High Density Corridor 4 (HDC4), Professional Office/Residential Multifamily (PO/RM), Residential Multifamily 18/acre (RM18), and zone transition standards that increase setbacks and upper story stepbacks and decrease heights in HDC zones near lower density zones. The HDC zones allow up to 75 feet in height, but development capacity is limited by parking requirements and other barriers (see **Zoning Proposals and Development Incentives**).

- HDC3 – Accommodates a mix of medium to high intensity uses with access to transit. Max height: 75 feet.
- HDC4 – Accommodates a mix of high intensity uses with access to transit. Max height: 75 feet.
- PO/RM – Accommodates a transitional area between residential and commercial uses. Max height: 60 feet.
- RM18 – Looks to accommodate predominately multifamily housing, at an average maximum density of eighteen units per acre. Max height: 35 feet.



Map 2-4. Capital Mall Triangle Current Zoning Map



Source: MAKERS (2022)

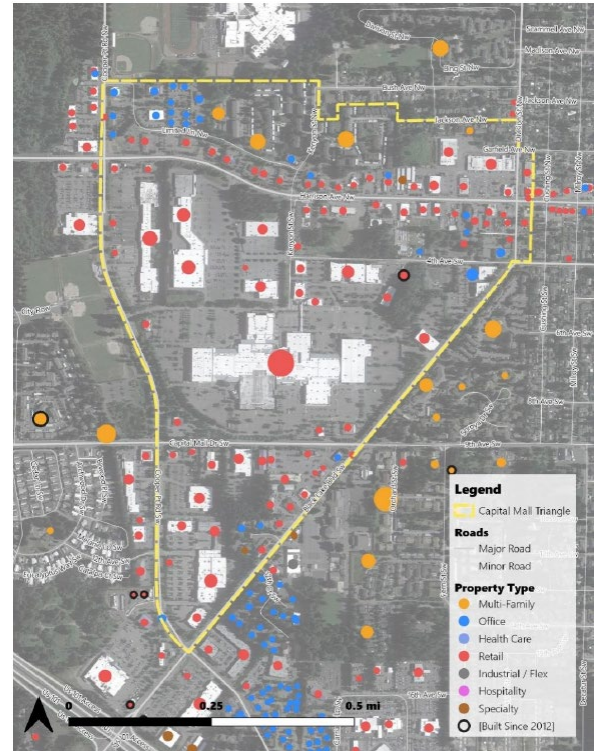
Market/Development

The Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area with retail space accounting for 76% of building area in the subarea. The subarea also has 500 housing units and is home to 1,172 residents.

Most of the construction in the subarea occurred in the 1970s, 1980s, and 2000s with the average year built for buildings in the subarea being 1985 and the average year built for multifamily properties in the subarea is 1987. However, between 2000 and 2022, the subarea has only seen light industrial, office, and retail development (total of 430,248 square feet). Even with the High-Density Neighborhood Overlay, no new residential development occurred between 2017 and 2022. The subarea does currently have a proposed 114-unit apartment building in the development review process.

The primary barrier to residential development in the subarea is the excessive parking requirements for shopping center, small retail, and other commercial uses (*see Appendix C: Land Use Alternatives*). Stormwater requirements and the City's tree ordinance likely add significant land area and costs to development and therefore limit development potential. Additionally, the combination of high costs to redevelop existing commercial land and the Westside's apartment rents being lower than those in Downtown Olympia lowers the feasibility of residential development in the subarea (*see Appendix A: Existing Conditions Report*).

Map 2-5. Property Types in Capital Mall Triangle



Note: Circle size correlates with rentable building area, in square feet. Source: Costar & LCG (2022)

Parks and Public Space

Yauger, Grass Lake, Sunrise, Woodruff, and Decatur Woods Parks are the public parks within a half mile of the Capital Mall Triangle subarea. The subarea also has a privately owned park at Division Street NW and Harrison Avenue called West Central Park, which is the only retail/restaurant-activated gathering place in the area. Most of the subarea and the surrounding residential neighborhoods are within a half mile of a park.

- Yauger Park abuts the west side of the subarea. This 39-acre park has multiple baseball, softball, and sports fields, a skatepark, a playground, community gardens, horseshoe pits, jogging paths, and it supports stormwater management for the City.
- Sunrise Park hosts a playground, halfcourt basketball court, and community garden. The park also has a large green field that can be used for play and picnicking. Grass Lake Park is Olympia's second largest park at 195 acres and provides opportunities for connection with nature through passive recreation as well as environmental protection of important natural features.
- Woodruff Park is a 2.46-acre park, with tennis courts, pickleball courts, half-court basketball, grass volleyball court, picnic shelter, and a seasonal sprayground.
- Decatur Woods Park has a playground, picnic shelter, and grassy play area, in addition to a forested area with a ¼-mile long walking path.

Map 2-6. Parks near the Capital Mall Subarea



Source: MAKERS (2023)



Transportation

The following streets provide access and mobility through the Subarea:

- Harrison Avenue, Cooper Point Road, and Black Lake Boulevard/Division Street are four-lane arterials with center turn lanes/medians.
- Capital Mall Drive is a three-lane major collector that cuts across the Subarea, with two lanes in the eastbound direction and one in the westbound.
- Kenyon Street and 4th Avenue are two-lane major collectors.

The subarea does not have a conventional grid system, leading traffic to be concentrated on a limited number of streets. This limits multimodal access to the mall area by making the existing streets car-centric and unpleasant for walking, rolling, or bicycling even when sidewalks and bike lanes are present. Additionally, the streets are far apart, which increases the distance people have to travel. This also makes it harder for people to walk, roll, or bike to their destinations.

The surrounding arterials have long been designated as Strategy Corridors in both the Regional Transportation Plan and the City's Comprehensive Plan. Strategy Corridors are streets where widening is not a preferred option to improve mobility. Instead, the City's focus is on making multimodal improvements.

Intercity Transit, Mason Transit, and Grays Harbor Transit are the three transit agencies serving the subarea. There is a transit hub at Capital Mall serving routes 41, 45, 47, 48, and 68 from Intercity Transit. Stops for route 6 from Mason Transit and route 40 from Grays Harbor Transit are on Harrison Avenue.

The City of Olympia Transportation Master Plan (TMP) was adopted in 2021. The TMP has highlighted a number of transportation projects that are already planned to be completed in the next 20 years within the subarea, which can be seen in **Table 7-1 Subarea Transportation Projects** and **Map 7-2 Transportation Projects**.



Stormwater

Approximately 75% of the of the 288-acre Triangle Mall subarea is impervious surface consisting of buildings, parking lots, streets, and sidewalks. Stormwater collection and conveyance systems for most of the subarea direct stormwater flows in generally westerly and southerly directions, with flows ultimately discharged off-site into Percival Creek south of the Triangle Mall subarea. Percival Creek flows into Capitol Lake, which has an outlet to the Budd Inlet arm of Puget Sound. Stormwater flows in the northeastern portion of the Triangle flow off-site to the north and east in the Schneider Creek basin, which discharges to Budd Inlet.

Much of the Triangle subarea consists of legacy (pre-1990) development that was constructed with stormwater management systems that do not meet current standards for incorporating Low Impact Development (LID) strategies and for flow control and runoff treatment. High peak flows and conveyance capacity constraints have contributed to flooding problems in the southern portion of the Triangle Mall subarea at the intersection of Cooper Point Road and Black Lake Boulevard. The City is seeking funding for improvements to the stormwater system intended to address flooding at the intersection, including major piping system upgrades. Without conveyance improvements, the City estimates the intersection will flood during an approximately 15-year recurrence interval storm (i.e., approximately 7% annual probability), based on past precipitation data, and potentially more frequently in the future with increasing rainfall intensities expected with climate change.

Plan Concept

03



Goals and Objectives

The following section came from the community engagement summarized in the **Process** section on page 3.

Climate and Equity

Equity and climate are underlying tenants behind the plan and are infused throughout the following goals and objectives and the plan's recommendations.

Overarching Themes from Engagement

1. **Safe and comfortable mobility**—walkable and bikeable for all ages and abilities, and for active modes to be more prominent and convenient than they are today
2. **Livable, compact, complete environment**—an economically vibrant, livable, mixed-use, compact environment with plenty of housing choices, especially for people with middle and lower incomes; more local businesses; public places to hang out; parks; and community amenities, such as a community center and daycare
3. **Environmental commitment**—a climate resilient, environmentally friendly, and sustainable area



Land Use and Economic Development

Goals

1. A thriving regional commercial center with improved local centers
2. Abundant housing supply, options, and affordability
3. Land uses that support and make use of transit, active transportation, and short trips
4. An attractive and vibrant urban form that has a mix of activities to live, work, play, educate, and flourish in close proximity
5. Business prosperity, including small and local businesses



Objectives

Land Use and Economic Development

- a. Retain the economic prosperity and healthy regional draw of the subarea's businesses.
- b. Retain and attract small and local businesses to the subarea.
- c. Prevent or minimize small business displacement.

- d. Foster the continued diversity of restaurants, shops, fitness, and services.

Housing

- a. Fill in excess parking lots with multifamily and/or mixed-use development.
- b. Increase the number and variety of homes, especially townhouses, multiplexes, and small and large midrise apartments/condominiums.
- c. Ensure that much of the new housing is affordable to people with workforce and low incomes.
- d. Remove regulatory barriers and incentivize development for mixed-use and residential buildings through a variety of tools (e.g., update development standards, reduce parking mandates, explore flexibility with tree code, expand and update MFTE areas).
- e. Seek opportunities and partners to accomplish the above (e.g., identify land owned by the City, other public entity, , faith-based institution, or non-profit that could be used to expand affordable housing in the subarea; partner with community land trusts).
- f. Prevent or minimize residential displacement in and around the subarea.

Transportation

Goals

- 1. Safe, efficient, and comfortable multimodal mobility
- 2. Convenient and reliable transit/Prioritized transit

- 3. Less need for car usage within and near the subarea
- 4. More connected/redundant street pattern
- 5. Well connected to adjacent neighborhoods and attractions



Objectives

Active transportation/Multimodal

- a. Maintain a functional transportation system that safely allows emergency vehicles and delivery of goods and services.
- b. Protect people on foot, wheels, or bicycles by physically separating them from fast-moving vehicles (e.g., enhanced, buffered, or separated bike facilities and sidewalks).
- c. Develop a network of trails, bike facilities, and crossings that safely connects schools and parks to the Triangle (to enable teens/kids and neighbors to move more freely in the subarea) and the Triangle to downtown and the Capitol Campus (to encourage bicycle commuting).
- d. Fix, fill in, and maintain sidewalks for better pedestrian movement.
- e. Develop interior connectivity with redevelopment of the Triangle.

- f. Improve arterial crossing safety at major intersections, park trails, and key destinations, and reduce distance between crossings.
- g. Support micromobility options to make short trips to transit and throughout the Triangle easier.

Transit

- h. Move or upgrade the transit hub and provide a direct bus route to the mall transit hub (i.e., less circuitous routes through the mall parking lot).
- i. Work with Intercity, Mason, and Grays Harbor Transit to extend bus service to cover all mall operations hours and increase bus service frequency.
- j. Encourage better connections between the transit hub and bathrooms and food options to allow quick access for transit riders.

Urban Design and Community Livability

Goals

1. An attractive and vibrant urban form that has a mix of activities to live, work, play, educate, and flourish in close proximity
2. A multigenerational, especially kid/teen and elders, friendly and supportive environment



Objectives

- a. With redevelopment, include parks and public spaces (a “public living room”) to lounge and hang out without spending money.
- b. Maintain and increase kid/teen friendly activities, places to eat, and places to be.
- c. Seek opportunities to add community amenities, like a senior center, daycare, and larger library in or near Capital Mall.
- d. Foster multiple distinct districts to increase vibrancy, variety, and full-service communities within a 15-minute walk/roll.

Climate and Environment

Goals

3. A climate friendly, environmentally friendly, resilient, and sustainable community
4. Healthy tree coverage, greenery, and vegetation for a high density neighborhood
5. Safer and more resilient to flooding and extreme heat



Objectives

- a. Expand greenery and mitigate stormwater runoff and urban heat (considering climate change and future flooding and heat risks) using Low Impact Development (LID) in transportation improvements and redevelopment. Tree varieties, spacing, and planting requirements should be appropriate for a dense urban area.
- b. Implement the Thurston Climate Mitigation Plan by planning for more compact growth and density in the Triangle, an already developed area that is well-connected with transit to services and jobs.
- c. Find ways for existing tree canopy coverage to support housing density while managing stormwater and reducing urban heat. Recognize that most new vegetation is likely to be varieties selected for a high-intensity urban environment.
- d. Implement the Thurston Climate Mitigation Plan by reducing energy demand in new development and existing buildings, supporting the transition to all-electric buildings, and encouraging sustainability features like rooftop solar panels, heat pumps, green roofs, microgrids, EV charging stations, and green building technologies.
- e. Consider embodied carbon in building materials in new construction and significant redevelopment projects.
- f. Evaluate the feasibility, costs, and benefits of establishing an Ecodistrict within the subarea. Several of the characteristics of an Ecodistrict are already planned for with the subarea plan.

Plan Framework

The following concepts are the major game-changing strategies that will evolve the Triangle into the mixed use, economically thriving, affordable, green, well-connected urban center Olympians envision.

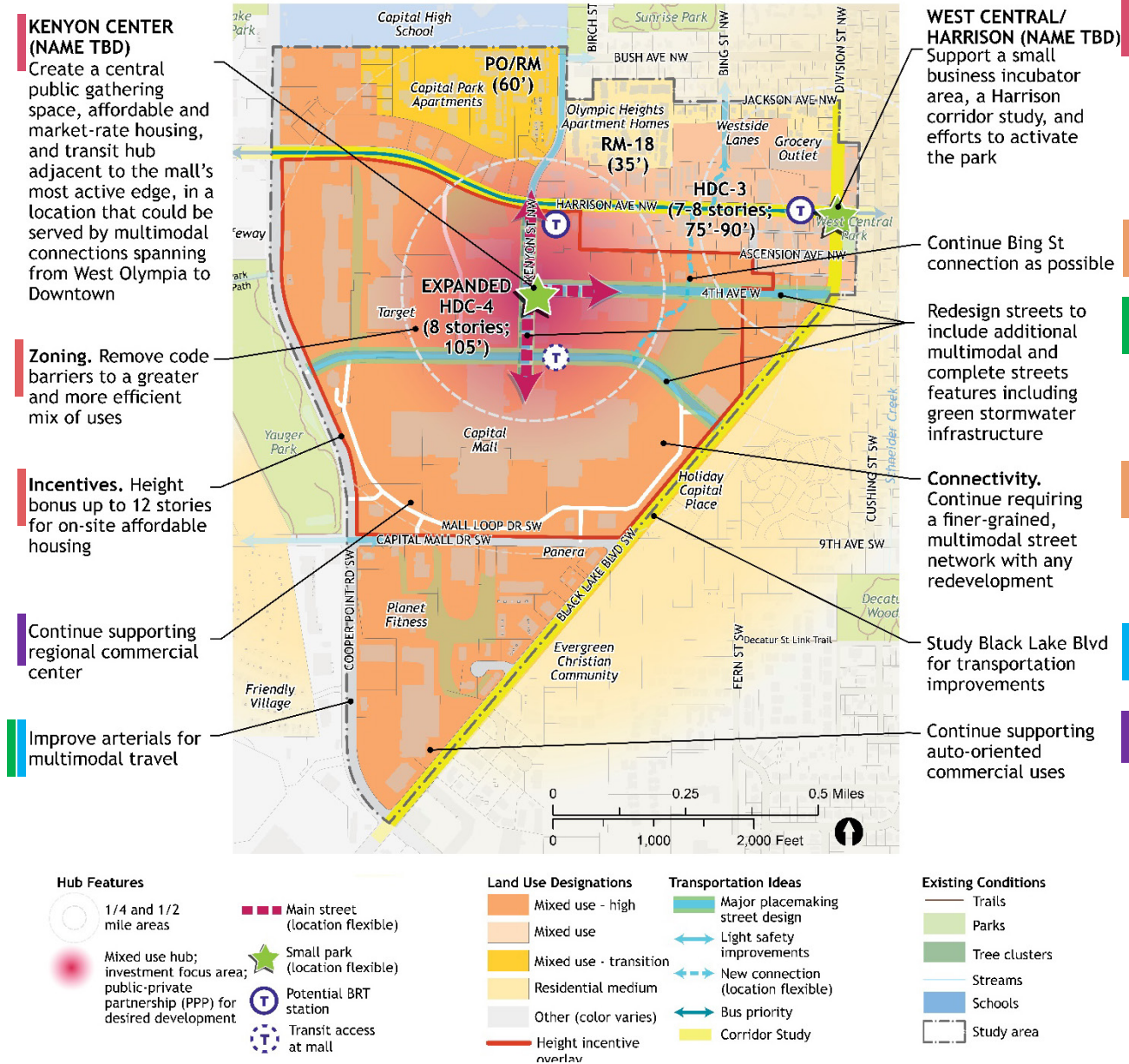
1. Catalyze the evolution of the Triangle through focused public investment in community space. Remove regulatory barriers and partner with property owners to catalyze opportunity site redevelopment. Target public investment in public, people-focused, community-facing infrastructure, which in turn sparks more private investment. Invest in high-quality, well-maintained, and activated park(s) and gathering space(s) for residents and visitors to come together, reinforcing the existing draw to the area. Public investments may include park/gathering space, community center, street infrastructure, transit improvements, affordable housing, or other. Foster holistic development that does it all, meeting people's existing and future needs within this urban center.

2. Framework for connectivity. Update development regulations so that as redevelopment occurs, block sizes are at a human scale and all modes are comfortably supported. Ensure freight and delivery access is maintained.

3. Safe mobility for all. Make public streetscape investments that improve the safety of all road users, particularly children, people with disabilities, and elders who may not be able to drive or walk long distances. Reduce exposure to risks and add separated infrastructure for these vulnerable roadway users.

4. Green infrastructure. Update requirements for and invest in Low Impact Development (LID), which uses systems that mimic natural processes which result in the infiltration or evapotranspiration of stormwater runoff. LID aims to preserve and protect water quality and associated aquatic habitat and reduce flooding risks. LID could be installed with new or redevelopment projects or by the City. Additionally, LID can provide landscaped areas (e.g., raingardens) to improve aesthetics and reduce the amount of hard surfacing in the area.

5. Protect existing assets. Continue supporting existing businesses and neighbors. The actions above are intended to bolster the Triangle as a regional draw that also serves locals better. Prevent residential and commercial displacement and support locals in surviving and thriving even through changes in the Triangle.

Map 3-1. Capital Mall Triangle Subarea Framework Map

Source: MAKERS (2023)

Table 3-1. Subarea Plan Major Proposals

TOPIC	CURRENT CONDITIONS ²	SUBAREA PLAN RECOMMENDATION
Intent Summary	The subarea is designated an urban center and has high intensity zoning. Though it is a functioning regional commercial center, desired infill development has not occurred.	Remove barriers and provide flexibility for the Capital Mall Triangle Subarea to develop into a compact, mixed-income, high-density, mixed-use area in Olympia.
LAND USE ACTIONS		
HDC-4 area ³		Slight expansion of HDC-4 to parcels on the northern side of 4 th Avenue
HDC-4 area height	60' – 75' (6-7 stories)	Base: 105' (8 stories) Incentive: Up to 12 stories (130') allowed for onsite affordable housing that is located near transit and within the height incentive overlay (note: no change to zone scale transition measures)
HDC-3 area height	60' – 75' (6-7 stories)	Base: 75' (7 stories) Incentive: Up to 8 stories (90') allowed for affordable housing (note: no change to zone scale transition measures)
PO/RM area height	60' (6 stories)	60' (6 stories)
RM-18 area height	35' (3 stories)	35' (3 stories)
Residential parking	Residential developments within ½-mile of frequent transit routes do not have a minimum parking requirement. Residential parking minimums were eliminated for most of the subarea through a city-wide regulation change adopted in June 2023.	Apply existing City code as amended in June 2023
Commercial parking	Retail parking requirement: 3.5 per 1,000 sq. ft. Office parking requirement: 3.5 per 1,000 sq. ft.	Retail parking range: 2 to 3.5 per 1,000 sq. ft. Office parking range: 2 to 3.5 per 1,000 sq. ft.

² As of January 2024³ Note, zone names will be updated to differentiate the Triangle's new zones from citywide zones during the zoning and development code update process.

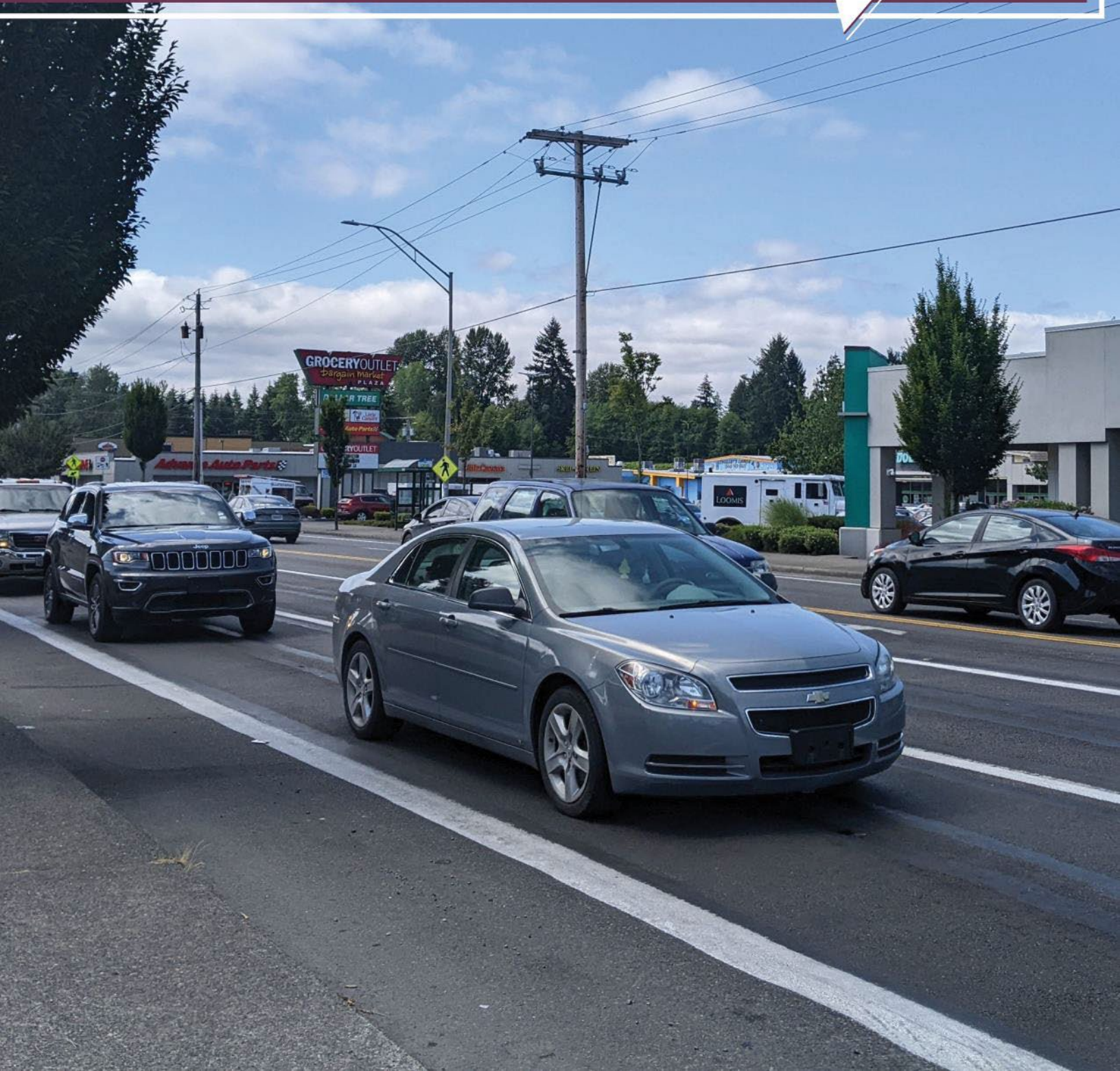
TOPIC	CURRENT CONDITIONS ²	SUBAREA PLAN RECOMMENDATION
	Shopping Center parking requirement: 4.5 per 1,000 sq. ft. Restaurant parking requirement: 10 per 1,000 sq. ft.	Shopping Center parking range: 2.5 to 4.5 per 1,000 sq. ft. Restaurant parking range: 3.5 to 8 per 1,000 sq. ft. of dining area
Minimum density	None (Comprehensive Plan policy states a minimum of 15 units/acre in HDC zones, but not in zoning code)	15 units/acre for residential or the residential portion of a mixed-use project
Zone scale transitions	35' height limit within 100' of land zoned less than 14 units/acre; Up to 60' or the height allowed in the abutting district within 50' of land zoned 14 units/acre or more.	No change
STRATEGIES		
Affordable housing height bonus	None	HDC-4 area height incentive overlay: 130' (12 stories) HDC-3: 90' (8 stories)
Main street treatment	Comprehensive Plan policy (but no code) for pedestrian-oriented streets near mall.	Main streets required near the Kenyon Center and other hubs.
Park/gathering place	Comprehensive Plan policy (but no code) for pedestrian-oriented streets near mall.	A ½ acre plaza/gathering space required at the Kenyon Center with expected public investment. Public-private partnerships for 3 additional parks/plazas on a first come first serve basis (see LU-14). Provide trails through tree tracts where possible.
Connectivity improvements	Blocks in commercial districts shall not exceed a perimeter of 2,000 feet (EDDS 2.040)	Block sizes will have 1,200 - 1,600-foot perimeters as the goal with flexibility up to 2,000 feet, depending on site conditions and when providing for finer-grained ped/bike connections.
Green building	Existing stormwater regulations and building code	Continued State and City efforts on building code updates. Some low impact development (green stormwater infrastructure) may be included in catalyst streets projects.

TOPIC	CURRENT CONDITIONS ²	SUBAREA PLAN RECOMMENDATION
		Encourage and incentivize development that is consistent with the Buildings and Energy actions and Climate and Environment Objectives (a) through (e).
Tree code	30 tree units per acre are required on the buildable area of a site.	Apply existing code similarly to how it is applied downtown to foster the transition to a complete high density urban neighborhood. Making use of existing flexibility within the code will become more appropriate as development occurs within this area.

TOPIC	CURRENT CONDITIONS	SUBAREA PLAN RECOMMENDATION
TRANSPORTATION		
TMP 20-year projects	Yes	Yes
Bus priority lanes	Bus priority lane on Harrison	Bus priority on Harrison (primarily signal prioritization)
Multimodal improvements	TMP 20-year project list	Add new projects to the TMP, including major street redesigns around the Kenyon Center; multimodal projects along arterials and connections to adjacent neighborhoods.
Transit hub	IT is planning for higher frequency transit along Harrison	Higher frequency transit is focused on Harrison. Continue coordination with IT to maintain transit access in the central Triangle.
2045 HOUSING AND EMPLOYMENT		
Total housing units by 2045	761 (Market Trend) 1,500 (TRPC)	2,749
Total employees by 2045	5,194	5,298
PUBLIC INVESTMENT		
Likely investment levels	Minimal, including TMP 20-year projects	Moderate plus Invest in public space in the Kenyon Center, complete streets on Kenyon and 4 th Avenue, streetscapes with mini-plazas in up to 3 yet-to-be-identified locations, stormwater, and planned transportation improvements.

Land Use & Development

04



What is this chapter about?

Designated as a High-Density Neighborhood, the subarea is planned and zoned for a high-density, walkable, mixed-use urban neighborhood, allowing up to 7 stories in much of the subarea. Currently, retail space accounts for 76% of the building area in the subarea, with a major regional shopping and commercial center, property owners who are open to mixed-use redevelopment, and large underutilized surface parking lots. The subarea also has 500 housing units, mostly north of Harrison Avenue.

However, even with these strengths and the desire for residential and mixed-use developments, the subarea has only seen low intensity light industrial, office, and retail development between 2000 and 2022. Layered development requirements, in combination with market factors, have limited the development potential (see *Appendix B: Market Analysis*). The following—altogether, not necessarily individually—are barriers: high commercial parking requirements for shopping centers, tree requirements, high costs of stormwater facilities, building height limits (in long term), and lack of comfortable, human-scaled, connected streets/paths.

This chapter recommends changes to the zoning and development code and other development incentives to nudge the Triangle’s evolution into the envisioned mixed-use environment. It also considers residential and commercial displacement risks and ways to keep all who want to be in and near the Triangle in the area.

What We Heard

“I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”

“Downtown in feel. Lots of mixed-use space. Walkable. Alive.”

“Dense multi use neighborhood with limited auto access and plenty of bike/walking paths supported by a robust streetcar/bus network”

“The City should gift the two lots it owns on 4th Avenue to one of the above listed low income”

“Affordable senior housing.”

“People from all economic levels of Olympia, including low-income folks and retail workers, can make their homes (live), shop (essentials and more), and have community (spaces to gather WITHOUT SPENDING MONEY) in the Triangle...”

Zoning Proposals

This section describes proposed rezones and changes to development code and parking minimums.

LU-1 Reduce subarea parking minimums

Parking, especially structured, is expensive to construct, takes up valuable space, and may not be needed to the same degree as in the past with a more accessible mixing of uses and multimodal options. Adding flexibility to parking requirements can make development more economically feasible and result in a more human-friendly neighborhood. Changes include:

- Eliminating residential parking minimums for most of the subarea (adopted June 2023)
- Eliminating residential parking minimums for residential developments within ½-mile of frequent transit routes (adopted June 2023)
- Apply parking maximums of 1.5 stalls per unit for multifamily projects 5-units and up (existing standard)
- Retail and office parking requirements of 2-3.5 stalls per 1,000 sq ft
- Shopping center parking requirements of 2.5-4.5 stalls per 1,000 sq ft
- Restaurant parking requirements of 3.5-8 stalls per 1,000 sq ft of dining area

LU-2 Increase max height of HDC-4 area

Height limit increases would align allowed height with typical midrise construction allowed in the building code and allow greater development flexibility in the long term. The HDC-4 zone area would increase height limit to 105 feet and allow 8 stories.

LU-3 Increase max height of HDC-3 area

The base max height for HDC-3 zoned areas would be set at 75 feet and allow 7 stories.

LU-4 Adjust upper floor stepback requirements

In HDC-4 areas, require upper floor stepbacks (minimum 8 feet) on floors above 6 stories instead of 3 stories to support feasible and energy-efficient buildings.

LU-5 Encourage mass timber construction

No upper-level stepback for mass timber/cross laminated timber (CLT) constructed buildings within the HDC-4 zone.

LU-6 Zoning for residential uses

Update development regulations (especially the HDC pedestrian street code in OMC 18.130.060.A.1) to more easily accommodate residential-only buildings where ground floor commercial is not necessary.

LU-7 Add minimum density to zones

In the Comprehensive Plan, the Future Land Use Designations for Urban Corridors sets a minimum residential density of 15 dwelling units per acre. Adopt a minimum density of 15 du/ac for residential uses in the HDC zones with appropriate applicability thresholds to flexibly accommodate investment in existing buildings.

Development Incentives

In addition to the zoning proposals listed above, which would reduce barriers to development, additional incentives include the following.

LU-8 Affordable housing height bonus

Apply the affordable housing height bonus to the overlay area outlined in red in Figure 4-1. Affordable housing taking advantage of this height bonus must have 100% of units serve households with area median incomes (AMI) of 80% or less and stay as an affordable unit for at least 50 years.

- The max height of affordable housing in the height incentive overlay for the HDC-4 zone will be 130 feet and allow 12 stories.
- The max height of affordable housing for the HDC-3 zone will be 90 feet and allow 8 stories.

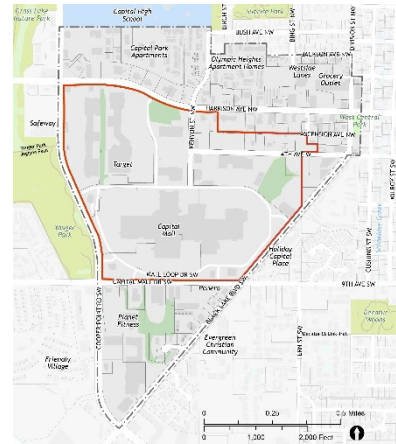


Figure 4-1. Affordable housing height bonus overlay area (red outline).

Source: MAKERS (2023)

LU-9 Urban neighborhood tree code application

Note that the mall property (orange properties in Figure 4-2.) currently has more trees and tree units than the required amount. However, in the event of redevelopment of non-mall properties (or potentially with major redevelopment of the mall), additional trees would be required under the current application of standards. Apply the tree code in the Triangle similarly to how it is applied downtown. As the area develops, use of options such as fee in lieu (often used downtown) will be appropriate for the subarea. The fee in lieu would allow developers to pay into a public fund that will be used to add public trees to public rights-of-way, parks, and open spaces. This would allow a more targeted approach to tree placement, tree canopy coverage, and urban heat concerns.

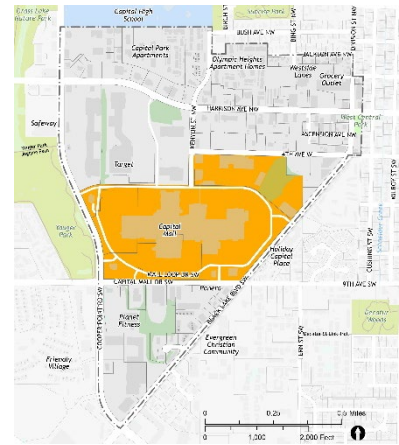


Figure 4-2. Capital Mall properties (orange parcels). Source: MAKERS (2023)

LU-10 Monitor MFTE program

The City expanded the multifamily tax exemption (MFTE) into the Triangle subarea in late 2023. Monitor the program's use and adjust as needed to meet goals. Ensure that the citywide MFTE program incentivizes development in the Triangle at least as much as other parts of the city.

