



# Meeting Agenda

## City Council

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Information: 360.753.8244

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Tuesday, July 16, 2024

6:00 PM

Council Chambers, Online and  
Via Phone

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### Register to Attend:

[https://us02web.zoom.us/webinar/register/WN\\_Z2RODjDHTqy1339yKbgSbw](https://us02web.zoom.us/webinar/register/WN_Z2RODjDHTqy1339yKbgSbw)

## 1. ROLL CALL

### 1.A ANNOUNCEMENTS

### 1.B APPROVAL OF AGENDA

## 2. SPECIAL RECOGNITION

- 2.A [24-0595](#) Special Recognition - Proclamation Recognizing July as National Parks, Arts and Recreation Month

Attachments: [Proclamation](#)

## 3. PUBLIC COMMENT

*(Estimated Time: 0-30 Minutes) (Sign-up Sheets are provided in the Foyer.)*

*During this portion of the meeting, community members may address the City Council regarding items related to City business, including items on the Agenda. In order for the City Council to maintain impartiality and the appearance of fairness in upcoming matters and to comply with Public Disclosure Law for political campaigns, speakers will not be permitted to make public comments before the Council in these two areas: (1) where the public testimony may implicate a matter on which the City Council will be required to act in a quasi-judicial capacity, or (2) where the speaker promotes or opposes a candidate for public office or a ballot measure.*

*Individual comments are limited to two (2) minutes or less. In order to hear as many people as possible during the 30-minutes set aside for Public Communication, the City Council will refrain from commenting on individual remarks until all public comment has been taken. The City Council will allow for additional public comment to be taken at the end of the meeting for those who signed up at the beginning of the meeting and did not get an opportunity to speak during the allotted 30-minutes.*

## COUNCIL RESPONSE TO PUBLIC COMMENT (Optional)

## 4. CONSENT CALENDAR

*(Items of a Routine Nature)*

- 4.A [24-0598](#) Approval of July 9, 2024 City Council Meeting Minutes

**Attachments:** [Minutes](#)

- 4.B**     [24-0602](#)     Approval of Bills (May 31 - July 4, 2024) and Payroll (June 15-30, 2024) Certification  
**Attachments:**   [Bills and Payroll](#)
- 4.C**     [24-0521](#)     Approval of Bid Award for the Carpenter Road Site Cleanup Action Project  
**Attachments:**   [Vicinity Map](#)  
                         [Site Map](#)  
                         [Bid Summary](#)
- 4.D**     [24-0588](#)     Approval of Bid Award for 2024 Plastic Pavement Markings Project  
**Attachments:**   [Vicinity Map](#)  
                         [Summary of Bids](#)
- 4.E**     [24-0593](#)     Approval of a Resolution Authorizing the Renewal of the HOME Consortium Interlocal Agreement for Program Years 2025-2027 with Thurston County and the City of Lacey Regarding Federal Affordable Housing Funds  
**Attachments:**   [Resolution](#)  
                         [Agreement](#)

#### **4. SECOND READINGS (Ordinances)**

- 4.F**     [24-0544](#)     Approval of an Ordinance Harmonizing Olympia Municipal Code with the Missing Middle Housing Ordinance  
**Attachments:**   [Ordinance](#)  
                         [Harmonization Report](#)  
                         [Middle Housing Webpage](#)
- 4.G**     [24-0548](#)     Approval of an Ordinance Adopting the Capital Mall Triangle Subarea Plan  
**Attachments:**   [Ordinance - Second Reading](#)  
                         [Ordinance](#)  
                         [Planning Commission Recommendation](#)  
                         [Public Outreach](#)  
                         [Project Webpage](#)
- 4.H**     [24-0573](#)     Approval of an Ordinance Amending Chapter 3.16 of the Olympia Municipal Code for Consistency with State Law Related to Contracts  
**Attachments:**   [Ordinance](#)

#### **4. FIRST READINGS (Ordinances)**

- 4.I**     [24-0587](#)     Approval of an Ordinance Amending Ordinance 7394 (Second Quarter



Budget Amendment)

Attachments: [Ordinance](#)

**5. PUBLIC HEARING**

**6. OTHER BUSINESS**

**6.A** [24-0606](#) Hands On Children's Museum Expansion Update

**6.B** [24-0603](#) Approval of a Resolution Authorizing an Agreement with the Olympia Downtown Alliance Downtown for Vibrancy Funding

Attachments: [Resolution](#)

[Agreement](#)

**6.C** [24-0601](#) Climate Program Update

Attachments: [Thurston Climate Mitigation Plan](#)

[Olympia Sea Level Rise Response Plan](#)

**7. CONTINUED PUBLIC COMMENT**

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

**8. COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS**

**9. CITY MANAGER'S REPORT AND REFERRALS**

**10. EXECUTIVE SESSION**

**10.A** [24-0605](#) Executive Session Pursuant to RCW 42.30.110(1)(g) - Personnel Matter (City Manager's Performance Evaluation)

**10. 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

### Special Recognition - Proclamation Recognizing July as National Parks, Arts and Recreation Month

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 2.A  
**File Number:**24-0595

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

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#### Title

Special Recognition - Proclamation Recognizing July as National Parks, Arts and Recreation Month

#### Recommended Action

##### Committee Recommendation:

Not referred to a committee.

##### City Manager Recommendation:

Proclaim July as Parks, Arts, and Recreation Month in the City of Olympia.

#### Report

##### Issue:

Whether to proclaim July as Parks, Arts, and Recreation Month in the City of Olympia.

##### Staff Contact:

Paul Simmons, Director of Parks, Arts, and Recreation, 360.753.8462

##### Presenter(s):

Paul Simmons, Department of Parks, Arts, and Recreation

#### Background and Analysis:

July is recognized nationally as Parks and Recreation Month by the National Recreation and Parks Association and this year's theme is "Where You Belong".

With strong support from Olympia voters, we established the Olympia Metropolitan Park District in 2015 and Voted Utility Tax in 2004. These critical funding sources have allowed us to enhance staffing across the department, improve park safety through a dedicated Park Ranger Program, and meet several long-standing land acquisition goals. Our Park system now features 54 properties totaling 1,469 acres, with over 1,191 acres of open space.

These voter-established funding sources provide over \$1.1 million annually to invest in the existing park system through our Capital Asset Management Program (CAMP), ADA Facility Upgrades, and Percival Landing Maintenance. This consistent investment is allowing us to essentially rebuild the park system from the inside out, with the replacement of playgrounds, shelters, restrooms, trail bridges, sport courts, backstops, dugouts, and parking lots. We've been able to open new playgrounds, spraygrounds, and 3 new dog parks.

We have some major projects on the horizon, including the development of a new multi-modal trail on the westside at Grass Lake Nature Park, and a new mountain bike park at Kaiser Woods.

We are also very close to developing Phase I of Yelm Highway Community Park, which will include Olympia's long-awaited first soccer field, a mini-pitch, 12 pickleball courts, playground, dog park, great lawn, and several walking paths.

Of course, we are more than just Parks. Our Recreation staff have been busy with continuous improvement of our existing programs. We have subsidized 5 years of the very popular Oly on Ice, added our 3<sup>rd</sup> and 4<sup>th</sup> very popular summer daycamp locations, expanded outdoor recreation programs for both youth and adults, continue our partnership with The Bridge Music Project, and have significantly increased the distribution of scholarships with Ina's Fund, which is now distributing over \$20,000 per year to youth and families in need.

The Arts Division has also thrived, with OMPD funds providing a modest arts maintenance budget, while also expanding our programs to include Music Out Loud, Traffic Box Wraps, Olympia's Poet Laureate, and enhancements to the Percival Plinth sculpture project. Our signature Artswalk event has evolved to include more street activities, and our public art collection continues to grow each year. The Armory is also finalizing the Phase I design which will fulfill another long-awaited need of providing an Arts Center for the community. When complete, this 50,000 square foot facility will be home to 8 art-based non-profits who are all serving the community.

When I think about this year's NRPA theme - "Where You Belong" - we couldn't be prouder of the work happening around Equity, Inclusion, and Belonging. We now have staff dedicated and committed to infusing equity into all aspects of our operations. Our hope is to have a set of equity-focused metrics and data in place by the end of 2024 so that we can track our progress. We also have grown a comprehensive Cultural Event Series which features partnered celebrations for Black History Month, AANHPI Heritage Month, Juneteenth, Lula Fest for Hispanic Heritage Month, and Indigenous Peoples' Day. We also provide financial sponsorships and support to Capitol City Pride, the Festival of the Steh-Chass, and the Latinx Youth Summit.

July is our busiest month, and for the Olympia's Parks, Arts and Recreation Department, there is no better time to celebrate the commitment made by our community, officials, and staff, which all help us in providing exceptional Parks, Arts, and Recreation services.

#### **Attachments:**

Proclamation

**PROCLAMATION**

*WHEREAS, parks, arts, and recreation is an integral part of communities throughout this country, including the City of Olympia; and*

*WHEREAS, parks, arts, and recreation promotes health and wellness, improving the physical and mental health of people who live near parks; and*

*WHEREAS, parks, arts, and recreation has the opportunity to create a sense of belonging for all who engage in our services and facilities; and*

*WHEREAS, parks, arts, and recreation positively impacts mental health by increasing cognitive performance and well-being, and reduce illnesses such as depression, attention deficit disorders, and Alzheimer's; and*

*WHEREAS, parks, arts, and recreation encourages physical activities by providing space for popular sports, hiking trails, fitness programs, and many other activities designed to promote active lifestyles; and*

*WHEREAS, our community has consistently and graciously supported parks, arts, and recreation services through two voted measures and active fee-based participation in our programs and services; and*

*WHEREAS, parks, arts, and recreation is fundamental to the environmental well-being of our community and serves as critical infrastructure necessary for advancing climate goals; and*

*WHEREAS, the U.S. House of Representatives has designated July as Parks and Recreation Month; and*

*WHEREAS, the City of Olympia recognizes the benefits derived from parks, arts, and recreation resources.*

*NOW THEREFORE, BE IT RESOLVED, that the Olympia City Council does hereby proclaim*

*July is recognized as Parks, Arts, and Recreation Month in the City of Olympia*

*SIGNED IN THE CITY OF OLYMPIA, WASHINGTON THIS 16<sup>th</sup> DAY OF JULY, 2024.*

**OLYMPIA CITY COUNCIL**

**Dontae Payne  
Mayor**



City Hall  
601 4th Avenue E.  
Olympia, WA 98501  
360-753-8244

## City Council

### Approval of July 9, 2024 City Council Meeting Minutes

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.A  
**File Number:**24-0598

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

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#### **Title**

Approval of July 9, 2024 City Council Meeting Minutes



# Meeting Minutes - Draft

## City Council

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Information: 360.753.8244

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**Tuesday, July 9, 2024**

**6:00 PM**

**Council Chambers, Online and Via  
Phone**

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### Register to Attend:

[https://us02web.zoom.us/webinar/register/WN\\_J07Udoq7TkG0TaTbRgimSA](https://us02web.zoom.us/webinar/register/WN_J07Udoq7TkG0TaTbRgimSA)

## 1. ROLL CALL

**Present:** 7 - Mayor Dontae Payne, Mayor Pro Tem Yến Huỳnh, Councilmember Jim Cooper, Councilmember Clark Gilman, Councilmember Dani Madrone, Councilmember Lisa Parshley and Councilmember Robert Vanderpool

## 1.A ANNOUNCEMENTS - None

## 1.B APPROVAL OF AGENDA

The agenda was approved.

## 2. SPECIAL RECOGNITION

### 2.A [24-0577](#) Special Recognition - Proclamation Recognizing Muslim American Heritage Month

Councilmembers read a proclamation recognizing Muslim American Heritage Month.

Olympia Social Justice and Equity Commissioner Dr. Amna Qazi, President of the Council on American-Islamic Relations Imran Siddique, Rokaih Vansot and Mr. Javaid received the proclamation.

**The recognition was received.**

## 3. PUBLIC COMMENT

The following people spoke: Glen Harper, Sara Rasor, Matt Metzker, Shauna Morelli, Mila Gerson, Shauna Montoya, Kent Combs, Destiny Rendon, Veronica deSarmin, Anita Donaldson, Caileigh Shoot, Lee Riner, Elizabeth Klein, Colby Burns, Kody Zalewski, Karen Wright, Larry Norris and Ashley Carle.

## 4. CONSENT CALENDAR

### 4.A [24-0546](#) Approval of June 18, 2024 City Council Meeting Minutes

**The minutes were adopted.**

- 4.C     [24-0578](#)            Approval of Bid Award for the 6th Avenue Sewer Extension Project

**The decision was adopted.**

- 4.D     [24-0562](#)            Approval of Bid Award for the Grass Lake Nature Park Trail Project

**The decision was adopted.**

- 4.E     [24-0555](#)            Approval of Bid Award for the 2024 Cure-in-Place Pipe Lining Project

**The decision was adopted.**

- 4.F     [24-0569](#)            Approval of a Resolution Authorizing an Application for the Preservation and Reinvestment Initiative for Community Enhancement (PRICE) Grant

**The resolution was adopted.**

- 4.G     [24-0503](#)            Approval of a Resolution Acknowledging the Notice of Recertification of the Olympia Creative District and Acceptance of a Grant from the Washington State Arts Commission in Support of District Development

**The resolution was adopted.**

- 4.H     [24-0571](#)            Approval of a Resolution Authorizing a Acceptance of a Grant from the Washington State Arts Commission in Support of the Artesian Commons Night Market

**The resolution was adopted.**

#### **4.     SECOND READINGS (Ordinances)**

- 4.I     [24-0410](#)            Approval of an Ordinance Amending Olympia Municipal Code (OMC) Chapter 2.05 Related to the Independent Salary Commission

**The ordinance was adopted on second reading.**

- 4.J     [24-0528](#)            Approval of an Ordinance Amending Ordinance 7387 (Operating, Special and Capital Budgets)

**The ordinance was adopted on second reading.**

#### **4.     FIRST READINGS (Ordinances)**

- 4.K     [24-0573](#)            Approval of an Ordinance Amending Chapter 3.16 of the Olympia Municipal Code for Consistency with State Law Related to Contracts

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

## Approval of the Consent Agenda

**Councilmember Cooper moved, seconded by Councilmember Parshley, to adopt the Consent Calendar. The motion carried by the following vote:**

**Aye:** 7 - Mayor Payne, Mayor Pro Tem Huynh, Councilmember Cooper, Councilmember Gilman, Councilmember Madrone, Councilmember Parshley and Councilmember Vanderpool

## 5. PUBLIC HEARING - None

## 6. OTHER BUSINESS

### 6.A [24-0579](#) Approval of the Community Oversight of Law Enforcement Recommendations

Interim Assistant City Manager Stacey Ray, Social Justice and Equity Commissioner members Mark Hodgson and Robin Rosen-Evans presented the Community Oversight of Law Enforcement recommendations.

Councilmember asked clarifying questions.