LU-11 Tax increment financing (TIF) area

Study and potentially establish a tax increment area (TIA) in the subarea to capture some of the value of new construction and invest in infrastructure improvements. TIAs are best positioned to generate funds when significant private development is proposed. Continue coordination with property owners to clarify opportunities. The northern portion of the subarea, generally between Harrison Avenue and Capital Mall Drive, is a likely candidate.



Figure 4-3. New technologies like soil cells allow for proper soil volumes for urban trees while still accommodating utilities, irrigation, and paving in tight conditions.

Source: Seattle Department of Transportation

See **Stormwater & Tree Canopy** for additional recommendations that incentivize redevelopment.

Catalyst Sites

Focused public investment—through fully public or public-private partnerships worked out through a development agreement—can spark desired change by helping a development project become economically feasible, which in turn renders private investment. Olympia’s community expressed the most interest in catalyzing a “center of gravity” at the Kenyon Center, the area along Kenyon Street NW around 4th Avenue W and Mall Loop Drive, as well as in several yet-to-be-identified locations.

Public investments will go toward projects related to gathering space, street upgrades/active transportation, and stormwater. See **Parks** and **Stormwater** for more details.

LU-12 Focus on catalyst sites

Continue coordinating with property owners to evaluate, envision, co-create a long-term vision for (e.g., conceptual site/street design), and pursue development/redevelopment at catalyst sites. Prioritize public investments at or near these sites to encourage redevelopment. Seek funding opportunities, such as through tax increment financing (TIF) (see **LU-11**) or an Economic Development District (EDD).



Figure 4-4. Rendering of public space in future Northline Village redevelopment at Alderwood Mall, Lynnwood. Result of a development agreement between the City and developer.

LU-13 Kenyon Center plaza and street upgrades

To spur desired development, focus public investments into the signature catalyst site in the subarea—the Kenyon Center. The Kenyon Center includes several properties and mall parking lots along Kenyon Street NW near 4th Avenue W and Mall Loop Drive SW. The mall businesses close to the Kenyon/Mall Loop Drive intersection include a movie theatre and restaurants, which lend themselves well to evening uses that energize a neighborhood.

Work with property owners and developers to invest in two major projects:

1. A ½ acre (or more) plaza, which will help create a magnetic social pull to the area and act as a central attraction that knits the subarea together.
2. 4th Avenue – Kenyon Street – Mall Loop Drive people-friendly streetscape upgrades with comfortable paths and stormwater-focused landscaping, which would connect people to the plaza, entertainment, shopping, and housing.

Depending on the mall ownership group’s long-term plans, bus routing and street configuration should be considered for fastest, most reliable transit service. Ongoing programming and maintenance will be needed to ensure its long-term success.

The timeline will likely depend on grant opportunities and/or may be incremental and phased over many years. See **Table 9-2. Catalyst Projects Rough Cost Estimates.**

Co-siting public attractions, such as a library or other draw, could further elevate the importance of the area.



Figure 4-5. Kenyon Center catalyst site area, which includes several properties and mall parking lots along Kenyon Street NW near 4th Avenue W and Mall Loop Drive SW.



Figure 4-6. 4th Avenue shared use path, landscape, and low impact development (green stormwater infrastructure) conceptual vision.

LU-16 Strategic land purchases

While the City can use tools like community land trusts to reserve land for future projects that meet the City's goals, a more straightforward route may be for the City to purchase specific plots of land within the subarea that can be reserved for a future use that the market may not provide on its own. Where possible, the City should purchase parcels for future public-serving uses like affordable housing, affordable retail, parks or parklets, or even stormwater retention. Depending on the desired use, the City could choose to undertake the development or transfer control of the land through a below market rate sale or lease. Land subsidies reduce the amount of gap funding needed by low income housing developers, thus improving project feasibility.

As the Capital Mall Triangle begins to attract more development, land prices are likely to rise. Purchasing land in the subarea before this occurs ensures that the City will be able to reserve space in catalytic areas for future public benefit at a time when they are not in direct competition with private investors, thus limiting the size of subsidy required. Although opportunities for purchasing land within the subarea may be limited, identifying key parcels and having an acquisition process in place will help the City act more nimbly when an opportunity arises.

Affordable Housing and Residential Displacement

The City has a variety of affordable housing development incentives including impact fee exemptions for parks and transportation, special exceptions for water hookup charges, reduced parking requirements, regional funding opportunities (e.g., Home Fund, HB 1406 program), the Multi Family Tax Exemption program, renter protections, and several others. The Housing Program also offers grant and loan opportunities for low-income housing preservation to address displacement. Additionally, the City has worked with LOTT (the regional wastewater utility serving Lacey, Olympia, Tumwater, and Thurston County) and the Olympia and North Thurston School Districts to reduce charges and fees for low-income housing.

The zoning code changes, minimum parking reductions, tax incentives, and public investment will make it easier to build more housing in the subarea, which will increase the housing supply. Such changes will also make it easier to provide subsidized affordable housing projects in the area. Two City-owned parcels in the subarea along 4th Avenue are being investigated for their suitability for a possible affordable housing development.

LU-17 Partnerships with affordable housing providers

The City has partnered on a number of affordable and low income projects with affordable housing developers/organizations.



Figure 4-8. Family Support Center of South Sound. 62 units of permanent supportive housing for low-income families. Occupancy set for November 2023. The City contributed \$5 million to the project.

LU-18 Anti-displacement programs

Economic displacement occurs when pressures of increased housing costs, such as rising rents, compel households to relocate. Housing costs are largely driven by the interaction of supply and demand in the regional housing market. Newer buildings in a constrained market usually come with higher rents. More demand to live in the subarea can potentially outpace the construction of new housing and increase the demand for existing affordable housing surrounding the subarea.

To address economic displacement risk nearby, Olympia will:

- Require a 5-year rent stabilization at the end of a 12-year MFTE period, which limits rent increases to no more than 7% a year.
- Partner with community land trusts.
- Provide need-based rehabilitation assistance for existing housing to address weatherization and energy efficiency improvements.
- Provide down payment assistance for first-time buyers or longtime residents looking to stay in the area.
- Provide or connect people to the State's property tax assistance programs for longtime residents who own their homes and would struggle to stay in the subarea without assistance (the State's program is for senior citizens and people with disabilities).

Economic Development

05



What is this chapter about?

The subarea and the surrounding area serve as a regional destination for shopping and services. Three main economic activities contribute to this regional draw: 1) Capital Mall and surrounding shopping centers, 2) the Olympia Auto Mall, located less than one mile southeast of the mall, and 3) MultiCare Capital Medical Center and surrounding medical offices, located less than one mile west of the mall. Of these three, only the Capital Mall and surrounding shopping centers are located within the Triangle subarea. In addition to providing important services for the Olympia community, these three draws also contribute to Olympia's employment and tax base. The City estimates approximately 7-11% of overall tax revenue is derived from the Triangle.

Adding housing and improving connectivity and placemaking elements have the potential to shift the subarea from a traditional shopping center area to a neighborhood and community destination, serving both residents of Olympia and the broader trade area. Retail and service-based businesses thrive when they are paired with other uses that drive foot traffic—this includes housing, food and beverage, entertainment, and additional retail, as well as public amenities like parks. The economic vitality of the Triangle depends on its ability to modernize and densify, which this subarea plan encourages.

North of the mall, the Harrison Avenue corridor serves as a neighborhood and regional commercial district, with a mix of locally-owned small businesses (restaurant, auto services, grocery, retail, etc.) and some national chains (fast food and banks). Small businesses also rent space in the mall and other shopping centers in the subarea. Redevelopment of existing retail is likely to increase commercial rents in the area, both for the renovated buildings and those adjacent to them. In addition, the older, smaller buildings that house local businesses could be at a higher risk of redevelopment. The potential addition of dense housing in the subarea as well as improved connectivity will be a boon to the existing small local businesses, but only if they are able to continue operating there. Supporting these businesses by mitigating commercial displacement through redevelopment will help maintain the variety of businesses in the area, improving economic vitality and serving specific cultural and community needs.

What We Heard

“Service like the rest of the City or commensurate with the commercial and residential tax revenue we bring in”

“Busy with people shopping, relaxing, visiting, wandering with few cars”

“Less chain stores and parking lots”

“It would be a vibrant welcoming area where people want to go to eat and recreate.”

“The westside of Olympia currently has a strong set of locally owned businesses; I hope these businesses will be preserved, and that other sites or streets within the subarea will be set aside for local businesses.”

“...areas containing existing commercial development like the Triangle are not blank canvasses. They were originally intended and designed to draw citizens residing throughout the region they serve, and it is important to preserve this characteristic as we attempt to attract more citizens to live and work within their boundaries. ... Therefore, ... focus on measures that allow developers to build upon and enhance the existing character of the Triangle over time as the market dictates, while avoiding onerous measures intended to immediately compel transformation of the Triangle into something drastically different than exists today.”

“Lots of independent small businesses, as well as taller structures for housing and mixed use. More GOOD restaurants.”

Regional Commercial Center

The City’s Economic Development staff regularly connect with Mall management, local medical leaders, and the owners and managers of the auto mall. City staff also regularly attend monthly meetings of the West Olympia Business Association (WOBA). These proactive relationships provide an opportunity to share information and plans, and for the City staff to understand if there are emerging issues appropriate for City departments or other economic development partners to address.

ED-1 Proactively maintain relationships

Continue ongoing coordination with regional economic drivers and WOBA to share information, address emerging issues, and coordinate plans. Ensure that continued engagement includes smaller businesses, particularly those in the northern portion of the subarea.

See **Development Incentives & Catalyst Sites** for additional recommendations that would support a healthy economic environment.

See **Transportation** for how the multimodal network will continue to support the regional commercial center.

ED-2 Economic Development District

Support regional Community Economic Development Strategy (CEDS) efforts to achieve a US Economic Development Administration-designated Economic Development District. If designated, seek funding for catalyst projects (streets and parks) (**LU-13** and **LU-14**) and a regional stormwater facility (**UN-4**).

Business Enterprise Resources and Support

The Harrison Avenue corridor is naturally incubating small businesses in Olympia by providing affordable commercial space and a regional and local clientele. The following recommendations reinforce City and regional partner efforts to support small businesses.

ED-3 Continue local business technical support

The Thurston region has a robust network providing full spectrum business support and training programs that are supported in part by the City of Olympia. For example, the Thurston EDC's Center for Business and Innovation (CBI) offers a suite of no-cost services and resources for entrepreneurs, business owners, and managers. This includes business start-up and scale-up training, consulting, assistance to access state and federal government contracts and financial loan opportunities. Enterprise for Equity (E4E) also offers financial training, business training, business technical assistance, and microloans for emerging and existing entrepreneurs and businesses, while placing a priority on individuals who have limited incomes. The City of Olympia provides funding to both the CBI and E4E to ensure Olympia residents have no cost access to business training programs. Other entities such as Northwest Cooperative Development Center, the Thurston County Chamber of Commerce, and local colleges South Puget Sound Community College (SPSCC) and the Evergreen State College (TESC) play strong roles in providing training and support to strengthen our business ecosystem.

The City's draft economic opportunities plan, Olympia Strong reinforces the importance of these enterprises toward building a stronger, more inclusive economy. Olympia Strong recommends the City continue funding scholarships for Olympia residents to access business training, and enhanced support to improve access to capital, community resource navigators, and efforts to attract and help grow anchor employers that align with Olympia values, among other initiatives.

ED-4 Co-ops and creative models

With twelve co-operative businesses in operation, Olympia boasts the most co-operative businesses per capita in the State of Washington. Most are located in downtown Olympia. There appears to be increasing interest in cooperative models, and the Evergreen State College, in partnership with the Northwest Cooperative Development Center (NWCDC), began their first cooperative training program in 2022. The Olympia Strong plan includes recommended support for training programs offered through NWCDC.

ED-5 Building and façade improvement program

Many properties can be functionally and/or aesthetically improved to enhance tenants' business success. Building and façade improvement programs provide public matching funds to enable capital improvements to commercial buildings.

Olympia has an existing Neighborhood Matching Grant program, but the amounts awarded are too small to catalyze significant capital improvements to buildings. These grants could be targeted towards small, local businesses in the Triangle, and could enable these businesses to remain in place and thrive. Therefore, these grants can have a strong anti-displacement component. Depending on available resources and city priorities, grants can range from \$5,000 to \$50,000, and sometimes more.

The City should consult its legal counsel when and if it decides to implement a building and façade improvement program. Historically, State law has limited cities' ability to make grants and loans due to prohibitions on the "gift of public funds"—certain funds to private entities. However, a building and façade improvement program can be crafted that helps businesses, while also honoring the spirit and letter of state law.

What makes a successful building improvement program?

While many such programs focus on the exterior or façade of a business, some of the most successful programs, such as the one in Beaverton, Oregon, offer more flexible grants that can be used for exterior or interior improvements. Businesses are then able to direct grant funds toward the projects with the biggest return on investment, whether that is new paint or signage on the exterior, new commercial-grade kitchen appliances or mechanical systems, or upgraded interior spaces.

Grant and loan programs that follow this model have been used extensively across the country; Tacoma, Auburn, and Vancouver all have successful programs.

Business Anti-Displacement/Affordable Commercial Space

The following actions slow and prevent physical (redevelopment on the same property) and economic (rising rents) business displacement.

ED-6 Harrison Avenue corridor planning

Work with businesses along the Harrison Avenue corridor to further develop the vision for the area, understand displacement risks, and connect businesses to resources for securing land and buildings. Determine whether there are opportunities to develop some of the larger tracts of land without displacing existing tenants. Also see **T-4** Harrison Avenue corridor study.

ED-7 Community land trusts

A community land trust (CLT) is a non-profit organization which buys and holds land for public benefit, including affordable housing and/or commercial space. Building occupants pay a monthly land lease fee to the trust, which maintains ownership of the land itself. CLTs build community wealth by cooperatively owning land, maintaining affordability, and retaining local businesses.

A similar model is a community investment trust (CIT) (e.g., Mercy Corp's [East Portland CIT](#)).

Seek partner organizations and facilitate funding opportunities (e.g., federal grants), land acquisition, and development permitting to establish CLTs in the Triangle, especially along Harrison Avenue.

ED-8 Ground floor commercial financing

Commercial space can be riskier for developers and lenders to finance than residential space, with fears that it may return lower rents than residential, have higher maintenance costs, and/or may be hard to lease. In addition, because of state restrictions on city/county funds, financing affordable commercial space can be more challenging than affordable housing. However, cities can use federal and private funds. Seattle used federal CDBG funds to support the [Liberty Bank Building](#) redevelopment, which includes affordable commercial space and community amenities on the ground floor. Using the federal funds avoids the state restrictions; however, CDBG's regulatory process and compliance is challenging, especially for smaller projects that can't absorb that cost.

Funding may also be more easily managed by Public Development Authorities (PDAs) and Ports rather than cities. PDAs, as quasi-public corporations, serve and are accountable to the public and administer public funds, while having the flexibility of a corporation. PDAs are particularly useful for developing and maintaining the ground floor space for commercial and arts activities and leasing to businesses and nonprofits. Ground floor improvement costs can otherwise be insurmountable to individual businesses and nonprofits. Successful PDAs include [Africatown-Central District Preservation and Development Association](#), the [Seattle Chinatown-International District Preservation and Development Authority](#), and [Twisp Public Development Authority](#).

ED-9 Small-scale and flexible space design

Preservation of existing affordable space is typically most effective for maintaining affordability, but if the area is redeveloping, set requirements or incentives to support nontraditional commercial uses on the ground floor, such as:

- Apply store size caps (can be an average) to ensure spaces for small and micro-retail are accommodated in new development.
- Require flexible space for a range of businesses (e.g., restaurants, micro-retail) and arts organizations to reduce initial move-in/tenant improvement costs. Flexible space means high ceilings to accommodate commercial kitchen grade HVAC and arts needs (dancers, lighting, etc.), opportunities for multiple entries (to divide space into smaller commercial units).

ED-10 Construction disruption assistance

Support businesses with marketing, signage, technical assistance, and/or grants or forgivable loans as reparations for revenue lost during construction projects (redevelopment or street/infrastructure projects).

ED-11 Commercial tenant protections

Commercial tenant protections are an emerging area of interest. Most cities have enacted stronger protections for residential tenants rather than commercial ones. While rent control is prohibited in the state of Washington, there are other protections that can be extended to commercial tenants through municipal programs. These can include tenant harassment protections, which give tenants the legal recourse if they face abusive pressure to relocate.

Olympia should explore this more through resources provided by organizations like the Association of Washington Cities, the American Planning Association, and the Municipal Research and Services Center.

ED-12 Local hiring ordinances

In cases where the City or other public agencies are involved in infrastructure investments (e.g., transportation, transit, parks, stormwater, other utilities) or redevelopment, they can use local hiring ordinances to ensure that local businesses and workers benefit from that public investment. While much of the development in the Capital Mall Triangle is expected to be private, implementing this kind of program at the outset will help ensure that smaller businesses realize some of the gains from public investment in the subarea. Local hiring ordinances can be part of community benefit and/or development agreements, as described in **LU-15** Community benefits/development agreements.

Design & Community Livability

06



What is this chapter about?

The transition of the subarea from a suburban mall area surrounded by vast parking lots to a high-density, walkable, mixed-use urban neighborhood will mostly likely happen over a medium to long period of time. New development will reduce large parking lots, bring new building forms, and add or upgrade streets to be more walkable. The subarea being both a mixed-use urban neighborhood and a regional destination means the area will be a continual destination, drawing new investment in community amenities.

Capital Mall is home to the popular West Olympia Timberland Library and has acted as a temporary healthcare site during the first year of the Covid-19 Pandemic. Most of the subarea is within a half mile walk to parks such as Yauger Park, West Central Park, and Sunrise Park. However, most residents, customers, and employees would have to cross a major arterial to reach one of these parks. The subarea also has Garfield Elementary, Jefferson Middle, and Capital High Schools nearby, along with several other schools on the westside of Olympia. Garfield, LP Brown, and Hansen Elementary Schools all offer before and after school care on site from the YMCA ([Y Care on Site](#)). However, there are currently limited after school services for middle and high school students. Additionally, the current school district boundaries impact some students in and around the subarea by requiring them to be bussed to schools further away than the nearby schools close to the subarea. Lastly, the subarea includes Olympia Fire Station 2. Future development in the subarea will provide opportunities to expand community amenities such as parks, plazas, and after-school care.

What We Heard

“A secondary downtown bustling with housing, restaurants with and urban neighborhood feel”

“Aquatics center and park surrounded by mixed use. All accomplished with state of the art environmental methods.”

“Spaces for community of all ages integrated together (childcare, work, senior living)”

“We need a day care center at Capital mall.”

“I want to retire in an apartment high above a vibrant neighborhood with lots of people out and about”

“Walkable, mixed-use high-density mixed-income "uptown" urban center”

Neighborhood Hubs

Neighborhood hubs are places where people want to gather and live. They include main streets with pleasant walkability, public gathering spaces or other valuable amenities, and are accessible to locals in the surrounding area. Community members expressed the strongest interest in two hubs—**Kenyon Center** (discussed in **LU-13**) and the **Division/Harrison/West Center Park area**—and flexibility for additional hubs that may naturally develop over time.

Because of the existing retail and entertainment nature of the Triangle, neighborhood hubs may not need any new commercial uses. Instead, public investment and requirements would focus on people-friendly and green streetscapes and small public spaces to supplement and leverage existing retail (see **LU-13** and **LU-14**).



Figure 6-1. Identified neighborhood hubs (green stars).

See **Catalyst Sites** for how City investments may support neighborhood hubs.



Figure 6-2. Neighborhood hubs—through people-friendly streetscapes and parks—provide places for people to gather.

DC-1 Main street designations

Designate the following existing and future streets as main streets to achieve wide sidewalks buffered from vehicular traffic, active ground floors (i.e., non-residential, flexible for a wide range of commercial uses, such as office/coworking space, residential amenity space, artisan manufacturing) where necessary to face and activate the street or park/gathering space, and pedestrian-oriented building front design (e.g., wide weather protection, ample transparency) with any redevelopment:

- Kenyon Center: short segments (e.g., 200-300 ft) along the new plaza and where retail/restaurant/entertainment already exists at/near the mall. This designation would update the current extensive Pedestrian-Oriented Street requirement along 4th Avenue W and Kenyon Street.
- Division St between Garfield Avenue NW and Ascension Avenue NW. This designation's intent is to support the existing neighborhood hub and further activate the West Central Park.
- Up to 3 additional unspecified locations that make use of public investment per **LU-14**. These locations would have limited or no ground floor commercial requirements but would need wide sidewalks, mini-plazas or pocket parks, and a ground floor relationship between the building and sidewalk.



Figure 6-3. Main streets might include public-private stormwater partnerships like the Swale on Yale in downtown Seattle.

Source: 700 Million Gallons



Figure 6-4. Bothell Way (Bothell, WA) and Mercer Street (Seattle). Arterials might include larger rights-of-way with additional greenery, larger stormwater facilities, and/or local collectors.

Source: The Seattle Times (above) and HBB Landscape Architects (below)

DC-2 High visibility corner designations

Update design standards to require high visibility corner treatments—to create welcoming entries into the subarea that functionally and comfortably connect neighbors—at the following locations:

- Division Street NW and Harrison Avenue NW
- Mall Loop Drive and Black Lake Boulevard SW
- Mall Loop Drive and Cooper Point Road SW
- Capital Mall Drive SW and Cooper Point Road SW
- Kenyon Center, location(s) to be jointly determined with City and private developer

High visibility corner design standards flexibly encourage landscape and architectural treatments to announce entry into a special area. On low traffic volume streets, these may prioritize outdoor gathering space for people, but on arterials, they are eye-catching landmarks. Though the high visibility corner designation may require a building to orient toward an arterial and its cross-street, limit requirements to a short segment at the corner. It may be appropriate for a development to “turn its back” on an arterial so that it can focus its lively side on the cross street or other pathway with a more inviting pedestrian environment than the arterial. Do not require high visibility corners to have ground floor retail, except where designated per **DC-1**.



Figure 6-5. High visibility corner examples.

Parks

Although 95 percent of the subarea is within a half-mile (10 minute) walk to an existing park, residents, customers, and employees within the subarea would have to cross a major arterial to reach one, creating barriers to access these community and recreation amenities. Yauger Park, Decatur Woods, and Sunrise Park have playgrounds, but require an uncomfortable arterial crossing for families with small children. Yauger Park and Sunrise Park have community gardens. Yauger Park is mostly dedicated to sports fields—four baseball and one basketball court—and also has a skate park. Importantly, Yauger Park also functions as a floodable stormwater detention park. Woodruff Park includes basketball, pickleball and tennis sports courts, and a seasonal spray park. Decatur Woods includes mature trees, trails, and picnic areas. Grass Lake Nature Park features trails and environmental protection and education.

As more people move to the subarea with future growth and residential development, the need for more park space within the subarea—that is easier for residents to walk, bike, and roll to—will increase. New parks within the subarea would co-benefit residents and businesses, creating more of a draw for people to stay and linger near businesses.

Note that an urban plaza is already required with redevelopment north of the mall. In addition, purposeful, planned public investment in strategic places (see **Catalyst Sites**) is an opportune way to meet multiple public benefits, including significant park and community space as part of development.

DC-3 Parks performance metric

Consider a new performance metric for the Triangle that focuses on park and play space at close intervals (e.g., approximately $\frac{1}{8}$ to $\frac{1}{4}$ mile to a small park ([APA Planning Magazine](#))).

DC-4 Significant community gathering space

Increased housing development and population will increase the need for parks, plazas, and/or community centers where people can gather to play and lounge. Require a minimum $\frac{1}{2}$ acre public plaza in the Kenyon Center with redevelopment.

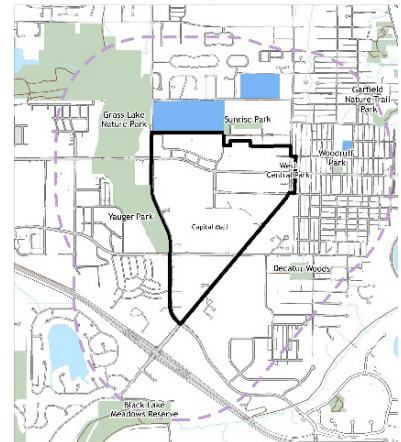


Figure 6-6. Parks and open space.

Source: MAKERS



Figure 6-7. Public plaza in downtown Bothell, WA. The plaza is transformed during art, movie, and culture events where people spill into the closed streets on summer nights.

Source: MxM Landscape Architecture

DC-5 Small parks/plazas

Require small parks/plazas in the three first come first serve catalyst sites (see **Catalyst Sites**), accomplished through public-private partnerships, and along main streets (see **DC-1 Main street designations**) (most yet-to-be-designated through the first-come-first-serve catalyst site process). Requirements may include publicly accessible minor pocket parks, widened sidewalks with seating, children's play areas, outdoor dining, special landscaped spots, or similar spaces with redevelopment. These should weave through the Triangle, especially along designated main streets and through/alongside tree tracts (as trails or linear parks), to provide:

- Desired amenities for residents, workers, and shoppers
- Place identity-building features
- Low Impact Development and urban heat mitigation
- Co-benefits of improved connectivity and increased public gathering space

These spaces may be privately owned and managed.

DC-6 Public space design

Adopt robust design standards for public spaces provided with redevelopment to achieve active edges around plazas, appropriate solar access and shade, adequate seating, appropriate night lighting, weather protection, bicycle parking, natural drainage, quality materials, universal accessibility, positive public space design, natural surveillance, and other human-centered design principles.

DC-7 Yaeger Park connection

Develop a paved bicycle and pedestrian trail to connect the Grass Lake Trail at Harrison Avenue south through Yaeger Park to connect with the west side of the subarea.



Figure 6-8. In Rockville, MD new development included a new public park that provides a focal point for community activity and activation.

Source: The Moco Show

Community Spaces

Community members expressed interest in several spaces that would support and build community, such as a community center, daycare, expanded library, youth activities, aquatic center, Senior Center, and Boys and Girls Club/YMCA/after school programs.

DC-8 Community recreation center

Seek partnerships with community center service providers (e.g., YMCA) to jointly rehabilitate an existing facility or develop a new community center facility. This could be accomplished in tandem with a **Catalyst Sites** project.

The City has discussed a recreation facility on the west side, and these discussions could evolve to specify the Triangle in the future.

DC-9 Swimming pool

The City has completed a Regional Aquatic Feasibility Study and identified a design that would require 6-8 acres of land. The specific location is slated to be identified in coordination with regional funding partners. This area could be considered as a potential site. (See [Regional Aquatics Facility Study](#) on Engage Olympia for more information.)

DC-10 Support daycare location in the subarea

Childcare is a particularly challenging use to achieve because of high costs to license and operate a daycare and limited public funding. The business model is generally not able to afford the high commercial space rents of new construction. Renovating existing spaces for childcare can also be challenging because of licensing requirements for multiple entrances, large outdoor play areas, ADA accessibility to all spaces, and so on. To locate a daycare in the subarea, consider the following options:

- Offer development capacity incentives for providing daycare space in new development.
- Facilitate conversations between daycare providers, property owners, and developers.
- Research funding opportunities for starting up new daycares.

Design for Health and Sociability

A lack of social connections increases the risk of many health issues and chronic stress ([CDC, 2021](#)). Loneliness is most prevalent in low-density areas where commuting by car reduces opportunities for social interactions and high-rise buildings if residential design does not promote community and relationship building ([Mattisson et al., 2015](#); [Kalantari and Shepley, 2021](#)). Development and design that support active living, non-car commutes, and social connections improve residents' chances at health and wellbeing.

Air and noise pollution near heavily trafficked roads and highways impacts health, especially for children and vulnerable populations in places such as schools, daycares, elder care facilities, and medical centers ([Washington Tracking Network](#), [EPA 2018](#), [American Lung Association](#), Jansen, et al at [National Center for Biotechnology Information](#), [National Bureau of Economic Research](#), [National Center for Biotechnology Information](#), [National Bureau of Economic Research](#)). Commercial buildings are often able to control indoor air quality and noise, and duration of exposure may be more limited than in residences.

DC-11 Residential building design for social connection

Remove code barriers and adopt design standards to encourage community-building spaces, such as:

- Encourage small social group sizes—important for building trust amongst neighbors—by encouraging building types that limit the number of units sharing a single entry or shared common space to 8 to 12 units. This may include removing barriers to single-stair access construction.
- Encourage cooperative and cohousing models that include shared amenities to encourage community building.
- Clearly delineate public to private space that encourages both social interaction but also creates private retreat areas for sense of safety and control over social exposure.
- Locate shared spaces along residents' daily paths to encourage chance interactions.

DC-12 Residential open space

Adopt residential open space standards to focus on achievable social spaces that help build trust amongst neighbors, sense of ownership over shared space, and chances at interaction. Study the interaction of shared open space standards with tree code requirements.

DC-13 Design for air/noise quality

Consider adopting landscaping, site planning, and building orientation design standards to mitigate traffic-generated air and noise pollution. Review building standards to ensure indoor air quality and appropriate noise levels.

Schools

There are three public K-12 schools near the subarea, and children living in and around the subarea are potentially zoned for three different elementary schools. The Olympia School District regularly coordinates with the City of Olympia and Thurston County to plan for population growth. Their Capital Planning & Construction Department develops their [Facilities Master Plan](#) and [Capital Facilities Plan](#) to guide school property investments based on current capacity, future enrollment projections, educational vision, and prioritization of facility needs.

DC-14 Coordinated school planning

Continue coordination between the City of Olympia's growth planning and School District planning. If needed, support the school district in holding community conversations to redraw school zones to respond to growth in the Triangle. If needed, support the school district in identifying opportunities for school facility expansion.

DC-15 After school programs

Facilitate school district conversations with after school program partners (e.g., Boys and Girls Club, YMCA), community members, and InterCity Transit (if after school program is located off-site). If needed, support and expedite permitting for site identification, evaluation, rehabilitation, acquisition, and/or development. If possible, seek opportunities for shared-use agreements for facilities that could benefit the full community (i.e., community center that also houses after school programs).

Fire/Emergency Services/Police

Fire

Fire Station 2 is located on the northern boundary of the subarea at 330 Kenyon Street NW. Station 2 is the busiest fire station in the City and protects the largest geographical response area. Fire Station 2 currently houses an Engine Company and a Medic Unit, together responding to over 4,800 calls for service in 2022. In 2024, an Aid Unit will be added to this Fire Station to help meet the 911 demand for this response area. To prepare for the additional response unit, the station will be modestly altered to accommodate the Aid Unit and associated staff.

The Community Assistance Referral and Education (CARES) Program received a significant enhancement in 2023 and will be realized by 2024. The CARES Program mission is to improve the health and independence of our underserved community by providing patient advocacy, healthcare, and social services navigation. This program will reduce the number of low-acuity 911 calls through proactive case management and treatment.

Aside from the response improvements noted above, there are no other staffing increases planned for this area of town. However, as the population grows, plans for increased staffing are possible and will be addressed at a citywide level.

Police

OPD West Side Station. An Olympia Police Department sub-station sits at 1415 Harrison Avenue NW, just east of the Triangle near Woodruff Park. Patrol officers, neighborhood officers, administrative staff, volunteers, crisis responders, Familiar Faces peers, and a Designated Crisis Responder work out of the station. The station is not open to the public and functions as a place for officers to work on reports, take breaks, and conduct meetings. It keeps officers closer to the calls they are responding to than the downtown main station. It is a working office for other employees.

Current staffing for West Olympia. For most of the day, the west side has two patrol officers responding to calls in the area. On weekdays, two neighborhood officers are on shift and split time between the east and west side. The Crisis Response Unit does not have designated areas and responds to calls all over the city, seven days a week.

There are no current staffing increases planned. However, as the population grows, plans for increased staffing are possible and addressed at a citywide level.

The Familiar Faces program assists people who have complex health and behavioral problems, frequent contact with OPD's Walking Patrol, and are among the most vulnerable and resistant to services and resources. Specialists offer a shared life experience and nonjudgmental and unconditional support.

DC-16 Crime Prevention through Environmental Design (CPTED)

Adopt CPTED design standards for public and private development. Certified City employees are available at different stages of the planning process to provide feedback in the areas of Natural Surveillance, Access Control, and Territoriality and Maintenance. They can review window, bike rack, crosswalk and activity placement, landscaping selection and placement, activity generators and more. Ensure that CPTED is used to benefit all community members, create positive public spaces, and equitably distribute vegetation and tree canopy.

Transportation

07



What is this chapter about?

When the Triangle developed, the main transportation focus was vehicle travel. The subarea is now faced with the challenge of retrofitting an environment designed for vehicles to also work for people walking and rolling, while still maintaining regional access. This chapter recommends transportation projects and requirements (to occur with redevelopment) to help that evolution.

In 2021, the City adopted its first [Transportation Master Plan](#), which outlines all the projects that need to be built to have a complete network for people walking, rolling, biking, taking transit, and driving. The City estimated how many of those projects could be built within 20 years, assuming that funding levels remained about the same.

Those projects on the 20-year list are included in this plan (see **Map 2-7 & Table 2-1**). Because the focus of the TMP was on City-owned streets, those projects are on the boundary of the Triangle. This plan gives us the opportunity to look within the Triangle and establish a new pattern for future development that will:

- Make it easier for people to walk, roll, bike, and take the bus within and through the area, reducing vehicle trips per capita.
- Create a more welcoming, human-scale development pattern that is attractive and vibrant.
- Support the economic goals of serving as a regional shopping center while transforming to a more urban, mixed-use area.
- With fewer and shorter vehicle trips, reduce greenhouse gas carbon emissions and pollutants in stormwater runoff, such as tire rubber ([6PPD-quinone](#)), trace elements from exhaust, heavy metals, and petroleum product spills.

Additionally, several projects on the street around the Triangle will improve safety, particularly for pedestrians and bicyclists. The new street connections envisioned within the Triangle will complement the safety projects and improve mobility for everyone getting around the westside, whether walking, rolling, biking, taking transit, or driving.