**Mayor Pro Tem Huynh moved, seconded by Mayor Payne, to approve the Community Oversight of Law Enforcement recommendations. The motion carried by the following vote:**

**Aye:** 7 - Mayor Payne, Mayor Pro Tem Huynh, Councilmember Cooper, Councilmember Gilman, Councilmember Madrone, Councilmember Parshley and Councilmember Vanderpool

### 6.B [24-0544](#) Approval of an Ordinance Harmonizing Olympia Municipal Code with the Missing Middle Housing Ordinance

Senior Planner Joyce Phillips reported the Olympia Municipal Code was amended multiple times between when the Missing Middle Housing Ordinance was invalidated and then reinstated, and there are now discrepancies between the code that need to be “harmonized”. She shared an overview of the discrepancies.

Councilmembers asked clarifying questions.

**Councilmember Madrone moved, seconded by Councilmember Vanderpool, to approve on first reading and forward to second reading an ordinance harmonizing the Olympia Municipal Code with the Missing Middle Housing Ordinance (# 7160). The motion carried by the following vote:**

**Aye:** 7 - Mayor Payne, Mayor Pro Tem Huynh, Councilmember Cooper, Councilmember Gilman, Councilmember Madrone, Councilmember Parshley and Councilmember Vanderpool



**6.C**      [24-0548](#)      Approval of an Ordinance Adopting the Capital Mall Triangle Subarea Plan

Senior Planner David Ginther shared an overview of the Capital Mall Triangle Subarea Plan.

Councilmembers asked clarifying questions.

The City Council directed the second reading of the Ordinance contain the following amendments:

Change the affordable housing density bonus from 100% to 30% affordable housing units.

Remove ED2, LU11 and all references to tax increment, financing and economic development districts.

Modify LU12 for the final sentence to say, *seek funding opportunities, including an in-depth analysis of available economic development tools.*

**Councilmember Vanderpool moved, seconded by Councilmember Madrone, to approve the ordinance on first reading and forward to second reading as amended. The motion carried by the following vote:**

**Aye:**            6 - Mayor Payne, Mayor Pro Tem Huynh, Councilmember Cooper, Councilmember Madrone, Councilmember Parshley and Councilmember Vanderpool

**Nay:**            1 - Councilmember Gilman

**7.            CONTINUED PUBLIC COMMENT - None**

**8.            COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS**

Councilmembers held reports for next week's meeting.

**9.            CITY MANAGER'S REPORT AND REFERRALS**

City Manager Jay Burney reported two events happening on Saturday, the Fire Department and Hands on Children's Museum Spectacular and a celebration of the newest Percival Landing Plinths.

**10.          ADJOURNMENT**

The meeting adjourned at 9:29 p.m.



City Hall  
601 4th Avenue E.  
Olympia, WA 98501  
360-753-8244

## City Council

### Approval of Bills (May 31 - July 4, 2024) and Payroll (June 15-30, 2024) Certification

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.B  
**File Number:**24-0602

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

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#### Title

Approval of Bills (May 31 - July 4, 2024) and Payroll (June 15-30, 2024) Certification

City of Olympia  
Expenditure Summary

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claims are just, due and unpaid obligations against the City of Olympia, and that I am authorized to authenticate and certify to said claims", and, "I, the undersigned, do hereby certify under penalty of perjury that claims for employee and officer expenses are just, due and unpaid obligations against the City of Olympia, and that I am authorized to certify said claims".

For Period 5/31/2024 to 6/6/2024

Total Approved for Payment

FUND	AMOUNT
FND_001 GENERAL FUND	\$451,717.77
FND_003 SPECIAL ACCT CONTROL FUND	\$691.58
FND_006 DEVELOPMENT FEE REVENUE	\$338.56
FND_007 PARKING FUND	\$5,529.62
FND_014 LEOFF1 OPEB TRUST FUND	\$32,539.60
FND_026 MUNICIPAL ARTS FUND	\$2,134.41
FND_132 LODGING TAX FUND	\$7,000.00
FND_135 PARKING BUSINESS IMPROVEMENT AREA	\$5,445.23
FND_142 HOME FUND	\$750.23
FND_143 CULTURAL ACCESS PROGRAM	\$24,285.77
FND_320 TRANSPORTATION CAPITAL IMPROVEMENT FUND	\$22,102.55
FND_335 GENERAL FACILITIES CAPITAL IMPROVEMENT FUND	\$82,150.82
FND_340 PARKS CAPITAL IMPROVEMENT FUND	\$10,435.00
FND_401 DRINKING WATER UTILITY OPERATING	\$43,719.79
FND_402 WASTEWATER UTILITY OPERATING	\$23,924.11
FND_403 WASTE RESOURCES OPERATING	\$3,654.28
FND_404 STORMWATER AND SURFACE WATER OPERATING	\$10,684.63
FND_461 DRINKING WATER CAPITAL IMPROVEMENT	\$19,141.49
FND_462 WASTEWATER CAPITAL IMPROVEMENT	\$28,808.37
FND_464 STORMWATER AND SURFACE WATER CAPITAL IMPF	\$3,320.91
FND_501 EQUIPMENT RENTAL	\$46,349.05
FND_502 EQUIPMENT RESERVE	\$57,928.15
FND_505 WORKERS COMPENSATION	\$59,355.46
FND_506 FACILITIES	\$19,213.79
<b>Grand Total</b>	<b>\$961,221.17</b>

Rhiannon Weilmunster

Prepared by:

6/27/2024

Date

Debbie Hulman

Reviewed by:

06/27/24

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that for period statement above has been examined and and are approved as recommended for payment.

AARON BEMILLER

AARON BEMILLER (6/27/2024 12:41 PM)

Approved by/Finance Director

06/27/24

Date

City of Olympia  
Expenditure Summary

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claims are just, due and unpaid obligations against the City of Olympia, and that I am authorized to authenticate and certify to said claims", and, "I, the undersigned, do hereby certify under penalty of perjury that claims for employee and officer expenses are just, due and unpaid obligations against the City of Olympia, and that I am authorized to certify said claims".

For Period 6/7/2024 to 6/13/2024

Total Approved for Payment

FUND	AMOUNT
FND_001 GENERAL FUND	\$668,338.68
FND_003 SPECIAL ACCT CONTROL FUND	\$46,371.48
FND_006 DEVELOPMENT FEE REVENUE	\$53,918.15
FND_007 PARKING FUND	\$14,799.54
FND_014 LEOFF1 OPEB TRUST FUND	\$26,338.42
FND_025 WASH CENTER MAINTENANCE	\$791.92
FND_026 MUNICIPAL ARTS FUND	\$27,859.72
FND_132 LODGING TAX FUND	\$15,213.21
FND_135 PARKING BUSINESS IMPROVEMENT AREA	\$64.09
FND_142 HOME FUND	\$392,484.53
FND_143 CULTURAL ACCESS PROGRAM	\$147.25
FND_317 CAPITAL IMPROVEMENTS FUND	\$8,740.00
FND_318 HOME FUND CAPITAL	\$1,325,037.55
FND_320 TRANSPORTATION CAPITAL IMPROVEMENT FUND	\$11,733.81
FND_340 PARKS CAPITAL IMPROVEMENT FUND	\$180,008.60
FND_401 DRINKING WATER UTILITY OPERATING	\$40,126.88
FND_402 WASTEWATER UTILITY OPERATING	\$1,248,753.00
FND_403 WASTE RESOURCES OPERATING	\$383,472.31
FND_404 STORMWATER AND SURFACE WATER OPERATING	\$16,485.22
FND_461 DRINKING WATER CAPITAL IMPROVEMENT	\$248,865.00
FND_462 WASTEWATER CAPITAL IMPROVEMENT	\$109,739.50
FND_464 STORMWATER AND SURFACE WATER CAPITAL IMPF	\$1,767.42
FND_501 EQUIPMENT RENTAL	\$64,527.34
FND_505 WORKERS COMPENSATION	\$2,120.76
FND_506 FACILITIES	\$30,506.29
NON-DEPARTMENTAL/PAYROLL AP-SUPPLIERS	\$1,155,413.67
<b>Grand Total</b>	<b>\$6,073,624.34</b>

Rhiannon Weilmunster

Prepared by:

6/27/2027

Date

Debbie Heilman

Reviewed by:

06/27/24

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that for period statement above has been examined and and are approved as recommended for payment.

AARON BEMILLER

AARON BEMILLER (June 27, 2024 12:41 PM)

Approved by/Finance Director

06/27/24

Date

City of Olympia  
Expenditure Summary

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claims are just, due and unpaid obligations against the City of Olympia, and that I am authorized to authenticate and certify to said claims", and, "I, the undersigned, do hereby certify under penalty of perjury that claims for employee and officer expenses are just, due and unpaid obligations against the City of Olympia, and that I am authorized to certify said claims".

For Period 6/14/2024 to 6/20/2024

Total Approved for Payment

Fund	Amount
FND_001 GENERAL FUND	\$425,508.62
FND_006 DEVELOPMENT FEE REVENUE	\$42,805.33
FND_014 LEOFF1 OPEB TRUST FUND	\$23,541.80
FND_132 LODGING TAX FUND	\$20,101.82
FND_142 HOME FUND	\$53,900.58
FND_320 TRANSPORTATION CAPITAL IMPROVEMEN	\$119,407.58
FND_340 PARKS CAPITAL IMPROVEMENT FUND	\$20,970.96
FND_401 DRINKING WATER UTILITY OPERATING	\$12,795.71
FND_402 WASTEWATER UTILITY OPERATING	\$4,293.07
FND_403 WASTE RESOURCES OPERATING	\$113,497.21
FND_404 STORMWATER AND SURFACE WATER OP	\$24,619.27
FND_411 DRINKING WATER UTILITY DEBT	\$17,576.27
FND_412 WASTEWATER UTILITY DEBT	\$111,821.21
FND_462 WASTEWATER CAPITAL IMPROVEMENT	\$6,298.11
FND_463 WASTE RESOURCES CAPITAL IMPROVEM	\$13,800.08
FND_501 EQUIPMENT RENTAL	\$3,871.61
FND_505 WORKERS COMPENSATION	\$42.34
FND_506 FACILITIES	\$24,713.62
FND_604 FIREFIGHTERS PENSION	\$1,282.94
NON-DEPARTMENTAL/PAYROLL AP - SUPPLIERS	\$795.29
<b>Grand Total</b>	<b>\$1,041,643.42</b>

*Donna Perryman*

Prepared by:

*Debbie Heilman*

Reviewed by:

7/10/2024

Date

Jul 10, 2024

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that for period statement above has been examined and and are approved as recommended for payment.

*Aaron BeMiller*

Aaron BeMiller (Jul 10, 2024 10:05 PDT)

Approved by/Finance Director

Jul 10, 2024

Date

City of Olympia  
Expenditure Summary

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claims are just, due and unpaid obligations against the City of Olympia, and that I am authorized to authenticate and certify to said claims", and, "I, the undersigned, do hereby certify under penalty of perjury that claims for employee and officer expenses are just, due and unpaid obligations against the City of Olympia, and that I am authorized to certify said claims".

For Period 6/21/2024 to 6/27/2024

Total Approved for Payment

Fund	Amount
FND_001 GENERAL FUND	\$209,328.36
FND_006 DEVELOPMENT FEE REVENUE	\$10,247.87
FND_014 LEOFF1 OPEB TRUST FUND	\$6,953.10
FND_025 WASH CENTER MAINTENANCE	\$303.13
FND_026 MUNICIPAL ARTS FUND	\$6.58
FND_132 LODGING TAX FUND	\$70,151.53
FND_142 HOME FUND	\$128,792.70
FND_317 CAPITAL IMPROVEMENTS FUND	\$58,968.95
FND_318 HOME FUND CAPITAL	\$2,986.02
FND_320 TRANSPORTATION CAPITAL IMPROVEMEN	\$103.45
FND_340 PARKS CAPITAL IMPROVEMENT FUND	\$79,112.29
FND_401 DRINKING WATER UTILITY OPERATING	\$44,953.53
FND_402 WASTEWATER UTILITY OPERATING	\$85,868.71
FND_404 STORMWATER AND SURFACE WATER OP	\$4,036.51
FND_412 WASTEWATER UTILITY DEBT	\$3,515.32
FND_414 STORMWATER AND SURFACE WATER DE	\$61,824.36
FND_461 DRINKING WATER CAPITAL IMPROVEMEN	\$20,410.92
FND_462 WASTEWATER CAPITAL IMPROVEMENT	\$3,714.13
FND_463 WASTE RESOURCES CAPITAL IMPROVEM	\$2,740.06
FND_501 EQUIPMENT RENTAL	\$2,456.61
FND_502 EQUIPMENT RESERVE	\$118,324.56
FND_506 FACILITIES	\$10,216.33
FND_630 CUSTODIAL	\$10,946.94
NON-DEPARTMENTAL/PAYROLL AP-SUPPLIERS	\$1,470,538.93
<b>Grand Total</b>	<b>\$2,406,500.89</b>

Donna Perryman

Prepared by:

Debbie Heilman

Reviewed by:

7/10/2024

Date

Jul 10, 2024

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that for period statement above has been examined and and are approved as recommended for payment.

Aaron BeMiller

Aaron BeMiller (Jul 10, 2024 13:41 PDT)

Approved by/Finance Director

Jul 10, 2024

Date



City of Olympia  
Expenditure Summary

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claims are just, due and unpaid obligations against the City of Olympia, and that I am authorized to authenticate and certify to said claims", and, "I, the undersigned, do hereby certify under penalty of perjury that claims for employee and officer expenses are just, due and unpaid obligations against the City of Olympia, and that I am authorized to certify said claims".

For Period 6/28/2024 to 7/4/2024

Total Approved for Payment

Fund	Amount
FND_001 GENERAL FUND	\$332,285.84
FND_006 DEVELOPMENT FEE REVENUE	\$521.02
FND_007 PARKING FUND	\$6,772.10
FND_014 LEOFF1 OPEB TRUST FUND	\$32,539.60
FND_026 MUNICIPAL ARTS FUND	\$15,000.00
FND_138 TRANSPORTATION BENEFIT DISTRICT	\$80.00
FND_142 HOME FUND	\$3,025.36
FND_318 HOME FUND CAPITAL	\$102,454.17
FND_320 TRANSPORTATION CAPITAL IMPROVEMENT	\$9,782.21
FND_335 GENERAL FACILITIES CAPITAL IMPROVEME	\$2,358.41
FND_340 PARKS CAPITAL IMPROVEMENT FUND	\$253.59
FND_401 DRINKING WATER UTILITY OPERATING	\$5,250.04
FND_402 WASTEWATER UTILITY OPERATING	\$19,682.16
FND_403 WASTE RESOURCES OPERATING	\$1,587.84
FND_404 STORMWATER AND SURFACE WATER OPE	\$5,692.56
FND_462 WASTEWATER CAPITAL IMPROVEMENT	\$452.40
FND_463 WASTE RESOURCES CAPITAL IMPROVEME	\$290.00
FND_501 EQUIPMENT RENTAL	\$18,402.68
FND_506 FACILITIES	\$67.68
<b>Grand Total</b>	<b>\$556,497.66</b>

Donna Perryman

Prepared by:

Debbie Heilman

Reviewed by:

7/10/2024

Date

Jul 10, 2024

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that for period statement above has been examined and and are approved as recommended for payment.