What We Heard

“A Dutch-style urban neighborhood where the default mode of transportation is cycling or walking, with frequent (every 5-10 minutes) and reliable transit”

“Walkable, thriving, community, where I can do the business of life with people I love.”

“A vibrant and walkable community resilient to environmental and economic challenges where people live, work, play”

“The parking lots would be gone and people would travel by foot, bicycle, small shared EVs.”

“I don't feel safe as a pedestrian crossing major streets”

“We want the city to have bike lanes, that are protected from traffic.”

Policies, Programs, and Requirements

T-1 Regional access

Continue to support access to the area as a regional draw while setting up the area to successfully transform into an urban center by encouraging street connections. Street connections will help ensure mobility for everyone who needs to get around, whether walking, rolling, biking, taking transit, or driving.

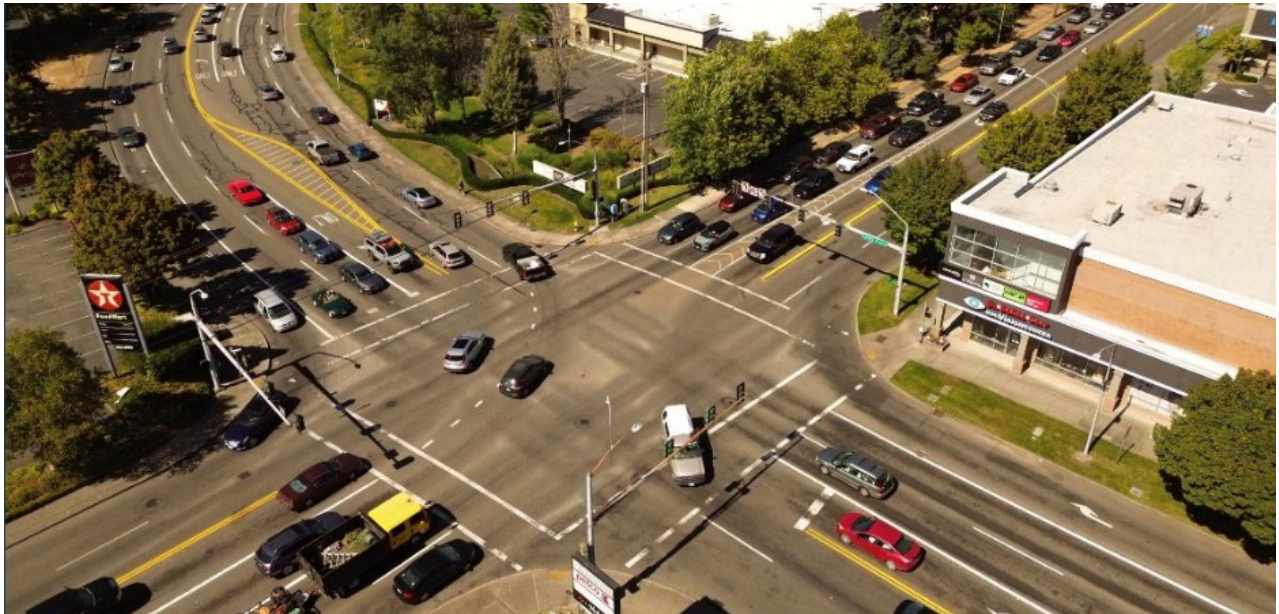


Figure 7-1. Cooper Point Road and Black Lake Boulevard

T-2 Essential streets and through-block connections

Adopt **Map 7-1** to supplement Olympia's existing connectivity standards and illustrate a baseline framework for future connectivity. **Map 7-1** illustrates a flexible framework; precise locations will be jointly determined with the City during property owner/developer site planning and design phases.

Streets will continue to be built to current City standards, which require sidewalks on all streets and bicycle facilities on larger streets (see **T-3** for more specificity). The new streets will make it easier for people to walk, roll, or bike to their destinations because they will offer more direct routes and include pedestrian and bicycle facilities. New street connections will also support transit, as the buses will be able to turn around easier and take more direct routes through the area, eliminating the current meandering path through the parking lot. In addition, street standards will continue to require freight and delivery access accommodation.

Require maximum block perimeters of 1,200 to 1,600 feet but allow perimeters of up to 2,000 feet, depending on site conditions. If block perimeters larger than 1,600 feet are allowed, require smaller through-block connections designed for pedestrian, bicycle, and emergency vehicle access. Adopt spacing guidelines like in Figure 7-3.

Also see **Neighborhood Hubs** in **Design & Community Livability** for main street considerations.

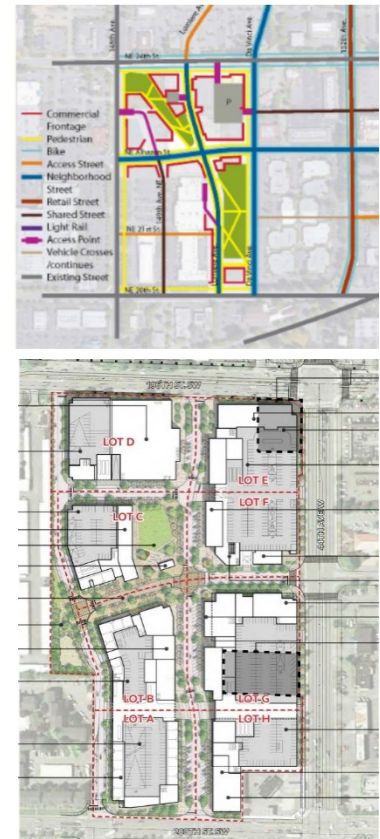


Figure 7-2. Northline Village redevelopment at Alderwood Mall, Lynnwood, that broke down superblocks with through-block connections.

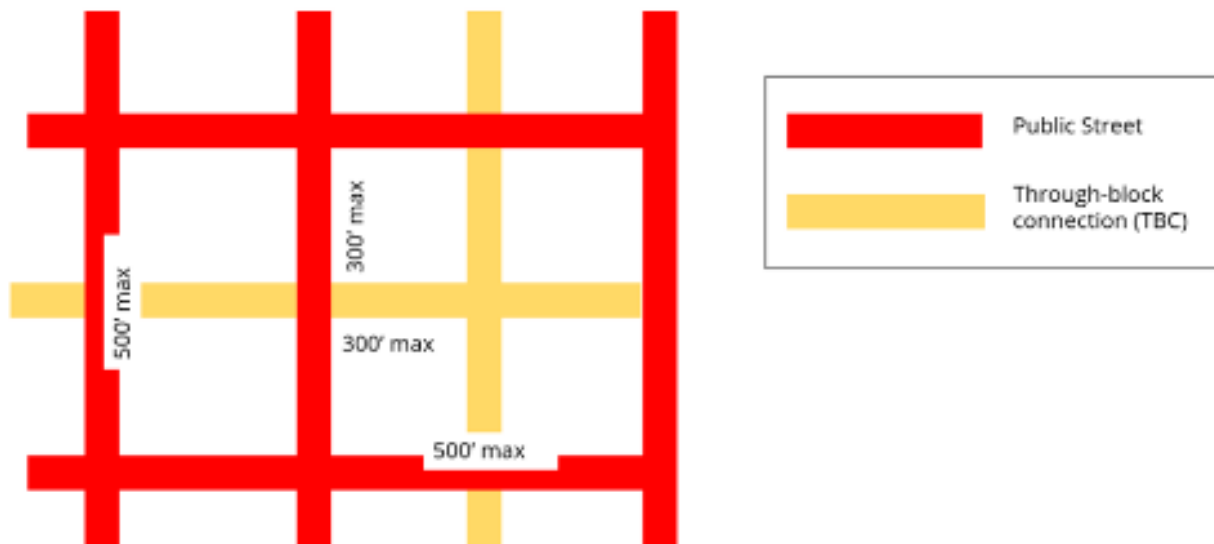
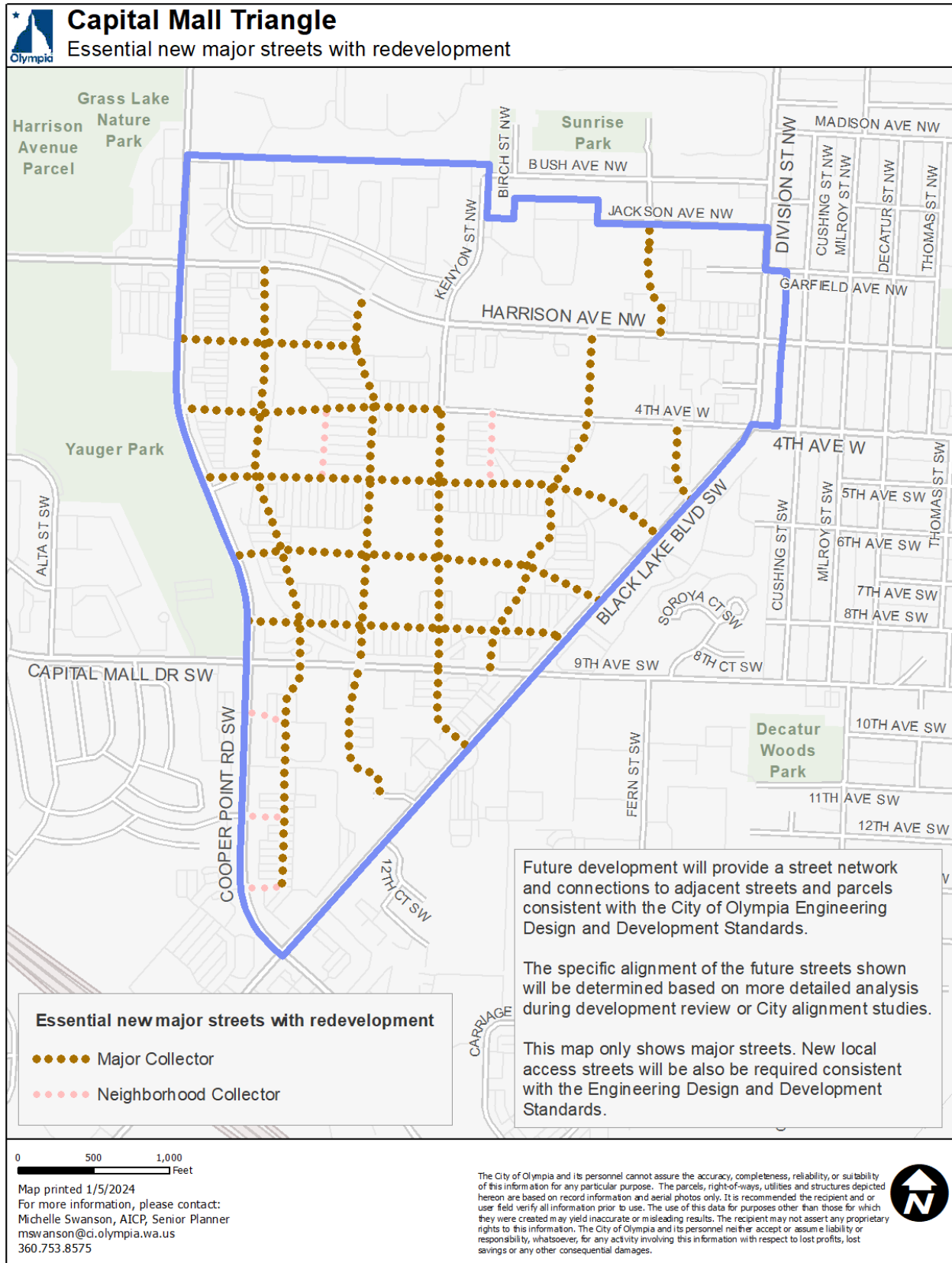


Figure 7-3. Potential essential street and through-block connection spacing requirements

Map 7-1. Essential New Streets Required with Development

Source: City of Olympia (2024)

T-3 Street classifications and design

Designate future essential streets with the classifications shown on **Map 7-1. Essential New Streets Required with Development**. These classifications achieve a hierarchy of streets that accommodate vehicular movement, including freight and buses, where any ped/bike facilities must be separated, to a finer-grained network of paths (not illustrated on the map, but required to be no further apart than 300 feet per the connectivity standards described in recommendation **T-2**).

On arterials, with redevelopment, require landscape buffers and separated sidewalks and bike lanes. Include low impact development (green stormwater infrastructure) as feasible. Also see project numbers 13 and 14 in **Table 7-1. Transportation Capital Projects**.

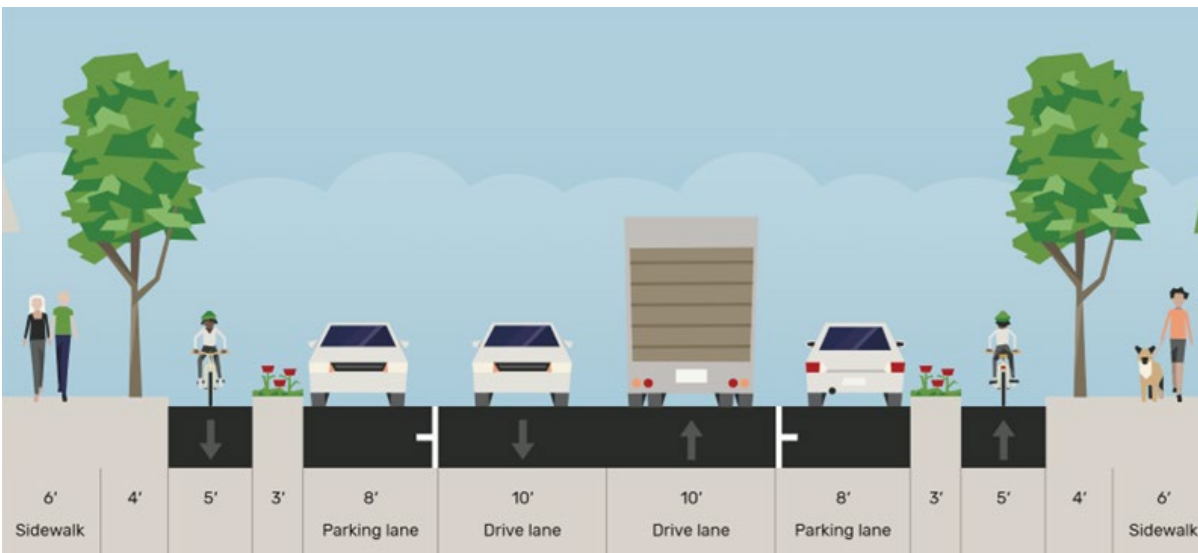


Figure 7-4. Typical street standard option for new essential streets. Some of the first new developments could make use of public funding to meet street requirements.

T-4 Enhanced bike parking

Require with redevelopment and/or fund a program to install enhanced bike parking and charging for e-bikes and other micromobility products, with an emphasis on multifamily housing, retail destinations, and other community gathering spaces.

Studies and Coordination

T-5 Harrison Avenue corridor study

Intercity Transit's Prop 1 funds high frequency bus service and signal prioritization, with the planning stage beginning in approximately 2026. Study the corridor in greater detail to better understand land use and transportation dynamics and priorities along the corridor, prioritize transit, including the study of priority bus lanes (also known as "business access and transit" lanes), and appropriately balance all modes of travel. See related recommendations **ED-5** Harrison Avenue corridor planning and **T-11** Project 17 Harrison Avenue Roundabouts.

T-6 Transit hub location

Intercity Transit plans to focus high frequency bus service in the subarea on Harrison Avenue. Coordinate with Intercity Transit to ensure a safe and comfortable hub that is well-connected to activity hotspots in the Triangle and maintain transit access near Capital Mall.

T-7 Black Lake Boulevard corridor study

Study Black Lake Boulevard to optimize all modes of travel with a focus on this route as an entry to Highway 101.

T-8 Transit signal priority

Collaborate with Intercity Transit to implement transit signal priority (TSP) along Harrison Avenue within the Triangle.

T-9 Subarea micromobility feasibility study

In collaboration with Intercity Transit, study potential micromobility options and/or partnerships that could be implemented to improve active mode connectivity within the subarea. These could include e-scooters, e-bikes, micro-transit, or something else. This is particularly important for connecting high frequency transit stations expected along Harrison Avenue to locations within the Triangle.

Capital Projects

This subarea plan reflects the projects that were identified in the City's Transportation Master Plan as being feasible within 20 years. It also identifies other projects that would improve safety and comfort when traveling in and to the Triangle. To implement the new projects, the City will need to consider them when updating the Transportation Master Plan (TMP). Note that new streets, sidewalks, and bike facilities would be required with large-scale redevelopment. New streets are required to be ADA accessible. Funding is yet to be identified for any projects not yet on the 20-year TMP project list.

T-10 TMP 20-year projects

Continue implementing the TMP 20-year projects (listed in **Table 7-1. Transportation Capital Projects**) as planned. As possible, prioritize subarea plan projects in the Capital Facilities Plan to achieve a better citywide transportation system that leverages its urban centers.

T-11 TMP projects beyond 2045

Continue prioritizing and implementing the TMP projects with expected implementation beyond 2045 (listed in **Table 7-1. Transportation Capital Projects**) as possible.

T-12 New transportation projects

In the next TMP update process, prioritize the multimodal, placemaking, safety, and pedestrian/bicycle facilities projects listed in **Table 7-1. Transportation Capital Projects**.

Table 7-1. Transportation Capital Projects

“Mode Priority” reflects the mode to be most improved; all projects are meant to accommodate multiple modes.

The “TMP” column indicates how the project relates to the current TMP:

- **20-year plan:** Currently listed on Olympia’s 20-year plan for implementation by 2045
- **Beyond 2045:** Currently listed in the TMP, but expected to be implemented beyond 2045
- **New project:** A new project recommended by this Subarea Plan for incorporation in the next TMP update; to be considered amongst citywide priorities and evaluation criteria

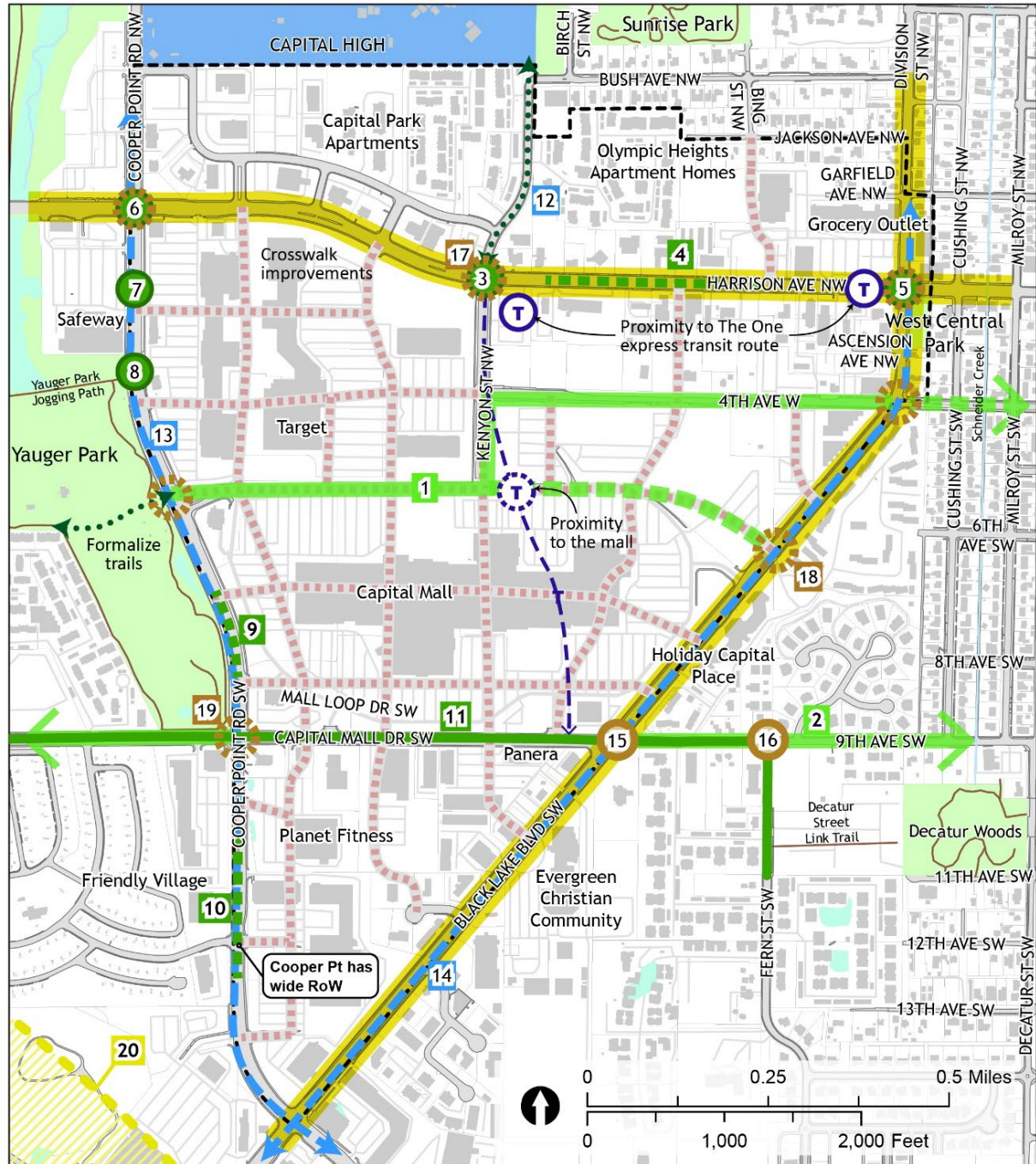
Project ID	Project Name	Description	Mode Priority	TMP
Multimodal placemaking and safety improvements				
1	4 th Avenue W – Kenyon Street – Mall Loop Drive Multimodal Placemaking and Safety	East-west people-oriented route through the Triangle. This is considered a priority investment for catalyzing desired development and connecting the subarea to adjacent neighborhoods and downtown (see Catalyst Sites: LU-13 Kenyon Center plaza and street upgrades).	Multimodal	Beyond 2045
2	Capital Mall Drive/9 th Avenue SW	Additional placemaking improvements west and east of the Triangle to connect neighbors more comfortably	Multimodal	New project
Crosswalk improvements on arterials				
3	Harrison Avenue and Kenyon Street Pedestrian Safety Improvements	Improve Harrison Avenue and Kenyon Street intersection for greater pedestrian safety	Pedestrian	20-year plan
4	Harrison Avenue east of Kenyon Street Mid-block Crossing(s)	Add mid-block crossing(s) on Harrison Avenue east of Kenyon Street. Potentially align the mid-block crossing with the Bing St connection that is required with development (mapped in Map 7-2.).	Pedestrian	20-year plan
5	Harrison Avenue and Division Street Pedestrian Safety Improvements	Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety	Pedestrian	20-year plan
6	Cooper Point Road and Harrison Avenue Bicycle Safety Improvements	Implement protected bike intersection improvements at the Intersection of Cooper Point Road and Harrison Avenue	Bicycle	20-year plan
7	Cooper Point Road north of Skate Park Mid-block Crossing	Add a mid-block crosswalk on Cooper Point Road north of the Skate Park crosswalk and south of Harrison Avenue	Pedestrian	20-year plan

Project ID	Project Name	Description	Mode Priority	TMP
8	Cooper Point Road and Skate Park Pedestrian Safety Improvements	Monitor recent improvements to the RRFB at the Cooper Point Road and Skate Park crosswalk. Improve if needed.	Pedestrian	20-year plan
9	Cooper Point Road north of Capital Mall Drive Mid-block Crossing	Add mid-block crossing(s) on Cooper Point Road just north of Capital Mall Drive	Pedestrian	20-year plan
10	Cooper Point Road south of Capital Mall Drive Mid-block Crossing	Add mid-block crossing(s) on Cooper Point Road just south of Capital Mall Drive	Pedestrian	20-year plan
Bicycle facilities				
11	Capital Mall Drive SW Enhanced Bike Lane	Implement enhanced bike lane along 7 th Avenue SW/Capital Mall Drive/9 th Avenue SW between Kaiser Road SW and Fern Street SW and along Fern Street between 9 th Avenue SW and the 11 th Avenue Pathway	Bicycle	20-year plan
12	Capital High School Connection	Improve Kenyon Street from Capital High School through Harrison Avenue for safe and comfortable walking, rolling, and bicycling connection between the school and mall	Pedestrian/ Bicycle	New project
13	Cooper Point Rd Bicycle Facilities	Require (or pursue a City-led project, whichever comes first) separated shared use paths along Cooper Point Road if separated bike lanes and sidewalks are infeasible.	Pedestrian/ Bicycle	<u>Beyond 2045</u>
14	Black Lake Boulevard Bicycle Facilities	Require (or pursue a City-led project, whichever comes first) separated shared use paths along Black Lake Boulevard if separated bike lanes and sidewalks are infeasible. Design to be determined during the Black Lake Boulevard Corridor Study.	Pedestrian/ Bicycle	<u>Beyond 2045</u>
Roundabouts				
15	9 th Avenue and Black Lake Boulevard Roundabout	Construct a roundabout at 9 th Avenue and Black Lake Boulevard	Multimodal	20-year plan
16	9 th Avenue and Fern Street Roundabout	Construct a roundabout at 9 th Avenue and Fern Street	Multimodal	20-year plan
17	Harrison Avenue Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Harrison Avenue corridor study.	Multimodal	<u>Beyond 2045</u>

Project ID	Project Name	Description	Mode Priority	TMP
18	Black Lake Boulevard Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Black Lake Boulevard corridor study.	Multimodal	Beyond 2045
19	Cooper Point Roundabouts	Consider designing and constructing roundabouts on Cooper Point Road SW at Capital Mall Drive SW and Mall Loop Drive.	Multimodal	Beyond 2045
Other vehicular				
20	US 101/West Olympia Access Project	New access ramps to US 101 at Kaiser Road and Yauger Way. The first phase of this project will complete the design, environmental permit and mitigation work, and right-of-way acquisition. The final project will include a new westbound off-ramp from US 101 to Kaiser Road and an eastbound on-ramp from Kaiser Road to US 101. The project will also construct a new westbound off-ramp from US 101 to Yauger Way via an at-grade connection through the existing interchange at US 101 and Black Lake Boulevard.	Vehicle	20-year plan

Source: City of Olympia, Fehr & Peers, and MAKERS (2023); TMP (2021)

Map 7-2. Transportation Projects



Projects included in the 20-year TMP

- Corridor study
- Multimodal/placemaking/safety
- Ped/bike connection improvements (location TBD)
- Enhanced bike facilities/shared use paths
- Roundabout (not in 20-year TMP)
- Transit hub options
- Transit priority (location TBD)
- Required with redevelopment (location TBD)

"No Action" Projects (included in 20-year TMP)

- Active transportation
- Potential crossing
- Major reconstruction
- Active transportation
- Roundabout

Source: City of Olympia, MAKERS, and Fehr & Peers (2023); TMP (2021)

Utilities & Natural Environment

08



What is this chapter about?

The City of Olympia provides the following utility services to the planning area:

- Sewer (collection only, treatment is provided by the LOTT Clean Water Alliance)
- Drinking water
- Stormwater
- Garbage and recycling collection

All City-owned and operated utilities develop and periodically update management plans. These provide the strategic direction for each utility and ensure each utility is prepared to serve growth consistent with the City of Olympia's comprehensive plan.

As the region experiences increasing impacts from climate change, Olympia's utility services will likely play a larger role in helping the city mitigate and adapt to climate impacts and be more sustainable. Items such as managing stormwater and flood risk, having a healthy tree canopy, and making buildings more sustainable are covered in this chapter's actions.

What We Heard

"An aesthetically beautiful community that meets basic and psychological needs. A symbiotic relationship with nature"

"an area that is used by the community while still being environmentally sustainable"

"A sustainable project that demonstrates our commitment to the environment"

"Flood reduction and low impact development"

"Multistory, efficient buildings"

"The mature trees (green infrastructure) are important for both climate mitigation and adaptation."

General Utilities

UN-1 Coordinated planning

Continue coordination of City-owned and operated utilities with the City of Olympia's growth and economic development planning.

UN-2 Management Plan updates

Continue to periodically update City-owned management plans regardless of whether a utility is required to by Washington state law.

UN-3 Strategic public infrastructure

Use strategic public infrastructure to stimulate private investment in economic development and redevelopment activities in the planning area such as latecomers agreements and system oversizing. City-owned and operated utilities should continue to pursue federal, state, and private grants to finance infrastructure in the Triangle. Explore strategies to achieve microgrids and backup power with redevelopment and/or as renovations.

Stormwater

Any investment in stormwater facilities, including Low Impact Development (LID), protects public health, safety, and welfare by preventing or reducing flooding and improving water quality. Public investment or cost-sharing to accomplish LID and/or regional stormwater facilities is also an incentive for private development, which can spur further economic development and city revenues. The City maintains and is currently updating its Hazard Mitigation Plan, which addresses flooding and interrelated hazards.

Facilities

The Yauger Park Regional Facility adjacent to the subarea is a City-managed regional stormwater treatment and detention facility serving shopping center properties. However, the existing pond does not have capacity to accommodate future (re)development needing off-site water quality treatment or flow control.

The Storm and Surface Water Utility owns property along 4th Avenue W (the Ascension property) for a future stormwater flow control and water treatment facility to address stormwater generated from existing developed areas that discharge to the downstream stormwater conveyance system in the Schneider Creek basin.

The arterials bounding the Triangle provide a unique opportunity for LID with their wide right-of-way and strong community interests in improved safety and comfort for people outside of vehicles.

See Stormwater **Funding Tools** below for ways to accomplish these facilities.

UN-4 Regional stormwater facilities

Yauger Park is the existing regional stormwater facility for the area and is performing well but has little capacity to expand or serve new impervious surfaces.

New regional facilities could be a result of Community-Based Public-Private Partnerships (CBP3s) that focus on removing impervious surfaces and saving space for Low Impact Development that accomplishes stormwater flow control and treatment.

Also see **Catalyst Sites** and **Development Incentives** for reasons why coordinated and/or public-private investments for large costs like stormwater infrastructure—that also improves public health and safety—can spur desired development. Consider coordinating stormwater management activities between property owners to find efficiencies and reduce costs (e.g., a single detention facility paid for through a latecomers agreement or other cost-sharing method that serves multiple properties may be more cost-effective than a detention facility on each property).

UN-5 Low Impact Development

Invest in and require Low Impact Development (LID) to slow and clean stormwater run-off. As much as possible, integrate LID with street and path design to perform additional functions, such as buffering people from fast cars, providing shade, and offering visual access to nature, as well as to make use of right-of-way funding opportunities. Grants are typically more prevalent for right-of-way projects than for private development or open space projects. Also, Federal and State grant funding opportunities can support tree and understory/shrub plantings when used as LID. Combining with street safety projects may improve grant funding ability. Increasing vegetation and tree canopy in hardscaped areas within the Triangle can help improve equity issues citywide. On City rights-of-way, the City would maintain plantings over time.

Update standards, foster partnerships, and seek funding to:

- Explore the potential for LID along streets to have enough capacity to manage run-off from both the right-of-way and offset private property requirements (e.g., the Swale on Yale in Seattle).
- Require LID alongside and within medians on Cooper Point and Black Lake with redevelopment (and/or with a City project, whichever comes first), paired with multimodal improvement.
- Require LID above-and-beyond stormwater manual requirements on catalyst sites taking advantage of public-private partnerships to achieve LID-lined streets and paths. See **Catalyst Sites** for priority locations.



Figure 8-1. New street tree plantings in this urban area include vegetation protection fences that protect plants and soils from people and pets which greatly improves their chances to survive and thrive. Source: MxM Landscape Architecture

Funding Tools

UN-6 In-Lieu Fee Mitigation Program

Study feasibility, benefits, and impact of an in-lieu fee mitigation program. These involve restoration, establishment, enhancement, and/or preservation of aquatic resources through funds paid to a program sponsor to satisfy compensatory mitigation requirements for unavoidable impacts to wetlands and other aquatic resources.

UN-7 Stormwater Transfer Control Program

If approved by the Department of Ecology, a Stormwater Transfer Control Program could allow development happening outside of the Triangle—where there is adequate stormwater management capacity—to help fund stormwater facilities in the Triangle. Such a program can be implemented to fully satisfy permit requirements associated with flow control as it is triggered at new and redevelopment sites. The goal of this innovative stormwater management approach is to direct stormwater management effort to watersheds where reducing high stream flows is more likely to contribute to maintaining or restoring designated and existing beneficial uses.

This program must be approved by Department of Ecology and does require substantial resources in order to get up and running, public involvement, and long-term program tracking. It may be feasible to implement dependent on development densities, real estate values, as well as community support or interest in transferring impacts to out-of-basin prioritized watersheds.

UN-8 Community-Based Public-Private Partnerships

Low impact development policies alone do not guarantee green stormwater solutions are used (as opposed to underground vaults, etc.). Community-Based Public-Private Partnerships (CBP3s) should be investigated to incentivize investments in stormwater solutions that ensure community co-benefits, especially considering the intent to provide affordable housing to low-income communities. Ecology anticipates that grants for CBP3s will be available and community-based organizations may have additional sources of grant funding.

Tree Canopy

Tree code updates are discussed under **LU-7** Update tree code. Tree canopy is also integrally related to embedding LID systems (see **UN-5** Low Impact Development) throughout the subarea.

UN-9 Public investment in urban tree canopy

To mitigate urban heat impacts, improve air quality, and mitigate noise from traffic, use public investments to add trees and plantings in rights-of-way and public or private parks. Coordinate with **UN-5** Low Impact Development. The City conducted an urban heat assessment in and near the Triangle in the summer of 2023. If staffing and funding allow for it to be continued in future years, it will help document the distribution of extreme heat impacts in Olympia. This assessment would be helpful in planning for tree canopy goals. Additionally, in 2023 a tree canopy assessment was conducted for the entire City. A similar tree canopy assessment was conducted in 2011. This data will be useful in planning for tree planting locations within the subarea and advancing tree canopy goals which also combat urban heat issues.

Buildings and Energy

Energy use in new buildings in Washington is governed by the Washington State Energy Code (WSEC). Approximately every three years, the Washington State Building Code Council (SBCC) updates the state's energy code to incorporate the latest technologies into new buildings and continue progress towards state targets for efficiency and fossil fuel-free new construction.