Aaron BeMiller

Aaron BeMiller (Jul 10, 2024 13:41 PDT)

Approved by/Finance Director

Jul 10, 2024

Date

# CITY OF OLYMPIA

6/15/2024

NET PAY: (SEMI MONTHLY)

\$ 2,074,795.95

FIRE PENSION PAY: (MONTHLY)

\$ 20,992.62

TOTAL NET PAY:

\$ 2,095,788.57

Semi-monthly Payroll

Check Numbers: 94476 to 94483 \$ 4,326.91

Semi-monthly Payroll

Direct Deposit: \$ 2,070,469.04

Manual Payroll Check

Numbers: to

Manual Payroll Check

Numbers: to

Monthly Fire Pension

Check Numbers: 94475 to \$ 675.05

Monthly Fire Pension

Direct Deposit: \$ 20,317.57

TOTAL NET PAY:

\$ 2,095,788.57

*Patricia Brassfield*

Prepared by:

6/20/2024

Date

*Debbie Heilman*

Reviewed by:

Jun 20, 2024

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that the Payroll gross earnings, benefits and LEOFF I post-retirement insurance benefits for the pay cycle ending: **6/15/2024** have been examined and are approved as recommended for payment.

*Aaron BeMiller*

Aaron BeMiller (Jun 20, 2024 15:57 PDT)

Approved by/Finance Director

Jun 20, 2024

Date



# CITY OF OLYMPIA

6/30/2024

NET PAY: (SEMI MONTHLY)

\$ 2,189,941.30

FIRE PENSION PAY: (MONTHLY)

TOTAL NET PAY:

\$ 2,189,941.30

Semi-monthly Payroll

Check Numbers: 94484 to 94499 \$ 8,806.08

Semi-monthly Payroll

Direct Deposit: \$ 2,181,135.22

Manual Payroll Check

Numbers: to

Manual Payroll Check

Numbers: to

Monthly Fire Pension

Check Numbers: to

Monthly Fire Pension

Direct Deposit:

TOTAL NET PAY:

\$ 2,189,941.30

*Patricia Brassfield*

Prepared by:

7/8/2024

Date

Debbie Heilman

Reviewed by:

Jul 8, 2024

Date

The Finance Director of the City of Olympia, Washington, hereby certifies that the Payroll gross earnings, benefits and LEOFF I post-retirement insurance benefits for the pay cycle ending: 6/30/2024 have been examined and are approved as recommended for payment.

*Aaron BeMiller*

Aaron BeMiller (Jul 9, 2024 08:20 PDT)

Approved by/Finance Director

Jul 9, 2024

Date



## City Council

### Approval of Bid Award for the Carpenter Road Site Cleanup Action Project

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.C  
**File Number:** 24-0521

---

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

---

#### Title

Approval of Bid Award for the Carpenter Road Site Cleanup Action Project

#### Recommended Action

##### Committee Recommendation:

Not referred to a committee.

##### City Manager Recommendation:

Move to award the construction contract to TITAN Earthwork, LLC. in the amount of \$1,085,565.27 and authorize the City Manager to execute all documents necessary to complete the project.

#### Report

##### Issue:

Whether to award the construction contract for the Carpenter Road Site Cleanup Action project to TITAN Earthwork, LLC. in the amount of \$1,085,565.27.

##### Staff Contact:

Jim Rioux, Project Manager, Public Works Engineering, 360.753.8484

##### Presenter(s):

None - Consent Calendar Item.

#### Background and Analysis:

The City of Olympia (City) owns property located near the intersection of Martin Way and Carpenter Road (see attached Site Map). There is an abandoned firing range on the site that was previously used by the Olympia Police Department. The City closed the firing range due to public health and environmental concerns. Past use of lead bullets left significant lead dust contamination in the building and in soils adjacent to the building.

Public Works plans to construct a maintenance facility at this location for the Waste Resources line of business. This will free up valuable space at the existing Maintenance Facility at 1401 Eastside Street.

Public Works initiated work to prepare the site for future development. To date the site has been

logged and security fence has been installed around the perimeter.

This project will demolish the existing building and complete cleanup actions required by the Department of Ecology.

Following the bid opening and staff's analysis of the bids, the apparent low bidder was rejected. The apparent low bidder, DH Environmental, Inc. was rejected for failing to meet the supplemental bidder responsibility requirements for past project experience.

**Climate Analysis:**

Development of this site offers several opportunities to meet the City's goals related to greenhouse gas emissions. Public Works will complete a thorough assessment of climate impacts of facility construction and operations during the project design phase. Public Works will return with specific recommendations for design, construction, and facility operations to reduce greenhouse gas emissions. Design is expected to begin in 2024.

**Equity Analysis:**

Development of this site offers opportunities to assess impact on the community of site development and address current inequities through procurement and hiring practices employed during facility construction and long-term facility operations. Public Works will include equity assessments as part of the design and project planning phases and will return with specific recommendations for procurement and hiring practices.

**Neighborhood/Community Interests (if known):**

None known at this time. However, due to the location of the Carpenter Road property in the Lacey Urban Growth Area, City of Lacey officials will need to be briefed and consulted at the appropriate time.

**Options:**

1. Award the construction contract to TITAN Earthwork, LLC. in the amount of \$1,085,555.27 and authorize the City Manager to execute all documents necessary to complete the project. Site preparation and remediation will proceed as planned.
2. Reject all bids and readvertise the project. This could significantly delay site work including cleanup actions required by the Department of Ecology and increase project costs.

**Financial Impact:**

This project is identified in the Capital Facilities Plan. Funding for the project comes from the Waste Resources Capital Improvement Program.

The low bid of \$1,085,565.27 is less than 8% above the Engineer's estimate. There are sufficient funds in the budget to complete this project.

Overall project construction costs:

Total Low Bid:	\$1,085,565.27
Contingency to Award (10%):	\$108,556.52
Construction Engineering*	\$440,000.00

---

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

---

Total Estimated Construction Cost:	\$1,634,121.79
Available Project Funding:	\$1,733,512.00

**Attachments:**

Vicinity Map

Site Map

Summary of Bids



# 6530 Martin Way East

TPN 11815210500



0 150 300  
Feet

1 inch = 300 feet

Map printed 6/21/2023

For more information, please contact:  
Michael Kaminski, Engineering Technician II  
mkaminsk@ci.olympia.wa.us

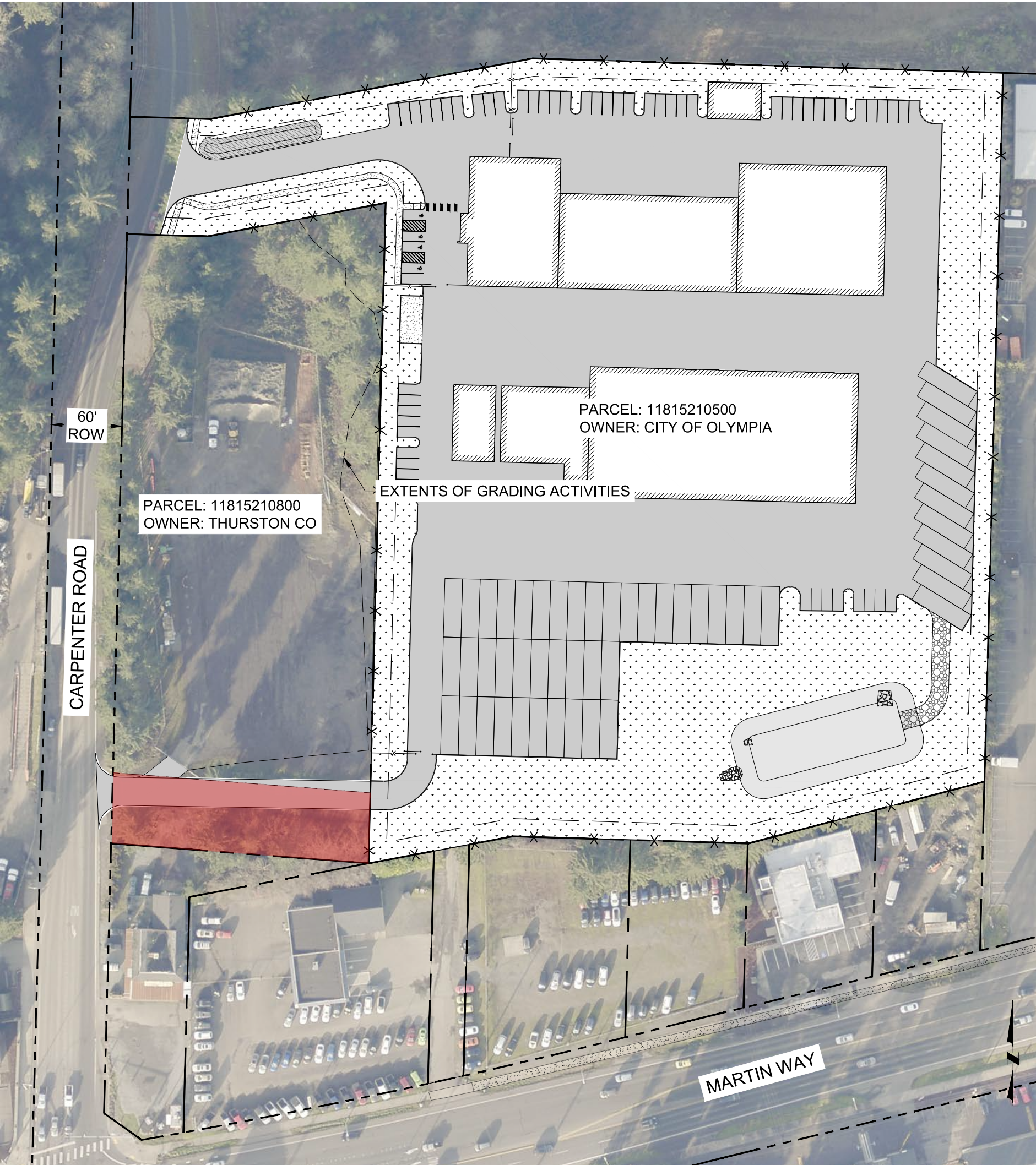
File name and path: O:\Vicinity Maps\2023\Ulm Rioux - 6530 E Martin Way TPN 11815210500\Working\6530MartinWayE\_TPN11815210500.mxd

This map is intended for 8.5x11" landscape printing.

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

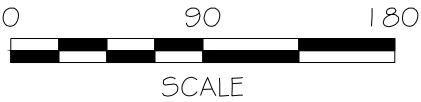






LEGEND:

- RIGHT OF WAY
- - - PROPERTY LINE
- - - EASEMENT LINE
- - - GRADING LIMITS
- [Red Box] EXISTING ACCESS EASEMENT



## SUMMARY OF BIDS RECEIVED



<b>Project Name:</b>	Waste Resources Carpenter Road Facility - Site Cleanup
<b>Project Number:</b>	PRJ-23-000127
<b>Federal Project Number:</b>	
<b>Bid Opening Date:</b>	6/6/2024

[illegible]



## City Council

### Approval of Bid Award for 2024 Plastic Pavement Markings Project

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.D  
**File Number:** 24-0588

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

---

#### Title

Approval of Bid Award for 2024 Plastic Pavement Markings Project

#### Recommended Action

##### Committee Recommendation:

Not referred to a committee.

##### City Manager Recommendation:

Move to award the construction contract to Specialized Pavement Marking, LLC, in the amount of \$415,793.00 and authorize the City Manager to execute the contract.

#### Report

##### Issue:

Whether to award the construction contract to Specialized Pavement Marking, LLC, in the amount of \$415,793.00 and authorize the City Manager to execute the contract.

##### Staff Contact:

Dave Rosen, P.E., Project Engineer II, Public Works Engineering, 360.753.8576

##### Presenter(s):

None - Consent Calendar Item.

#### Background and Analysis:

This project will replace pavement markings around Cooper Point Road and Black Lake Boulevard intersection, by removing worn pavement markings and installing new plastic pavement markings. Pavement markings tend to wear over time and require maintenance. The new plastic pavement markings would be clear, bright, and more durable than paint.

Approval of this bid award will allow us to proceed to construction. Construction should start in late July and end in late September 2024.

#### Climate Analysis:

The plastic striping makes our streets safer for people walking, biking, and driving. This could encourage more people to walk and bike, which can reduce greenhouse gas emissions.



**Equity Analysis:**

The plastic striping makes our streets safer for people walking, biking, and driving. Safer streets mean more people have mobility choices, especially greater ability to walk and bike, which is important for those who cannot drive due to ability or cost.

**Neighborhood/Community Interests (if known):**

The community should expect delays for people driving, biking, and walking throughout the time construction is happening. The City will communicate with community members, emergency responders, schools, Intercity Transit, and other stakeholders about the schedule and traffic impacts through Twitter, media releases, and postcards.

**Financial Impact:**

This project is identified in the Capital Facilities Plan. Funding for the project comes from Olympia Real Estate Excise Tax funds.

The low bid of \$415,793.00 is more than 1% below the Engineer's estimate. There are sufficient funds in the budget to complete this project.

**Overall project costs:**

Total Low Bid:	\$ 415,793.00
Contingency to Award (10%):	\$ 41,579.30
Engineering: Design, Inspection, Consultants	\$ 205,918.10
Total Estimated Project Cost:	\$ 663,290.40

Available Project Funding:	\$919,932.00
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**Options:**

1. Award the construction contract to Specialized Pavement Marking, LLC, in the amount of \$415,793.00, and authorize the City Manager to execute the contract. The project proceeds as planned.
2. Reject all bids and direct staff to rebid the project. The time needed to rebid will delay construction until 2025. The cost may increase due to increased staff time to rebid the project. Staff would continue to maintain existing pavement markings.
3. Take other action.

**Attachments:**

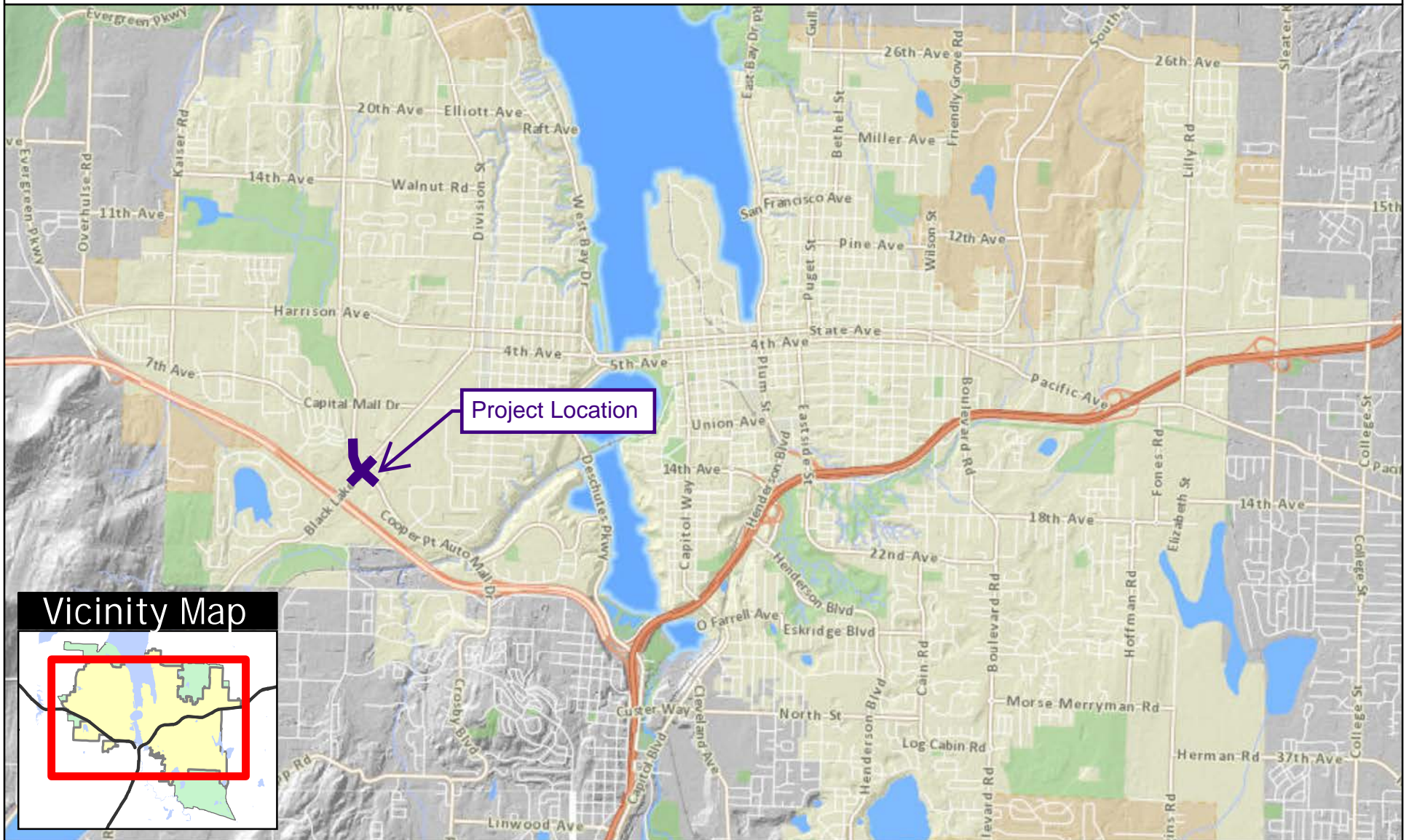
Vicinity Map

Summary of Bids

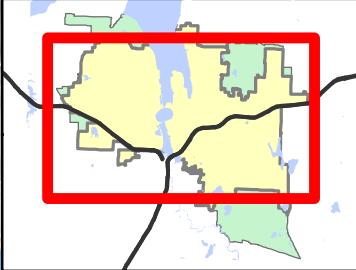


# 2024 Plastic Pavement Markings

Project #PRJ-22-000071



## Vicinity Map



0 4,000 8,000  
Feet

Map printed 6/25/2024

For more information, please contact:  
Dave Rosen, Project Engineer II  
(360) 753-8576

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



## SUMMARY OF BIDS RECEIVED



**Project Name:** 2024 Plastic Pavement Markings

**Project Number:** PRJ-22-000071

**Bid Opening Date:** 6/25/2024

ENGINEER'S ESTIMATE	CITY OF OLYMPIA	\$ 433,944.25
Bid #1	Specialized Pavement Marking	\$ 415,793.00



## City Council

### Approval of a Resolution Authorizing the Renewal of the HOME Consortium Interlocal Agreement for Program Years 2025-2027 with Thurston County and the City of Lacey Regarding Federal Affordable Housing Funds

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.E  
**File Number:** 24-0593

---

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

---

#### Title

Approval of a Resolution Authorizing the Renewal of the HOME Consortium Interlocal Agreement for Program Years 2025-2027 with Thurston County and the City of Lacey Regarding Federal Affordable Housing Funds

#### Recommended Action

##### Committee Recommendation:

Move to approve the resolution authorizing the renewal of the HOME Consortium Interlocal Agreement (ILA) with Thurston County and the City of Lacey regarding federal affordable housing funds.

##### City Manager Recommendation:

Move to approve the resolution authorizing the renewal of the HOME Consortium ILA with Thurston County and the City of Lacey regarding federal affordable housing funds.

#### Report

##### Issue:

Whether to approve the resolution authorizing the renewal of the HOME Consortium ILA with Thurston County and the City of Lacey regarding federal affordable housing funds.

##### Staff Contact:

Anastasia Everett, Office of Community Vitality, CDBG Program Manager, 360.233.6197.

##### Presenter(s):

None - Consent calendar item.

##### Background and Analysis:

Thurston County, the City of Olympia and the City of Lacey are not individually eligible to receive a formal allocation in the HOME program. This agreement is entered into between Thurston County as the qualified Urban County, comprised of: City of Tumwater, City of Yelm, City of Rainier, City of

Tenino and the Town of Bucoda, a political subdivision of the State of Washington, and the Cities of Olympia and Lacey, municipal corporations within Thurston County, for the purpose of forming a Consortium to receive and administer federal funds under the HOME Investments Partnership (HOME) Program.

This federal program is not to be confused with the City of Olympia Home Fund (1406) which is also used to create and secure affordable housing. The agreement is renewed every 2 years and amended if a new member is added to the agreement. The City of Lacey is entering this agreement as a new partner in 2025. The City of Lacey is becoming its own CDBG entitlement community and will enter the HOME consortium similar to the City of Olympia.

The City of Olympia was a charter member in developing the HOME Consortium, the first inter-jurisdictional body founded via a countywide interlocal agreement dated June 30, 2002.

**Climate Analysis:**

HOME funds are used to build new affordable housing. The creation of new housing units does lead to increased carbon emissions, however individual projects within the City of Olympia will be required to meet City climate codes and minimum requirements. New buildings within the City will be all-electric in accordance with Resolution No. M-2289. This aligns with Thurston County Climate Mitigation strategy B4. Some buildings may incorporate local renewable energy sources such as solar to support Thurston County Climate Mitigation Plan strategy B5.

**Equity Analysis:**

HOME funds will benefit low- and moderate-income households at or below 80% area median income. These households are historically underserved and are often severely housing cost burdened. There are known disparities in affordable housing availability among communities of color and limited English proficiency households. HOME funds benefit historically marginalized communities. HOME funding decisions are made by the Regional Housing Council to provide equitable access to safe and affordable housing in Thurston County. The Regional Housing Council has two advisory boards: the Thurston Affordable Housing Advisory Board which makes recommendations to the Regional Housing Council on funding decisions and the Thurston Homeless Services Advisory Board. The creation of subsidized affordable housing is an important tool in addressing systemic housing inequities.

**Neighborhood/Community Interests (if known):**

HOME funds can be used regionally and within the City of Olympia. HOME funds benefit low- and moderate-income households. The creation of new units of affordable housing is beneficial to neighborhoods across the City as it decreases gentrification and increases the availability of affordable housing.

**Financial Impact:**

There will be approximately \$2m-\$4m in HOME funds distributed among the Consortium within program years 2025-2027.

**Options:**

1. Approve the resolution.
2. Amend the resolution with amendments.
3. Take action at another meeting- this risks the City's participation in the upcoming HOME

consortium as the ILA is due to Thurston County by July 26.

**Attachments:**

Resolution

Agreement

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA, WASHINGTON, APPROVING AN INTERLOCAL COOPERATION AGREEMENT BETWEEN THE CITY OF OLYMPIA, THE CITY OF LACEY, AND THURSTON COUNTY (ACTING, TOGETHER WITH THE CITY OF TUMWATER, THE CITY OF YELM, THE CITY OF RAINIER, THE CITY OF TENINO, AND THE TOWN OF BUCODA AS A QUALIFIED URBAN COUNTY) TO FORM A HOME CONSORTIUM TO PARTICIPATE AND RECEIVE FUNDS UNDER THE NATIONAL AFFORDABLE HOUSING ACT**

**WHEREAS**, Congress enacted the National Affordable Housing Act (NAHA), as implemented by the Federal Department of Housing and Urban Development (HUD), which authorizes units of general local government to form a consortium to obtain funding as a participating Jurisdiction under the HOME program; and

**WHEREAS**, Thurston County, acting as the “Qualified Urban County” comprised of the City of Tumwater, the City of Yelm, the City of Rainier, the City of Tenino, and the Town of Bucoda, (the County), and the City of Olympia and the City of Lacey (the Cities) want to form and maintain a consortium to receive and administer federal funds under the HOME Investments Partnership (HOME) Program.

**WHEREAS**, the Cities and the County are not individually eligible to receive a formal allocation in the HOME program; and

**WHEREAS**, obtaining funding under the HOME program will increase the ability of the Cities and the County to provide affordable housing for residents with incomes at or below 80 percent of the area median income; and

**WHEREAS**, this HOME consortium is part of the local response to the need for low-income housing that maximizes the impact of federal and local affordable housing resources like the City of Olympia Home Fund and Supportive and Affordable Housing (1406); and

**WHEREAS**, HUD has specified the minimum provisions that must be included within any intergovernmental agreement for the cooperating bodies to qualify as a consortium; and

**WHEREAS**, NAHA requires that a consortium select one member to act in a representative capacity for all members and to assume overall responsibility for the program; the County has been selected to act in this capacity for the Cities and the County; and

**WHEREAS**, the Consortium is formed for the purpose of receiving Community Development Block Grant entitlement funds as an Urban County that does not include the City of Olympia. The City of Olympia will continue to administer its own independent CDBG program; and



**WHEREAS**, HUD has specified that the program year for the HOME Interlocal must coincide with the program year of the Urban County, Community Development Block Grant Interlocal for Thurston County, which begins September 1, 2024;

**NOW, THEREFORE, THE OLYMPIA CITY COUNCIL RESOLVES** as follows:

1. The Olympia City Council hereby approves the form of the Interlocal Cooperation Agreement between the City of Olympia, the City of Lacey, and Thurston County (as the Qualified Urban County) to form a HOME consortium and the terms and conditions contained in that Interlocal Agreement.
2. The City Manager is authorized and directed to execute on behalf of the City of Olympia the Interlocal Cooperative Agreement, and any other documents necessary to execute that Agreement, and to make any minor modifications as may be required and are consistent with the intent of the Agreement, and to correct any scrivener's errors.

**PASSED BY THE OLYMPIA CITY COUNCIL** this \_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:

*Michael M. Young*  
\_\_\_\_\_  
DEPUTY CITY ATTORNEY



INTERLOCAL COOPERATION AGREEMENT  
BETWEEN THURSTON COUNTY – URBAN COUNTY,  
THE CITY OF OLYMPIA AND THE CITY OF LACEY,  
TO FORM A HOME CONSORTIUM TO PARTICIPATE AND RECEIVE FUNDS  
UNDER THE NATIONAL AFFORDABLE HOUSING ACT

PROGRAM YEARS 2025 - 2027

This agreement is entered into between Thurston County as the qualified Urban County, comprised of: City of Tumwater, City of Yelm, City of Rainier, City of Tenino and the Town of Bucoda, (hereinafter the "County"), a political subdivision of the State of Washington, and the Cities of Olympia and Lacey, (hereinafter the "Cities"), municipal corporations within Thurston County, for the purpose of forming a Consortium to receive and administer federal funds under the HOME Investments Partnership (HOME) Program. This agreement will become effective upon adoption by the parties and approval by the U.S. Department of Housing and Urban Development (HUD), and will continue until terminated as provided herein.

WHEREAS, the Congress of the United States of America has enacted the National Affordable Housing Act (NAHA), 42 U.S.C. Sec. 12721, as implemented by HUD in 24 CFR part 92, which authorizes units of general local government to form a consortium to obtain funding as a participating Jurisdiction under the HOME program; and

WHEREAS, the County and the Cities are not individually eligible to receive a formal allocation in the HOME program; and

WHEREAS, the County and the Cities have determined that obtaining funding under the HOME program will increase their ability to provide affordable housing for residents with incomes at or below 80% of the area median income; and

WHEREAS, HUD has specified the minimum provisions which must be included within any intergovernmental agreement for the cooperating bodies to qualify as a consortium; and

WHEREAS, the NAHA requires that a consortium select one member to act in a representative capacity for all members and to assume overall responsibility for the program; and

WHEREAS, the Consortium is formed for the purpose of receiving Community Development Block Grant entitlement funds as an Urban County that does not include the City of Olympia and the City of Lacey, the City of Olympia and the City of Lacey will continue to administer its own independent CDBG programs; and

WHEREAS, HUD has specified that the program year for the HOME Interlocal must coincide with the program year of the Urban County, Community Development Block Grant Interlocal for Thurston County, which begins September 1st.

NOW THEREFORE, in consideration of the mutual promises made herein and the mutual benefits received hereunder, the parties agree as follows:

## **SECTION I: DEFINITIONS**

- A. "Member" means a unit of local government that is a signatory to this agreement and therefore a member of the consortium for the purpose of carrying out eligible activities under 24 CFR Part 92.
- B. "Representative Member" means the unit of local government designated as the "lead entity" to act in a representative capacity for all members for the purpose of this agreement. The Representative Member will assume overall responsibility for ensuring that the consortium's HOME program is carried out in compliance with the requirements of the HOME program, including requirements concerning the Consolidated Plan, in accordance with HUD regulations 24 CFR Parts 92 and 91, respectively, and the requirements of 24CFR 92.350, and other federal requirements. For purposes of this agreement, Thurston County is designated as the lead entity.

## **SECTION II: GENERAL PROVISIONS**

- A. The Members agree that as geographically contiguous units of general local government, they are eligible to form a consortium for the purposes of HOME funding. However, the consortium is not a separate legal entity. The consortium will not acquire, hold or dispose of real or personal property.
- B. The Members agree to cooperate in undertaking or to assist in undertaking housing assistance activities for the HOME program in compliance with the Consolidated Plan.
- C. The Members agree to undertake the development of a Consolidated Plan for each year covered by this agreement.
- D. The Members agree to jointly pursue and identify match requirements, examples including, but not limited, to 2060 funds, non CDBG housing rehabilitation funds, Washington State Housing Trust Funds, Regional Housing Council (RHC) funds, and other funds as may be appropriate and eligible to be used as matching funds according to 24 CFR Part 22 Section 200, the amendments to NAHA in the Community Development Act of 1992, and HUD Notice CPD 97-03.
- E. The Members agree to take affirmative action to further fair housing in their jurisdictions. Such actions may include planning, education and outreach, and enforcement components.
- F. The Members agree to comply with the requirements of the HOME program in 24 CFR Part 91 and 92, the requirements of 24 CFR 92.350, and other federal requirements.

## **SECTION III: PROGRAM ADMINISTRATION**

- A. The Members agree that Thurston County per section 1. is designated as the Representative Member and will act as the lead entity for the Consortium.