UN-10 New building electrification

The WSEC update will substantially reduce emissions in new commercial buildings. However, it will not completely eliminate fossil fuel emissions in new buildings. The City of Olympia is considering code changes that would help bridge the gap between the WSEC and full building electrification, including the installation of heat pumps that heat buildings using electricity instead of natural gas.

UN-11 Deep energy retrofits

Provide incentives and technical support to enable deep energy retrofits of existing buildings. Pair energy-efficiency measures with solar photovoltaics (PV), building electrification, and battery back-ups to optimize financial, resilience, and greenhouse gas reduction benefits.

UN-12 Cool/green/blue roofs

Consider incentives or requirements for strategies to reduce heat, manage stormwater runoff, and provide amenity space for people on roofs, including any combination of the following types:

- Green roofs provide space for plants to help manage and treat runoff from the roof surface (these could be paired with flexible strategies mentioned in **LU-9** Urban neighborhood tree code application).
- Blue roofs are non-vegetated systems that focus on collecting stormwater for use on site or for temporary detention to reduce storm impacts on local infrastructure

UN-13 Embodied/low-carbon building materials

Develop a strategy to reduce embodied carbon associated with redevelopment of the subarea. Identify policies and/or incentives to prioritize the most impactful approaches to reduce embodied carbon in buildings (e.g., prioritize use of existing building assets by reducing barriers to adaptive reuse of existing buildings). With any development or redevelopment, encourage the use of low-carbon building materials.

UN-14 Public EV charging

Support the development of public electric vehicle (EV) charging areas for commercial/residential use, to be located near residential uses for overnight charging, but available for shoppers and visitors during the day.

UN-15 Resilience

Support the development of Resilience Hubs and other policies/strategies to improve community-wide resilience to climate change and other natural hazards.

Implementation

09



What is this chapter about?

This chapter describes the key first steps and relationships between actions to achieve the vision for the Triangle. It opens by describing the City's early priority actions and then the longer-term focus. Finally, a chart summarizes the recommended actions from Chapters 4-8, identifying ideal timing, priority, responsible parties, potential costs and funding resources, and relationships between actions.

Priority Actions

Although this is a long-term plan that includes actions to take place over the next 20 years, several priority actions should be accomplished over the next few years. For this plan to be realized, public and private investment will be required. Trends over the past 20 years show that, without change, minimal private investment would occur in the Triangle. The following steps lay the groundwork for attracting private investment. Olympia will need to dedicate staff resources for code updates and secure additional funding sources for capital investments. Olympia's first steps include:

1. **Adopt zoning, development, street standard updates, and the Planned Action Ordinance.** These will remove code barriers to development and increase development capacity in the bulk of the Triangle. Combined with expected public investments, these changes make it easier for development to meet community expectations and provide public benefit (e.g., affordable housing, open space, mini-plazas, excellent street design and connectivity, tree canopy, etc.). Regulatory changes include:
 - a. Zoning and development code updates (**LU-1 - LU-8**)
 - b. Design standards for affordable commercial space (**ED-9**)
 - c. Design standards for community livability, sociability, and active living (**DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17**)
 - d. Street, connectivity, and bike infrastructure standards for multimodal options and low impact development (**T-2, T-3, T-4, and UN-5**)
2. **Secure funding for catalyst sites and key publicly-funded projects.** This includes TIF (**LU-11**), latecomers agreements for regional stormwater projects (**UN-3**), and/or any other mechanisms (e.g., climate implementation grants for flooding and urban heat projects). See **Table 9-2. Catalyst Projects Rough Cost Estimates** for rough order of magnitude cost estimates for catalyst projects.

This early step will ensure that the City is able to make public improvements (e.g., Kenyon Center streets and plaza) and/or ready to enter into a public-private partnership when there is interest from the private development community. Where possible, co-create conceptual site/street designs for key publicly funded projects.

3. **Continue coordinating with Intercity Transit** on high frequency transit planning along Harrison Avenue, the transit hub location, and micromobility opportunities.
4. **Update the TMP with transportation projects.** Weigh the recommended projects amongst the citywide project list, considering that the City has identified the Triangle for greater levels of growth and change than was expected under the current TMP. Update impact fees as needed and continue seeking grants to ensure adequate transportation funding.
5. **Foster relationships and actively seek partnerships.** Continue collaborating with property owners and businesses to hone the vision for any redevelopment, market the area to community-oriented developers, and foster relationships for public-private partnerships.

Mid- and Long-term Implementation

With the groundwork in place, Olympia will then **focus on orchestrating private development**—likely through several public-private partnerships—to build out the public spaces, streetscapes, and well-connected paths envisioned in this plan. This will likely be an incremental, market-driven, site-by-site evolution over several decades.

Other major mid- and long-term actions include:

- Continue implementing the TMP.
- Continue conducting conceptual design and pursuing grants and other funds that can enable infrastructure projects, including a regional stormwater facility, microgrid/back-up power, and tree canopy.
- Study the Harrison and Black Lake Boulevard corridors and identify more specific actions for these areas.
- Monitor progress of new programs, including MFTE, TIF, affordability and anti-displacement efforts, and building electrification and other climate response programs.
- Evaluate and complete other actions as described in **Table 9-1. Actions Summary**.

Actions Summary

The following chart summarizes the actions found in Chapters 4-8.

Actions Summary Table Key

Timing

S	Short term (by approximately 2028)
M	Mid term (approximately 2029-2035)
L	Long term (approximately 2035-2044)
O	Opportunistic (as funding is available)
S-L	Ongoing

Priorities

H	High priority
M	Medium priority
L	Low priority

Cost Estimate

\$	Less than \$100,000
\$\$	\$100,000 - \$1,000,000
\$\$\$	\$1,000,000 – 10,000,000
\$\$\$\$	Greater than \$10,000,000

Responsible Parties and Other Acronyms

BAT	Business access and transit
CPD	Community Planning and Development
CC	City Council
ED	Economic Development
Frontage	Street, landscape strip, and sidewalk improvements required with development
HH	Housing and Homelessness
IT	Intercity Transit
MFTE	Multifamily Tax Exemption
MOG	Mall ownership group
OPD	Olympia Police Department
OSD	Olympia School District
PAR	Parks, Arts & Recreation
PO	Property owners
PC	Planning Commission
PW	Public Works
TIF	Tax increment financing
TSP	Transit signal priority
TDM	Transportation demand management
TDR	Transfer of development rights
TMP	Transportation Master Plan
CFP	Capital Facilities Plan

Table 9-1. Actions Summary

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Land Use & Development						
LU-1 Reduce subarea parking minimums	S	H	CPD , PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
LU-2 Increase max height of HDC-4 area	S	L	CPD , PC, CC	\$	Public	Same as above
LU-3 Increase max height of HDC-3 area	S	L	CPD , PC, CC	\$	Public	Same as above
LU-4 Adjust upper floor setback requirements	S	L	CPD , PC, CC	\$	Public	Same as above
LU-5 Encourage mass timber construction	S	M	CPD , PC, CC	\$	Public	Same as above
LU-6 Zoning for residential uses	S	H	CPD , PC, CC	\$	Public	Same as above
LU-7 Add minimum density to zones	S	M	CPD , PC, CC	\$	Public	Same as above
LU-8 Affordable housing height bonus	S	H	CPD , PC, CC	\$	Public	Same as above
LU-9 Urban neighborhood tree code application	S	H	CPD	\$	Public	
LU-10 Monitor MFTE program	S	M	CPD , PC, CC	\$	Public	
LU-11 Tax increment financing (TIF) area	S	H	CPD , PC, CC	\$	Public	Funding source for catalyst site investments

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$)	Potential Resources/ Funding	Related Actions/Notes
LU-12 Focus on catalyst sites	S	H	CPD , ED, MOG, PC, CC	\$	Public (e.g., TIF), private	Must take place for catalyst site partnerships to occur (LU-13 - LU-15).
LU-13 Kenyon Center plaza and street upgrades	M	H	CPD , ED, HH, MOG, PC, CC	\$\$\$	Public (e.g., TIF), grant	Dependent on coordination with property owners (LU-12) and funding source identification, including LU-12 , LU-11 , and TMP/CFP and associated impact fee updates (T-10 - T-12). See Table 9-2. Catalyst Projects Rough Cost Estimates .
LU-14 First come first serve catalyst sites	S	H	CPD , ED, HH, MOG/PO, CC	\$\$\$	Public (e.g., TIF), grant	Same as above
LU-15 Community benefits/ development agreements	O	H	CPD , ED, MOG/PO, PC, CC	\$	Public, private	Mechanism for implementing joint catalyst site improvements (LU-13 and LU-14)
LU-16 Strategic land purchases	O	M	ED , HH, CPD, CC	\$\$\$	Public, grant	This action can aid LU-17 and LU-18 implementation.
LU-17 Partnerships with affordable housing providers	O	H	HH , ED	\$\$	Public, grant	When possible, include affordable housing projects in catalyst site and development agreement projects (LU-13 - LU-15).
LU-18 Anti-displacement programs	S-L	H	HH , ED, CPD	\$-\$\$	Public, grant	

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Economic Development						
ED-1 Proactively maintain relationships	S-L	H	ED , CPD	\$	Public	
ED-2 Economic Development District	S	M	ED , CPD	\$	Public	If designated, seek funding for catalyst projects (streets and parks) (LU-13 and LU-14) and a regional stormwater facility (UN-4)
ED-3 Continue local business technical support	S-L	H	ED	\$-\$\$	Public, grant	
ED-4 Co-ops and creative models	S-L	M	ED	\$-\$\$	Public, grant	
ED-5 Building and façade improvement program	S	H	ED	\$-\$\$	Public, grant	
ED-6 Harrison Ave corridor planning	S	H	CPD , ED , local businesses, neighborhoods, HH, PC, CC, PW	\$	Public, grant	Coordinate economic development and transportation planning (T-4) for Harrison.
ED-7 Community land trusts	S-L	H	HH or ED , CPD	\$	Public, grant	Could have affordable housing and/or commercial space focus
ED-8 Ground floor commercial financing	S-L	H	ED , CPD	\$	Public, grant	Consider for catalyst site and community benefit/development agreement projects (LU-13 - LU-15).
ED-9 Small-scale and flexible space design	S	M	CPD , ED , PC, CC	\$	Public	Adopt alongside other zoning and development code updates (LU-1 - LU-8 , DC-1 , DC-2 , DC-4 , DC-5 , DC-12 , DC-13 , DC-14 , DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
ED-10 Construction disruption assistance	S-L	H	PW , ED	\$	Public, grant	Offer alongside applicable transportation projects (T-10 - T-12)
ED-11 Commercial tenant protections	S	M	ED	\$	Public, grant	
ED-12 Local hiring ordinances	S	M	ED	\$	Public	

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Design & Community Livability						
DC-1 Main street designations	S	H	CPD , PC, CC, PW	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
DC-2 High visibility corner designations	S	M	CPD , PC, CC	\$	Public	Same as above
DC-3 Parks performance metric	M	M	PAR	\$	Public	Approach with next Parks, Arts & Recreation Plan update
DC-4 Significant community gathering space	S	H	CPD , PAR, PC, CC	\$	Public, private	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5). Implemented through the LU-13 Kenyon Center public investments catalyst projects.
DC-5 Small parks/plazas	S	H	CPD , PAR, PC, CC	\$	Public, private	Same as above. Primarily implemented through the LU-14 First come first serve catalyst sites.
DC-6 Public space design	S	H	CPD , PAR, PC, CC	\$	Public	Same as above
DC-7 Yaeger Park connection	M	H	PAR , PW	\$\$	Public, grant	
DC-8 Community recreation center	S-L	H	ED , PAR	\$- \$\$\$\$	Public, grant	ED leads for any non-profit/private entity partnership projects, which could be in the S-M timing. PAR leads study for City facility by 2034; construction in long term.

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
DC-9 Swimming pool	S-M	M	PAR , regional partners	\$\$\$\$	Public, grant	Regional Aquatic Center location is undetermined and will be informed by regional partners.
DC-10 Support daycare location in the subarea	S-L	H	CPD	\$	Public, grant	
DC-11 Residential building design for social connection	S	H	CPD , PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).
DC-12 Residential open space	S	H	CPD , PC, CC	\$	Public	Same as above
DC-13 Design for air/noise quality	S	L	CPD , PC, CC	\$	Public	Same as above
DC-14 Coordinated school planning	S-L	H	CPD , OSD	\$	Public	
DC-15 After school programs	M	H	CPD , OSD, PAR	\$	Public, grants	See related action DC-9 Community recreation center.
DC-16 Crime Prevention through Environmental Design (CPTED)	S	M	CPD , OPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), street and connectivity standards (T-2 - T-4), and LID requirements (UN-5).

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Transportation						
T-1 Regional access	S-L	H	PW , CPD, PC, CC	\$	Public	Include policy support for regional access in the Comprehensive Plan and TMP
T-2 Essential streets and through-block connections	S	H	PW , CPD, PC, CC	\$	Public, grant	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), other street and connectivity standards (T-3 and T-4), and LID requirements (UN-5).
T-3 Street classifications and design	S	H	PW , CPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17), other street and connectivity standards (T-2 and T-4), and LID requirements (UN-5).
T-4 Enhanced bike parking	S	H	CPD , PW, PC, CC	\$	Public	Adopt alongside zoning and development code updates (LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-12, DC-13, DC-14, DC-17) and other street and connectivity standards (T-2 and T-3).
T-5 Harrison Avenue corridor study	M or O	H	CPD , PW, IT, ED, PC, CC	\$	Public, grant	Coordinate economic development (ED-6) and transportation planning for Harrison. Coordinate with Intercity Transit's BRT planning. Related T-11 capital project 17 Harrison Avenue Roundabouts.
T-6 Transit hub location	S	H	IT , CPD, PW	\$	Public	Coordinate with IT's The One BRT planning

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
T-7 Black Lake Boulevard corridor study	O	H	PW , WSDOT, IT	\$	Public, grant	
T-8 Transit signal priority	O	H	IT , PW	\$	Public, grant	Coordinate with IT's The One BRT planning
T-9 Subarea micromobility feasibility study	S	H	PW , IT, CPD	\$	Public, grant	Coordinate with IT's The One BRT planning
T-10 TMP 20-year projects	S-L	H	PW	\$- \$\$\$\$	Public, grant	
T-11 TMP projects beyond 2045	M-L	M	PW	\$- \$\$\$\$	Public, grant	With next TMP update
T-12 New transportation projects	O	H	PW , CPD, ED	\$	Public	With next TMP update
T-12.1 4 th Ave W – Kenyon St – Mall Loop Dr Multimodal Placemaking and Safety	O	H	CPD , PW , ED	\$\$\$	Public, grant, private	Public project and frontage requirements. See Table 9-2. Catalyst Projects Rough Cost Estimates.
T-12.2 Capital Mall Dr/9 th Ave SW	O	H	PW	\$\$\$	Public, grant, private	Public project and frontage requirements
T-12.3 Capital High School Connection	O	H	PW	\$\$\$	Public, grant, private	Public project and frontage requirements
T-12.4 Cooper Point Rd Bicycle Facilities	O	M	PW	\$\$\$	Private, public, grant	Frontage requirements and/or public project
T-12.5 Black Lake Boulevard Bicycle Facilities	O	M	PW	\$\$\$	Private, public, grant	Frontage requirements and/or public project

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
Utilities & Natural Environment						
UN-1 Coordinated planning	S-L	H	PW , CPD, ED	\$	Public	
UN-2 Management Plan updates	S-L	H	PW , CPD	\$	Public	
UN-3 Strategic public infrastructure	S-L	H	PW , CPD, ED	\$- \$\$\$\$	Public, grants, private	
UN-4 Regional stormwater facilities	O	H	PW , CPD, ED	\$- \$\$\$\$	Public, grants, private	Coordinate with catalyst sites and development incentives actions (LU-12 - LU-16)
UN-5 Low Impact Development	S and O	H	PW , CPD	\$	Public, grants, private	LID frontage requirements alongside other code updates. Also see T-3 street standards.
UN-6 In-Lieu Fee Mitigation Program	L	L	PW	\$	Public, grants	
UN-7 Stormwater Transfer Control Program	S	M	PW	\$	Public	Mechanism to fund stormwater facilities in the Triangle
UN-8 Community-Based Public-Private Partnerships	O	H	PW , ED, HH, CPD	\$	Public, grants, private	Ecology grants for CBOs to use green stormwater solutions
UN-9 Public investment in urban tree canopy	O	H	PW , Climate, CPD	\$	Public, grants, private	Coordinate with UN-5 Low Impact Development
UN-10 New building electrification	S	H	Climate , CPD, PC, CC	\$	Public, grants	Citywide code update, implemented with private development
UN-11 Deep energy retrofits	S-L	H	Climate , CPD, PC, CC	\$	Public, grants	Citywide effort
UN-12 Cool/green/blue roofs	M	M	Climate , CPD, PC, CC	\$	Public, grants	Consider with citywide code update

Action	Timing (S,M,L,O,S-L)	Priority (H,M,L)	Responsible Parties/ Partners (lead in bold)	Cost Estimate (\$, \$\$, \$\$\$, \$\$\$\$)	Potential Resources/ Funding	Related Actions/Notes
UN-13 Embodied/low-carbon building materials	S	M	Climate, CPD, PC, CC	\$	Public, grants	Coordinate with ED-5 Building and façade improvement program and ED-6 Harrison Ave corridor planning
UN-14 Public EV charging	O	H	CPD , PW, Climate	\$	Public, grants, private	Look for opportunities with redevelopment and streets projects
UN-15 Resilience	O	H	Climate, PW, CPD	\$	Public, grants	

Table 9-2. Catalyst Projects Rough Cost Estimates

Project	Current (2023) Cost - Low Range	Current (2023) Cost - High Range	2029 Cost – Low Range	2029 Cost – High Range
Half-acre Catalyst Public Park. ½ acre public park with spray park.	\$5,415,177	\$10,056,757	\$8,367,762	\$15,540,130
4th Ave Streetscape Retrofit (300 linear feet). 300 lf of half-street improvements including: 1 travel lane (10'), bioretention/swale (10.5'), shared use path (12'), and sidewalk (6'). Limited lighting improvements.	\$363,175	\$674,467	\$561,193	\$1,042,215
Half New Street (300 linear feet). New street connection elsewhere in subarea. Assumed 65' right-of-way for 300 lf. From the yellow striping of the travel lanes, 1 travel lane (10'), bioretention/swale (10'), asphalt bike lanes (5'), concrete sidewalk (6'). Includes lighting but not signalization.	\$657,219	\$1,220,549	\$1,015,562	\$1,866,044

Source: MxM Landscape Architecture and City of Olympia, 2023

APPENDIX J Comment Letters

From: Joel Carlson <fox7799@gmail.com>
Sent: Thursday, September 28, 2023 4:39 PM
To: Capital Mall Triangle Plan
Subject: Affordable homes

To solve our affordable home crisis we need affordable multi story ownership of condominium homes in multi-story construction projects with great walk-ability, shopping, fast rail transportation, parks, plazas, trails, a meeting room and optional secure inside parking in master planned communities. We need to eliminate bad condo & HOA laws and have a housing authority deal directly with contractors so large scale construction is feasible! It is possible to build modular multi-story projects at \$250 per square foot where an 800 SF one bedroom would be \$200,000 and a 1400 SF two bedroom would be \$350,000. Manufacturing is in container size modules that can be easily shipped by rail or truck. Because these units are lifted into place like Legos they can be reconfigured if necessary later. The best way that Americans build wealth and move into the middle class is through home ownership. Currently oligarchs are raising rents on apartments making Americans homeless.
Sincerely, Joel Carlson

From: Bonnie Muench <bkmuench@live.com>
Sent: Friday, September 29, 2023 9:50 AM
To: Capital Mall Triangle Plan
Subject: Draft Impact Statement

Thank you for the very detailed report, I read most of it last night and have spent some time looking, really looking, at the property in the triangle.

Two things jumped out at me, 1: Using the Option 1, do nothing, is not an option going forward. and 2: There is a large parking area to the East of J.C. Penny building that is not utilized efficiently. I have rarely seen cars in the parking places and very little traffic except to transit to somewhere else. In-filling some of this area would be a start with mixed use building or buildings could set the stage for the trends going forward.

Please plan for Option 3 as it will give the most flexibility going forward. Somewhere between the story height of 7 stories of Option 2 and the 14 in Option 3 should be the right balance for mixed use buildings. This plan is one of the most important plans that the City of Olympia has come up with in the last 20 years, it is exciting to think of how the Triangle will shape up in the future.

Bonnie Baker-Muench
2127 Summit Lake Shore road NW, Olympia WA 98502

From: Doug Cox <dougcox27@gmail.com>
Sent: Friday, September 29, 2023 7:06 AM
To: Capital Mall Triangle Plan
Subject: Public comment on draft EIS

Hello, I am writing to ask the city to select alternative 3 as the preferred alternative.

Thank you,
Doug Cox

From: Gregory Quetin
Sent: Tuesday, October 17, 2023 7:16 PM
To: Capital Mall Triangle Plan
Subject: Capital Mall Triangle - Post OPC brief

Hi David,

Thank you for the briefing on the Capital Mall Triangle last night. I had a few follow up comments/questions.

1. Mid-rise heights. I strongly support having heights up to 75' to allow for a mid-rise neighborhood and that those heights should be applied as broadly as possible. One question, has the EIS addressed the possible land cost increase from going higher than 75'? I wouldn't want an increase in heights to high rise to actually slow down or limit building as much housing here as possible in the short term. Some of my thinking on this has been shaped by writing and podcasts from Michael Eliason (relevant podcast here: <https://podcasts.apple.com/us/podcast/02-missing-mid-rise/id1645724401?i=1000580251604>).
2. I realize that it isn't detailed in the Transportation Master Plan (and a little outside the triangle), but I encourage looking at putting protected bike lanes on Harrison all the way from Cooper St. to West Bay Dr. I know 4th Ave may be simpler, it does not provide the access to or support the commerce on Harrison and the goals of making that a more people focused street.
3. Alternative 2 vs. 3. I am concerned that the extra height of Alternative 3 is proposing heights that aren't realistic for any near term development needs in Olympia and might actually slow down development (see - 1). Beyond that, I think it would be great to have all the 'centers' proposed in 2 and 3. I wouldn't want to undermine Division/Harrison as a neighborhood hub of commerce etc., while the triangle itself is quite large and seems like it could support three 'neighborhood centers' - including a large central one and some smaller satellite ones that connect to the surrounding neighborhoods. Otherwise, I fully support the boldness of Alternative 3 and support removing commercial parking requirements all together while considering some form of collaboration across the triangle to support parking if necessary to support the triangle as a regional hub. There is an interesting example of this in a Vauban neighborhood:

"The grassroots organization lobbying for the neighborhood originally wanted to completely eliminate parking. But regional laws required a parking space for every home. Eventually, after some negotiation, the organization was able to reach a compromise—there would be one spot for every two homes, in garages that sat at the edges of the development, so people couldn't park directly in front of the apartment buildings. The

government required another plot of land to be set aside in case future residents changed their minds and wanted more parking; 20 years later, it's still a park."

<https://www.fastcompany.com/90327301/what-can-we-learn-from-this-thriving-car-free-german-neighborhood-get-rid-of-parking-spaces>

4. The grid. I think a human scale grid across the triangle would be amazing (and I'm curious what ordinances will support this!). Before people get used to driving across the triangle I think we have a really amazing opportunity to designate streets in the middle of neighborhoods as pedestrian only streets or at least create streets that do not go all the way through to avoid speeding and 'cut through' traffic while still allowing people access by car to most of the triangle. My thinking is something along the line of a pedestrian street or Barcelona superblock (<https://www.vox.com/energy-and-environment/2019/4/9/18300797/barcelona-spain-superblocks-urban-plan>).
5. Stormwater/Park. Would it be possible to get more land for a public park if the land served to handle stormwater for all the proposed development? While there are parks with ½ mile of most of the triangle, not getting more public park space through this redevelopment would be a bummer.

Thank you for your time listening to me and working on this, it is a really exciting vision! I'm happy to talk more if it is useful

Best,
Greg

4.

7.

From: Timothy Leadingham <freelance.finance.bytim@gmail.com>
Sent: Wednesday, October 18, 2023 5:29 PM
To: Capital Mall Triangle Plan
Subject: Comment on Cap Mall Tri EIS and subarea plan

This comment applies to the EIS and subarea plan:

I prefer alternative 2 Moderate Change. Intensive development like alt 3 will likely not occur for several decades.

The biggest impact of the current development is 1) too much impervious surface area and 2) heat island effect of roofs and pavement. Parking areas should be reduced say by 20% and water retention areas surrounded by trees put in to replace the 20%. This will mitigate both impacts. Retain mature trees as long as possible.

Thank you, Peace with the Earth,

Tim Leadingham
3624 4th Ave NW
Olympia 98502
208-755-8477
www.freedomfinancebytim.com



Wig Properties LLC

4811 – 134th Place Southeast; Bellevue, Washington 98006 • Office: (425) 641-2044 • Fax: (425) 865-8648

October 18, 2023

Mr. David Ginther
Senior Planner
City of Olympia

Thank you for the opportunity to comment on the draft EIS and draft Capital Mall Triangle Subarea plan. We own the property located at Harrison and Cooper Point Road with the MOD Pizza, Ace Hardware, and Goodwill. Before any redevelopment can occur in this area, safety needs to be significantly improved. We currently spend a significant amount of resources on safety issues and this is a big disincentive to future businesses and residents considering locating in this area. Below are our more specific comments for your consideration:

1. **Do not require underground parking.** This is the single most important comment item. It will take many, many years for underground parking to be financially feasible in Olympia. Parking stalls underground cost \$75K - \$100K per stall today. This requirement alone will delay the redevelopment of this area, potentially for decades.
2. **Strongly support a façade improvement plan for small businesses and/or land/building owners to revitalize existing, older buildings.** I strongly encourage and support a façade improvement plan to help incentivize updates to the building facades in the area. Consider allowing the grants or public matching funds to be granted to small businesses directly or landowners/building owners. This will make a tremendous difference in beautifying the City, promoting public gathering places, and attracting interim investment.
3. **Do not apply floor size caps.** Developers are already incentivized to have smaller spaces when they can – but making these decisions instead of letting the market decide the size of spaces will create vacancy which will lead to unsafe spaces.
4. **Do not create a trip cap** for the Capital Mall Triangle Subarea under Alternatives 2 & 3. This level of growth will already be very difficult to attract in the area, and this adds another barrier to attracting this growth. Instead, a reasonable concurrency program or reasonable traffic impact fees in addition to advocating for state transportation funds, can better address the congestion that can come over time with redevelopment of this area.
5. **Adjust building height allowances to be in line with changes in construction types and costs.** In Alternative 3, it is very difficult to make a 145' tall building pencil. This is because this requires the building to go from being a wood frame building to being a concrete building. Concrete buildings today cost 40-60% more than wood frame buildings, but rents are not that much higher. Thus, I would suggest you adjust the heights on all of the buildings to be 85' tall (to work with 5 over 3 construction), or if you want to see denser development in the very long term, allow 220' tall buildings (instead of 145' buildings). 85' is the cutoff where you have to transition from a wood frame to a Type I concrete building, and 220' is the cutoff for requiring structural peer review.
6. **Eliminate the minimum density requirement.** Developers will naturally be motivated to build as dense buildings as possible. Putting in place a minimum density in zones could actually dissuade near term investment in updating buildings, until the market can handle this level of density. It is critical that the City allow buildings to be updated, expanded, modified, until the economics are present to fully redevelop. Otherwise, the result will be that this area will become worse over time, because the existing assets cannot be maintained and updated in the interim.

7. ***Do not require full street widths for through block connections, ensure through block connections remain private, and place through block connections where possible along ownership boundaries.*** Through block connections do not need to be as wide as typical City streets and making them so will only hamper the liveliness of the ground plane. It will be critical, to encourage development, that the City is very flexible with its through block location widths, locations, and allows them to stay private.
8. ***Consider Tukwila or Bellevue as an example for the MFTE program. Do not require 100% affordable units for the 12-year program.*** I would not recommend changing the 12-year MFTE program to require 100% of units be at 80% AMI or less because then no one will use it. I would look at Tukwila's MFTE program as an example instead, or look at how Bellevue worked with developers to come up with a MFTE program that developers would elect to opt into.
9. ***Consider the constraints and viable incentives for mass timber construction.*** Note that mass timber construction is beautiful, but it costs even more than Type I concrete buildings today. An additional 10' in height will not be a sufficient incentive to encourage this type of construction. To really encourage mass timber construction, you would need to pair that construction type with much greater reduced fees or other more significant incentives for developers.
10. ***Adjust 60' and 65' heights in each alternative to 75' or 85' heights.*** It will be difficult to make 60' or 65' tall buildings make sense – I would suggest you change all of those heights to 75' or 85' which is the limit for wood construction. This will add residential density which will only help the area thrive in the long run.
11. ***Tie bike parking requirements to need.*** Tie enhanced bike parking to certain population metrics being met first. Ensure biking stalls are being utilized and are needed before implementing additional requirements for them.
12. ***Encourage, rather than require, green building techniques.*** I would focus on encouraging green building techniques rather than requiring them in Alternative 3. If the green building requirements significantly increases developer's costs, it will be that much longer before any development will occur (and thus, the City would just be delaying redevelopment of this area further).
13. ***Allow additional height for a tower element, not just at the mall, but on other properties within the triangle subarea to encourage multiple visual elements of interest.***
14. ***Reduce minimum parking requirements.*** Reduce shopping center parking requirements to 3.5 or 4 stalls per 1000 SF. Reduce minimum office parking requirements to 2 or 3 stalls per 1000 SF.
15. ***Be cautious about creating an environment that dramatically favors tenants over landlords.*** If Landlords feel the commercial tenant protections are higher in Olympia than other locations in the state, they will shift their investment to other cities.

Warm regards,

Leshya Wig

Wig Properties LLC-CV

From: Michelle Sadlier <michellesadlier@yahoo.com>
Sent: Friday, October 20, 2023 1:42 PM
To: Capital Mall Triangle Plan
Subject: Public Comment: City of Olympia - Capital Mall Triangle Subarea Project Updates - 22-5347

As resident/owner of 337 Cushing St NW, I am writing to provide my continued support for the Capital Mall Triangle Subarea planning process. I have reviewed the EIS for the project. As an environmental planner, I find the document to be comprehensive. It addresses all of my questions.

I also want to submit my support for Alternative 2: West Olympia Hubs. Here are my concerns with the other two alternatives being considered:

- In my opinion, the no-action alternative (Alternative 1) would continue to allow the market to decide without programs and incentives to support equitable, sustainable development. I am strongly against this.
- On the other hand, Alternative 3 looks like an exercise in aspirational planning that's been done on paper without a realistic consideration for the historical pattern of development and use of the area. As someone who lives, works, walks, and drives in the area (and, I hope, will someday bike when we get non-scary bike lanes sorted out), Alternative 3 feels like it would end up creating a high density, concrete ghost town because no one is particularly drawn to that part of the area. I suppose there would be ways to make it a more appealing and natural center, but (speaking honestly), I think I'd be dead by the time it all came together.

Instead, the hubs proposed for continued support and/or new development in Alternative 2 feel natural to me as a resident and user of the businesses and services in the area. As a professional historic preservation planner, I know from experience how successful planning can be when it works with the existing patterns and grain rather than imposing large-scale, top-down change that disrupts a community's use of an area. I strongly support Alternative 2 because it appears to work with and enhance the community we've built while introducing much-needed improvements to increase housing density, walkability, and bikeability. And unlike Alternative 3, I feel the improvements under Alternative 2 would start happening soon, making our wonderful Westside neighborhoods even better within my lifetime.

I look forward to continuing to engage in this subarea planning process.

Thank you!

Michelle Sadlier
337 Cushing St NW
Olympia, WA 98502
michellesadlier@yahoo.com

----- Forwarded Message -----

From: Tressa Pagel <tpagel@ci.olympia.wa.us>
Cc: David Ginther <dginther@ci.olympia.wa.us>
Sent: Friday, October 20, 2023 at 12:33:48 PM PDT
Subject: City of Olympia - Capital Mall Triangle Subarea Project Updates - 22-5347

You are receiving this email as a party of record/person interested in the Capital Mall Triangle Subarea Planning Process. If you wish to reply to this email do not use "reply all" instead use

only “reply.” If you no longer wish to be on this email distribution list, please email triangle@ci.olympia.wa.us and ask to be removed from the list.

File Number: 22-5347

Project: Capital Mall Triangle Subarea

Proponent: City of Olympia

Staff Contact: David Ginther, Senior Planner

Community Planning and Development

Phone: 360.753.8335

Email: triangle@ci.olympia.wa.us

Thank you for your interest in the Capital Mall Triangle Subarea Plan and Environmental Impact Statement.

Here are some updates on the project:

- The fourth public meeting will be held on Wednesday, October 25, from 6 p.m. to 8 p.m. at the Capital Mall meeting room. The room is located across from the Stack 571 restaurant, near the movie theaters. Online participation will be offered too. See the project website for the online web link.
- The Draft Environmental Impact Statement was released for public comment on September 28th and is available on the project website. The comment period will close on October 30th. All comments are welcome but for comments to be entered into the official record and be specifically addressed in the environmental impact statement, they must be submitted by email, letter, or on

the project website. A name and valid mailing address are required to be a formal comment on the record.

- We need your help in selecting the preferred alternative so the environmental impact statement can be completed. Alternatives are future development scenarios which the environmental impact statement evaluates for potential significant adverse environmental impacts. The baseline alternative is to maintain the current situation, this does include some transportation projects that are already planned for by the City. The second alternative includes range of moderate actions the City can take to help facilitate the envisioned development within the triangle. The third alternative is a bold approach that includes a more extensive set of actions, partnerships and investments for the City to undertake to help facilitate the envisioned development within the triangle. The preferred alternative can be a mix and match from all three, it does not have to be only the items in the list for each alternative. The alternatives are described in detail in the draft environmental impact statement.
- The Draft Subarea Plan is also available on the project website and comments are welcome. The plan would typically be released after the preferred alternative has been selected, however, it is being released now to provide you, the community, with as much additional time as possible to review and provide input and guidance for the final version. Comments on the draft subarea plan are welcome at any time and in any format.
- Staff will continue to provide updates on project status, public engagement opportunities and other related information as we move forward with this project. These will be done using the Parties of Record e-mail list, the E-Newsletter publication and the project webpage.