- B. The lead entity shall assume overall responsibility for ensuring that the HOME program is carried out in compliance with 24 CFR Part 92. The lead entity may enter into an agreement with a Subrecipient to administer and manage the HOME program, and may delegate all tasks and activities, including any tasks, activities, and authority listed below, to the extent allowed by HUD and the HOME program regulations.
- C. The lead entity shall manage the entire HOME allocation on behalf of the Consortium, as set forth herein. Specifically, the lead entity will be responsible for the following:
  - 1. Establish a local HOME Investment Trust Fund Account;
  - 2. Receipt, disburse, and account for all HOME program and matching funds;
  - 3. Collect all required reports and data from the Members and submit them to HUD; and
  - 4. Provide staff support for program implementation.
- D. Each Member is responsible for submitting in a timely manner to the lead entity all information necessary for participation in the Consortium as defined in 24 CFR 92. This includes all information necessary for the Consolidated Plan, the HOME program description and certifications, and performance reports.
- E. The lead entity and any and all Subrecipient entities agree to make available to each Member upon request all records concerning the activities carried out under this agreement for inspection.
- F. The lead entity is responsible for preparing and submitting the Consolidated Plan to HUD. Development of the Consolidated Plan will require the participation of citizens and organizations as well as input from all the Members. The Members will provide specific information concerning their housing and related activities to the lead entity for inclusion in the Consolidated Plan. The Plan will identify the general activities and priorities to be undertaken with HOME and CDBG entitlement funds. The Cities are responsible for preparing a Consolidated Plan to cover their CDBG programs, which plans will be incorporated into the Consortium's Consolidated Plan.
- G. The lead entity will provide staff support to manage and implement activities of the consortium's HOME program. Specific tasks include, but are not limited to, coordinating the public participation process, developing necessary forms and agreements, drafting program descriptions, RFP's and NOFA's, reviewing and evaluating proposals for funding, technical assistance to project sponsors, monitoring funded projects, and preparing required reports. As noted in III.B above, these tasks may be carried out by a Subrecipient entity.
- H. The lead entity will be entitled to expend up to 10% of the Consortium allocation for eligible planning and administrative costs in accordance with 24 CFR 92.207, including 10% of any program income. Otherwise, each Member will be independently responsible for any administrative costs each incurs that are associated with the development and implementation of the Consolidated Plan and the HOME program.

- I. An advisory committee for HOME, hereinafter referred to as the "Committee," will be created for the purpose of identifying the general activities and priorities to be undertaken with the HOME funds for the Consortium, and to serve in an oversight capacity for the programs initiated by HOME expenditures. The Committee will also participate in the development of the Consortium's Consolidated Plan, and make formal recommendations to the lead entity's governing body for the successful implementation of the HOME program for the Consortium as a whole.

The Committee will consist of one elected official from each Member and one elected official acting on behalf of the jurisdiction classified as the "Representative Member/Lead Entity." A chair and vice chair will be appointed by the Committee and meet a minimum of two times a year. The Committee will also agree to a set of bylaws outlining the rules and procedures for conducting meetings of this body. Staff support for the Committee will be provided by the lead entity or its designee.

#### **SECTION IV: TERM OF THIS AGREEMENT**

- A. This agreement remains in full force and effect from the date of execution and approval by HUD for the period necessary to carry out all activities that will be funded for three program years: 2025, 2026, and 2027. The program year start date is September 1, which will be consistent with each City's CDBG program year.
- B. The Members are required to remain in the Consortium and cannot terminate or withdraw during the entire three-year period.
- C. The agreement will automatically be renewed for participation in successive three-year qualification periods unless a Member provides written notice to the Thurston County Manager that it elects not to participate in a new qualification period. By the date specified in HUD's consortia designation notice, the lead entity will notify each Member in writing of its right not to participate for the successive three-year qualification period. The lead entity will send a copy of the notification to each Member to the HUD Field Office by the date specified in the consortia designation notice.

#### **SECTION V: AMENDMENT**

- A. This agreement may be amended by the written consent of a majority of the Members.
- B. The Members agree to amend this agreement as necessary to add new members to the consortium.
- C. Failure by the Members to adopt any amendment to the agreement incorporating changes necessary to meet the requirements for cooperation agreements set forth in a HUD Consortia Qualification Notice applicable to a subsequent three-year qualification period will void the automatic renewal of the consortium agreement.

#### **SECTION V: MISCELLANEOUS PROVISIONS**

- A. Counterparts. This agreement may be executed in a number of identical counterparts which, taken together, constitute collectively one agreement; but in making proof of this

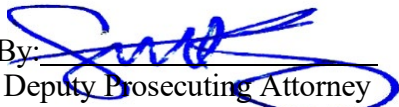
agreement, it is not necessary to produce or account for more than one such counterpart. Additionally, (i) the signature pages taken from separate individually executed counterparts of this agreement may be combined to form multiple fully executed counterparts; and (ii) a facsimile signature or an electronically scanned signature, or an electronic or digital signature where permitted by law, must be deemed to be an original signature for all purposes. All executed counterparts of this agreement are originals, but all such counterparts, when taken together, constitute one and the same agreement.

- B. Posting or Recording. The lead entity shall post this agreement on its website or shall post it with the Thurston County Auditor's Office pursuant to RCW 39.34.040.
- C. Employment Relationship. Employees of each agency remain at all times under the direction and control of their originally employing agency and the performance of work for any other agency pursuant to this agreement does not change that relationship for any purpose. No party to this agreement may be deemed to have agreed to pay any other agency's employees any wages or benefits afforded to its own employees. Further, each agency's responsibilities to its own employees for workplace injuries remain unchanged by this agreement.
- D. Records. Each party shall maintain its own public records and is solely responsible for responding to records requests received about the subject matter of this agreement. Any public records request addressed to the consortium as if this agreement created a separate legal entity, must be deemed to be a request received by each member individually. Each member shall respond separately, unless agreed to otherwise in writing.
- E. This agreement is governed by and must be interpreted in accordance with the laws of the State of Washington. Any lawsuit arising out of or relating to this agreement must be brought and maintained in the Superior Court of Thurston County.

## THURSTON COUNTY

\_\_\_\_\_  
Tye Menser  
Chair, Board of County Commissioners  
Dated: \_\_\_\_\_

Approved as to Form:  
Thurston County Prosecuting Attorney

By:   
Deputy Prosecuting Attorney

## CITY OF OLYMPIA

\_\_\_\_\_  
Steven J. Burney  
City Manager  
Date: \_\_\_\_\_

Approved as to Form:

By: Michael M. Young  
Deputy City Attorney

THURSTON COUNTY

\_\_\_\_\_  
Tye Menser  
Chair, Board of County Commissioners  
Dated: \_\_\_\_\_

Approved as to Form:  
Thurston County Prosecuting Attorney

By:   
Deputy Prosecuting Attorney

CITY OF LACEY

\_\_\_\_\_  
Rick Walk  
City Manager  
Dated: \_\_\_\_\_

Approved as to  
Form:

By: \_\_\_\_\_  
Deputy City Attorney

CITY OF LACEY

\_\_\_\_\_  
Name: Andy Ryder  
Title: Mayor

Approved as to Form:  
City Attorney

By: \_\_\_\_\_

CITY OF OLYMPIA

***INTENTIONALLY OMITTED***

\_\_\_\_\_  
Name: Dontae Payne  
Title: Mayor

Approved as to Form:  
City Attorney

***INTENTIONALLY OMITTED***

By: \_\_\_\_\_  
Deputy



## City Council

### Approval of an Ordinance Harmonizing Olympia Municipal Code with the Missing Middle Housing Ordinance

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.F  
**File Number:**24-0544

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

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#### **Title**

Approval of an Ordinance Harmonizing Olympia Municipal Code with the Missing Middle Housing Ordinance

#### **Recommended Action**

##### **Committee Recommendation:**

Not referred to a committee.

##### **City Manager Recommendation:**

Move to approve an Ordinance harmonizing the Olympia Municipal Code with the Missing Middle Housing Ordinance (# 7160).

#### **Report**

##### **Issue:**

Whether to approve an Ordinance harmonizing the Olympia Municipal Code with the Missing Middle Housing Ordinance (# 7160).

##### **Staff Contact:**

Joyce Phillips, Principal Planner, Community Planning and Development, 360.570.3722

##### **Presenter(s):**

Joyce Phillips, Principal Planner, Community Planning and Development

##### **Background and Analysis:**

Background and analysis did not change from first to second reading.

On November 13, 2018, the Olympia City Council passed its “Missing Middle” infill housing ordinance, which was primarily designed to increase the variety of housing types allowed in low density residential zoning districts. The ordinance was appealed to the Growth Management Hearings Board (GMHB), which ultimately invalidated the ordinance in July of 2019. The case continued before Superior Court and the Court of Appeals, where the City eventually prevailed. In June of 2023, the Court Appeals reversed the Board’s order and remanded it for dismissal. The GMHB dismissed the case on November 9, 2023. This means that the Missing Middle Housing

Ordinance is once again valid and in effect.

However, during the time the Missing Middle Housing Ordinance (Ordinance 7160) was invalidated, the City took multiple actions to update Title 18, Unified Development Code. Several of these subsequent actions amend the same sections of code that were amended by the Missing Middle ordinance. Perhaps the most significant of which was the Housing Options Code Amendments (Ordinance 7267 adopted on December 15, 2020), which also increased the variety of housing types allowed in residential zones. Other revisions are also applicable, such as those associated with the Parking and Loading (OMC 18.38) and Administration (OMC 18.70) Chapters of Title 18.

There is a process, although rarely needed, to consolidate these varying ordinances together. This is referred to as a “harmonization” ordinance. To harmonize these regulations, the City Council reviews the ordinance in question (the Missing Middle Housing Ordinance) against the existing municipal code language, which includes all subsequent text amendments to the code sections in question. Through the harmonization process, the governing body then selects the language that prevails.

To help identify the differences between the Missing Middle Housing Ordinance #7160 and the Olympia Municipal Code as amended since Ordinance 7160 was invalidated, a Harmonization Report was prepared. It compares conflicting code sections, summarizes the difference between the two versions, and recommends which version to use going forward. That report was then used to develop the ordinance before City Council presently.

Since all of these code amendments have gone through their own public processes for development and review, the City Council has the discretion to select which language to use. This is helpful because the City currently has, for some code sections, more than one set of regulations in effect which are not the same. These regulations may be fairly similar or can be different enough to warrant fixing the code as soon as possible to provide clear requirements. The harmonization process will settle those inconsistencies that currently exist.

### Grant

In October 2023, the City of Olympia was awarded a grant for \$75,000 from the Washington State Department of Commerce. The purpose of the grant is to fund work to support the adoption of policies and codes and the implementation of other measures specific to HB 1110, specifically related to middle housing issues.

A grant contract was formally signed by both parties in February of 2024. There are two primary work products associated with the grant. The first is to complete the process to “harmonize” the City’s Missing Middle Housing Ordinance with the Olympia Municipal Code (described above).

The second is to address the new middle housing requirements adopted into state law with the passage of House Bill 1110. This includes provisions to allow more than one residential unit per lot in some instances and to allow “unit lot subdivisions”, a type of subdivision for which our code is completely silent. The work will also be done in a way that is consistent with and helps to implement other new statutes, such as those related to Accessory Dwelling Units and Design Review. This second phase of the work is set to begin in July 2024.

It is anticipated that there will likely be instances where the outcome of the harmonization work will be amended by the work in Phase 2. This is because of the specificity of the new requirements, which



were not necessarily considered in 2017 and 2018, when the City's middle housing work began; or in 2021, when the Housing Option Code Amendments were adopted. These additional changes to Growth Management Act (GMA) were made in 2022, 2023, and 2024 and will need to be addressed.

The code amendments do not have to be adopted by June of 2025, but public hearing drafts are due by June 15, 2025, under the terms of the grant. The second phase of the work will include public outreach and participation, as those provisions will be new and not previously considered or adopted through a public process.

**Climate Analysis:**

The Climate Framework Analysis will be prepared for the second phase of the work, which will begin in July.

**Equity Analysis:**

The Equity Framework Analysis will be prepared for the second phase of the work, which will begin in July.

**Neighborhood/Community Interests (if known):**

Middle housing issues have been controversial in Olympia. There will be continued outreach and opportunity to review and comment on draft code amendments associated with the second phase of this work. Part of the effort will include educating the public and staff members on the new requirements so that comments can help shape the implementation measures that are most appropriate for our community.

**Financial Impact:**

This work is supported by a \$75,000 middle housing grant from Growth Management Services of the Washington State Department of Commerce.

**Options:**

1. Adopt the Harmonization Ordinance, as proposed.
2. Adopt the Harmonization Ordinance, with specific modifications.
3. Do not adopt the Harmonization Ordinance.

**Attachments:**

Ordinance  
Harmonization Report  
Middle Housing Webpage

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, AMENDING TITLE 18, UNIFIED DEVELOPMENT CODE, OF THE OLYMPIA MUNICIPAL CODE, RELATED TO HOUSING, AND INTEGRATING AND HARMONIZING ORDINANCE NO. 7160 INTO TITLE 18 OF THE OLYMPIA MUNICIPAL CODE**

**WHEREAS**, the City of Olympia Comprehensive Plan update, adopted in December 2014, identified a need to accommodate 20,000 new residents by the year 2035; and

**WHEREAS**, the City of Olympia Comprehensive Plan establishes that population growth will be accommodated within the City's existing Urban Growth Area (UGA) to avoid sprawl through encroachment into designated rural or resource lands located beyond the UGA boundary; and

**WHEREAS**, the City of Olympia Comprehensive Plan identifies the need for infill residential development in existing neighborhoods by allowing for a broader variety of housing types that would be compatible with existing neighborhoods in the areas designated as Low Density Neighborhoods; and

**WHEREAS**, the Comprehensive Plan identifies multiple ways in which the City of Olympia will accommodate future growth, including through future development of the three high density neighborhood overlay areas and through residential infill in existing neighborhoods. The Plan does not identify a particular order in which to address these needs; and

**WHEREAS**, the Olympia City Council adopted Ordinance No. 7160 on November 13, 2018, to provide additional infill housing opportunities to serve a portion of the population growth currently anticipated by and analyzed in the City's adopted Comprehensive Plan; and

**WHEREAS**, Ordinance No. 7160 was appealed to the Western Washington Growth Management Hearings Board (WWGMHB), which issued a Final Decision and Order on July 12, 2019, which declared the ordinance invalid; and

**WHEREAS**, the City appealed the WWGMHB Final Decision and Order to Thurston County Superior Court, which reversed the WWGMHB's decision and vacated the Final Decision and Order; and

**WHEREAS**, the Superior Court's decision was further appealed to Division One of the Washington State Court of Appeals, which upheld the Superior Court's order on June 26, 2023; and

**WHEREAS**, upon remand the WWBMGH dismissed the case on November 9, 2023, allowing Ordinance No. 7160 to become effective; and

**WHEREAS**, during the pendency of legal appeals of Ordinance No. 7160, the Washington State Growth Management Act was amended several times by the Washington State Legislature to encourage, and in some cases mandate, cities to adopt ordinances permitting a broader variety of housing types in neighborhoods that had been previously restricted to more limited forms of housing such as single-family homes (codified primarily in RCW 36.70A.600 - .699); and

**WHEREAS**, to implement the provisions of RCW 36.70A.600 - .699, the Olympia City Council adopted Ordinance No. 7267 amending Title 18 of the Olympia Municipal Code (OMC) on December 15, 2020, and subsequently adopted several additional ordinances amending Title 18 OMC; and

**WHEREAS**, City staff has compared the provisions of Ordinance No. 7160 to those subsequently adopted ordinances and found that there is a need to integrate and harmonize the ordinances to provide for clear and consistent implementation of their provisions; and

**WHEREAS**, the proposed amendments in this ordinance will harmonize Ordinance No. 7160 with all subsequently adopted ordinances that address the need to provide for infill residential in the Low Density Neighborhoods; and

**WHEREAS**, the City of Olympia has maintained a webpage and issued periodic electronic newsletters and e-mails since 2017 as a means of providing information and updates to the public on the infill housing projects that resulted in the adoption of Ordinance Nos. 7160 and 7267, that was accessible at the public's convenience; and