Other information/resources:

- Information about the Capital Mall Triangle Subarea Plan and Environmental Impact Statement project, including staff contact information, can be accessed at the project webpage olympiawa.gov/triangle and on the city's Engage webpage [Capital Mall Triangle | Engage Olympia \(olympiawa.gov\)](http://olympiawa.gov/engage)
- You can sign up for Planning and Development E-Newsletters about this and other planning topics at olympiawa.gov/subscribe.

Thank you!

David Ginther, Senior Planner

City of Olympia

Community Planning and Development

Tressa Pagel | Program Specialist

City of Olympia

Office of Community Vitality

PO Box 1967 | 601 4th Avenue E | Olympia, WA 98507-1967

Phone: 360.570.3956

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Comments on the Draft Capital Mall Subarea Plan

Philip W. Schulte

October 23, 2023

I. Mission Elements for the Subarea Plan

The draft subarea plan is a complex proposed redefinition of a regional and local commercial area which services customers from a five county area along with Olympia, Lacey and Tumwater. Near the junction of the two major highways in South Sound, it has been a commercial focal point for decades. The main missions for the subarea plan are the following:

- To support the existing businesses, especially those which are a regional draw (e.g., the Capital Mall and big box stores in the Triangle)
- To create a high density residential and mixed use development so that it will become an urban neighborhood where residents can walk, bike, or take the bus to obtain goods, services, and entertainment

Therefore, each alternative should be evaluated in light of the vision is to promote economic development and the evolution of this suburban area of the city of Olympia. Other considerations are the environmental impact of this growth and the needed infrastructure for stormwater, open space and tree canopy and adding public amenities. Also, changes to the transportation infrastructure will be needed to facilitate multi-modal movement of people around the subarea.

II. The Draft Subarea Plan Is Not Really A Cohesive Plan But A List Of Possibilities

While the desire to get public input on the draft subarea plan (plan) is well intentioned, the subarea plan is incomplete in key areas that make it very difficult to choose among the three Alternatives for the Capital Mall Triangle. That is, the plan does not delineate the future state of the subarea with sufficient granularity to discern a preferred alternative: some important examples of missing pieces of the puzzle are the following:

A. The Future for The Harrison Avenue Corridor

The draft plan includes the recommendation that the city “Work with businesses along the Harrison Ave corridor to further develop the vision for the area, understand displacement risks, and connect businesses to resources for securing land and buildings. Determine whether there are opportunities to develop some of the larger tracts of land without displacing existing tenants”.

The Harrison-4th Ave. corridor between Kenyon St. and Black Lake Blvd. is one of the key areas for mixed use and residential development. Leaving it undefined is a major gap in the planning. If there is limited change in this area, it is difficult to see how Alternative No. 3 with the proposed addition of 3,209 housing units in 20 years is even feasible at all.

B. The Future Expanded IT Transit Hub at Capital Mall and Transportation Investments

Another key feature of the proposed subarea plan is to move from automobiles as the predominant mode of transportation to a multi-modal approach involving walking, bicycling, rolling and automobiles. Increasing the density in the Kenyon St. area to the level indicated in Alternative No. 3 would only be practicable by a coordinated multimodal transportation system using an expanded

Intercity Transit hub for bus access, especially given that most of the vacant and underutilized land for future housing is nearby along Harrison and 4th Ave. NW. Neither Kenyon St., 4th Ave. or even a future new nor expanded road inside Capital Mall would be able to handle the thousands of average daily trips (ADTs) for the population proposed for Alternative No. 3 (6,456 persons vs. 2,230 for Alternative No. 1) along with 7,776 employees proposed for Alternative No. 3.

In the Land use and Purpose sections of the plan, it is stated that the urban corridor is a “prime candidate to evolve into a more human scale, transit-oriented, mixed-use environment”. Yet, despite the fact that this planning process has been ongoing for more than a year, the only information about a future expanded transit hub is “TBD (to be determined) pending a conversation with IT (Intercity Transit)”. Why is this still so undefined at this stage of the public process? Also, if residents and workers will be expected to take buses into the Kenyon St. /Mall complex area, will there be satellite parking facilities connected by shuttle buses or other ways to reduce car trips?

C. Promoting Affordable Housing Along with Market Rate Housing

1. High Density Urban Neighborhood

There is presently little or no higher density housing in the Triangle area with the exception of the apartments and one condominium complex on or near Kenyon St. Also, the low density neighborhoods around the Triangle are according to the study, disconnected from the commercial district. So, the question becomes where will the housing in this urban high density neighborhood be placed to achieve a minimum of 25 units per acre?

2 Affordable Housing

The plan includes support for affordable housing through “impact fee exemptions for sewer, parks, and transportation, reduced parking requirements, regional funding opportunities (e.g., Home Fund, HB 1406 program), and several others. The Housing Program also offers grant and loan opportunities for low-income housing preservation to address displacement. “Also, tax incentives and public investment, such as stormwater and other improvements would facilitate building affordable housing.

While all of these incentives would make affordable housing much more likely to be feasible economically, the city has already indicated that they have no plans for implementing these financial incentives or paying the development costs, absent external grants which may not be available or come with conditions that may impact the economic feasibility of the projects. Without a clearer definition of city investments, it is uncertain whether land owners or developers would undertake such a project, especially given the costs of financing. Also, rent stabilization conditions on Multi-Family Tax Exemption (MFTE) arrangements can further constrain the range of projects that might go forward.

3. Modeling the Housing Size and Proper Scale for the “urban neighborhood”:

Also, the subarea plan does not include a description of what the new housing desired for the area would look like absent establishing a maximum number of stories. While there have been no new completed housing developments in the Triangle subarea over the last 20 years, there is a new housing development that has been approved after two years of site design review.

This 114 unit apartment building has a mix of studio, 1 bed and 2 bed rental apartments along with the required stormwater and soil retention requirements. The key statistics for this project are shown in Table A:

Table A: Proposed Multifamily Housing Development in the Triangle

	Square Feet	Acres
Lot size	99,645	2.29
RW Dedication	13,233	
Percentage of RW	13.28%	
Building Size	22,108	
total Building Area (four stories)	87,699	
Building Footprint to Lot Size	22.19%	
Studios	39	
1 Bed	41	
2 Bed	28	
Total Units	114	
Parking Stalls		
Studio (1)	39	
1 and 2 Bed (1.5)	113	
Total	152	
Parking Requirement (90%)	137	
Units Per Acre		50

In examining the rectangle bounded by Kenyon St., Harrison Avenue 4th avenue and Black lake Blvd. and the north side of Harrison Avenue, there are 20-30+ acres, some of which are vacant or substantially underutilized if the goal is to transform the Triangle into an urban neighborhood. The current height limits of 80 feet or 8 stories for HDC-4 are adequate for the placement of several mid-rise (5-8 stories) apartment buildings along this corridor which could ultimately result in 600-800 housing units along with other 4 story apartments similar to the size noted in Table A.

D. Catalyst Sites

Capital Mall, 4th, Kenyon St. and the 24 Hour Fitness properties are the three priority sites in the Land Use section of the plan (page 42). However, the subarea plan is incomplete as it merely includes the following placeholder:

“To be updated once there is a preferred alternative. Will describe a range of approaches in this draft. The City has not committed to any specific investments at this time.”

This is especially unhelpful since the Capital Mall site “mall siteas the central focus area”.

E. Regulatory Issues that Are Unresolved

It is noted in the subarea plan that there are regulatory barriers which inhibit the transformation of the Capital Mall Triangle into a business district with mixed use and higher density residential housing. The most important barriers are the following:

1. Parking Requirements for Residential High Rise Buildings and Commercial Areas

While residential parking minimums have been changed in the subarea, multifamily residential projects still require a maximum of 1.5 spaces per resident and the high parking standards for commercial developments like Capital Mall and the Target and Cooper Point retail complexes are unchanged. At present, the Capital Mall has about 3,500 parking spaces according to Capital Retail Partners (<https://pacificretail.com/properties/capital-mall-2/>) which is close to the amount (3,615 spaces) required under the city development code. It is suggested in the subarea plan that the commercial parking minimum could be reduced but reduced to what? If the reductions are relatively small, it may not be feasible to place residential housing on a portion of the mall parking lots.

Also, the subarea plan envisions that Capital Mall and the surrounding retail complexes will continue to be a regional shopping destination as areas in the Triangle will transition to a mixed use urban neighborhood. Unlike single family neighborhoods where parking requirements for denser housing types have been reduced, there are unlikely to be sufficient new neighborhood streets where new residents can park their cars. Kenyon St. north of Harrison Ave. and Limited Lane have very limited capacity as this area already has high density housing.

2. Tree Standards

At present, Capital Mall has adequate trees with 3,230 tree units. However, redevelopment of the type considered by Alternatives No. 2 or No.3 would require inserting more trees which may be a disincentive to re-development. Options like adopting the public right of way standards for downtown, using public funds to insert trees in rights of way, flexibility for soil and vegetation standards or forestry fees are options mentioned in the plan but this area is still undefined. Also, it is mentioned in the plan that a tree Canopy Assessment is currently underway but once again, there is no definition of what changes, if any, will be made to the tree standards based on the Canopy Assessment.

3. Pedestrian Street Requirements In City Development Code For Capital Mall

Olympia Municipal Code Section 18.130.060– HDC 4-Capital Mall A. REQUIREMENT covers a number of prescriptive standards for building frontage and undefined terms such as the requirement of buildings must “convey an urban character (emphasis added)”. There are also requirements for transparent storefronts, setbacks, and interim parking allowances with 15 feet wide sidewalks.

Expansion on the north side of the Capital Mall Area involving a cumulative total of 100,000 SF of new floor area triggers extensive requirements for a transit facility and for a significant mall entry. This entry tower element must be visible from the intersection of Black Lake Blvd. and Capital Mall Drive. Finally, an urban plaza will be required with illuminated pedestrian connections etc. In effect, Section 18.130.060 is a subarea plan for the most critical area in the Capital Mall Triangle. It remains uncertain whether these standards will be enforced. Alternative No. 2 does not have a main public plaza, building entry or many of the other requirements under 18.130.060.

4. Crime Prevention through Environmental Design (CPTED).

CPTED standards are another unknown in terms of the city's standards in designing new structures. These standards for Natural Surveillance, Access Control, and Territoriality and Maintenance can make a difference in the design of future mixed use and residential developments.

F. Environmental Issues (Stormwater Management)

Capital Mall and adjoining areas were constructed before low impact development and other stormwater standards were enacted. Therefore, redevelopment of this area will require substantial upgrades in stormwater capacity since the stormwater pond in Yauger Park cannot accommodate the expected growth. Also, flooding problems exist at the Cooper Point Road and Capital Mall Drive and Black Lake Blvd and Cooper Point Road intersections which need to be ameliorated.

Stormwater Transfer Control Programs (STCPs) are mentioned in the subarea plan (see UN-7) which could "direct stormwater management effort to watersheds where reducing high stream flows is more likely to contribute to maintaining or restoring designated and existing beneficial uses". However, the city has not committed any funds and is looking at external grants or other sources like public private partnerships which may not be available.

G. Transportation Requirements

1. Transportation Street Redesigns

Large scale developments, like those proposed for Alternatives Nos. 2 and 3 would require construction and design for new streets and multimodal transportation features like bike lanes and sidewalks for pedestrians. Also, there may be requirements for bicycle storage and re-charging of E-bikes and other devices. The plan is also likely to recommend updates to connectivity standards to improve connectivity throughout the subarea. None of these future transportation improvements are defined in the subarea plan.

2. The New Street Network On the Capital Mall Property

The Essential New Major Streets map (Figure 7-2 in the Subarea plan) shows three new streets (e.g., 5th, 7th and 8th) to permit travel from Black Lake Blvd to Cooper Point Road. One of these streets would bisect the existing Capital Mall interior space. In addition, 3 new North South streets would

connect Harrison Avenue and Capital Mall Drive with one new street paralleling Cooper Point Road and continuing down to nearly the intersection of Cooper Point Road and Black Lake Blvd.

The Essential New Streets proposal would effectively diminish the Capital Mall and commercial complexes' ability to serve as a regional shopping destination. This would conflict with the Comprehensive Plan and the subarea plan which envisions the Capital Mall property as the central focus area. The city has not defined the development standards for the improved transportation network nor are these transportation improvement projects part of the City's 20 year Transportation Master Plan. This will be critical for the thousands of new residents and employees converging on the Kenyon St. area as shown in Alternative No. 3.

3. Transit Hub and Transit Improvements

It is proposed in the plan to study high frequency bus service and signal prioritization beginning in approximately 2026 and other changes are proposed including priority bus lanes, street improvements and roundabouts along with arterial roads. Discussion of costs and the feasibility of these improvements are not given and these costs along with the costs of utilities (e.g., stormwater) are likely to be substantial.

4 Transportation Upgrades – Triangle Arterial Streets

The city will be constructing many future improvements along the Triangle arterial streets including intra-block cross walks, upgrades for bike lanes, priority bus routes and roundabouts. This is in addition to proposed street improvements in and around Capital Mall. This list of projects is likely to cost many millions of dollars and require years of planning; there are transportation priorities in other parts of the city that also need attention.

H. Climate and Equity

In the subarea plan, it is stated that "Equity and climate are underlying tenants (sic) behind the plan" and several themes are identified. However, no actual recommendations will be made on this subject until the final draft plan. Therefore, it is unclear how much of an impact climate and equity standards will make on the final land use requirements.

The climate and equity goals envision "a thriving regional commercial center with improved local centers", abundant housing opportunities including affordable housing, an attractive urban form for a mix of activities (live, work, play, educate, and flourish) and a transportation system that supports all of these goals. However, the subarea plan must provide more definition and balance how these goals will be implemented.

For example, the transition of much of the study area from a one story commercial zone to a mixed use area with urban level density will impact local businesses. These conflicting goals would have to be balanced into some framework that allows for change into the urban form while considering the impact on existing businesses.

I. Zoning Code Changes and Project Feasibility

There are seven major zoning changes on pages 38-39 of the subarea plan including parking standards, increased building heights for HDC-3 and HDC-4 zones, upper floor setback requirements, eliminating first floor commercial requirements in residential zones and development incentives for the use of mass timber or cross laminated timber structures such as reduced setback requirements. All of these proposed zoning changes will have an impact on whether existing land owners and developers can design economically feasible mixed use and residential developments. Yet, none of these changes have been approved by the city leadership.

Even if the land owners can envision a future project with these zoning changes implemented, the approval of the project would be dependent on other city standards such as commercial parking requirements for shopping centers, tree requirements etc. The city would also need to install expensive stormwater facilities, new and enhanced streets and roundabouts as envisioned in this subarea plan. The City has not committed to any specific investments at this time or zoning changes.

J. The Kenyon St. Entrance into the Redeveloped Commercial Space

The plan for Catalyst Site 2 (4th and Kenyon St.) includes “Focused public investment in a 4th Ave, Kenyon St., Mall Loop Dr. multimodal connection, a grander public space, and/or a transit hub”. In addition, there would be bus routing and street configuration changes, stormwater and other changes which will involve substantial public investments.

Once again, the city has not determined whether it will make any public investment in the Catalyst site area. Also, any investments would likely be dependent on external grants or some incremental phasing over many years. Redevelopment without public investment is unlikely to occur as having private developers bear these costs and risks would make it very difficult.

Furthermore, the subarea plan does not include any method for prioritizing possible Kenyon St. area city investments into essential (important and urgent), nice to have (important but not urgent) and inconsequential. For example, if there are insufficient public resources to fund a transit hub, stormwater improvements, street upgrades, a public plaza, new open space and right of way investments public parks or other public amenities like a daycare or aquatic center, what criteria should be used to select projects given the available funds?

K. Land Purchases

As mentioned previously, there will be substantial public investment needed for either Alternative No. 2 or No. 3 and some of these investments may require land purchases. It is noted in the plan that public benefits can include “affordable housing, affordable retail, parks or parklets, or even stormwater retention.” However, land purchases in this area are extremely expensive and funding may not be available.

L. Hiring Ordinances

+

Another new tool proposed in the subarea plan is to develop local hiring ordinances to benefit local businesses and workers (see ED-11). Local hiring ordinances around the US have mandated that 25-50% of the worker hours for a project be performed by local residents. Seattle's Priority Hiring Ordinance requires that a minimum number of work hours be performed by residents of disadvantaged neighborhoods. These types of constraints can have a significant impact on a development project and this is another uncertainty factor for a future developer.

M. Existing Businesses

1. Preserving Existing Business While Transforming the Triangle Area

One of the core elements of the subarea plan is to preserve the range of businesses from those serving as a regional destination shopping experience to more local businesses. However, as previously mentioned, restricting redevelopment would make the goal of transforming this business center difficult to achieve.

Also, the plan includes some options for "slowing and preventing physical (redevelopment on the same property) and economic (rising rents) business displacement" (see page 53) and that the options will be adjusted based on the selected Alternative. However, without further granularity on the specific constraints on development imposed by the City to prevent economic displacement, it will difficult to determine the feasibility of a project.

2. Paying Construction Disruption Assistance and Providing Commercial Tenant Protection to Businesses

On page 55, the subarea plan includes support for existing businesses, including "marketing, signage, technical assistance, and/or grants or forgivable loans as reparations for revenue lost during construction projects (redevelopment or street/infrastructure projects)". Other benefits to existing businesses would include new ordinances that give existing businesses "tenant harassment protections, which give tenants the legal recourse if they face abusive pressure to relocate." What would constitute abusive pressure to relocate or how business assistance (marketing, signage, technical assistance) or financing would be provided to existing businesses is undefined.

Who would pay for these benefits to private businesses is also unsettled. State law prohibits municipalities from making gifts of public funds to private entities. The prospect of potential litigation and having to provide grants and other assistance to tenants may make it difficult to obtain development financing or to determine the business feasibility of such an investment.

N. Future Amenities To Be Funded By The City Or In Partnership With Businesses

At present, the Triangle has no central town square or gathering place where people can meet. Also, there are no cultural amenities, sport facilities such as a community pool or other things for

neighbors to do. Implicit in the idea of a neighborhood where people work play and live are cultural and other amenities to support the residents.

1. Public Parks

Especially if Alternative No. 3 is selected, investments in open space/parks, public plazas as gathering and socialization spaces and recreational facilities or community care facilities would be more necessary. The cost of purchasing land for these parks etc. could approach \$1,000,000 or more per acre based the assessed value of land parcels in the 4th avenue-Harrison Street corridor identified in Section IC above. The availability of funds for a 3-4 acre park is still undetermined.

2. Future Aquatic Center

In previous plans and surveys of citizens of Olympia, an aquatic center has been identified as one of the most popular public needs given the shortage of places to swim in South Sound. However, a swimming pool complex would require 6-8 acres of land which would be very expensive in the HDC-3 or HDC-4 areas and along with construction and operating costs might be economically unfeasible.

O. Implementation: Strategy: Selection of Alternatives and Priorities for City Investments

The subarea plan includes a “Placeholder” for future narrative about overarching strategy, phasing, and relationship between actions, and an action summary table with responsible parties and lead, priority, timing, resources needed which is undefined at present (see page 80). . However, some specificity about public investments, strategies and project phasing and feasibility will have a material impact on which Alternative is feasible and should be selected.

Substantial uncertainty as to responsibility for actions, phasing of actions etc. will complicate re-development planning especially given the increased risks of commercial re-development in the current environment. Also, the willingness of the city to make investments and allocate federal or state funds to the Capital Mall Triangle is unknown.

II. Assumptions To Select From the Three Alternatives

A. Uncertainties and Gaps in the Subarea Plan

Given the large number of unknowns and gaps in the draft subarea plan, choosing among the alternatives can be more guesswork than planning. Also, the degree of growth will impact the changes needed to the transportation network, stormwater and utility changes, the need for public amenities, development code changes and the like. However, if a selection must be made at this stage, assumptions are necessary to see which Alternative is the best. The following assumptions have been made for the key elements of the plan:

1. Economic Development and Impact

- 5-10 acres of the total 84 acres in the Capital Mall property is transitioned into housing, mixed use areas, transportation and community amenities
- The future of the Harrison Avenue and Black Lake Blvd Corridors is determined to allow Mixed Use Office and Residential Structures on these arterials
- The City of Olympia provides business assistance for relocation and construction displacement; tenant protection ordinances are limited to actual and documented business losses with a cap of 20% of net income
- Hiring ordinances are limited to 20% of construction employees in the Olympia Standard Metropolitan Statistical Area and this can be waived upon a showing that employees with the requisite skills are not available

2. Housing

- Multifamily housing is placed at various locations along the three Triangle arterials where practicable rather than concentrated in just one area like around the Kenyon St. complex
- Affordable Housing is provided based on impact fee exemptions for stormwater, sewer, parks, and transportation, and reduced parking requirements
- Multi-Family Tax Exemption (MFTE)s is provided for housing projects consisting of 10-15% of the units set aside for families at or below 80% of the median family income for Thurston County
- Housing which abuts residential areas (e.g., north side of Harrison avenue, East side of Black Lake Blvd. etc.) is scaled with upper floor setbacks to not overwhelm single family residential areas

3. Recreational, Entertainment and Other Civic Amenities

- A public plaza and open space surrounding the transit hub and perhaps incorporating stormwater abatement features is constructed based on cost sharing by developers and the City
- The public plaza would be designed to have “pop-up” events like a periodic farmer’s market, a stage and equipment for public concerts or movies and art and craft fairs and demonstrations
- Construction and maintenance/operation of an aquatic center, parks in excess of 1 acre would be the responsibility of the city

4. Transportation

- An Intercity Transit Hub is placed near the Kenyon St. Center entrance to the Capital Mall and Target retail complex. The land is provided by the land owners with construction of the covered transit hub provided by Intercity Transit with City of Olympia support.
- 4th Avenue from Black Lake Blvd to Kenyon St. and Kenyon St. will be expanded to major collector or arterial street capacity with a bike path given the increased traffic into the Kenyon St. complex. Similar street capacity improvements will be installed to prevent traffic congestion where there is a significant concentration of mixed use office or multi-story residential buildings.

- Transportation improvements will consider special needs of low-moderate income residents, seniors and protection for children
- Streets in the Capital Mall property will be limited to expansion of perimeter streets along the boundaries of the Capital Mall property rather than the Essential New Major Street map (Map 7-2, Page 70 of the draft subarea plan). New entrances and capacity will be placed where needed to accommodate new mixed use or residential mid-rise housing. Roundabouts will be limited to those shown on the existing Transportation Master plan.

5. Stormwater and Utility Expansion

- The City and the land owners will pursue a Community Based Public Private Partnership or similar joint arrangement with a feasibility assessment, risk sharing model and some sharing of the costs of installing sufficient stormwater capacity for the redevelopment in the Capital Mall Triangle
- The City pursues a Stormwater Financial Assistance Program grant through the Washington Department of Ecology Water Quality Combined Funding Program or other financing alternatives such as the Public Works Trust Fund
- Maintenance expenses for the stormwater and utility improvements will be borne by the city
- The city and land owners will conduct community discussions to demonstrate the public benefits in terms of stormwater and other enhancements

6. Climate and Equity Goals

- Transition from low rise commercial to higher density buildings where people can “live, work, play, educate, and flourish”) will occur along major arterials in the study area
- Energy efficient building designs will be evaluated for incentives such as a height or density bonus, expedited permit reviews or waiver of building fees depending upon the type of green building certification obtained.

7. Regulatory Issues

- Commercial parking standards are reduced as needed to permit the transition of parts of the Capital Mall property into residential or mixed use multi-story developments
- City tree standards allow the use of public rights of way, reductions in soil and vegetation standards due to city installed stormwater capacity facilities
- Setbacks and first floor transparent storefronts requirements are adapted for high rise residential housing
- OMB 18.130.60 standards are met by the following property owner constructed improvements:
 - Construction of a mall entry in the Kenyon St. area which is visible from the intersection of Black Lake Blvd. and Capital Mall Drive
 - Construction of an urban plaza around the Transit Hub with illuminated pedestrian walkways connecting to sidewalks along streets

B. Discussion of Assumptions

The economic assumptions limit the amount of re-development of Capital Mall to what might be deemed excessive parking areas although the entire parking lots are full during parts of the Christmas shopping season. Also, it is likely that the Harrison Ave. and Black Lake Blvd. corridors around Capital Mall will be the focal points for mid-rise mixed office and residential development. Also, boundaries would be established around social objectives such as relocation assistance, hiring mandates etc.

Assumptions are also made concerning the location and methods to provide affordable housing which is defined as housing for workers with family incomes up to 80% of the median family income. The affordable unit set-asides in the new buildings would be accomplished by MFTE tax exemption status, impact fee exemptions or other public incentives for providing below market cost housing.

A public plaza, transit hub and perhaps some stormwater abatement design would be built around the Kenyon St. entrance to provide a town center like entrance to the mall as provided for in OMC 18.130.060. Additional facilities like swimming pools, daycare centers, cultural or performing arts facility could be pursued by the city if desired.

Transportation capacity in and around the Capital Mall would be substantially upgraded for the expected growth in the number of employees in the new mixed use office buildings and residents of the new apartments. Walking and biking would be part of the transportation design to encourage non-automobile transportation. Street designs will accommodate people with limited mobility and safety for pedestrians.

Utility and stormwater facilities will be necessary given the large amount of impervious surface area and the absence of new stormwater capacity in Yauger Park. This will be pursued with a partnership framework with the land owners and funded partially by grants under the Stormwater Finance Assistance Program.

Climate and equity issues will be addressed through the construction of new affordable housing and city provided assistance for local businesses who may suffer economic losses due to the transformation of the subarea. Development credits such as additional height limits or other incentives will be given to buildings that meet recognized energy rating standards.

Finally, regulatory issues like the commercial parking requirements will be modified to permit reconstruction of part of Capital Mall into a multi-use urban style of environment. Tree standards will be modified to allow the use of right of ways and to accommodate density, especially in the area of Kenyon St. and 4th Avenue. The front entrance, illuminated sidewalks and other requirements of OMB 18.130.060 will be met.

III. Another Alternative (Hybrid Alternative)

A. The Three Alternatives In the Draft Subarea Plan

The subarea plan has three alternatives which can be characterized as steady state (Alternative No. 1), moderate change (Alternative No. 2) and transformational change (Alternative No. 3). Alternative No. 1 is merely a continuation of the present Comprehensive Plan which provides for high density development along the main arterial roads (Black Lake Blvd, Harrison Avenue, and Cooper Point Road) that comprise most of the Capital Mall Triangle subarea. Therefore, if Alternative No. 1 is selected, there is little to be gained from even having a separate Capital Mall subarea plan.

B. Neither Alternative No. 2 nor No. 3 Meets All of the Assumptions

Therefore, this effectively reduces the choices to Alternatives No. 2 and No. 3. While both of these Alternatives contain positive elements, neither of them have the right combination of scale, positive evolution of the Triangle into a more walkable, human centered business district or the other goals established in the present Comprehensive Plan and the draft subarea plan itself.

Furthermore, neither Alternative No. 2 nor No. 3 would meet all of the assumptions made for the future transformation of the Capital Mall Triangle. For example, Alternative No. 2 does not meet the OMB 18.130.60 requirements for a public plaza, main entrance visible from several blocks away or the proposed amenities. Alternative No. 3 places the most density (up to 14 story towers) within a radial distance of about 500 feet from the Kenyon St. gateway which will out of scale with the other land uses at or near the Triangle. Also, Alternative No. 3 does not have the transportation improvements for the thousands of new transportation trips for new employees and residents.

C Preferred Hybrid Alternative (Alternative No. 4)

Therefore, a hybrid alternative which includes many of the best elements of Alternative Nos. 2 and 3 with some adjustments is the best outcome. Also, the redevelopment will make this commercial area more dynamic and desirable as a place to work, play and live. The Capital Mall Town Center plaza with its amenities could become a destination hotspot and the focal point with housing and mixed use development spread around the other sections of the Harrison Ave. – Cooper Point Road, Capital Mall Drive and Black Lake Blvd. rectangle. Further re-development can also occur along Black Lake Blvd. and the North Side of Harrison Avenue.

West Olympia is a suburban location not a separate urban area or incorporated city distinct from the remainder of Olympia. Residential towers of 145 feet may be appropriate for a major metropolitan area but are out of scale for a residential community. Total new housing would be approximately 1,200 units consisting of mid-rise (5-8 stories) structures along with some lower 4 story apartment buildings which would blend into the area and not appear out of place. Transportation upgrades to a multi-modal transportation network, utility and stormwater capacity upgrades and decisions on the level of public investments in this subarea will be major determinants for the future of the Capital Mall Triangle.

IV. Conducting A Multi Criteria Analysis to Select the Best Alternative

1. Analytic Hierarchy Process (AHP) and Technique For Order Of Preference By Similarity To Ideal Solution (TOPSIS)

As explained above, the subarea plan contains a large number of elements. Deciding the optimal Alternative involves grading how these individual elements accomplish the many objectives found in the subarea plan. The Analytic Hierarchy Process (AHP) and Technique For Order Of Preference By Similarity To Ideal Solution (TOPSIS) techniques are useful tools in reaching a final decision among various Alternatives

This model considers first the weighting of the relative importance of each criteria (AHP) and the determination of each proposed solution when compared to the best and worst (least effective solution or alternative) using TOPSIS. The optimal alternative would be the closest to the positive ideal solution and farthest away from the negative ideal solution. The AHP_TOPSIS analysis involves the following steps:

- Establish matrix consisting of alternatives and criteria
- Normalize criteria
- Weight each of the criteria in the matrix
- Determine the lowest and highest possible values
- Calculate the distance between lowest and highest alternative
- Calculate the distance to the worse alternative

A description and the various formulas used in the TOPSIS process is shown in the TOPSIS method page (see <https://en.wikipedia.org/wiki/TOPSIS>)

B. Selecting the Criteria for the ANP TOPSIS Analysis

Table B shows the five criteria that will be used to evaluate the relative value of Alternatives Nos. 2-4. The relative importance of each criterion is also shown; the highest and lowest values for each of the criteria (range from 0-1) are shown in Table C below:

Table B: Criteria and Weights for TOPSIS Analysis

Criteria for evaluating Alternatives	Weights
Land Use and Economic Development (Business Support)	0.25
High Density Housing (Mixed Use Development)	0.25
Design and Community Livability (Equity)	0.20
Transportation improvements	0.15
Climate and Environmental Improvements	0.15

Table C: Normalization and Quantification of Qualitative Judgements

Rating Level	Numerical Score
Very Low Impact	0.1
Low Impact	0.3
Moderate Impact	0.5
High Impact	0.7
Very High Impact	0.9

C. The Analytic Hierarchy Selection of the Relative Importance (Weight) for each Criterion

The AHP process can be used to have each evaluator establish the relative importance of each criterion. However, since these comments relate to one person, the weights are assumed as shown in Table B. Since the Land Use and Economic Development and Housing are two key mission factors for the plan, 50% of the total TOPSIS score is weighted for these two categories. Design and Community Livability is also crucial to create an urban style neighborhood where people can live, work and play. The remainder of the points are assigned to the Transportation, Climate and Equity improvements.

D. Results of the TOPSIS Analysis

The summary TOPSIS scores are shown in Table D below; the detailed scores for the distance between the best and worst Alternatives are shown in Table E in Appendix A below. Alternative No. 4 is the best alternative but Alternative No. 3 is close to Alternative No. 4 mainly because of the very large amount of housing that would be created due to raising density (height limits) in the Capital Mall subarea. Changes to the assumption criteria, weights and distance from the best and worst choices would change the overall TOPSIS score.

Table D: Summary TOPSIS Scores for Alternative Nos. 2-4

Criteria	Alternative 2 TOPSIS Score	Alternative No. 3 TOPSIS Score	Alternative 4 TOPSIS Score
Land Use and Economic Development (Business Support)	0.63	0.88	0.75
High Density Housing (Mixed Use Development)	0.63	1.00	0.78
Design and Community Livability (Equity)	0.75	0.50	1.00
Transportation improvements	0.75	0.75	0.71
Climate and Environmental Improvements	0.75	0.50	0.60
TOTAL TOPSIS Score	3.5	3.6	3.8

In conclusion, Alternative 4 which provides for less housing than Alternative No. 3 but distribution of that housing over the Triangle area would be the recommended Alternative. As detailed in these comments, there are many unanswered questions for the city and the development community to work out before the extensive changes noted in the subarea plan can become a reality.

Appendix A

Table E AHP TOPSIS Model Scores for Alternative Nos. 2-4

Alternative 2	Alternative 2	TOPSIS SCORE	Alternative No. 3	Alternative No. 3	TOPSIS SCORE	Alternative 4	Alternative 4	TOPSIS SCORE
Distance High	Distance Low		Distance High	Distance Low		Distance High	Distance Low	
0.3	0.5	0.63	0.1	0.7	0.88	0.2	0.6	0.75
0.3	0.5	0.63	0	0.8	1.00	0.2	0.7	0.78
0.2	0.6	0.75	0.4	0.4	0.50	0	0.5	1.00
0.2	0.6	0.75	0.2	0.6	0.75	0.2	0.5	0.71
0.2	0.6	0.75	0.4	0.4	0.50	0.2	0.3	0.60
	TOTALS	3.5			3.6			3.8

From: A Z <digranesjl@gmail.com>
Sent: Wednesday, October 25, 2023 6:33 PM
To: Capital Mall Triangle Plan
Subject: Feedback

Do NOT disregard EIS just because it's convenient. Every single development has an impact on the environment.

From: Bonnie Muench <bkmuench@live.com>
Sent: Wednesday, October 25, 2023 7:06 PM
To: David Ginther
Subject: Triangle Comments

Sorry I can't do the form, I'm in Palm Springs with no printer.

Alternative 3, with a limit on the height of the buildings to 10 stories. The Capital Lake Towers are 10 stories, for comparison.

More trees and consider using pavers instead of asphalt or concrete for percolation of excessive rain and run off.

More green spaces with walking.

Going back to 200 year old buildings, retail on the first floor, office or residential on the second floor and all residential above the third floor with elevators.

Thanks for doing the meeting.
Bonnie Muench.

From: Tressa Pagel
Sent: Thursday, October 26, 2023 7:25 AM
To: David Ginther
Subject: FW: City of Olympia - Capital Mall Triangle Subarea Plan Updates - 22-5347

From: A Z <digranesjl@gmail.com>
Sent: Wednesday, October 25, 2023 6:31 PM
To: Tressa Pagel <tpagel@ci.olympia.wa.us>
Subject: Re: City of Olympia - Capital Mall Triangle Subarea Plan Updates - 22-5347

How about encouraging small and/or local businesses rather than corporate entities where most of the \$ flows out of Olympia. The City has certainly provided an overabundance of tax incentives for large developers. No more Chik-A-Fil fast food "restaurants" - Olympia has ENOUGH of those unhealthy food spots. Support Local. Support Healthy Choices.

On another note, preserve the trees that WE have. Do not allow developers to falsely claim that the trees are unhealthy - just because their removal will allow for easier traffic flow. Plant native species.

On Thu, Sep 28, 2023 at 2:51 PM Tressa Pagel <tpagel@ci.olympia.wa.us> wrote:

You are receiving this email as a party of record/person interested in the Capital Mall Triangle Subarea Planning Process. If you wish to reply to this email do not use "reply all" instead use only "reply." If you no longer wish to be on this email distribution list, please email triangle@ci.olympia.wa.us and ask to be removed from the list.

File Number: 22-5347

Project: Capital Mall Triangle Subarea Plan

Proponent: City of Olympia

Staff Contact: David Ginther, Senior Planner

Community Planning and Development

Phone: 360.753.8335

Email: triangle@ci.olympia.wa.us

Thank you for your interest in the Capital Mall Triangle Subarea Plan.

Here are some updates on the project:

- The Draft Environmental Impact Statement is being released for public review and comment on September 28th. It will be available on the project website.
- Your comments are critical in selecting the preferred alternative so the environmental impact statement can be completed. Alternatives are future development scenarios which the environmental impact statement evaluates for potential significant adverse environmental impacts. One alternative includes range of moderate actions the city can take to help facilitate the envisioned development within the triangle. The other alternative is a bold approach that includes a more extensive set of actions, partnerships and investments for the city to undertake to spur a significant amount of the envisioned development within the triangle. The alternatives are described in detail in the draft environmental impact statement.
- All comments are welcome but for comments to be entered into the official record and be specifically addressed in the environmental impact statement, they must be submitted by email, letter, or on the project website. A name and valid mailing address are required to be a formal comment on the record.
- A public meeting will be held on Wednesday, October 18, 2023, from 6 p.m. to 8 p.m. in the council chambers at Olympia City Hall. An online viewing option will be available too. A second public meeting will be held on Wednesday, October 25, 2023, from 6 p.m. to 8 p.m. at Capital Mall. Please see the project webpage for detailed meeting information.

- You are also being provided with the preliminary draft subarea plan. The plan would typically be released after the preferred alternative has been selected, however, it is being released now to provide you, the community, with as much additional time as possible to review and provide input and guidance for the final version. Comments on the draft subarea plan are welcome at any time and in any format. Please see the project webpage for contact information.
- Staff will continue to provide updates on project status, public engagement opportunities and other related information as we move forward with this project. These will be done using the e-mail list, the E-Newsletter publication and the project webpage.

Other information/resources:

- Information about the Capital Mall Triangle Subarea Plan and Planned Action EIS project, including staff contact information, can be accessed at the project webpage olympiawa.gov/triangle and on the city's Engage webpage [Capital Mall Triangle | Engage Olympia \(olympiawa.gov\)](#)
- You can sign up for Planning and Development E-Newsletters about this and other planning topics at olympiawa.gov/subscribe.

Thank you!

Tressa Pagel | Program Specialist

City of Olympia

Office of Community Vitality

PO Box 1967 | 601 4th Avenue E | Olympia, WA 98507-1967

Phone: 360.570.3956

Email: tpagel@ci.olympia.wa.us



**STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY**

Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

November 14, 2022

Nicole Floyd, SEPA Official
City of Olympia
Community Planning and Development
P.O. Box 1967
Olympia, WA 98507-1967

Dear Nicole Floyd:

Thank you for the opportunity to comment on the scoping notice for the Capital Mall Triangle Subarea Plan and Planned Action Environmental Impact Statement (22-5347). The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

If the applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials. Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," on Ecology's website at: [Construction & Demolition Guidance](#). All removed debris resulting from this project must be disposed of at an approved site. All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. Contact the local jurisdictional health department for proper management of these materials.

**WATER QUALITY/WATERSHED RESOURCES UNIT:
Evan Wood (360) 706-4599**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at Carol.Serdar@ecy.wa.gov, or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

The applicant may apply online or obtain an application from Ecology's website at: [http://www.ecy.wa.gov/programs/wq/stormwater/construction/- Application](http://www.ecy.wa.gov/programs/wq/stormwater/construction/-Application). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Nicole Floyd
November 14, 2022
Page 3

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202205328)

cc: Derek Rockett, SWM
Evan Wood, WQ

From: Nicole Floyd
Sent: Friday, October 27, 2023 10:30 AM
To: David Ginther
Subject: FW: ECY SEPA 202304689 - Capital Mall Triangle Subarea Plan and Planned Action - Comments
Attachments: [202205328 ECY Comments.pdf](#)
Importance: High

From: ECY RE SWRO SEPA COORDINATOR <swrosepacoordinator@ECY.WA.GOV>
Sent: Friday, October 27, 2023 9:42 AM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Cc: Rockett, Derek (ECY) <droc461@ecy.wa.gov>
Subject: ECY SEPA 202304689 - Capital Mall Triangle Subarea Plan and Planned Action - Comments
Importance: High

Nicole Floyd, SEPA Official:

Thank you for the opportunity to comment on the Capital Mall Triangle Subarea Plan and Planned Action Project (Lead Agency File No(s). 22-5347). Ecology's previous comments submitted November 14, 2022 still apply to the project described (see attached).

[[Statewide SEPA Register](#) No. 202304689]

Have a great day,

Joe Thomas
ERTS & SEPA Coordinator
Southwest Region
Cell: 360-628-6725



From: northbeachcomm@cs.com
Sent: Friday, October 27, 2023 4:23 PM
To: David Ginther
Subject: Capital Mall EIS comments; Oct 25, 2023nw

COMMENTS ON Environmental Impact Statement (EIS)

CAPITAL MALL SUB-AREA PLAN, City of Olympia

L. Riner

2103 Harrison

OLY., WA 98502

I support the alternative, #1; No Change.

We do not need more density, more concrete and asphalt.

We need liveable communities, not a concrete jungle.

1. The City of Olympia says that it wants: “Safe and comfortable mobility—walkable and bikeable for all ages and abilities, and for those modes to be more prominent than driving.”

During the Subarea Plan meeting, several residents addressed these issues. Currently there are no plans to make biking more safe in the City of Olympia. Residents asked repeatedly for a bike path that has barriers from vehicles. There is currently no discussion of bike path barriers, no design, nothing.

We need bike paths that are connected. We need bike path barriers (like they have in Europe). Residents also asked for safety during walking in that Capital Mall Sub-area. The residents mentioned how dangerous it is to cross Cooper Pt RD NW, from the mall to the Yeager Park. Residents asked for an over-head pedestrian walkway. That idea never was repeated by city staff, there are no plans or discussions on that idea. We need a pedestrian walkway over Cooper Pt RD NW!

2. The City says, “Livable, compact, complete environment—a livable, mixed-use, compact environment with plenty of housing, especially affordable to middle and lower incomes; more local businesses; public places to hang out; parks; and community amenities, such as a community center and daycare” are on the list of improvements for this area.

The City is giving 8 year Multi family tax exemptions (MFTE) to developers. The rest of us have to pay taxes on the places where we live, be it apartments or houses. It is not fair that developers get to make money off of the rest of the residents of the city. Stop giving MFTE! They are a bad idea.

Also, here at the Capital Mall area, we need a low income, daycare. We also need an after school center. We need a cheap cafeteria next to the library area, so that people can get food easily if needed (there are coffee shops in many libraries across the nation. Not in Olympia.) We need a larger library at the mall, with restrooms that are not 200' away.

3. Environmental commitment—a climate resilient, environmentally friendly, and sustainable area.

The issue of storm water is huge for the Capitol Mall area. During the city meetings, city staff spoke of “ponds or swimming pool” structures that will be built underneath these big buildings, at the Capital Mall area. These they say will be used for storm water events, so that flooding of the parking lots will be addressed. I do not think that a climate change event, a episodic event such as 8” of rain in 24 hours, will be contained by pools underneath building structures at the Capital Mall. There will just be too much water. Flooding will exist.

Storm water should be site infiltration, (as per the RCW) it should not be “storage, such as pools or ponds”. This subarea Plan does not address that historically this area was a wetland. See the nearby Grass Lakes area, this is a historic wetland, and should not be planned for massive urban buildings under that circumstance.

4. The EIS talks about the Tree Plan for the Capital Mall area. The current City of Olympia Tree plan is inadequate. Existing trees should not be cut down. Trees have been establishing ecological connections with water, plants, animals and fungi cannot be duplicated. We need larger, older trees.

The current Tree Plan uses “tree units” to designate the way the trees will be dealt with. Many of us do not think that using this calibration of “tree units” is adequate. It does not address tree canopy, it does not address root systems that effect stability of a stie, it does not address the physical beauty of the trees, the social importance of the greenery. The City tree plan must be re-worked! Existing trees should not be cut down. Trees are important to the ecosystem.

Using the current Tree Plan will destroy the area (one example is the current corner of Cooper Pt Rd and Yeager way where the Japanese restaurant will be replaced with a “Chick a fila” Restaurant. It is said that the city will allow those 56 large beautiful trees to be removed, and the

usual 2” saplings to be planted in their place. This is using the “tree unit” methodology. This is wrong! This will destroy the beauty of the area.)

5. Several of us attended the City forums on this Capital Mall Subarea Plan. Many people there said that the building heights of 14 stories was too high. Many said that 4-5 stories should be the limit. Some cited the uncomfortable feeling of being around a super tall building, it stands out and does not blend into the natural environment. Do not allow building heights over 5 stories.

6. The City recently voted to allow developers to limit parking units in their developments. Many citizens are concerned about this. The developers are allowed to provide zero parking units. This does not make sense. Some people are concerned about the off street parking allowed by the city, where no parking is provided by the developer. Where will all of these people park? They will park in the nearby streets. That is not good. We already have residential streets full of cars. Where will bikes go? Many of these streets have no sidewalks. We need parking for families with children. We need parking for older people. We need parking for those who are handicapped. Developers will not have to pay to build parking units. But the rest of us will pay. It will be a burden for many populations of our city. It will be a burden for the disadvantaged in our community, the ones who need a car to get to work in odd hours of the night. Our OLY. Transportation system, the bus system cannot help these people, we do not have enough buses. We need a more robust bus system before we can implement this.

7. WA State has said that it wants electric vehicles to be predominant in our state. It will try to limit vehicles that are not electric. But the City has allowed no parking units to be provided by developers. Where will people be able to recharge their vehicles? This does not make sense. We need a place where apartment dwellers can recharge their vehicles.

8. The WA Legislature gave millions of dollars to study an off ramp near Cooper Pt RD and Hwy 108. This off ramp idea will only give us more asphalt, more concrete for more stormwater. This does not make sense. This area flooded badly in the 2007 storm. Many of us remembered this flooding that effected the entire Westside of OLY. Plans for this off ramp demonstrate that this structure will cause more flooding of the “Ken Lake” neighborhood. Many of our friends live there. We do not need more ways to flood our Westside, we do not need another off ramp.

9. The EIS talked about parks. We need bigger parks, 1/2 acre is not enough room. We need picnic tables in the parks, we need room for kids to run around and play hide and seek, not just an empty plot of grass. We need a place where the community can gather on a nice day, not a postage stamp that was suggested by the City, the 1/2 acre lot that would be owned by the developer? The City should own these plots, not the developer. The community should have a sense of ownership, and not be removed at the developer's whim, 10 years down the road. We need bike paths between the parks. We need covered picnic areas for families.

10. How will these city improvements be made? Who will pay for them? We do not need higher city taxes. This town is expensive to live in. Housing prices are very high, and that is reflected in prices for rents also. People cannot afford to live here. These city proposed improvements should not be paid for by city bonds, or by higher taxes. It should not be paid for by MFTE. We should stop making this city so expensive to live in.

From: Ryan Gardiner <wahydro1@gmail.com>
Sent: Sunday, October 29, 2023 7:18 PM
To: Capital Mall Triangle Plan
Subject: EIS Comments

Please see my comments below - thank you for the opportunity to provide public comment.

Ryan Gardiner
1216 N Northgate Way
Seattle, WA 98133

My main comment is that the EIS mentions Yauger Park as a stormwater feature but provides incomplete or conflicting information about the facility;

- 1) The supporting documents discuss that the pond was explicitly built to treat the Mall runoff in 1978.
- 2) The alternatives presented discuss specific stormwater benefits of retrofit or pavement removal on the Mall property, which implies that the Pond is inadequate in the current condition
- 3) The supporting documents define a Regional Facility as an alternative to meeting LID, flow control and runoff treatment
- 4) Yauger Park is referred to as a Regional Facility in the Existing Conditions Report

The above lead the reader unclear as to what benefit Yauger Park does provide.

Page 1-6

"In addition, early property owner interviews indicate that tree and stormwater requirements triggered by major renovations or redevelopment may impact development feasibility"

Request that this statement be removed from the EIS. Current environmental regulations aren't the topic of this study and a complaint about regulations by developers should not be echoed in this document. You can also argue that the population of West Olympia, the price of real estate, and shopping preferences also impact development feasibility. This statement is repeated twice in the Existing Conditions report.

Page 1-9

"The City analyzed stormwater, but the Drainage Design and Erosion Control Manual (City of Olympia 2022) used by the City will result in an overall improvement in stormwater management and treatment for the subarea."

The current regulations in Ecology's SWMMWW (the basis for Olympia's Manual) have a restorative component. However, the notion that development will improve water quality (as implied in the above statement) is not realistic or the intent of Ecology's regulations. Redevelopment stormwater regulations are intended to incentivize developers who choose redevelopment sites. Also, the Capital Mall property (which comprises a significant portion of the study area) is under an agreement with the City (circa 1978) to treat runoff at the Yauger Park stormwater facility. As such, this facility (assuming it is properly

sized and functioning) fully treats the runoff from the mall and the contributing impervious areas would not be subject to the City's regulations for redevelopment.

Page 2-11

It is unclear how stormwater quality and control will be improved by this alternative as described. Figure 2-5 indicates a small park in the Capital Mall area. However, it is assumed that existing impervious areas here are fully treated for runoff and flow control at Yauger Park. As such, the only benefit for pavement removal would be the opportunity to use Yauger Park storage for other purposes.

Page 2-15

The figure discusses redesigning streets with green stormwater infrastructure. If the City intends to redevelop roadways with full depth construction, it will be subject to the LID requirements of the City's stormwater manual. As such, the document should not be championing that the City will be following its own regulations. If this is intended to be a stormwater retrofit to address existing untreated runoff, it should be explicitly described as such for this alternative.

Page 2-16

It isn't clear how a public-private investment in LID and conventional stormwater infrastructure would function.

Page 3-10

I disagree with the description of Yauger Park. According to Ecology's SWMMWW, there is no water quality benefit to recharge runoff in the manner that occurs at the park when the capacity of the pond is exceeded. Also, the facility is showing outward signs of failure and widespread flooding occurs at least annually as the pond doesn't have adequate conveyance for storm events. Finally, if the City believes that the ball fields function as a stormwater management practice, then it should not be applying regular applications of fertilizer, which is the pollutant it is intended to address. If the City is aware of the capacity and the specific benefit that Yauger Park provides, it should be stated in this document.

The word "unique" could be replaced with "inadequate" in this section describing Yauger Park.

3-55

"Modern stormwater regulations will improve resilience to flooding with redevelopment."

This statement is incorrect. Stormwater regulations aren't intended to improve flooding. Flow control regulations have an explicit purpose and don't address many storm events.

30 October 2023

Dear Mr. Ginther,

Thank you for this opportunity to review and comment on the draft Planned Action EIS and associated draft subarea plan for the Capital Mall Triangle. There are numerous moving pieces in play at this point. This was a very time-consuming review process, and my comments here are far from complete. They are organized roughly as follows:

- Overall impressions
- Response to the *Preferred Alternative Selection Worksheet*

Overall Impression

I understood the purpose was to develop a couple of reasonable, viable alternatives that represented alternate approaches for achieving a different built form than what we have today. Key to that are reasonable and viable alternatives for here, in West Olympia.

Since this is about redevelopment of a commercial district, transforming it in ways that don't diminish its regional significance but instead adds different complementary uses, I expected meaningful discussion at some point on the real-world considerations about redevelopment and market potential, the trade-offs between what residents say they want and what the market will bear, and ways the city can harness synergies between transit service and the built form to achieve strategic aims. These seem to be foundational considerations for developing a couple of different transit-oriented development alternatives about what could actually happen in this west Olympia subarea over the next 20 years as it transitions from a highway-oriented regional retail and services complex to a more walkable, transit-oriented, mixed-use regional retail and services complex.

Unfortunately, I am not confident that either alternative as presented is reasonable or viable for our region. And certainly, what is projected for the next twenty years strains the imagination as to what could possibly trigger the kind of wholesale transformation described in either alternative. Perhaps there is an over-reliance in the comparables on Sound Transit station areas with billion-dollar public sector investments. Nor is this a "dead mall," also included in the market analysis, that can be razed and rebuilt from scratch as in other areas. So what will drive all that investment and growth?

This lack of seriousness about the economic ramifications of this subarea and the resulting mitigations is reflected in the subarea boundary itself. What logic determined the centerline of Black Lake and Cooper Point Roads is a suitable boundary? That presumes there is no economic synergy between one side of a commercial arterial and the other side of it, especially two arterials that are dominated by demand to and from US 101.

So the economic reality of this entire endeavor is questionable at best. But I have some other over-arching concerns.

Define your terms. Throughout this process the city uses terms that are never defined and can mean different things to different people.

- “Rolling” is a great example. This term is used a lot. Using word search I ruled out the possibility this is just a hip way of referring to the use wheelchairs or mobility assistance devices (neither of those terms comes up at all in this 500-page EIS). Are you talking about segues and hover boards? Skateboards? Inline skates? Strollers? Scooters? All the above?
- “Main Street Treatment” especially regarding Kenyon between Harrison and the mall, but elsewhere too including reference to “flexible” main street treatments. That implies there is an inflexible standard somewhere, but it is not in the EDDS. That segment of Kenyon has travel lanes, wide sidewalks, planter strips on one side with large, mature street trees. Is it the bike lanes that would make this a “Main Street treatment?”
- “Essential Major Streets” is another term that comes into important consideration in the subarea plan. Again, could find no reference to it elsewhere. Given the heavy emphasis on non-motorized concerns I assume these standards include two travel lanes, bike lanes, sidewalks – by themselves that’s about a 50’ cross section. This matters because the map of “essential new major street facilities required with development” proposed about 6.8 new miles of public street within the subarea. Assuming a 50’ cross section, that will eliminate about 40 acres of developable commercial land and repurpose it for public thoroughfares. It matters what is meant by this term.

Speaking of defining your terms, there is frequent reference to strategy corridors and that addressing bike and pedestrian safety is the fix in these corridors because they can’t be widened. The TRPC strategy corridors policy assumes that operational measures are a part of that solution set. There is nothing in the regional definition of strategy corridors that precludes operational improvements – signals, RAB retrofits, access management, narrowing of travel lanes to manage speed. There is nothing wrong with making traffic work better for everyone. Slowing traffic is not just good for cyclists and pedestrians, it’s good for motorists and for adjacent communities, too.

There is a clear bias in how the city has portrayed Alternatives 2 and 3. Things like expanding the library, encouraging more green development, and other things are described as part of Alternative 3 but they could just as easily have been included in the descriptions of Alternative 2.

The TMP calls for a roundabout at 9th and Fern. Not until the Fern Street and Decatur Street connections are opened should the city be considering a RAB there, and certainly not as a part of this subarea.

This has been described as a process that will streamline future development decisions. But in reading the PAEIS it is unclear what development decisions can actually be committed to as a result of this. Please clarify what kind of decisions will be settled with this PAEIS and subarea plan.

Related to this, the whole section on the proposed trip cap for future development is confusing, hard to understand, and seemingly quite consequential. Is this a standard methodology used elsewhere in the city? How does trip generation rates for a mixed-use area of this size differ from those used elsewhere, such as SE Olympia where driving is the only viable option for so many people for so many trips?

Finally, I was troubled in the discussion of access to parks and open space required by the parks level of service policy by the reference to apartment complexes often having some kind of open space in their design. I really hope the city does not consider that to be part of its strategy for meeting its parks service standards. If so, then please include all the single-family residential backyards in that equation. Any shared common areas in any apartment complex are completely different than access to parks and open space.

Preferred Alternative Selection Worksheet

Alternative 1: No Action

Zoning for HDC-4 and HDC-3 allows pretty much everything people have said they want. I can't recall anything that came up that wouldn't fit here. The problem is that the city's own development regulations preclude implementation of its zoning ordinance. They're in conflict. It boggles my mind that we need to include fixing conflicting regulations as a part of an alternative in this process and evaluate that against doing nothing.

Alternative 2: Hubs

Hubs - Land Use Actions

I agree with removing the regulatory barriers that preclude the HDC-4 zoning that is in place, though I think it is unfortunate the need has to be justified through a process like this.

The concept of hubs makes a lot of sense for transit-oriented development in west Olympia though the locations of the two identified in the draft do not make sense.

- The hub to be located at Capital Mall Drive and Cooper Point Road belongs west of Cooper Point Road, not where the city just approved the Chick-Fil-a. (SW corner of Capital Mall Drive and Cooper Point Road) A Friendly Village Hub located west of Cooper Point Road could catalyze redevelopment of that mid-1980s strip mall area into a neighborhood serving activity center catering to the thousands of adjacent and nearby rooftops that are already there. Don't make them cross Cooper Point to access this hub. The proposed location in the EIS would force all those people – seniors, people living in subsidized housing, apartment dwellers, people with disabilities – to either drive or walk across Cooper Point Road, a notoriously congested area for which the city's only strategy is a highway interchange project at Kaiser Road in 2045 or so. Mobile source air toxics are probably high right at that intersection too, due to all the cars idling in the curb lane. This is still envisioned as a regional center and so there will continue to be vehicular traffic into

and out of the mall right where you're proposing a walkable, pedestrian-oriented hub. Put that Friendly Village Hub where the people are and activate the retail and services in it with the ready-made consumer group that is right there. If the centerline presents an insurmountable barrier, then ignore this location for now. It doesn't make sense as presented.

- The hub located on top of the main entrance into Capital Mall from Black Lake and US 101 is not well thought out. When asked about that location I was told it was put there to make it as close as possible to the neighborhood. Problem is, the retirement center there probably doesn't want all the people from the neighborhood cutting through their complex. The apartments on either side probably don't want that, either. So in effect, in addition to putting this particular little pedestrian-oriented activity hub at one of the primary entrances into the mall – in any scenario – this scenario puts this particular hub as far as possible from residents in the SW neighborhood who are expected to activate it. Relocate this up to 4th Avenue. The 4th/Ascension Hub can rejuvenate that increasingly dejected office complex parcel when it finally is vacant and tie in with the other small local business opportunities between there and Ascension Avenue NW. It'll support future growth along 4th and also be much more accessible to people who live in the north end of the SW neighborhood. There is likely to be a lot of synergy between future development here and what occurs west. And someday it can generate more people to use the private park across Division, assuming 4th/Black Lake/Division is improved at some point.

This alternative overlooks some very logical hub locations, especially given the market analysis that finds good neighborhood scale redevelopment opportunities along Harrison, which is also an urban corridor and is the western end of IT's future bus rapid transit corridor.

- A Limited Lane Hub on the NE corner of the Cooper Point / Harrison Avenue intersection would provide some kind amenity and destination for all those apartment dwellers north of Harrison, along Limited Lane. They received negligible consideration in all of this process. A hub at this location would also satisfy the desire of this plan to develop places for teens to hang out and worries about how to get them from the high school into the mall area. Perhaps such a hub could locate compatible activities closer to where they are and to the many students who live in all those apartments. Especially important for any future mixed-use/housing opportunity at this location is that there is a full service grocery store on the SW corner of this intersection. Such a hub also presents a potential partnership opportunity with IT for station area development, as this is the western limit of its high frequency express urban corridor service.
- A Target Place Hub on the south side of Harrison, west of Kenyon, is ripe with opportunities. Key is locating this one right on Harrison, to maximize the transit-oriented

development opportunity along Harrison while adding to the transformation of Target Place into a more walkable area. This is another opportunity for close collaboration with Intercity Transit to evaluate what kind of station-area considerations might help catalyze transit-supportive development that is both neighborhood serving for those who live just north of Harrison as well as compatible with the regional serving retail just south of it. Elevation changes between Harrison and the parking lot provide some opportunities for stacked development that can tuck parking in underneath activities at the street edge.

- Finally, a Westside Lanes/Bing Street Hub on the north side of Harrison generally where a new Bing Street connection will make a required street connection (vicinity of old Mediterranean Breeze) would provide some kind activity hub and catalyze that area to support all the housing that is just a five-minute walk today, plus all this is envisioned in the future.

I strongly disagree with the proposal in this alternative to rezone the NE corner of the subarea from HDC-3 to HDC-4. This is the most traditional neighborhood corner of the entire subarea. That HDC-3 designation affords the scale down in intensity of uses necessary to be compatible with those adjacent uses. Especially given the parallel interest of increasing building heights as well as the unproven market demand for anything approximating the kind of intensity in HDC-4 it makes no sense to increase HDC-3 to HDC-4.

Regarding area height in Alternative 2:

- Replace the 85' height limit for HDC-4 to the more flexible 75' – 105' (7-10 stories)
- No change to the 75' limit for HDC-3
- Make PO/RM 65' (6 stories), same as Alt 3 and just a bit higher than Alt 1.
- Increase RM-18 from 35' / 3 stories to 45' / 4 stories.

Regarding minimum density – go a little higher than Alt 1, perhaps 18 units per acre (though through all of this we need clarification about whether we're talking net or gross density)

Hubs – Potential Strategies

Connectivity improvements – suggest something a little finer than 500' blocks. That is very suburban. Perhaps 300' for this alternative?

Green Building – why in the world would there be no incentives for green building? This plan “requires” it for Alternative 3, so go ahead and incentivize it for Alternative 2.

Hubs – Transportation

TMP – Presumably there will be projects here that either get amended into the TMP or are separate from it. Hard to imagine developers in this area paying to improve things in SE Olympia while projects needed for this area wait over twenty years.

Bus Priority Lane – I believe you mean a Business Access and Transit (BAT) lane. This is good. If you mean a transit-only lane, that makes no sense given what is likely to be built in the next several decades.

Transit Hub – Under any alternative IT needs a chance to assess its own future westside service options and then identify a preferred location for a new westside transit center. Suggest not using the same terminology as for the “hub” alternative, though. Westside transit center avoids confusion with the hubs under consideration.

New connections -this was not brought up but I think this scenario should propose that the city acquire from the Mall the thoroughfare between the signal on Cooper Point and the signal on Black Lake Boulevard and make that formally a city street built to city street standards with stub outs for select intersections that will be built in the future.

Hubs – Housing and Jobs

Interesting that this is 383 units more than the TRPC projection, but no where near as interesting as the projection for Alternative 3. Where do these extra units come from? As presented I read this to be projected demand over the next 20 years.

Alternative 3: “Urban Sustainability”

Urban –Land Use

I disagree with converting HDC-3 to HDC-4 as proposed in this alternative. Let’s see if we can make HDC-4 work where it is supposed to before we jam it right up to existing neighborhoods.

Minimum density – 15 units per acre isn’t very bold, especially for an alternative that projects a heck of a lot more growth than anyone was thinking.

Urban – Potential Strategies

Please see my earlier question about “essential new major streets.” Based on that map laying out the approximate grid, the city is proposing about 6.8 new miles of streets and assuming just two lanes, bike lanes, and 8’ sidewalks (50’ cross-section +/-), you’re talking about removing about 40 acres of land while at the same time greatly increasing the amount of development to locate here due to increased projections. What will this do to the cost of construction and resulting rents relative to the city’s objectives of building a lot of affordable housing in this area?

Urban – Transportation

Assuming you mean Business Access and Transit (BAT) lanes, why doesn’t this “bold” alternative also propose them for Cooper Point and for Black Lake Boulevard?

In fact, why isn’t access management given any real consideration in this alternative or in alternative 2?

Urban – Targets

Wow!! It was a surprise to learn in the EIS that this alternative would more than double the TRPC projection for housing units and increase by about half the projection for jobs. Where are these coming from, elsewhere in Olympia or from Tumwater or Lacey? These are big differences. I don’t

recall any discussion leading up to this about this area absorbing some of the city's growth from elsewhere. And what kind of jobs are these?

I have way too many more observations, questions, and comments than I have time to provide here. It will be interesting to see what the preferred alternative looks like and how the final EIS addresses it.

Thank you for your work on this.

Thera Black

1905 Conger Ave NW, Olympia

From: Lon Freeman <lfree99@gmail.com>
Sent: Monday, October 30, 2023 4:48 PM
To: David Ginther
Cc: Lon Freeman
Subject: Comment on DEIS, Capital Mall Triangle Subarea Plan and Planned Action

Monday, October 30, 2023

From: Lon Freeman
5040 78th Avenue NW
Olympia, WA 98502

With regard to Page "1 - 9" in the DEIS, "**Elements Not Addressed**", I will offer comment on * "**Environmental Health**" NOT being analyzed ..."because the Subarea Plan alternatives are not expected to result in significant adverse impacts for environmental health..." It is not "noise" that concerns me. It is the increased density of human population in the subarea plan.

(1): The Problem

My concern is the increased likelihood of contracting infectious disease, and the likely spread of infectious disease throughout the triangle subarea, given the density and intensity projections for human population growth and activity in the area. We are still in the grip of a viral pandemic and its tendency to change and adapt to immunizing circumstances and vaccination. It is not only the current viral presence, COVID-19, that is of concern. The global propagation of yet other pathogens, viral and otherwise, will likely see increased conditions for mutation and exposure to humans due to global travel, due to climate change, and due to ecological habitats undergoing modification and contact with humans. I will suggest 3 readings that advance the thesis for "concern" in such circumstance:

1) "**Breathless: The Scientific Race to Defeat A Deadly Virus**"; Quammen, David (2022), available in Timberland Regional Library system; (Call No. 614.5924 QUAMMEN)

2) "**COVID-19: The Pandemic That Never Should Have Happened and How to Stop the Next One**"; Mackenzie, Debora (2020), available in Timberland Regional Library system; (Call No. 614.5924 MACKENZIE)

3) "**Deadliest Enemy: Our War Against Killer Germs**"; Osterholm, Michael T. (2020), available in Timberland Regional Library system; (Call No. 614.4 OSTERHOLM)

These three resources are exemplary in their presentation of scientific information, and are written for a popular audience, by notable experts in their field.

(2): Possible Mitigation

There are efforts at increasing the efficacy of multiple treatment approaches by medical professionals and prevention of contracting infectious diseases by microbiological and genetic research. These are very valuable, effective, and expensive efforts to manage outbreaks once the exposure and presentation of illness has occurred.

The reason I mention these approaches is due to my own recognition of perhaps other technological developments that are on the horizon. The horizon of technological attempts to mitigate spread of infectious disease may reside in the development and widespread use of Ultraviolet Irradiation of circulating air inherent in building construction. Buildings are technological systems (no secret!). There are now efforts at researching the use of **"Far UV-C radiation (200-230 nm [*nanometers*])" for circulating air disinfection in closed spaces.**

"There is unequivocal evidence that "Far UV-C" can be used to reduce the incidence of communicable diseases transmitted via "fomites" and by airborne droplets or aerosols across a range of settings." (International Ultra Violet Association - IUVA, White Paper: New; Updated June 2021, Task Force - The IUVA Task Force on Far UV-C Radiation for Disinfection of Air and Surfaces)(*Ernest R, Blatchley III (TF Chair) - Professor in Environmental Engineering at Purdue University, et al.*)

Rather than continue with detailed description on this newly emerging technology, I will list a few resources for further examination:

- 1) **"Far UV-C Radiation: Current State-of Knowledge" (IUVA 2021; in COVID-19 section)**
- 2) **"International Ultraviolet Association Inc -UV Disinfection for COVID-19"**
(iuva.org/IUVA-Fact-Sheet-on-UV-Disinfection-for-COVID-19)
- 3) **"Ultraviolet germicidal irradiation" -- Wikipedia; see extensive list of references for specific areas of interest**
- 4) **See work of "Linsey Marr" (Linsey Chen Marr) MacArthur Foundation recent fellow for work on COVID-19 aerosol transmission and subsequent.**

Thank You
Best Wishes,
Lon Freeman



October 30, 2023

Mr. David Ginther
Senior Planner for Community Planning and Development
City of Olympia
PO Box 1967
Olympia, WA, 98507

Dear Mr. Ginther,

Thank you for the opportunity to review, comment, and participate in the subarea planning for the *Capital Mall Triangle* within west Olympia. Intercity Transit has long established public transit service in and around west Olympia and welcomes the City's effort to engage a process for redevelopment intended to improve mobility for residents and visitors alike.