**WHEREAS**, on March 18, 2024, the proposed amendments in this ordinance were sent to the Washington State Department of Commerce Growth Management Services with the Notice of Intent to Adopt Development Regulation amendments as required by RCW 36.70A.106. When Ordinance No. 7160 was under consideration, supportive comments were received from the Growth Management Services division of the Washington State Department of Commerce. No other state agencies provided comments during the 60-day comment period; and

**WHEREAS**, the proposed amendments integrate and harmonize amendments made in ordinances previously adopted by the Olympia City Council, and include only amendments from those previously adopted ordinances; and

**WHEREAS**, because the proposed amendments specifically include only amendments made in ordinances previously adopted by the Olympia City Council, the SEPA analyses and determinations conducted for those ordinances remain applicable. Further, the City SEPA Responsible Official has determined those previous environmental reviews are adequate under WAC 197-11-060(4) and additional review under the State Environmental Policy Act is not warranted; and

**WHEREAS**, because the proposed amendments specifically include only amendments made in ordinances previously adopted by the Olympia City Council, including Ordinance Nos. 7160 and 7267, the recitals included in those ordinances are also incorporated in this ordinance; and

**WHEREAS**, the City of Olympia will not issue approvals of subdivisions of land, land use review, or building permits unless the applicant can demonstrate compliance with all City requirements and standards. If that does not occur, such as if there is a specific infrastructure or physical constraint that would make development unfeasible for a particular parcel, City approvals will not be issued which satisfies the language in RCW 36.70A.600(1)(c); and

**WHEREAS**, the Proposed Amendments are consistent with the Olympia Comprehensive Plan and other chapters of Title 18 OMC; and

**WHEREAS**, the Proposed Amendments have been reviewed pursuant to the Rezones and Text Amendments process outlined in Chapter 18.70 OMC; and

**WHEREAS**, the Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (December 2006) was reviewed and used by the City in objectively evaluating the proposed development regulations amendments; and

**WHEREAS**, Chapters 35A.63 and 36.70A RCW and Article 11, Section 11 of the Washington State Constitution authorize and permit the City to adopt this Ordinance;

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

**Section 1. Amendment of OMC 18.04.020. Olympia Municipal Code Subsection 18.04.020(B) is hereby amended to read as follows:**

OMC 18.04.020 – Purposes

B. The additional purposes of each individual residential district are as follows:

1. Residential - 1 Unit Per 5 Acres. This designation provides for low-density residential development in designated sensitive drainage basins in a manner that protects aquatic habitat from degradation.
2. Residential Low Impact (RLI). To accommodate some residential development within sensitive drainage basis at densities averaging from two ~~(2)~~ to four ~~(4)~~ units per acre, provided that the development configuration avoids stormwater and aquatic habitat impacts.
3. Residential - 4 Units per Acre (R-4 and R-4CB). To accommodate residential development in areas sensitive to stormwater runoff in a manner and at a density (up to four ~~(4)~~ units per acre) that avoids stormwater related problems (e.g., flooding and degradation of environmentally Critical Areas).
4. Residential 4-8 Units per Acre (R 4-8). To accommodate residential development at densities ranging from a minimum of four ~~(4)~~ units per acre to a maximum of eight ~~(8)~~ units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhoods.
5. Residential 6-12 Units per Acre (R 6-12). To accommodate residential development, at densities between six ~~(6)~~ and twelve ~~(12)~~ units per acre, in locations with frequent mass transit service (existing or planned). ~~This includes areas along or near (e.g., within one-fourth (1/4) mile) arterial and major collector streets. Parcels located in the High Density Corridor Transition Area are allowed fourplex housing types.~~
6. Mixed Residential 7-13 Units per Acre (MR 7-13). To accommodate a compatible mixture of houses, duplexes, townhouses, and apartments in integrated developments with densities averaging between seven ~~(7)~~ and thirteen ~~(13)~~ units per acre; to provide a broad range of housing opportunities; to provide a variety of housing types and styles; and to provide for development with a density and configuration that facilitates effective and efficient mass transit service. This district generally consists of parcels along arterial or collector streets of sufficient size to enable development of a variety of housing types.
7. Mixed Residential 10-18 Units per Acre (MR 10-18). To accommodate a compatible mixture of single-family and multifamily dwellings in integrated developments close to major shopping and/or employment areas (at densities averaging between ten ~~(10)~~ and eighteen ~~(18)~~ units per acre); to provide a variety of housing types and styles; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; to provide opportunities for people to live close to work and shopping in order to reduce the number and length of automobile trips; and to enable provision of affordable housing.
8. Residential Multifamily - 18 Units per Acre (RM-18). To accommodate predominantly multifamily housing, at an average maximum density of eighteen ~~(18)~~ units per acre, along or near (e.g., one-fourth (1/4) mile) arterial or major collector streets where such development can be arranged and designed to be compatible with adjoining uses; to provide for development

with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.

9. Residential Multifamily - 24 Units per Acre (RM-24). To accommodate predominantly multifamily housing, at an average maximum density of ~~twenty-four (24)~~ units per acre, in locations close (e.g., one-fourth ( $\frac{1}{4}$ ) mile) to major employment and/or shopping areas; to provide for development with a density and configuration that facilitates effective and efficient mass transit service; and to enable provision of affordable housing.
10. Residential Multifamily - High Rise (RMH). To accommodate multifamily housing in multistory structures near the State Capitol Campus; to provide opportunities for people to live close to work, shopping, services and a major mass transit hub; to create a desirable living environment for residents of the district; and to ensure that new high rise buildings incorporate features which reduce their perceived scale and allow sunlight to reach street level.
11. Residential Mixed Use (RMU). To accommodate attractive, high-density housing, pedestrian oriented commercial and mixed-use development which reinforces downtown's historic character; to provide for coordinated pedestrian amenities; to preserve viable downtown housing; to enable businesses to locate within walking distance of residences and offices; to provide a transition between commercial and residential districts; and to require new high rise buildings to incorporate features which reduce their perceived scale and allow sunlight to reach street level.
12. Urban Residential (UR). To accommodate multifamily housing in multistory structures in or near the State Capitol Campus; downtown, High Density Corridor, or other activity center areas; to provide opportunities for people to live close to work, shopping, and services; to help achieve City density goals, to create or maintain a desirable urban living environment for residents of the district; and to ensure that new urban residential buildings incorporate features which encourage walking and add interest to the urban environment.
13. Manufactured Housing Park (MHP). To accommodate mobile homes and manufactured housing in mobile/manufactured housing parks; to accommodate manufactured housing on individual lots; to accommodate single-family houses, duplexes and townhouses, at densities between five (5) and ~~twelve (12)~~ units per acre, in locations with frequent mass transit service (existing or planned). This includes areas along or near (e.g., within one-fourth ( $\frac{1}{4}$ ) mile) arterial and major collector streets.

**Section 2. Amendment of OMC 18.04.060(B). Olympia Municipal Code Subsection 18.04.060(B) is hereby amended to read as follows:**

**OMC 18.04.060 - Residential Districts' Use Standards**

**B. Accessory Structures**

Accessory structures are detached structures and are permitted in all residential districts subject to the following requirements:

1. Time of Establishment. Accessory structures shall not be built prior to commencing construction of the main building on the lot. However, lots may be created which contain an accessory structure (without an associated primary use) constructed prior to submission of the subdivision application.

2. Subordination to Primary Use. Accessory structures shall be clearly incidental and subordinate to the use of the lot (e.g., structures used for storage of personal property or the pursuit of hobbies) or used for agricultural purposes. In residential districts with a maximum density of twelve units or less per acre each accessory structure shall not exceed 800 square feet in size, except for:
  - a. structures accessory to an agricultural use which are located on a parcel one acre or larger in size.
  - b. garages and carports as described below in OMC 18.04.060(B)(3) below.
3. Detached garages and carports shall meet the following standards:
  - a. Shall not exceed a total of 1,200 square feet of floor space per dwelling unit, unless approved as a conditional use.
  - b. Must be designed so the appearance of the building remains consistent with the primary structure by addressing the following:
    - i. Similar materials and colors as the primary use;
    - ii. A roof type or pitch similar to the primary use;
  - c. Detached garages or carports exceeding 1,200 square feet per dwelling unit may be permitted as conditional uses in the districts specified in Table 4.01 provided that they will not be adverse to the public interest and are compatible with the surrounding neighborhood. The criteria for garages/carports outlined above in OMC 18.04.060(B)(3) and OMC 18.175.060 must be met. The approval authority shall establish a maximum size for garages receiving conditional use approval. See OMC 18.04.080.
4. See OMC 18.04.060(P)(4) regarding accessory structures in mobile home/manufactured home parks.

**Section 3. Amendment of OMC 18.04.060(F). Olympia Municipal Code Subsection 18.04.060(F) is hereby amended to read as follows:**

**F. CO-HOUSING.**

Co-housing developments are allowed in the districts specified in Table 4.01 and 6.01 subject to the following requirements:

1. Common Structure. The following provisions apply to co-housing developments in the residential districts listed in OMC 18.04.
  - a. Quantity, size, and use. Co-housing projects may contain any number of common structures; however, no more than two ~~(2)~~ common structures shall exceed ~~eight hundred (800)~~ square feet in size and none shall exceed ~~five thousand (5,000)~~ square feet in size. At least one ~~(1)~~ common structure shall contain a dining room and kitchen large enough to serve at least ~~fifty 50~~ percent ~~(50%)~~ of the development's residents at a time based upon

occupancy of one (1) person per bedroom, and at least one (1) of the following: a children's day care center, mail boxes for a majority of the residents, recreational facilities (such as pool tables or exercise equipment), laundry facilities, or a meeting room available for the use of all residents.

- b. Location. Common structures may be located in all developable portions of the site (e.g., excluding critical areas and their associated buffers and required building setback areas). However, within ~~forty (40)~~ feet of the site's perimeter or a public street extending through the site, no more than two (2) common or accessory structures may be contiguous to one another (i.e., uninterrupted by a dwelling or a landscaped open space with no dimension less than ~~forty (40)~~ feet). This requirement does not apply to structures which would not be visible from the site's perimeter or through streets (e.g., due to topography or vegetation) or which adjoin undevelopable property (e.g., critical areas) which will separate proposed structures by at least ~~forty (40)~~ feet from existing and potential dwelling sites. In no case shall more than ~~fifty (50)~~ percent (50%) of any street frontage be occupied by common and/or accessory structures.
2. Business Uses. Co-housing developments may contain business uses allowed as home occupations (see Section [18.04.060-\(L\)](#)) in structures other than residential dwellings, subject to the conditions below:
  - a. The total building square footage devoted to business uses in the entire development shall not exceed the rate of ~~five hundred (500)~~ square feet per dwelling unit.
  - b. Business uses shall not occupy more than ~~fifty (50)~~ percent of a common building. The proportion of dwellings devoted to business uses shall comply with OMC [18.04.060-\(L\)](#), Home Occupations.
  - c. Structures containing a business which are visible from public rights-of-way adjoining the development shall give no outward appearance of a commercial use, other than one (1) sign mounted flush to the building in which the business is located. (See OMC [18.43](#), Signs.) No outdoor storage related to a business may be visible from public rights-of-way bordering the development.
  - d. Each business located in a co-housing development may employ a maximum of two (2) people who do not reside in the development. This limitation does not apply to seasonal agricultural employees.
  - e. Business uses shall not emit noise, pollutants, waste products, or create impacts which would pose a nuisance or health risk for the occupants of abutting properties.
3. Dwelling Units. Dwelling units in co-housing developments shall only be required to contain minimal kitchen facilities (e.g., a sink and stove or hot plate), consistent with the ~~Uniform~~ Building Code, provided that a common structure provides a fully equipped kitchen (e.g., containing a stove, refrigerator, and sink) and dining area available to all residents of the development.
4. Approval Process. Applications for co-housing projects shall be processed pursuant to OMC [18.56](#).
5. Common Areas. A note shall be added to the plat or site plan, as applicable, which establishes common areas and precludes their conversion to another use. (See OMC [18.100](#), Design Review, for applicable design guidelines.)

6. Platting.

- a. Dwellings in co-housing developments (as allowed in Table 4.01 or 6.01 for the applicable district) are not required to be located on individual lots.
- b. Perimeter setbacks. The minimum building setbacks for unplatted co-housing developments in the R-4, R 4-8, and R 6-12 districts are as follows:
  - i. Five ~~(5)~~ feet from the side property line of an adjoining parcel.
  - ii. ~~Twenty~~ (20)-feet from public rights-of-way and the rear property lines of adjoining parcels.

The setbacks required in Subsections a. and b. above may be reduced per OMC 18.04.080.H.2(H)(2) and 18.04.080.H.5(H)(5).

- c. Dwelling separation. Residential structures (i.e., houses, duplexes, and townhouse structures with up to four ~~(4)~~-units) in co-housing developments in an R-4, R 4-8, or R 6-12 district, which are not on individual lots, shall be separated by at least ten ~~(10)~~-feet along the site's perimeter and six ~~(6)~~-feet elsewhere. Dwellings on individual lots are subject to the applicable setback standards specified in Table 4.04 or 6.01.

(See OMC [18.100](#), Design Review, for applicable design guidelines.)

**Section 4. Amendment of OMC 18.04.060(H). Olympia Municipal Code Subsection 18.04.060(H) is hereby amended to read as follows:**

OMC 18.04.060 - Residential Districts' Use Standards

H. COTTAGE HOUSING.

Cottage housing developments shall comply with the following requirements:

1. Courtyard. The development shall contain a courtyard or usable landscaped area owned in common by the owners of the dwellings. (See ~~Section OMC 18.04.080(J)~~, Development Standards.)
2. Site Design. Dwelling units shall be located on at least two (2) sides of the courtyard or common area. (See also ~~Section OMC 18.175.100~~ Site Design: Cottage Housing.) A cottage may share a common wall with one other cottage.
3. Number of Units. The development shall include no less than four ~~(4)~~ and no more than ~~twelve (12)~~ dwelling units per courtyard.
4. Dwelling Size. The first story of dwellings in cottage developments, including any garage, shall not exceed ~~eight hundred (800)~~ 1,000 square feet in size. Two ~~(2)~~-story structures shall not exceed ~~one thousand six hundred (1600)~~-square feet in size. Dwelling size does not include the area of a private garage.
5. Parking. ~~At least 50% of on~~ On-site parking ~~shall~~ may be accommodated in a shared parking lot(s). (See ~~Chapter 18.38~~ OMC, Parking.)
6. Covenants. Covenants shall be recorded which establish common areas and preclude their conversion to another use.



7. Platting. Dwellings in cottage housing developments may, but are not required to, be located on individual lots.
8. Phasing. A proposed cottage housing development may be developed in phases. The project as a whole shall be portrayed on the site plan submitted for land use review, and proposed phases of development shall be shown on the same site plan. The site plan shall be reviewed in accordance with OMC Chapter 18.60 Land Use Review and Approval for compliance with all applicable requirements and standards. Each phase shown on an approved site plan shall individually receive review and approval for engineering, building and any other necessary permits in accordance with applicable standards and regulations. The site plan shall address the duration of each phase prior to land use or plat approval. The phasing plan shall not exceed five years, unless a development agreement specifying a longer time period has been approved and recorded in accordance with Chapter 18.53 OMC.