The DRAFT Environmental Impact Statement (EIS) associated with the subarea planning process included the invitation to submit comments, "...on the analysis of the affected environment, the impact analysis for each of the alternatives include in the Draft EIS, and the potential mitigation measures for each of the alternatives." While not specifically cited in the invitation, Intercity Transit is submitting the following comments relative to the environmental analysis, as well as general comments regarding the three referenced alternatives included in the Draft EIS.

Foremost, we commend the City's planning effort and wish to declare our continued intent to deliver meaningful public transit service in west Olympia, including the Triangle subarea. The Draft EIS does not contain any *significant* assumptions, declarations or statements that Intercity Transit would challenge as grossly misstated.

Endorsing many of the comments contained in the existing conditions, transit service in west Olympia is limited by the absence of a supportive public road network; the result is an arguably less efficient transit network that presents circuitous routing and unfavorable out-of-direction travel. It is our interpretation that each of the alternatives is arranged as a projection of "could be" growth, development, and changes to land use and transportation; the preferred alternative may or may not materialize exactly how the plans and analysis portray. It is this context of conceptual planning we would concur with the spirit of the review which implies each of the alternatives is "workable" for Intercity Transit's fixed route service.

Despite our concurrence and accolades, in our review of the draft EIS we speculated the possible limitations of not including the *Public Services* SEPA element as part of the analysis; it's our position the draft EIS may have been enriched with a more nuanced assessment of transit implications. Our review noted a potential contradiction regarding the impact and implications to transit service throughout the alternatives. Several references in the draft include the recommendation or implications to change the existing transit network, notably the relocation of the Capital Mall Station. Unfortunately, it did not appear the implications or recommendations to change, adjust, or evolve transit service were

significantly reflected in the analyses. Moreover, the implied changes to transit service were not cited as having a notable impact. We would invite the City to reexamine the presentation of the alternatives to express the potential implications to transit service, including stop/station relocation, changes to frequency, connectivity, access, equity, and the overall availability and experience of using transit.

Related to the comment above, the draft EIS appropriately referenced several of Intercity Transit's publicized intentions to expand transit service resulting from the passage of Proposition 1 in 2018, including the investment of a dedicated high-frequency bus route (i.e., bus rapid transit) on the Harrison Ave corridor. This particular element of Intercity Transit's long-range plan is arguably substantial and influential; we submit that the environmental analysis to both land use and transportation could have been enhanced with a greater examination of Intercity Transit's planned changes and expansions.

Regarding the specific alternatives, we wish to include the following general comments as they relate to transit design considerations. Foremost, the public transit network is only as good as the available road and pedestrian network. The Capital Mall Triangle is an inherently challenging configuration to design routed bus service capable of efficiently serving the various potential destinations. Each approach yields meaningful trade-offs that influence and impact the passenger experience.

The limitations of the no-build alternative are relatively known and properly cited. The existing Capital Mall Station is a centralized transit hub intended to support convenient and accessible passenger connections. The signature limitation is the location and the requisite time to enter/exit the Station from the adjacent arterial roadways. The necessary travel time significantly reduces the appeal of transit use for many prospective users. The geometry of the Triangle itself is inherently challenging to access the interior and therefore connect the various trip generators within west Olympia and beyond. While we recognize that the focus is on the Capital Mall Triangle, getting transit to the Triangle effectively will be dependent on transit access and connections outside of the project boundary.

The concept presented as Alternative #3 in the Draft EIS contains many of the same limitations as the no-build alternative, despite the potential change of location and improvements to the available road network. Fixed route design, regardless of originating direction, must deviate from the perimeter arterial, which carries the operational challenge of lane changes, as well as traffic signal delay; these conditions also impact bus stop location and overall access. Deviations from the perimeter arterial create a break in service, resulting in a forfeiture of directness or transit service altogether. The operational challenges could be mitigated somewhat with strategic traffic control treatments including roundabouts that maximize turn movements for buses and motorists alike.

The concept presented as Alternative #2 is notable for the simplicity and potential for directness of available bus routes. Deterrents to transit as competitive modal choice is often the speed and reliability of the bus, compared to other options, namely the car. The potential to reduce or remove out-of-direction travel is significant in supporting the use and attractiveness of transit. Transit directness could be further enhanced with supportive infrastructure including in-lane stops, signal treatments, and restricted lanes (i.e. BAT lanes). The concept depicted in Alternative #2 shifts the connectivity of transit service to the "points" of the Triangle; this design is dependent on supportive infrastructure necessary to facilitate bus-to-bus connections across busy and intimidating roadways. Alternative #2 suggests the absence of fixed route bus service within the interior of the Triangle, which yields the obvious limitation of coverage and access. The concept presented as Alternative #2 may invoke an exploration of micro-mobility to support bike and pedestrian pathways.

It should be specified the aforementioned comments stated above regarding the Alternatives cited in the Draft EIS not be interpreted as a declaration of opposition from Intercity Transit to either Alternative #2 or #3. The comments provided are intended to provide perceived advantages and disadvantages that were not specified in the Draft EIS. We recognize the alternatives under consideration are conceptual in nature; the actual realization remains unknown.

The following are content specific comments with suggestions for clarification or accuracy:

1. Page 1-5, 2nd bullet specific to **Transit Service**, we request the language be amended:
A transit hub is located at the Capital Mall...
2. Page 4-12, Intercity Transit Short- and Long-Range Plan (2018):
 - The first sentence implies Intercity Transit intends to expand service to all of Thurston County; we request the language be modified to remove this implication. Intercity Transit's recognized service area consists primarily of the City limits of Olympia, Lacey, Tumwater, Yelm and their respective urban growth boundaries.
 - Bullet labeled "Near-term", note the Route 47 is not expected to be re-routed. The Route 47 was adjusted in 2018, however service on Harrison Ave remains active.
3. Page 4-12, Intercity Transit Proposition 1 (2018):
As noted in the comments above, we invite the City to consider amended language in this section that recognizes the potential influence of an investment in bus rapid transit along the Harrison Ave corridor.
4. Page 4-22, line 3, suggest clarifying the Capital Mall Station; arguably more eastward as opposed to "northwest".

We appreciate the opportunity to review and participate in the City's process for land use and transportation planning. We support the City's efforts plan for future growth and recognize the sincere offer to include and engage Intercity Transit as a valued stakeholder. Please advise if there is anything further we can provide to support or clarify these specific comments.

Respectfully,

Rob LaFontaine

Rob LaFontaine
Planning Manager

From: J Moon <jean.e.moon@gmail.com>
Sent: Monday, October 30, 2023 11:43 PM
To: Capital Mall Triangle Plan
Subject: Capital Mall Triangle Draft EIS

Greetings,

I am excited about the options for the Capital Mall triangle. I moved to this area three years ago and the proximity to a variety of businesses was one of the draws. I have a few comments about the draft plan that cover a variety of subjects.

Hydrology of the area

I have concerns about the lack of analysis included in the plan regarding ground water flow. I provided a comment during the scoping effort. Perhaps my concern falls under the stormwater category but I'm worried it was miscategorized.

I live directly on the border of the triangle and I'm concerned that a lack of analysis of the hydrology within the triangle may cause problems for the area directly surrounding the triangle. There is a hard clay pan covering the area, as shallow as 4 feet below the surface on my property, that is so thick it is impenetrable. This results in a very high water table.

I have recently talked to a neighbor that has worked on construction projects in the area for decades. He said the clay pan is 16 feet thick and there is pressurized water underneath so if the pan is punctured, water will spring up. This explains why my basement flooded when the Department of Ecology drilled an underground monitoring station a couple houses down: extra water was introduced to the area and flowed toward my house. The neighbor around the corner whose house sits at a lower elevation than mine had water issues too and had to call professionals to alleviate the problem.

He said drainage and high water table is an issue for the general area. Some parts flow east toward the residential neighborhoods and some parts flow towards Grass Lake. My concern is that stormwater for a property where some or all of the water would drain towards one direction, west towards Grass Lake for example, will be routed to a retention pond in an area that drains east towards the neighborhood. This would affect the amount of water that would typically flow to the wetlands and instead send it to another area outside the triangle.

I believe the City requires stormwater to be handled on site but for the Capital Mall Triangle, that doesn't seem to be feasible: the water, once underground, will drain towards other properties and potentially cause damage or affect neighboring wetlands. Please consider a holistic approach to analyzing and managing the

underground flow of stormwater in the area to prevent altering the amount that flows towards neighboring properties, which may not be able to handle an increase. At minimum, hydrological analysis should be required for each development project within the triangle to prevent or mitigate damages and impacts to neighboring property. This issue will only get worst with the increase in heavy precipitation events brought on by climate change.

Transition building height limits

The draft EIS states that option 2 and 3 could include a slight update for flexibility in the height restrictions with 100 ft of certain residential zones but does not specify which situations this flexibility would apply or what the increased limit could be. I think proposing something that vague goes against the intent of the public comment process. I believe that should not be a consideration of either option because there is not enough information to provide comment on. 100 ft in the context of the triangle is not a huge amount. I think the transition limit is important to keep if the plan is to allow buildings up to 14 stories high. I don't think an increase to the transition limit should ever apply to blocks that are mixed zoned commercial and residential such as the buildings in the Division/Cushing block (Headless Mumby) that don't even have a street dividing commercial from residential.

Parks

I have to say I am excited at the prospect of one central hub and I implore the city, should option 3 move forward, to purchase a large swath of the undeveloped land between Harrison and 4th. The land could create a Central Park feel and I think it's important to keep as many large trees in the area as possible.

Grocery stores

I love the Grocery Outlet and really like that I can easily walk to a grocery store. I am concerned that the development plan will discourage stores such as the Grocery Outlet from remaining or moving to the area. Please ensure full, affordable grocery stores can exist in the area. Hopping on the bus to get groceries is not very practical and I would hate to be forced to go all the way to Safeway or Haggen's.

Jean Moon
221 Cushing St NW
Olympia, WA 98502

From: jnewman <nwsurveyqc@cs.com>
Sent: Monday, October 30, 2023 8:47 AM
To: Capital Mall Triangle Plan
Subject: Comments for Cap Mall Subarea Plan EIS Comments

Dear Sir;

The Subarea Plan should focus around walkable access and bike access first. THEN allow for high rise buildings location around this walkable plan. People and bikes need to be designed for first, then the buildings. The MFTE changes for this area should require 20% affordable housing. Then working people here can live here. There should be NO Impact Fee reductions due the the fact that more people means more City of Olympia costs.

There should be a parking requirement for every unit to keep cars off the streets. Harrison Ave does not need a dedicated bus lane. The busses do fine with the existing 4 lanes on Harrison Ave. Any existing large trees should be preserved. Builders can design around the trees. If Olympia is going to be a tree city, then older trees need to be preserved.

Thank you
John Newman
Olympia, WA



October 30, 2023

David Ginther, Senior Planner
City of Olympia Community Planning and Development Department
601 4th Avenue
Olympia, WA 98501

Re: Request for Comments – Draft Environmental Impact Statement (EIS) for the Capital
Mall Triangle Subarea Plan and Planned Action

Dear Mr. Ginther:

This letter is in response to the City of Olympia's request for comments pertaining to the Draft Environmental Impact Statement (DEIS) for the Capital Mall Triangle Subarea Plan and Planned Action issued on September 28, 2023. The Subarea Plan and Planned Action will be incorporated into the Olympia 2045 Comprehensive Plan.

It is not Puget Sound Energy's (PSE) role to prefer a particular community vision over another, however we do believe it is our responsibility to articulate the potential impacts to electric and natural facilities based on the Alternatives in the DEIS. We hope that these comments are helpful.

The DEIS refers to the City's Climate Commitment Council. PSE supports these measures, and as mentioned in the Scoping comments, we are also addressing the requirements in the state's Clean Energy Transformation Act through the PSE 2030 and 2045 strategies.

The DEIS states that several elements of SEPA are not addressed such as utilities. While there may be no significant adverse impacts, PSE does believe that there are probable adverse impacts to its electric and natural gas facilities and services as a result of the Alternatives identified in the Subarea Plan and Planned Action. It is important to note that there is a significant amount of existing electric and natural gas infrastructure within the planning area. These facilities have been installed over a number of years, and include both overhead and underground electric facilities and services. Some of these facilities may be located within the City right-of-way, but a majority of the infrastructure is located on private property including some equipment situated on easements.

The proposed Alternatives will affect these facilities as part of the redevelopment strategies identified in the DEIS (e.g., transportation circulation; building use and density). PSE conducts its own system planning, however we strongly encourage the City and other entities to work closely with us on a coordinated approach toward implementation. Of particular concern is addressing potential encroachments such as zero lot line configuration, or for overhead electrical facilities where federal separation and encroachment requirements will warrant undergrounding to meet the desired urban form proposed in the DEIS.

As noted in the DEIS, PSE is also a property owner in the planning area (West Olympia Substation) located at 2301 4th Avenue W. With an anticipated increase in electrical demand in the area, PSE wants to ensure that operational improvements for reliability and expansion ‘double banking’ are not prohibited. The substation serves both the planning area and other areas of the west side of Olympia. It is also interconnected to PSE’s regional system. The DEIS has identified potential redevelopment around this property such as the construction of a stormwater pond. We are very interested in learning more about these proposed stormwater facilities and other redevelopment strategies around the substation.

PSE supports the City’s efforts to address potential impacts of ‘social policy analysis’ within the land use and other subject areas in the DEIS. PSE is similarly addressing Diversity, Equity, Inclusion and Belonging (DEIB) in its energy resource planning including decarbonization strategies. As the City looks to reduce its carbon emissions and change how energy is used, how will it mitigate disproportionate impacts, and ensure benefits, to vulnerable populations and frontline communities?

Recent state and local amendments to building codes, similar to some of the actions proposed in the Thurston Climate Mitigation Plan, specifically target electrification for heating, cooking, and other uses for natural gas. PSE has attempted to capture these efforts in the 2023 Gas IRP and is also working on its own targeted electrification programs. We encourage the City to review possible integration of information from PSE’s 2023 Gas Utility Integrated Resource Plan (2023 Gas IRP). This is a 20-year long-range plan that was filed with the Utilities and Transportation Commission on March 31, 2023. It represents the most recent evaluation of PSE’s options for serving its long-term natural gas demand. This is PSE’s initial evaluation of the Climate Commitment Act in an IRP, and the first time we have used climate change to inform modeling to guide future demand forecasts. PSE was also able to include early review of the Inflation Reduction Act and include the Social Cost of Carbon in its modeling.

Under B 6.4 (natural gas transition), the City has identified its goal of phasing out of natural gas connections in new buildings over time. It is important to note that parallel to these efforts, PSE still maintains an existing natural gas system in the City and is required to maintain a safe, reliable, and affordable system under various federal and state requirements.

David Ginther
October 30, 2023
Page Three

The DEIS addresses ongoing development of transportation electrification under Strategy T3. PSE will continue to work with the City on its implementation of recent parking code amendments specifically as they pertain to electric vehicle (EV) charging. Does the DEIS identify an anticipated number of residential and commercial parking spaces that will be dedicated to EVs? As outlined in T3.1, T3.5 and T3.7, we strongly encourage a coordinated and collaborative approach to siting these facilities whether on private or public properties including City rights-of-way.

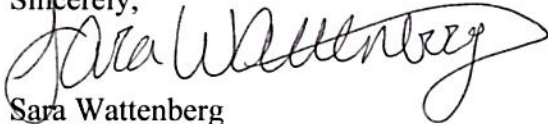
While the DEIS refers to solar facilities, it does not incorporate the siting of battery facilities in the Subarea. These types of distributed energy resources will be key to achieving a successful energy transformation. This also includes implementation of demand response programs for customers. PSE is desirous of the working with the City and others on these energy strategies. For example, the implementation of policies; B 4.11 (grid-connected appliances), and B 4.12 (multifamily sub-metering). It is important to understand the regulatory relationship between PSE and its customers such as ownership up to the meter, but not beyond.

The DEIS refers to proposed amendments to the City's landscape and tree codes. These codes can impact PSE's ability to site and maintain its infrastructure on both public and private property. We offer our guidance to the City on these amendments not only in the Subarea but also citywide.

Note: there is a potential spelling mistake on page 335. BIPOC is written as BIPIC. If this was intentional, please disregard.

PSE would like to thank the City for the opportunity to provide comments as part of the DEIS. We look forward to working with Olympia toward the implementation of the Subarea Plan and Planned Action and the upcoming update of the Olympia 2045 Comprehensive Plan. It is our objective to find a climate friendly path forward for Olympia's energy use. Should there be any questions or further information that we can provide to assist the City, please do not hesitate to contact me at (253) 306-2255 or at sara.wattenberg@pse.com.

Sincerely,



Sara Wattenberg
Municipal Liaison Manager

Cc: Leonard Bauer, City of Olympia
Nicole Floyd, City of Olympia
Dave Andersen, WA Department of Commerce
Rich Doenges, WA Department of Ecology

From: Carol Richardson <ckrichard@earthlink.net>
Sent: Monday, October 30, 2023 6:06 PM
To: Capital Mall Triangle Plan
Subject: Re: Capital Mall Triangle Subarea Plan and Environmental Impact Statement

Thank you for your diligent help and follow thru on commenting on the Capital Triangle Project.

I am a long time community citizen and I am a diligent community person. I only knew about the comment period by a news report on Mixx. 9.6. I care about this plan/proposal. I travel by car multiple times, daily, in this area. This is an issue that matters to me, and yet I heard by happenstance about the comment period.

Who do I talk to about how you "advertise" this. I think a lot more people would like to comment on this issue if they had been aware.

I found you to be very professional and actually concerned that my need was addressed. In my public comment I acknowledged all staff to be very good.

As an aside, the detail is overwhelming. I don't think people have time to focus on this and go into depth on the different layers.

What matters to people is how this will impact, "My life."

Well intentioned and very well thought out, it falls short of getting accurate feedback from those, like me, who will be effected everyday by your decisions.

I moved from Kirkland in 1996 because of the traffic. I never thought I would ever need to leave Olympia. Traffic effects the quality of each of our lives, every day, throughout the day. The plan does not address this. The comment period, while perhaps meeting

the letter of the law, was woefully inadequate in both period of public comment time and notification to the public about opportunity to give input.

If you wish to include these comments to the one I already submitted, you may.

I, as mentioned, found you very professional and responsive. It felt like you genuinely cared that my questions and that my needs were meant. I'm an ESL teacher. My job is to make the English content available to the children in a comprehensible way. This process didn't deliver this.

Best,

Carol

-----Original Message-----

From: Capital Mall Triangle Plan <triangle@ci.olympia.wa.us>
Sent: Oct 19, 2023 2:49 PM
To: ckrichard@earthlink.net <ckrichard@earthlink.net>
Subject: Capital Mall Triangle Subarea Plan and Environmental Impact Statement

Greetings,

The project page is located here: [Capital Mall Triangle | Engage Olympia \(olympiawa.gov\)](https://engage.olympiawa.gov/capital-mall-triangle)

There is a button at the very bottom of the page that says "comments" and it will take you to the page (link below) where you can submit an online comment. https://engage.olympiawa.gov/capital-mall-triangle?tool=brainstormer#tool_tab

Comments can be emailed to me as well at triangle@ci.olympia.wa.us

Let me know if you need anything else.

Thank you,

David

David Ginther (he/him), Senior Planner

City of Olympia | Community Planning and Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8335 | olympiawa.gov

Note: Emails are public records and are eligible for release.

From: Richardson, Carol <crichardson@nthurston.k12.wa.us>
Sent: Monday, October 30, 2023 1:03 PM
To: Capital Mall Triangle Plan
Subject: comment on triangle project

The plan and all the details are a tremendously complicated for a lay person to absorb and understand. I have two college degrees and owned three businesses. It is difficult for me to understand.

I live in the area. I make multiple trips there daily from Black Lake area. I do not see how making two new exits and on ramps from 101 will handle the traffic. It is an extremely congested area now without all of this additional building. It a fine idea to say we want people to bike and use transit. Transit does not serve, no will it with this plan, a significant number of families in our area with this plan, as well as people traveling from Lacey, south county, Lewis country Grays Harbor county and on and on.

Please put the infrastructure in before any building. You will have irate people and an unlivable amount of congestion if you do this simultaneously or after the building. This is why people complain about planning.

It is clear to me a great deal of effort has been put into this plan. Wanting people to use transit does not make it practical for people to do so. They can't do it. I think the plan falls far short on mitigating the traffic congestion both now and in the future.

My personal contact information is:

Carol Richardson
ckrichard@earthlink.net

I tried to use the comment button but it indicated my email was already in use.

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

Public records are available upon request under the Public Records Act, Chapter 42.56 RCW. Unless exempt from disclosure, email communication is a public record that may be disclosed to a third party under the Act.

From: philschulte@comcast.net
Sent: Monday, October 30, 2023 1:17 PM
To: Tressa Pagel; David Ginther
Cc: Phil Schulte SCHULTE
Subject: Capital Mall Triangle Subarea Plan Environmental Impact Statement
Attachments: [Comments on Environmental Impact Statemen_103023.pdf](#)

Dear David and Tressa:

I have attached my public comments for the Environmental Impact Statement for the Capital Mall Triangle Subarea plan. Given the unresolved issues and their impact on the environment, I would ask that the city allow additional public input on the EIS once these issues are defined and an Alternative selected.

Also, when final documents are released for public comment, I would request that the City consider allowing an extended comment period of an additional 15 days as provided in WAC 197-11-455. The issues in this subarea plan are complex and citizens need time to review the research done to date and what would be the best path forward.

Phil Schulte

Comments on Environmental Impact Statement:
Capital Mall Triangle Subarea Plan

Philip W. Schulte

October 30, 2023

First, the authors of the Environmental Impact Statement (“EIS”) have done a very good job identifying the city and county land use plans and guidance and how the proposed Alternatives meet most of the goals established in them. Also, the specificity of the description of the impact for Alternatives Nos. 1-3 in terms of number of new housing units, population and employees is very helpful to make concrete the actual impact on this area of the City of Olympia. Some of the material in the EIS might be more appropriately placed in the subarea plan rather than the EIS.

I. The EIS Lacks Specificity As To The Re-Development Of The Capital Mall Triangle Area

However, there are a number of areas where additional information is needed to choose between the three Alternatives. Washington Annotated Code Section (WAC) Section 197-11-442 (2) requires for non-project EISs that “Alternatives including the proposed action should be analyzed at a roughly comparable level of detail, sufficient to evaluate their comparative merits (emphasis added). However, this draft EIS does not provide sufficient information to evaluate the Alternatives due to the following unresolved questions that will have a material impact on the final decision:

- Building heights, and custom development standards and design guidelines, together with legislative rezones that will achieve the vision for the Subarea Plan.
- Alternative land use patterns in relation to growth estimates and community vision.
- Relationship of land use patterns to the natural environment and land use compatibility.
- Effect of growth on demand for parks and transportation capital improvements.
- Selection and refinement of future land uses studied in the range of alternatives.
- Refinement of subarea goals, objectives, and policies. Issues yet to be resolved include guidance related to the development regulations for specific zones to accommodate the changes proposed in the alternatives.

The standards for buildings and land use patterns in the Capital Mal Triangle (“Triangle”), housing, mixed use and commercial land uses, the need for transportation upgrades especially an upgraded transit hub to serve the increase work and resident population, community amenities like parks, plazas, recreational facilities and a number of changes to the development regulations, especially for parking, trees, pedestrian street and the standards in 18.130.060 are still undefined. Therefore, there is insufficient information to evaluate the comparative merits of the Alternatives. Also, substantial public investments will be needed for many of these elements and at present, the city has not decided to contribute to the future re-development of the Triangle. The EIS should be re-issued for public comment once it is completed.

A. Determination of Significance (Appendix A) of the EIS

Definition and clarification of these outstanding elements is especially important since the Determination of Significance and Notice of Scoping includes the following statement:

“The City would not make a threshold determination and may not require additional environmental review, for a future development proposal that is determined to be consistent with the planned action ordinance (emphasis added). This will provide certainty and

predictability for both development proposals and the community, streamline the environmental review process within the subarea, and encourage the goals of SEPA and the State's Growth Management Act (Chapter 36.70A RCW)".

Therefore, an environmental review could be bypassed for a project with a substantial environmental impact. Depending upon the type of project, this could result in adverse impacts on the environment and community without notification to the citizens and proposals to mitigate the environmental harm.

II. LAND USE — GROWTH STRATEGY

A. Capital Mall Triangle Arterial Roads as Barriers to Pedestrians

In Section 3.2.2, it is claimed that the arterial roads (Harrison Avenue, Cooper Point Road and Black Lake Blvd.) act as barriers between surrounding neighborhoods and the Triangle Area and walking is difficult and uncommon. As a resident living North of Harrison Ave and in the subarea plan study area, I don't believe that the arterial roads are barriers to walking, rolling or bicycling into the Triangle or that it is difficult to cross or walk along the arterials. I walk to many of the commercial businesses using Harrison Avenue or Cooper Point Road for daily needs and to the Capital Mall property without any difficulty although I do not see many other people walking in the Triangle area.

The reason for the absence of walking is due to the commuting and living patterns common in Olympia rather than the arterial roads. Data (<https://www.point2homes.com/US/Neighborhood/WA/Olympia-Demographics.html>) on commuting patterns in Olympia show that almost all trips are done by private automobile (see Table A). The local climate, early darkness during the late fall and winter and the level of convenience, privacy, and safety provided by a private automobile are the reasons why cars are the predominant transportation mode choice, not crossing the arterial roads in the Triangle.

Table A: Transportation Modes in Olympia

Mode	Total Trips	Percentage
Car	20,270	91%
Bus	645	3%
Bicycle	257	1%
Motorcycle	174	1%
Walk	975	4%
Total	22,321	

B. Compatibility (Incompatible of Land Uses)

One of the thresholds of significance noted in Section 3.3.1 relates to changes in the built environment from buildings of 20 feet (2 stories) to buildings as tall as 145' or 14 stories in Alternative No. 3 and how these changes will impact "neighborhood character". Such a change in land use would be an abrupt change in the visual pattern of residents, especially those walking through the area.

It is claimed that this rise in density would use “land more efficiently and an overall improvement to public enjoyment of outdoor space.” Also, “Impacts on neighborhood character would likely be positive with improved identity, sense of place, and human-oriented design in the subarea”. As someone who lives in a multistory building in the study area, I don’t agree that residential towers as tall as 14 stories are human oriented design when placed in a much lower scaled environment like the commercial properties that will remain in the Triangle. I would consider them to be the opposite, an anomaly that will be rather jarring at street level and out of scale with the other land uses.

The issue of scale is even more important when mid-rise housing occurs near to the presence of single family structures as is the case on the north side of Harrison Avenue, eastern parts of Black Lake Blvd and western edges of Cooper Point Road. The use of upper story setbacks or other land use requirements to provide a minimum separation for privacy purposes would be beneficial for owners of lower scale housing near these mid-rises.

C. Neighborhood Hub locations

In section 3.3.2, the authors assert that the “ Neighborhood character may be dramatically improved at the neighborhood hub locations, where main street designs would help existing neighborhoods better physically and aesthetically connect to the subarea, in turn making the subarea an essential part of the neighborhoods (emphasis added).” That might be true if we were considering a convenience store or small shopping complexes like the Wildwood shopping Center.

In contrast, Capital Mall and several of the other retail complexes along Cooper Point Road draw customers from Olympia, the surrounding Capital area cities of Lacey and Tumwater and the entire South Sound region. Part of the problem is perhaps is the use of the word “neighborhood” or “urban neighborhood” to describe housing to be placed in a Capital Mall Triangle commercial district. A neighborhood is generally a defined district or subunit of a city where people live rather than a regional/local commercial district. Also, urban neighborhoods are usually mixed use developments at the city center, in this case downtown Olympia rather than in suburban areas.

D. Land Use Compatibility Issues

On Page 3-60 of the EiS, the authors noted that “Developments within 500 feet of arterials may be impacted by traffic-generated air and noise pollution. Human/commerce conflicts may increase with people and freight vying for street/path use, especially without a critical mass of redevelopment to shift the area into a better functioning multimodal area.”

Since most of the redevelopment will occur within 500 of the arterial roads that comprise the Triangle, pollution and noise will have a significant impact on the environment for residents and visitors to the Triangle area. This is especially true given the commuting patterns shown in Table A which are likely to continue as living patterns are difficult to change. Also, too much traffic and noise can impact the desirability and value of property. Mitigation measures should be considered, especially if Alternative No. 3 is selected.

E. Growth Strategy Alternative No. 3 (Section 3.3.5)

As noted in the EIS, Alternative No. 3 will have five times the housing units and six times the new population expected under Market Trends. However, the claim that “no significant adverse impacts from this level of urban density” is very unlikely given traffic congestion, crowding and lack of privacy, noise and other impacts noted above. There may be ways to mitigate the environmental impact or it may be considered to be unavoidable but it is not insignificant in the view of residents and visitors.

III. Transportation

A. Proposed Transportation Enhancements Along the Triangle Arterial Roads

The City of Olympia’s 20 year Transportation Master Plan (“Master Plan”) has a prioritized list of projects for the period from 2021-2041, or most of the period covered by the subarea plan. The EIS has a very extensive list of projects for bike lanes and roundabouts to improve traffic flow. Of the 4 enhanced bike lane projects, only one of them (Capital Mall Drive) is in the Master Plan. Similarly, of the seven roundabout projects, only two (Black Lake and Capital Mall Drive and 9th avenue and Fern Street) are included in the Master Plan.

Therefore, there is a significant gap between the expected funding and the transportation improvements necessary for re-development of the Triangle Area. Also, the Black Lake Blvd/Capital Mall Drive and 9th Ave/Fern Street roundabouts are very close together and the need for the Fern Street roundabout should be verified by actual traffic and congestion data.

B. Increased Traffic Congestion in the Triangle

As discussed above, increased density and land use changes would increase automobile traffic and trips by other modes. For example, the number of employees in the Triangle area will grow from a Market Trend of 4,638 to 7,776 under Alternative No. 3. In addition, the number of residents in the Triangle would increase from 366 in the Market Trend column to 5,876 for Alternative No. 3 (see Figure 3-25). This is an increase of over 1,600%.

The net impact on the number of average daily trips increases from 14,810 in the Market Trend to 18,490 for Alternative No. 2 and 39,700 for Alternative No. 3. (See Table B below). Since the main arterial roadways are already congested at certain times of the day and the City policy is not to increase capacity on these roads, the inevitable result would be annoying congestion for Alternative No. 2 and gridlock for Alternative No. 3 at peak times.

Table B: Trips in the Capital Mall Triangle

	Trips	AM Peak	PM Peak
Alternative 1 (Market Trend)	14,810	510	1,250
Alternative 1 (Max. Buildout)	235,940	13,940	21,590
Alternative 2	18,490	1,300	1,640
Alternative 3	39,700	2,540	3,550

This kind of congestion may be common in the core downtown areas of Seattle or Portland but residents of smaller cities like Olympia may find it very unsettling. If Alternative No. 3 is selected, capacity expansion on the arterial roads needs to be put back on the table to prevent increased pollution and economic losses from traffic congestion.

C. Major Collector Streets in the Triangle

In Table 4.1, City of Olympia Street Characteristics are shown for Major Collector streets which are defined in the Engineering and Design Standards as “streets that provide connections between arterials and concentration of residential and commercial activities.” Given the redevelopment of the Kenyon St. 4th Avenue area, these streets will need major upgrades to handle the increased traffic. Driveway access to properties is not allowed on Major Collectors which could make it difficult for residential projects which will need driveway access.

D. Sidewalk Widths Along the Arterials

There are several areas in the Triangle where sidewalks need to be added (Cooper Point south of Capital Mall Drive) and 4th avenue east of Kenyon St. However, the need for “wide and buffered sidewalks along the length of the arterial streets” is questionable given the light pedestrian traffic along many sections of these arterial roads, especially parts of Black Lake Blvd and Cooper Point Road. Most of the day these sidewalks are empty.

The sections where sidewalks appear to be more “crowded” are the places along Harrison Avenue where trees were planted, taking up roughly half of the sidewalk width for the planting square. Bulb outs or other remediation might be beneficial there along with planning for the inevitable uplifting of sidewalks due to tree roots. Uplifting of sidewalks is especially noticeable and a tripping hazard along western side of Kenyon Street, south of the Harrison Avenue-Kenyon Street Intersection.

E. Pedestrian Safety

The area most in need of pedestrian safety improvements is the Capital Mall property where there are areas where pedestrians walking outside the mall buildings are at risk especially from drivers leaving parking lots and moving along the mall loop roads. The mall loop roads need to be improved for walkability especially on the sections of the property within 500 feet of the main arterial roads.

F. Auto Trip Safety

One area that is not addressed is traffic safety in certain areas of the Triangle. For example, entering Black Lake Blvd from 4th Avenue and heading south is very difficult due to limited lines of sight and traffic accelerating from the stoplight at Harrison Avenue. Entering Harrison Avenue from the Target Parking Lot and heading west can be stressful given the traffic volume on Harrison Avenue. The increased traffic volume from re-development will only exacerbate these existing problems on intersections in the Triangle. Traffic studies should also address this area.

G. Limiting Automobile Traffic (Vehicle Trips)

In Section 1.7 of the EIS, it is recommended that the City of Olympia adopts a vehicle trip cap for the Capital Mall Triangle Subarea based on the No-Action Alternative. So, effectively, the increased number of trips identified under Alternatives Nos. 2 and 3 would not be permitted in this commercial district which will have a diversity of regional commercial centers, local businesses and residences.

Establishing a traffic monitoring system to enforce trip caps, penalties for infractions, the use of congestion pricing now being considered in New York City are just some of the implementation issues for such a trip cap proposal. There is also the question of whether inhibiting customer freedom will just result in consumers going to other areas in South Sound thus adversely impacting the economic vitality of this business district. Also, there are significant equity issues involving small businesses needing freight deliveries which could be limited under such a scenario.