**Section 5. Amendment of OMC 18.04.060(O). Olympia Municipal Code Subsection 18.04.060(O) is hereby amended to read as follows:**

OMC 18.04.060 - Residential Districts' Use Standards

O. MANUFACTURED HOMES.

A manufactured home is allowed in all zoning districts that allow single family residences, if the home is a new, designated manufactured home (See OMC 18.02.180.D, Definitions), and meets the following criteria:

1. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of nominal 3:12 pitch; and
2. Has exterior siding similar in appearance to siding materials commonly used on conventional site-built single family residences that are built pursuant to the applicable Building Code.

**Section 6. Amendment of OMC 18.04.060(EE). Olympia Municipal Code Subsection 18.04.060(EE) is hereby amended to read as follows:**

OMC 18.04.060 - Residential Districts' Use Standards

EE. GARAGE PLACEMENT AND WIDTH.

(Also see OMC chapter 18.100 OMC, Design Review, and OMC chapter 18.175 OMC, Infill and Other Residential.)

1. Applicability. The standards listed in Subsection 3 below apply only to:
  - a. Single-family dwellings on lots of less than five thousand (5,000) square feet in size;
  - b. Single-family dwellings on lots within the areas depicted by Figure 4-2a;
  - c. Duplexes;
  - d. Triplexes; and
  - e. Fourplexes;:-

f. Courtyard apartments; and

g. Cottage housing.

2. Exceptions. The dwellings listed in Subsection ~~1-a.1(a)~~ above are exempt when located on one of the following types of lots:
  - a. Lots fronting on private access lanes (see the City of Olympia Engineering Design and Development Standards as adopted in ~~OMC~~chapter 12.02 OMC) where the garage would not face a public street;
  - b. Flag lots (see ~~OMC~~chapter 18.02.180 OMC, Definitions, Lots);
  - c. Wedge-shaped lots (see ~~OMC~~chapter 18.02.180 OMC, Definitions, Lots); and
  - d. Lots with trees or topography which preclude compliance with the provisions of this Section, as determined by the approval authority.
3. Garage Standards.
  - a. Garages shall not protrude ahead of the dwelling's ground floor front facade more than:
    - i. Eight ~~(8)~~-feet on two ~~(2)~~-story dwellings (i.e., dwellings with habitable space above the ground floor); or
    - ii. Four ~~(4)~~-feet on single-story dwellings.

These requirements above (i. and ii.) do not apply to garages with doors which do not face the street (see OMC 18.175.060, Garage Design), or garages flush with the supporting posts of covered porches which span the remainder of the dwelling's front facade.

- b. Garage width shall not exceed the following percentage of the dwelling's front facade:
  - i. Two-story dwellings (containing habitable space above the ground floor): sixty ~~(60)~~ percent.
  - ii. Single-story dwellings: ~~fifty 50 percent (50%)~~.

For purposes of the above measurements, garage width shall include the garage doors facing the street plus any required supporting panel. The dwelling's facade shall be measured in a straight line, parallel to the building face, between the outermost ends of the facade facing the street. See Figure 4-2b.

**Section 7. Amendment of OMC 18.04.060(HH). Olympia Municipal Code Subsection 18.04.060(HH) is hereby amended to read as follows:**

OMC 18.04.060 - Residential Districts' Use Standards

HH. DUPLEXES ON CORNER LOTS AND SINGLE ROOM OCCUPANCIES.

- A. Duplexes are allowed on all corner lots in all zoning districts that permit single-family residences provided the applicant can demonstrate compliance with other development standards, such as

setbacks, lot coverages, building height and number of stories, stormwater provisions, parking, and design review.

A-B. Single-room occupancies in the R 6-12 Zoning District are subject to the Infill and Other Residential Design Review provisions, chapter 18.175 OMC.

**Section 8. Amendment of OMC 18.04.080(A). Olympia Municipal Code Subsection 18.04.080(A) is hereby amended to read as follows:**

OMC 18.04.080 - Residential Districts Development Standards

A. Maximum Housing Densities.

1. Calculation of Maximum Density.

- a. The maximum housing densities specified in Table 4.04 are based on the total area of the entire site, including associated and/or previously dedicated right-of-way, but not including streams, wetlands, landslide hazard areas, "important habitat areas," and "important riparian areas" and land to be dedicated or sold for public parks, schools, or similar non-residential uses.
- b. Convalescent homes. Convalescent homes and nursing homes containing dwelling units which rely on shared cooking/dining facilities count as one dwelling unit for purposes of the maximum density calculation. Independent dwelling units (i.e., containing a bed, bathroom and a kitchen with a sink, stove, and refrigerator) in convalescent/nursing homes, however, are counted as individual dwelling units in the density calculation. The density for a site or parcel containing a convalescent/nursing home which is part of a larger project is calculated separately from other portions of the site under development (i.e., density may not be transferred from a site occupied by a nursing home to another portion of the development).

2. Mixed Residential and Multifamily Districts. The maximum housing densities shown in Table 4.04 refer to the maximum density of each project. Projects within multiple districts must conform with the density for the portion in each district.

3. Accessory Dwelling Units. Accessory dwelling units built on infill lots are not subject to the maximum density limits specified in Table 4.04. In addition, accessory units built on a maximum of 20 percent of a subdivision's lots prior to the time the primary unit on the lot is initially sold are not subject to the maximum density limitations.

4. Density Bonuses. The maximum housing densities identified in Table 4.04 may be increased and authorized by the Director or by the hearing examiner as noted below, provided, however, that in the R 4-8 District, TDRs must be obtained (see OMC [18.04.080\(A\)\(5\)](#)):

- a. Restoration of Critical Areas. At the request of the applicant, the Hearing Examiner may grant a density bonus of up to 20 percent for sites on which damaged or degraded wetlands or stream corridors (e.g., streams and stream banks within the outer limits of any required buffer) will be restored and maintained according to specifications approved by the City. A Request for this density bonus must accompany the land use application and is a Type III application pursuant to OMC [18.70.040](#), except as provided in OMC [18.04.080\(A\)\(4\)\(b-d\)](#). Prior to taking action on a request for this density bonus, the Hearing Examiner shall consider the public's comments, the expected public benefit that would be derived from such restoration, the probable net effect of the restoration, and the

increased density on the site, the relative cost of the restoration and the value of the increased density, and the potential impact of increased density on surrounding land uses, traffic, infrastructure, schools, and parks. The City may require the applicant to provide an estimate of the cost of the proposed restoration and other information as necessary to make this determination. This bonus does not apply to site features which were damaged in the course of a current project (e.g., under an active permit) or as a result of an illegal or intentional action by the current property owner or their representative.

- b. Cottage housing. Cottage housing projects receive a ~~20~~50 percent density bonus.
- c. Townhouses. Townhouses receive a 15 percent density bonus in the R 4-8 and R 6-12 districts.
- d. Low income housing. A density bonus is granted for low income housing (see Section [18.02.180](#), Definitions) at the rate of one additional housing unit allowed for each unit of low income housing provided, up to a maximum of a 20 percent bonus.

The applicant shall submit to the Department a document approved by the City Attorney stating that the low income housing which is the basis for the density bonus will remain for a period of at least 20 years from the date the final inspection is conducted by the Building Official. This document must be recorded, at the applicant's expense, at the Thurston County Auditor's Office as part of the chain of title of the affected parcels.

- 5. Transfer of Development Rights. Development Rights must be obtained from an eligible property owner in a Thurston County Transfer of Developments Rights (TDR) Sending Zone in order to develop above eight units per acre in an R 4-8 District. However, this requirement does not apply to density bonuses granted in accordance with OMC [18.04.080](#)(4). With one TDR credit, a density of nine units per acre can be achieved in the Residential 4-8 District.
- 6. City staff will review residential permitting in areas designated as Low Density Neighborhood in the adopted Comprehensive Plan Future Land Use Map on an annual basis to review the achieved density. If achieved density approaches or exceeds the density anticipated in the comprehensive plan, the City will make revisions as needed to maintain consistency between the Comprehensive Plan and development regulations.

**Section 9. Amendment of OMC 18.04.080(B). Olympia Municipal Code Subsection 18.04.080(B) is hereby amended to read as follows:**

**OMC 18.04.080 - Residential Districts Development Standards**

**B. Minimum Housing Densities**

- 1. Calculation of Minimum Density.
  - a. (Note: Table 5.05 in Section 18.05.) The total area of the entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Manual tracts provided for trees pursuant to ~~the Tree Protection and Replacement Ordinance~~[chapter 16.60 OMC](#); existing, opened street rights-of-way; and land to be sold or dedicated to the public in fee (e.g., school sites and public parks, but not street rights-of-way to be dedicated as part of the proposed development).

- b. All dwelling units in convalescent homes/nursing homes and accessory dwelling units count toward the minimum density required for the site by Table 4.04.
2. Average Density. A housing project may contain a variety of housing densities (consistent with Table 4.04) provided that the average density for the entire development (e.g., all of the property subject to a single subdivision, site plan, or PRD approval) is neither less than the minimum density nor more than the maximum average density established for the applicable district in Table 4.04.
3. Allowance for Site Constraints. At the request of the applicant, the Director may reduce the minimum density required in Table 4.04, to the extent the Director deems warranted, to accommodate site constraints which make development at the required minimum density impractical or inconsistent with the purposes of this Article. Factors which may warrant a density reduction include poor soil drainage, the presence of springs, topography exceeding ~~twenty~~ (20)-percent slope, rock outcrops, sensitive aquifers used as a public water source or wellhead protection areas). As a condition of granting a density reduction, the applicant must demonstrate that the minimum density cannot be achieved by clustering the housing on the buildable portions of the site (see ~~Section OMC 18.04.080(F)~~). The Director may also authorize a reduction in the minimum density requirements, if necessary, to enable development of small (i.e., less than six ~~(6)~~ acres in size), oddly shaped, or partially developed parcels if the site's configuration or constraints (e.g., existing structures) preclude development at the minimum density specific in Table 4.04. Also see Subsection (E), Developments without Sewer Service, below.
4. Allowance for Transitional Housing and Mixed Residential Projects. The Director may reduce the minimum densities required by Table 4.04 to enable provision of lower density housing along the perimeter of multifamily housing projects, as required by Section [18.04.060\(14\)](#) or as necessary to accommodate the mix of housing types required by Section [18.04.060\(Q\)\(1\)](#).

**Section 10. Amendment of OMC 18.04.080(J). Olympia Municipal Code Subsection 18.04.080(J) is hereby amended to read as follows:**

OMC 15.04.020 – Definitions

J. Private and Common Open Space.

1. Development of Open Space. Open space (e.g., private yard areas and common open space) required by Table 4.04 shall be devoted to undisturbed native vegetation, landscaping (consistent with ~~Chapter 18.36 OMC~~, Landscaping and Screening), and/or outdoor recreational facilities. Driveways, loading areas, maneuvering space and parking lots shall not be considered open space. Required open space shall not be covered with impervious surfaces, except for stoops, porches, or balconies, walkways, tennis courts, swimming pools, or similar uses which require an impervious surface. Up to a five percent (5%) increase in impervious surface coverage may be allowed to accommodate such hard surfaced facilities. ~~Also see Chapter 16.60 Tree, Soil and Native Vegetation Protection and Replacement.~~
2. Cottage Housing Developments. Cottage housing developments shall provide open space as follows:
  - a. A minimum of ~~two hundred (200)~~ square feet of private, contiguous, usable, open space shall be provided adjacent to each dwelling unit. No dimension of this open space area shall be less than ~~ten (10)~~ feet provided that at least fifty percent (50%) of such open space may be combined with soil and vegetation protection areas standards.

- b. A minimum of ~~fifteen hundred (1,500)~~-square feet or ~~two hundred (200)~~-square feet per unit, whichever is more, shall be provided in common open space (i.e., available for the use of all residents of the development). This open space shall be contained in a contiguous area with no dimension less than ~~thirty (30)~~-feet. A substantial portion of such open space shall be sufficiently level (e.g., less than five percent ~~(5%)~~-slope) and well drained to enable active use in summer.
3. Mixed Density Districts. Parcels or sites accommodating multifamily housing (e.g., triplexes, fourplexes, and larger apartment buildings) in a MR 7-13 or MR 10-18 district shall contain at least ~~thirty 30 percent (30%)~~ open space. At least ~~fifty 50 percent (50%)~~ of such open space must be available for the common use of the residents of the multifamily housing. Such open space shall be developed consistent with Section [18.04.080\(J\)\(1\)](#) above. This open space requirement shall be reduced to ~~twenty 20 percent (20%)~~ if the multifamily housing adjoins a park, school or open space site of at least ~~ten thousand (10,000)~~ square feet in size. Impervious surface coverage limits specified in Table 4.04 shall be adjusted accordingly.
4. Manufactured or Mobile Home Parks. At least five hundred (500) square feet of common open space shall be provided per dwelling unit (see Section [18.04.060\(P\)\(8\)](#)). At least fifty percent (50%) of such open space shall comply with soil and vegetation protection area standards.
5. Residential - 4 Chambers Basin District. Required open space for stormwater dispersion may be provided in a common area or within each individual private lot of a development. All required drainage dispersal areas shall be protected from filling and grading and all other activities which would decrease the ability of such areas to disperse and infiltrate stormwater. Side yard setback areas shall be designed to disperse roof runoff to the maximum extent practical. To qualify as a "drainage dispersal tract" (required to create lots of less than one acre) such area shall be held in common or deeded to homeowners association and otherwise conform with the requirements of stormwater tracts as set forth in the Olympia Stormwater Drainage Manual.

**Section 11. Amendment of OMC 15.04.020(NN). Olympia Municipal Code Subsection 15.04.020(NN) is hereby amended to read as follows:**

NN. "Single Room Occupancy Dwelling" means a housing type consisting of one room, ~~often with~~ cooking facilities and with private or shared bathroom facilities and cooking facilities that are either in the room or shared.

**Section 12. Amendment of OMC 18.02.080(H). Olympia Municipal Code Subsection 18.02.080(H) is hereby amended to read as follows:**

OMC 18.02.080 - Interpretations

- H. Rounding of Quantities. Discrete physical measurements, including but not limited to, those not subject to fractional division, such as number of housing units or parking spaces, shall be rounded to the next higher whole number when the fraction is greater than .5, and to the next lower whole number when the fraction is equal to or less than .5, except as otherwise provided in this Development Code. When a density bonus is provided for certain housing types, such as townhouses and cottage developments, the density bonus is applied to the whole number, after rounding up. If rounding down, the fractional number will be used.

**Section 13. Amendment of OMC 18.02.180(B). Olympia Municipal Code Subsection 18.02.180(B) is hereby amended to read as follows:**



## OMC 18.02.180 – Definitions

### 18.02.180 B Specific

Building, Main. The principal building on a lot or building site designed or used to accommodate the primary use to which the premises is devoted. When more than one building on the premise is designed or used for the primary use, each such building is considered a main building. (See also 18.40.060.A.1 OMC)

### **Section 14. Amendment of OMC 18.02.180(D). Olympia Municipal Code Subsection 18.02.180(D) is hereby amended to read as follows:**

### 18.02.180 D Specific

Dwelling Unit. See definition for single-family. Various types of housing or human shelter, which are listed below and categorized by use.