IV. Land Use Growth Strategy

A. Maximum Commercial Development

In Section 4.3, the authors have calculated the maximum commercial business rental area (BRA) in the Triangle as 9,518,000 square feet, nearly 5 times the existing BRA (2,145,000 square feet) or more than triple the amount of RBA proposed under Alternative No. 3. Yes, densification to this degree is perhaps conceivable but it is extremely unlikely to occur and is substantially beyond any of the Alternatives. Also, the feasibility of such a proposal in terms of transportation, amenities for residents etc. would need to be carefully considered.

V. Conclusions

While the EIS is incomplete as explained above and there are many unresolved issues, particularly around transportation, the authors have made a serious attempt to identify some of the main issues involved in this subarea plan. The transition of a suburban shopping district which serves customers from a broad area into a new “urban neighborhood” while still maintaining the Triangle’s commercial focus is a very complex endeavor. I would recommend that the city continue to refine the Environmental Impact Statement so that it can fully evaluate the environmental impact of the development proposed under Alternatives Nos. 2 and 3.

Also, the Capital Mall Triangle is very valuable city asset generating a great deal of tax revenue and providing local shopping experiences rather than residents having to drive to Tacoma Mall, Lakewood Towne Center or the Centralia Outlets Centers for similar experiences. The avoidance of 20-30 mile car trips to visit these alternative shopping areas is a significant environmental benefit in terms of traffic congestion avoided, reducing greenhouse gas emissions and other environmental benefits.

From: Alam, Nazmul <AlamN@wsdot.wa.gov>
Sent: Monday, October 30, 2023 5:12 PM
To: David Ginther
Cc: OR Planview; Mazur, George; Larson, Andy; Abarca, Manuel; Rigler, Genevieve
Subject: Capital Mall Triangle Subarea Plan and draft Environmental Impact Statement (DEIS) - WSDOT Comments

Good evening, Dave,

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to provide feedback and comment on the Capital Mall Triangle Subarea Plan and draft Environmental Impact Statement (DEIS).

WSDOT offers the following input in support of the City's efforts.

- Regarding the trip cap, we are requesting you work with WSDOT to define the program's technical and monitoring details prior to final adoption of the subarea plan, DEIS, and Planned Action Ordinance.
- Growth in traffic can increase faster than forecasts. How do you address in the DEIS and Subarea Plan the approach to monitor and reassess forecasts, impacts and mitigation?
- In the West Olympia Access Project, it is mentioned "A comprehensive package of strategies including efficiency measures, multi-modal travel alternatives, travel demand management, land use intensification, and street connectivity will be needed to maintain future mobility and access." Is this being implemented in the Capital Mall Triangle project?
- The 2016 Interchange Justification Report concludes that certain connections previously planned are not sufficient. A need for additional study of potential connections was identified. We are unclear if this study has occurred.
- WSDOT asks additional development emphasis in the following:
 - Grid connectivity to mitigate impacts to city and State traffic.
 - Are subarea connectivity improvements expected to reduce the number of travelers using US 101 for local trips?
 - We see that you have a corridor study for Black Lake Boulevard in the Subarea Plan and the contributions to this route being an entry to US 101. Have you considered including the US 101 interchange in the scope?
- At the Black Lake Boulevard interchange, we strongly advise including an analysis of existing and proposed roundabout configurations, as these are in line with modern WSDOT values, in the Black Lake Blvd. study scope. This will bring the analysis in line with policy changes that now require preparing an Intersection Control Evaluation (ICE) to determine the appropriate intersection control and requires evaluating the use of roundabouts. While we are not asking for the formal ICE until the design phase, evaluating an alternative with roundabouts set in place all the documentation needed to prepare the ICE during the design phase.
- From the West Olympia Access Project, new US 101 accesses are assumed and will significantly impact the study area's traffic patterns. Consider including the proposed US 101 interchanges in the study area and include roundabouts as one of the intersection alternatives.
- Ramp metering was previously considered in the referenced 2016 Interchange Justification Report. WSDOT believes that ramp metering would improve conditions on US 101 near the

Black Lake Blvd interchange. Consider documenting this under mitigation if the interchange or US-101 is included in the study area.

- US 101 from I-5 to Mud Bay Road should be included in the study area.

Thank you again for the opportunity to engage with sharing comments on the Capital Mall Subarea Plan and DEIS. We look forward to continuing our productive partnership.

Best regards,
Nazmul Alam
Principal Senior Planner
WSDOT Olympic Region Multimodal Planning
360-357-2706

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Yelm Community Schools

Shina Wysocki
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Nancy LaPointe
Ex Officio Member
CB&I Board President
Navigate Financial



October 31, 2023

City of Olympia
Attn: David Ginther
601 4th Ave E
Olympia, WA 98507-1967

DELIVERED VIA EMAIL: David Ginther - dginther@ci.olympia.wa.us

Re: Capital Mall Triangle Subarea Plan

Dear Mr. Ginther,

On behalf of the Thurston Economic Development Council (EDC), we appreciate the foresight of the City of Olympia in developing a subarea plan to provide a long-range strategic and implementation of framework to realize the vision for the Capital Mall Triangle. In review of the currently proposed Capital Mall Triangle Subarea Plan and the three options provided, we have identified the following items of support, comment, and potential challenges that we believe should be addressed from an economic development perspective.

Use of SEPA Planned Action. The EDC supports the City's use of the planned action SEPA process, which will increase certainty and reduce permitting timelines for later projects in the subarea.

Parking. The alternatives each assume reductions in commercial parking requirements (more so for Alternative 3) to achieve their goals and no residential parking minimums. The EDC is concerned that these assumptions may not reflect market reality for development in this area. While located in the City, the area is within a suburban setting. While the City may not mandate parking, or may allow significant reductions, potential developers may still demand or require it to ensure marketability of the end product.

Impact of Private Ownership/Restrictions on Future Redevelopment. Both alternatives identify potential future new uses, including hubs, parks, and streets within the greater mall area, as well as parking reconfigurations and reductions (depicted at Figures 2-5 and 2-6). This area is almost entirely privately owned, and many of the properties and structures in and around the mall are leased to national tenants. Private agreements, including lease requirements, CCRs, and similar instruments outside of the City's direct control may make implementation of the alternatives difficult in practice, if not impossible, for many years to come. Other local jurisdictions attempting to implement similar plans in mall areas have faced these challenges, including the City of Lakewood in Pierce County, which adopted a planned action for the Lakewood Towne Center area in 2018. The area has seen limited redevelopment despite considerable effort and investment by the City of Lakewood in both planning and public spaces/infrastructure.
<https://cityoflakewood.us/downtown-plan/>.

Workforce. The vision is to create a fully walkable, neighborhood-type feel within the triangle, with housing and living amenities, but there is a lack of employment within the subarea that would support the income base, thus forcing regular trips outside of the area. In order to support a broad range of housing types, individuals would need to earn a broader range of income categories, which currently is not supported within the present employment types held within the subarea.

Housing. It appears that the elected area is primarily made up of four major developers, whom have been included in the plan development, however, the redevelopment vision is to have a mixed use of housing that ranges from affordable to workforce to market (including smaller commercial spaces at an affordable price for owner operator businesses). In order for these visions to be supported, it would require participation

from a much broader range of developer parties not yet consulted on cost, feasibility, and interest. In order to maintain the proposal's vision, this segment should be included to ensure the vision can be achieved and also confirm that the proposal is cost effective enough to encourage actually building out this vision. The plans state that we would want to achieve a mix of housing, but does not specify the optimal amounts in order to support a diverse community within this area, as well as throughout our broader community. If this housing is achieved, there is no mention of the wider impacts required such as safety amenities, health care support, or the educational system.

Transportation. Because of the increase in housing density and units, this would result in substantial trip generation over existing conditions, which is deemed to be a significant potential adverse impact for purposes of environmental review. The EIS (Table 1-1, Mitigation Summary, and Section 4.4.2) would mitigate these impacts by using a "trip cap" to limit development to the current level of trip generation for both alternatives. This mechanism relies on the assumption that concurrency and transportation impact fees will result in multimodal system improvements sufficient to achieve the plan's goals, particularly for Strategy Corridors. The EDC is concerned about the underlying validity of this assumption, as the subarea has a long history of traffic congestion despite long-standing City concurrency and transportation impact fee programs. A result of the "trip cap," is that it is unclear how much of the development will occur without triggering project-level SEPA review and potentially costly transportation improvements. In addition, if the "trip cap" methodology being used, developers will still be required to complete a Transportation Impact Analysis for individual projects, which reduces the overall benefit of the planned action SEPA at the project level.

Business Impact. The Comprehensive Plan states that it is important to maintain and continue to support the area as a regional shopping destination. This is unfortunately in direct opposition to attempting to move towards complete urban sustainability as people travel from outside of not only the subarea, but also our county, to spend their income at this shopping center. The traffic impact alone is already felt around the area for the existing neighborhoods. The project area currently has an estimated 343 businesses within the identified subarea. There has not been an analysis of the impact on the customers, workforce, and sales that these businesses would experience in the future should the traffic and access be reduced and/or removed from their physical locations. If their current business models are not able to sustain these changes, they could endure losses that may ultimately lead to closures.

Additionally, the above discussion regarding business impacts must include a discussion or review of businesses that exist and operate outside of the triangle project boundary. The Planned Action creates a permitting pathway forward for any application that complies with the plan-however, if any portion of the subarea plan results in a worse impact than the EIS concludes, that development action will not be required to mitigate. We are concerned that the proposal and work associated has not adequately identified all the impacts outside the subarea boundary.

We thank you in advance for your thoughtful review of these comments. Please do not hesitate to contact us if we can provide any further details and or input on this important project.

Sincerely,



Michael Cade
Executive Director

Comments on the Capital Mall Triangle EIS – 10/30/23

I am generally support Option #2. This seems like a much more reasonable approach and more in line with what the Comprehensive Plan envisions. There are many problems with Option #3 as detailed below.

1) Funding – there are a number of places where the EIS speaks about a public private partnership to fund different aspects of the Capital Mall Triangle (Triangle). This is especially true for the transportation provisions of the plan in Option # 3. Additionally, there are other items in Option 3 that require public funding, such as the large park near Kenyon and Fourth Ave, or stormwater improvements. The amount of public funding has not been specified. When I asked questions about how transportation would be funded, I have only gotten vague answers. I am therefore leery about this approach. I worry that it will either increase taxes, or a shift of public money to the Triangle at the exclusion of other Citywide needed projects, such as sidewalks on local streets or funding to pay for mitigation strategies for sea level rise. These increased costs will also raise rents and make it harder for people on fixed incomes to pay taxes.

2) Transportation Impacts – The problem of trip generation hasn't been solved. Under Option # 3 trip generation exceeds Option # 1 by 170%, while Option #2 only exceeds Option #1 by 25%. This is a very big difference. The proposed "trip cap" is poorly delineated except to say that construction projects in the future might require a future SEPA review. There is no clear explanation about how the increase traffic demand will be handled. In addition to increased traffic congestion, Option #3 with higher density would create increased need for parking. Lack of parking availability in the Triangle would undoubtedly result in Triangle residents searching for parking in the surrounding area and taking up neighborhood parking.

3) Affordability – A group of about 100 Westside Olympia residents sent a letter to the City entitled "**Redevelopment of the City of Olympia's Triangle Subarea A Westside Perspective**" (see attached). One of the principles and vision of the group was that affordability of existing housing be preserved. There are about 60 homes on Bush and Jackson Avenues and existing low income apartments in the Evergreen Village. The letter also envisioned that new housing in the Triangle are be affordable at 40% of the AMI.

The EIS pays lip service to affordability. For example on page 103 it states "*Under any alternative, the affordability levels of market-rate units may be at the higher end in the first few projects to "prove" the market for multifamily development in the subarea. However, as supply increases and a greater variety of development types are introduced, a wider range of affordability levels would be expected.*" The EIS also states that as more investment in the Triangle is made in transportation and in the public realm that rents are likely to rise in the surrounding neighborhoods to reflect these improvements. Additionally, Page 334 of the EIS

and page 58 of the Economic Analysis state that there is an economic displacement risk for renters in the Triangle as well as the risk of rising rents in the Westside. The Triangle has a high percentage of renters, lower income residents, and the BIPOC community as compared to many areas of the City. Displacement of these renters would not support the City's equity goals.

The main mechanism identified in the subarea plan for housing affordability is the MFTE. To date, 15 projects in the City have used the MFTE, but only two projects used the 12-year tax exemption which includes a percentage of affordable housing. Although the City has proposed changes to the MFTE including expansion of the MFTE into the Triangle, the amount of affordable housing that will be produced is unknown. The 8-year MFTE will have a target of 80% of the AMI (an income of \$56,500 for a single person), however this target doesn't help people of lower incomes. And the uptake of the 20-year MFTE with more housing affordability for longer is unknown. All MFTE exemptions are a tax shift paid for by taxpayers. This is an unvoted tax that is likely to increase substantially with the Triangle development. Even the in lieu of fee of 25% for the Westside 8-year MFTE, is also paid for by property owners.

Inclusionary zoning was another measure suggested affordability measure in the subarea plan. However, at Council's Land Use & Environment Committee meeting on May 25, 2023 the City's Housing Coordinator Darian Lightfoot did not recommend this option to the Committee. Additionally, giving developers the opportunity to pay an in lieu fee instead of providing on site affordable housing because it would tend to send lower income renters to areas outside of the Triangle.

4) Stormwater – appears to be a difficult problem for Option #3 and probably to a lesser extent also Option #2. In its current state, there is no further capacity at the nearby Yauger Park stormwater facility. And the Mall stormwater pond only has the capacity for 15-year floods. Soils in most of the subarea have poor infiltration capacity, with type C and type D soils. Surface stormwater detention ponds require space that will be hard to find. Creating stormwater detention ponds below buildings is an option but it is expensive. Climate Change will result in more rainfall in the fall and winter months and rain patterns will change to produce more deluge type rain. Increased rain and heavier rainfall is more likely to cause flooding. Adding new stormwater facilities near the triangle will be costly.

5) Greenspace – Option #2 only has two ½ acre hubs proposed. The third hub West Central Park is already in existence and well developed. It seems as if a third and even a forth hub should be designated in Option #2.

I support putting a green buffer along the major roadways in the Triangle. Additionally, it would be advisable to have bike paths that were separated from traffic by a green buffer. It would also be desirable to have green space and benches in the immediate vicinity of high rise apartments so people could sit outside of their apartment buildings. These additional measures to add greenspace would help mitigate stormwater and a heat island effect.

6) Heights – heights of 105 – 145 feet are just too high even if green construction is used. Additionally to use green construction, stepbacks are not feasible. Without stepbacks tall story buildings could be impactful to adjacent lower story buildings. Heights as tall as 145 feet are out of scale for the Westside region. Fourteen story buildings were never envisioned for the Triangle in the Comprehensive Plan.

Judy Bardin
3129 Hoadly St SE
Olympia, WA 98501

February 6, 2022

Redevelopment of the City of Olympia's Triangle Subarea A Westside Perspective

We, the undersigned, are residents of the Westside of Olympia. We intend to be part of the “robust analysis and public engagement” that Mayor Selby indicated will be part of the City of Olympia's Subarea planning effort. The City is scheduled to begin this effort in March, 2022.

We appreciate the efforts of Amy Buckler, the City's Strategic Project Manager, to clarify the intent of the \$250,000 grant from Commerce in support of this planning effort and to understand the shape of the Triangle subarea itself.

We agree that the northern boundary of the Subarea needs to be clarified. We also need to understand why parcels on the eastside of Division between Garfield and 4th Avenues were included in the Subarea's boundary.

We also requesting to review a draft of the RFP that the City intends to use to recruit a consultant for this planning effort and, to the extent possible, be part of the selection process. We wish to ensure that the term “blighted” is not used to describe portions of our Westside neighborhood. This term has been inappropriately used by previous City consultants. We want to ensure the selection of a consultant who understands and respects the Westside of Olympia.

Preparation for Engagement

Since November, 2021, we have taken several steps to prepare ourselves for this task of envisioning what a beneficial redevelopment could look like.

We developed a “Land Ownership Map” of the Triangle Area and met to share this with the leadership of the three Westside neighborhood associations (SWONA, NWONA & Burbank/Elliot Association).

We informed the un-represented homeowners on Bush and Jackson Avenues and many of the local businesses on Division and Harrison about the City's proposed Subarea planning.

We have sent City-generated information about this proposed planning effort to well over 200 households on the Westside.

We have discussed this planning effort with Westside neighbors in three separate Zoom discussions in January, 2022.

Our Preliminary Principles and Vision

A Public Orientation. Triangle Redevelopment must prioritize public space and community-oriented activity.

The current Triangle area south of Harrison is a private land mass of impervious parking lots dominated by big box stores owned by five out of state companies: Capital Mall Land, Capital Mall Company, WIG Properties, Cafaro NW Partnership and MGP Properties.

Whether through the use of eminent domain, easements or mandatory regulations, publicly owned land such as pocket parks, bike paths, pedestrian pathways, must be accessible to all residents.

The plan must preserve Sunrise Park, a public park off of Bush Avenue NW.

Expand the use of building space for services such as the existing Public Health (vaccination) Clinic and Thurston Regional Library. In addition, create more community services such as a community bike repair shop.

The Westside is in need of a Westside Community Center. One building on the periphery of the Triangle, the permanently closed 24 Hour Fitness Center, should be purchased by the City for a Westside Community Center. It should partner with SPSCC and Evergreen to create art and environmental learning opportunities for neighborhood residents. It could also be the site for community acupuncture, yoga and other health related services.

Housing. Existing housing must be preserved and future housing must be affordable at below market rates.

There are approximately 60 single family homes on Bush and Jackson Avenues NW and three homes on 4th avenue SW. Preserving this housing would be in line with one of the goals of the subarea plan to “reduce pressure on single family housing.”

The low-income housing complex, Evergreen Villages, must remain intact. Portions of this complex are on the northern border of the Triangle Subarea.

Future housing must be affordable to those people with incomes at 40% or less of the Area Median Income currently \$90,200. This means a maximum annual income of \$43,080 and a rent of \$900 or less.

The Thurston Housing Land Trust, the Housing Authority of Thurston County and the Low Income Housing Institute must be given top priority for any new housing in the Triangle and included in the planning process.

This is especially the case if there is new housing at the sites identified as “redevelopment sites” in the Regional Planning Council’s Buildable Lands Report. These sites are currently owned by Cafaro NW Properties and WIG Properties and are between Kenyon and Cooper Point Rd south of Harrison.

The City should gift the two lots it owns on 4th Avenue to one of the above listed low income housing organizations to meet our current housing needs.

It may be possible to re-purpose office buildings for neighborhood housing. If the Department of Licensing no longer needs these buildings for office space, it may be possible to re-purpose the two buildings on 4th and Black Lake Boulevard for neighborhood housing.

There is no reason to utilize eight year property tax exemptions to meet housing needs. These exemptions only benefit the building owner, as documented by the JLARC report.

Climate Crisis Recognition. Re-development must recognize that global warming is caused by the burning of fossil fuels. Redevelopment must be guided by climate resilience.

The preservation and planting of trees must be a part of redevelopment. The stand of trees just west of Kenyon must be preserved. It is one of the few stands of trees in the Triangle south of Harrison.

Green design elements like living roofs, all electric buildings, solar energy, rain water containment, public parks, playgrounds and community gardens and food hub need to be integrated into planning and development.

Electric vehicle charging stations need to be constructed in the Triangle.

Much of the estimated 60% to 70% of the impervious parking lots need to be repurposed and replaced with stacked parking facilities to reduce the wasteful use of land for often vacant parking space.

Transportation. Prioritize travel by public bus, public bike lanes and walkability. Safe and convenient walkability requires a dense network of pedestrian walkways and social trails.

Connect the Grass Lake pedestrian trail to the Westside neighborhoods.

Connect the east and west borders of the Triangle to the SW neighborhood between 9th and 4th avenues and to Yauger Park over Cooper Point Rd via pedestrian bridges.

Create spaces for short term electric car and bike rentals and covered bike parking throughout the Triangle.

Establish an Intercity Transit shuttle service from the Triangle area to Sea-Tac and the Amtrak station on Yelm Highway.

Preservation and expansion of locally owned small businesses.

The uptown Westside has a vibrant core of small, locally owned businesses, many of which have been around for decades. There are viable and community oriented small businesses both outside and inside the Triangle boundary. These businesses and services are directly connected to the livability of the Westside and its neighborhood. We want to preserve all of them.

Outside of the Triangle boundary there are small businesses like the Hash House, Westside Tavern, Westside Hair and Nail Salon and Tony's convenience store, Eagan's, Olympia Framemakers and many others.

Inside the Triangle Boundary near the corner of Harrison and Division alone, there are small businesses like Terry's Automotive and Alignment, the food and service businesses in the Westside

Mini Mall and the Westgate Center building, as well as California Taco truck. On the north side of Harrison, we have Vic's Pizza on Division and the Grocery Outlet in the Westside Mall, the Olympia Furniture Company, the Mediterranean Breeze Turkish Restaurant and many others.

We also support the presence and expansion of locally-owned businesses inside the existing Capital Mall area south of Harrison.

Conclusion

We look forward to the beginning of the City's planning and receiving a draft of the Consultant RFP.

Please put our names and emails on the official "parties of record" list and keep us informed of your progress.

If you have any initial responses to this statement, please address it and all future City correspondence to all of our below-listed email addresses.

Sincerely (SIGNED)

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**Capital Mall Triangle Subarea Plan
and Planned Action Environmental Impact Statement**

**Draft EIS and subarea plan comments received online utilizing the Engage
Olympia webpage comment tool**

Sep 28 23 04:22:30 pm Please implement "Alternative 3, Urban Sustainability" Growing the commercial hub, adding housing options, and mitigating climate change is a win-win-win.

Oly Citizen

Sep 29 23 12:05:44 pm Alternative 3, please. :) This is a prime location for density. Living just outside city limits on the westside, I understand this will change the nature of our neighborhood. It will also provide necessary housing options and services for our broader community members, meeting needs that are otherwise going unmet. Things is a huge opportunity, and I hope we will not allow our fear of change and NIMBY to steer us away from density and transforming this area.

Amy Harding

Sep 29 23 12:54:24 pm Alternative 3, please! Good balance of commercial, housing and environmental focus.

Soccer123

Sep 29 23 05:08:19 pm Suggest moving the target date of high density affordable housing up from 2045- to less than a 5 year window for implementation.

Landtrust

Sep 30 23 10:35:40 am Please implement Alternative 3 for Urban Sustainability.

mfbishop

Oct 02 23 03:35:32 pm Alternative 3 Per the GMA, urban density is a primary focus of future development. Allowing flexibility in such things as height restrictions and multifamily housing developments in this area are in line with community and statewide goals. And, we need all types of housing.

OMB1211

Oct 23 23 03:03:06 pm Alternative 2 and 3 mix "I support Alternative 3's plan to improve density around a central hub, however, the added green building standards (above-and-beyond State standards) would have an adverse impact on reaching the goal of this subarea plan. Washington state building codes are already very supportive of sustainable construction and continue to evolve. Housing providers need to be incentivized to choose the Triangle for their project, and both affordable and market-rate options needs to be attainable. Imposing additional requirements elevates construction costs, resulting in higher rents and home prices, limiting accessibility to lower-income families, and lowering the potential pool of residents. The added building standards would be a deterrent to the development envisioned in this plan, not an incentive.

My recommendation would be to remove the ""required above-and-beyond green building standards"" from Alternative 3, and use the building height limits of Alternative 2 in HDC-4 (85') and HDC-3 (75') areas."

Danielle Rants

Oct 27 23 10:06:21 am A stream.. "A stream is more than a hole in the ground. There's the hyporheic zone, the area beside and under the stream where water is held and cleansed. There's the action of phytoplankton in the stream, breaking down CO2 into carbon and oxygen. There are the plants adjoining and in the stream that impart a chemical fingerprint that salmon follow in their migrations. A plan like this should begin with science. What are the physical, chemical and biological parameters of a site? How can these be preserved, restored or mimicked? Preserved: Existing trees should not be cut down. The years they have been establishing ecological connections with water, plants, animals and fungi cannot be duplicated. Restored: Establish connections between existing ecological islands. Mimicked: Design structures in ways that feed into existing parameters. Porous pathways, rooftop gardens etc.

Harry Branch

Oct 28 23 06:37:37 pm Encouraging and supporting car free living is crucial both for human health in regards to air pollution and global warming Having strong public transport options and safe bicycling infrastructure is needed, but so is creating housing that doesn't require parking spots for each unit. Please go for option 3 and please move quickly.

Anna_C

Oct 29 23 04:08:11 pm Alternative 3 Increased density and the possibility of car free living will help keep me living in the area as I grow older. This area can be put to much better use than the current carpet of parking lots and low rise buildings.

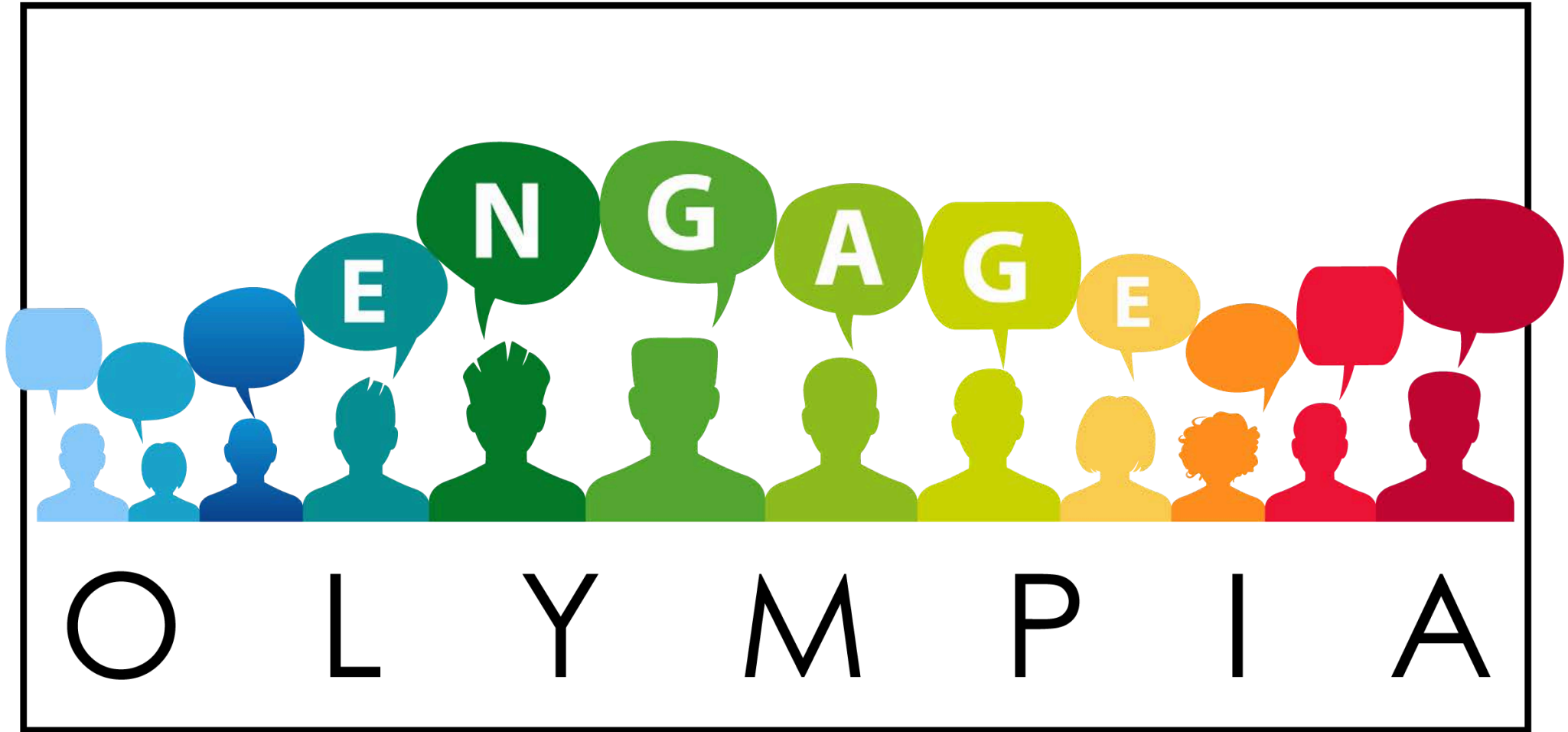
JenE

Oct 30 23 10:29:32 pm Alternative 3 makes the most sense. However, don't create unintended delays, costs, and complexities for the private sector to deliver the vision by going above and beyond State standards.

Doug Mah

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Capital Mall Triangle



What is the Capital Mall Triangle?

The Capital Mall Triangle is one of three urban centers envisioned in [Olympia's 20-year Comprehensive Plan](#). We anticipate this area will remain a regional destination for shopping and services - while also realizing significantly more housing development than exists there today.

The vision is that over the next 20 years this area will grow into a more people-oriented urban neighborhood. A place where residents can commute to work, shop, recreate, and meet basic needs without a car.

What's happening?

The Final Environmental Impact Statement and the Preliminary Final Draft Subarea Plan are now available for download. Since their initial drafts were released in September of 2023, both documents have been updated based on community input and guidance. A Planned Action Ordinance is being drafted that will implement the mitigation measures specified in the Final Environmental Impact Statement and recommended in the subarea plan.

- [View the Final Environmental Impact Statement](#)
- [View appendices for the Final EIS](#)
- [View the updated Preliminary Final Draft Subarea Plan \(Figure 9-2 has been updated\)](#)

Upcoming public meetings

- April 1 - Planning Commission Hearing ([Zoom](#))
- April 15 - 2024, Planning Commission Deliberations
- May 9 - Land Use and Environment Committee
- TBD - City Council

Get details for all public meetings [here](#).

Capital Mall Triangle Subarea Plan and Planned Action Environmental Impact Statement

A subarea plan will provide a long-range strategic and implementation framework to help us realize our Comprehensive Plan vision for this area.

The City received a \$250,000 grant from the Washington State Department of Commerce to help with this work. We will engage with community members in the preparation of the subarea plan and non-project environmental impact statement (EIS) to facilitate transit-oriented development within the Triangle.

Any changes as a result of this process will take time. Progress will depend on the implementation of further work by City staff and private investments. Yet, with patience, you can anticipate the chance to see future generations able to live, walk, play, shop, dine, and be entertained all within the Capital Mall triangle portion of our community.

Present conditions

The current land use pattern reflects the 1970's-80's development era. The primary uses are traditional automobile-oriented big box retail and a suburban mall. These are surrounded by vast parking lots accessed by a sparse network of 5-lane arterials. Street connectivity is limited and existing intersections are strained.

Future state

Over time, the plan will help us transition this area to a mixed-use, grid-based street network. This will:

- require shorter trips while driving.
- make it easier to use transit.
- give residents the chance to walk or bike to jobs, schools, services, and recreation opportunities.

This area will also play a significant role in realizing more mixed-use housing. Housing types will be appropriate for families and individuals at all income levels, including some homes for those who require access to low-income affordable housing.

Changes in land use and a gridded street network will generate more walk and transit trips as workforce housing expands throughout the subarea. This plan will guide policy and investment decisions needed to stimulate that transit-oriented redevelopment and infill.

COMMENTS

Comment on the Draft EIS



7 months ago

CLOSED: This comment period has concluded.

Oly Citizen

8 months ago

Please implement "Alternative 3, Urban Sustainability"

Growing the commercial hub, adding housing options, and mitigating climate change is a win-win-win.

1

Doug Mah

7 months ago



Alternative 3 makes the most sense.

However, don't create unintended delays, costs, and complexities for the private sector to deliver the vision by going above and beyond State standards.

1

JenE

7 months ago



Alternative 3

Increased density and the possibility of car free living will help keep me living in the area as I grow older. This area can be put to much better use than the current carpet of parking lots and low rise buildings.

0

OMB1211

8 months ago



Alternative 3

Per the GMA, urban density is a primary focus of future development. Allowing flexibility in such things as height restrictions and multifamily housing developments in this area are in line with community and statewide goals. And, we need all types of housing.

1

Anna_C

7 months ago



Encouraging and supporting car free living is crucial both for human health in regards to air pollution and global warming

Having strong public transport options and safe bicycling infrastructure is needed, but so is creating housing that doesn't require parking spots for each unit. Please go for option 3 and please move quickly.

1



[View All Ideas](#)

Page last updated: 03 Jun 2024, 11:48 AM

Who's listening

David Ginther

Senior Planner

Phone 360-753-8335



Email triangle@ci.olympia.wa.us

Documents

 [Community Meeting #5 Presentation: March 7, 2024 \(22.5 MB\) \(pdf\)](#)

 [Final Environmental Impact Statement \(19.4 MB\) \(pdf\)](#)

 [Appendices for the Final EIS \(49.3 MB\) \(pdf\)](#)

 [Updated Preliminary Final Draft Subarea Plan \(13 MB\) \(pdf\)](#)

 [Subarea Plan Appendices \(28.5 MB\) \(pdf\)](#)

 [Engagement Report \(1.84 MB\) \(pdf\)](#)

 [Summary of community input \(51.1 KB\) \(pdf\)](#)

 [Feb 2, 2023 Open House presentation \(954 KB\) \(pdf\)](#)

 [Existing Conditions Report \(4.01 MB\) \(pdf\)](#)

 [Market Analysis.pdf \(6.96 MB\) \(pdf\)](#)

 [Triangle Subarea Map \(13.2 MB\) \(pdf\)](#)

 [Community Workshop #1: Presentation \(16.1 MB\) \(pdf\)](#)

 [Community Workshop #1: Results Summary \(158 KB\) \(pdf\)](#)

[more..](#)

FAQs

What are the boundaries of the Capital Mall Triangle?

Why is the City doing this work now?

What is a subarea plan?

What are the benefits of this subarea plan?

What is an Environmental Impact Statement (EIS)?

How was this area identified for redevelopment?

How will traffic issues be addressed?

What is transit-oriented development?

How many residences will be added and what types of housing will be provided?

How quickly will these changes take place?

What is the status of the potential new Interchange at Kaiser Road and Yauger Way and will the subarea plan address this?

Email updates



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