- a. Dwelling, Conventional.
  - i. Accessory Dwelling Unit. A dwelling unit that has been added onto, created within, or separated from a single-family detached dwelling for use as a complete independent living unit with provisions for cooking, sanitation and sleeping.
  - ii. Apartment. A dwelling within a structure designed and used for occupancy by three (3) or more individual persons or families living independently of each other. These structures include triplexes, fourplexes, and other multi-unit configurations.
  - iii. Boarding Home. Any home or institution, however named, which is advertised, announced or maintained for the express or implied purpose of providing board and domiciliary care to three or more aged persons not related by blood or marriage to the operator, under the provisions of Chapter [18.20](#) RCW. It may not include any home, institution or section thereof which is otherwise licensed and regulated under the provisions of state law providing specifically for the licensing and regulation of such home, institution or section thereof. (See also Dwelling, Assisted Living.)
  - iv. Co-Housing. Co-housing developments consist of two (2) or more dwelling units, one or more shared community structures (e.g., containing a meeting hall, dining hall/kitchen, community center, or day care) and perhaps a community garden, recreation area, or similar community oriented use.
  - v. Condominium. A development consisting of an undivided interest in common for a portion of a parcel coupled with a separate interest in space in a residential or commercial building on the parcel.
  - vi. Cottage Housing Development. Four or more small, detached dwelling units sharing a commonly owned courtyard/common area and parking area(s). Any two units within a cottage housing development may be attached as a duplex.
  - vii. Courtyard Apartment. A dwelling within a structure or small detached structures on one parcel designed and used for occupancy by four (4) or more individual persons or families living independently of each other. The units are oriented around a shared open space courtyard from which all ground floor units have primary entrances facing.

- viii. Duplex. One (1) building containing two single-family dwelling units totally separated from each other by a one-hour fire wall or floor.
- ix. Guest House. Living quarters without kitchen facilities located on the same lot with a principal building and occupied for the sole use of members of the family, temporary guests, or persons permanently employed on the premises. (See also Accessory Dwelling Unit.)
- x. Manufactured Home. A single-family residence constructed after June 15, 1976, in accordance with state and federal requirements for manufactured homes and installed in accordance with the U.S. Department of Housing and Urban Development (HUD) requirements for manufactured housing and bearing the appropriate insignia indicating such compliance.
- ~~xi. Manufactured Home, Designated. A manufactured home constructed after June 15, 1976, in accordance with state and federal requirements for manufactured homes, and which meets the requirements of OMC 18.04.060(O).~~
- ~~xii. Manufactured Home, New. Any manufactured home required to be titled under Title 46 RCW, which has not been previously titled to a retail purchaser, and is not a "used mobile home" as defined in RCW 82.45.032(2).~~
- xiii. Mobile Home. A single-family residence transportable in one or more sections, built on a permanent chassis, designed to be used as a permanent dwelling and constructed before June 15, 1976.
- xiv. Modular Home. A structure constructed in a factory and installed in accordance with the applicable Building Code and bearing the appropriate insignia indicating such compliance. This definition includes "pre-fabricated," "panelized" and "factory built" units.
- xiiiv. Single-Family Dwelling. A single dwelling unit providing complete, independent living facilities for a family, including permanent provisions for living, sleeping, cooking and sanitation.
- xivi. Single-Room Occupancy. A ~~housing type building~~ consisting of dwellings of one room with cooking facilities and with shared bathroom facilities, and cooking facilities that are either in the room or shared. (See also Boarding Home, Lodging House and Bed and Breakfast.)
- xvii. Townhouse. A single-family dwelling unit which is part of a group of two or more such units separated by a completely independent structural wall (including utilities in separate walls), extending from the ground to the roof in accordance with the applicable Building Code and which has no doors, windows or other provisions for human passage or visibility through the wall. In certain zoning districts, such dwelling units are platted with common side and/or rear property lines between the structural walls. See Chapter [18.64](#).
- xviii. Triplex. One building containing three single-family dwelling units totally separated from each other by a one-hour fire wall or floor.
- ~~xviii~~x. Fourplex. One building containing four single-family dwelling units totally separated from each other by a one-hour fire wall or floor.
- ~~xiv~~x. Sixplex. One building containing six single-family dwelling units totally separated from each other by a one-hour fire wall or floor.

b. Dwelling, Transient.

- i. Bed and Breakfast. A dwelling for the purpose of providing lodging for travelers and guests for a period of less than two weeks for compensation and having at least one kitchen used to provide breakfast but no other meals. Such dwelling may have no more than five such guest rooms for persons other than the immediate family of the operator occupying such dwelling. Any such dwelling having over five such guest rooms is a hotel.
- ii. Hotel. Any building containing six or more guest rooms where lodging, with or without meals, is provided for compensation, and where no provisions are made for cooking in any individual room or suite.
- iii. Lodging House. A dwelling having only one kitchen and used for the purpose of providing lodging, or lodging and meals, for compensation for no more than five persons other than the members of the immediate family of the operator occupying such dwelling. Any such dwelling having over five such guests is considered a hotel. (See also Boarding Home.)  
[NOTE: A lodging house allows for an unlimited stay, unlike a Bed and Breakfast which is limited to two weeks.]
- iv. Motel. Guest rooms or suites occupied on a transient basis often with most rooms gaining access from an exterior walkway. (See also Recreational Vehicle.)
- v. Short-Term Rental. A lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or a portion thereof, is offered or provided to a guest by a short-term rental operator for a fee for fewer than thirty consecutive nights. (This definition has the same meaning as RCW [64.37.010\(9\)](#)). (See also Short-Term Rental Operator).
- vi. Short-Term Rental – Homestay. A type of short-term rental wherein rooms are rented within a dwelling unit that is occupied by a property owner or long-term rental tenant residing in that dwelling unit.
- vii. Short-Term Rental – Vacation Rental. A type of short-term rental wherein an entire dwelling unit or portion thereof is rented and there is no property owner or long-term tenant residing in that dwelling unit.
- viii. Trailer House. See Recreational Vehicle.

c. Dwelling, Assisted Living.

- i. Adult Day Care Home. A residence in which adults (at least 18 years in age) and who are not related to the caregiver stay for no more than 12 hours per day. Emergency medical care may be provided in such facilities, but not convalescent care. (See also Convalescent Home and Elder Care Home.)
- ii. Convalescent Home. Any home, place, institution or facility which provides convalescent or chronic care, or both, for a period in excess of 24 consecutive hours for three or more patients not related by blood or marriage to the operator, who by reason of illness or infirmity, are unable properly to care for themselves. Such establishment must be duly licensed by the State of Washington as a "nursing home" in accordance with the provisions of chapter [18.51](#) RCW.
- iii. Congregate Care Facilities. A building or complex of dwellings specifically designed for occupancy by senior citizens which provides for shared use of facilities, such as kitchens,

dining areas, and recreation areas. Such complexes may also provide kitchens and dining space in individual dwelling units. Practical nursing care may be provided, but not nursing care as described in OMC [18.04.060\(S\)](#).

- iv. Elder Care Home. An elder care home or adult family home in the primary residence of a person licensed pursuant to chapter [70.128](#) RCW to provide personal care, room, and board. Home health care and limited nursing care (dispensing of medicine and emergency medical aid) may be provided, but not convalescent care. (See also Convalescent Home, and Boarding Home.)
- v. Group Homes. A place of residence for the handicapped, physically or mentally disabled, developmentally disabled, homeless, or otherwise dependent persons. Group Homes are intended to provide residential facilities in a home-like environment. Such homes range from licensed establishments operated with 24 hour supervision to non-licensed facilities offering only shelter. They may not include correctional facilities (except as authorized by chapters [137-56](#) and [137-57](#) WAC for work/training release programs), nursing homes, Type III group care facilities, foster family homes, or adult family homes as defined by the Washington State Department of Social and Health Services or its successor agency. Group homes include, but are not limited to the following:
  - (a) Confidential Shelters. Shelters for victims of domestic violence as defined and regulated in chapter [70.123](#) RCW and chapter [388-61A](#) WAC. Such facilities are characterized by a need for confidentiality.
  - (b) Home for the Disabled. A home or other facility which provides board and domiciliary care to individuals who, by reason of infirmity, require such care. An infirmity may be based on conditions including, but not limited to, physical handicap, mental illness, and other developmental disabilities. These group homes are a type of boarding home, as defined and regulated in chapter [18.20](#) RCW. However, boarding homes serving the aged infirm are not included in this definition.
  - (c) Homeless Shelter. A facility offering lodging and/or emergency shelter to homeless individuals for an indefinite period of time and meeting the standards of chapter [248-144](#) WAC.
    - (i) Emergency Housing. Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that are intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.
    - (ii) Emergency Shelter. A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.
  - (d) Group Home for Youth. Any home maintained and operated for the care of children on a 24 hour basis as defined and regulated in chapter [388-73](#) WAC and chapter [74.15](#) RCW.

- (e) Group Home for Offenders. A home or other facility operated for housing and supervision of work/training release residents during their stay in a work/training release program as defined and regulated in chapters [137-56](#) and [137-57](#) WAC.
- vi. Hospice Care Center. Facilities licensed under chapter [70.41](#) RCW which provide for the emotional and physical care of terminally ill patients. Such centers provide food, lodging, and palliative care on a full-time (24 hour) basis for two or more people, unrelated to the Center's operator, who are in the latter stages of a disease expected to cause death.
- vii. Nursing Homes. See Convalescent Home.
- viii. Rest Home. See Congregate Care.
- ix. Permanent Supportive Housing. Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in Chapter [59.18](#) RCW.
- x. Transitional Housing. This housing provides stability for residents for a limited time period, usually two weeks to 24 months, to allow them to recover from a crisis such as homelessness or domestic violence before transitioning into permanent housing. Transitional housing often offers supportive services, which enable a person to transition to an independent living situation.

**Section 15. Amendment of OMC 18.02180(M). Olympia Municipal Code Subsection 18.02.180(M) Specific is hereby amended to read as follows:**

18.02.180 M Specific

Main Building. See Building, Maintenance.

**Section 16. Amendment of OMC 18.05.050(E). Olympia Municipal Code Subsection 18.05.050(E) is hereby amended to read as follows:**

OMC 18.05.050 – General Standards

E. Mix and Location of Residential Uses.

1. Mix of Dwelling Types--General. Developments in the Urban Village, Neighborhood Village, and Community Oriented Shopping Center districts must attain a mix of residential uses consistent with Tables 5.03A and 5.03B. Table 5.03A addresses the relationship between single-family and multifamily dwellings in general. Table 5.03B addresses the requirement for a variety of multifamily housing types, based on overall size of the project.
  - a. For purposes of meeting the required mix as shown in Table 5.03A, Single Family and Similar Dwelling Types shall include:

- i. Single-family detached residences, including designated manufactured homes
  - ii. Group homes with six (6) or fewer clients
  - iii. Single family residences above commercial uses (e.g., a single residence above a convenience store)
  - iv. Townhouses
  - v. Duplexes
  - vi. Cottage housing
- b. For purposes of meeting the required mix as shown in Table 5.03A, Multifamily and Similar Dwelling Types shall include:
- i. Apartments with five ~~(5)~~ or more units per structure
  - ii. Boarding homes and single room occupancies
  - ii. ~~Duplexes, triplexes,~~ and fourplexes
  - iv. Group homes with seven ~~(7)~~ or more clients
  - v. Multifamily residences above commercial uses (e.g., multiple apartments above retail or office uses)
- c. Other residences.
- i. For purposes of meeting the required mix as shown in Table 5.03A, the following uses are classified as "other" (i.e., neither "single-family and similar", nor "multifamily and similar"):
- (a) Accessory dwelling units
  - (b) Nursing/convalescent homes and congregate care facilities
  - (c) Multifamily units in an urban village on the blocks contiguous to the town square.
- ii. Such "other" uses are not counted in determining the required proportions of single-family and multifamily dwellings in Table 5.03A. However, such uses shall be counted in the calculation of total dwellings for purposes of ~~Sections~~ OMC 18.05.080(B) Maximum Housing Densities and OMC 18.05.080(C) Minimum Housing Densities, in the manner provided in those sections.

**Section 17. Amendment of OMC 18.05.080(C). Olympia Municipal Code Subsection 18.05.080(C) is hereby amended to read as follows:**

OMC 18.05.080 – Development Standards

C. Minimum Housing Densities.

1. Calculation of Minimum Density. The minimum average densities specified in Table 5.05 are based on the entire site, with the following limitations: [Note: Table 5.05 in Section 18.05]

a. The entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Design Manual; existing, opened street rights-of-way; and land to be sold or dedicated to the public, other than street rights-of-way (e.g., school sites and parks, but not street rights-of-way to be dedicated as part of the proposed development).

b. All dwelling units in convalescent homes/nursing homes ~~and accessory units~~ count toward the minimum density required for the site by Table 5.05, in the same manner as provided above in Section [18.05.080\(B\)\(3\) Maximum Housing Densities — Convalescent Homes](#) and [18.05.080\(B\)\(4\) Maximum Housing Densities — Accessory Dwelling Units](#).

c. The following requirements shall apply to all villages and centers:

i. The minimum residential density of a village center and that of the remainder of a village or center shall be calculated separately from one another.

ii. There shall be no minimum density requirement for a village center other than the requirement for mixed use buildings specified in ~~Section OMC~~ [18.05.050\(C\)\(2\) Village/Community Center—Mixed Use](#) above. The procedures for calculating the required number of units are as provided in ~~Sections OMC~~ [18.05.080\(3\)\(1\)\(a\), \(2\), and \(3\)](#) above.

iii. The remainder of a village shall comply with the minimum density requirements in Table 5.05.

2. Average Density. A housing project may contain a variety of housing densities provided that the average density for the entire development (i.e., all of the property subject to a single Master Planned Development approval) is neither less than the minimum density nor more than the maximum density established for the district in Table 5.05. No part of the development, however, may exceed the maximum density established in row one of Table 5.05 (see ~~Section OMC~~ [18.05.080\(B\)\(2\) Maximum Densities](#)).

3. Density Allowance for Site Constraints. At the request of the applicant, the Director or Hearing Examiner may reduce the minimum density required in Table 5.05, to the extent the Director or Hearing Examiner deems warranted, in order to accommodate site constraints which make development at the required minimum density impractical or inconsistent with the purposes of this Article (e.g., poor soil drainage, the presence of springs, steep topography (e.g., over 20 percent), rock outcrops, or wellhead protection areas). As a condition of granting a density reduction, the applicant must demonstrate that the minimum density cannot be achieved by clustering the housing on the buildable portions of the site (see ~~Section OMC~~ [18.05.080\(F\) Clustered Housing](#)).

4. Density Allowance for Natural Features/Habitat Protection. At the request of the applicant, the Director may reduce the minimum densities to the extent necessary to accommodate trees to be retained consistent with ~~Chapter~~ [16.60 OMC](#), Tree Protection and Replacement. (Also see ~~Section OMC~~ [18.05.080\(F\)\(1\)](#), Mandatory Clustering.) At the request of the applicant, the Director may also authorize a reduction in the minimum density requirements in order to enable retention of Significant Wildlife Habitat identified on Map 2-4 in the Comprehensive Plan.



**Section 18. Amendment of OMC 18.05.140. Olympia Municipal Code Section 18.05.140 is hereby amended to read as follows:**

18.05.140 – Woodbury Crossing Village

On September 15, 2009, the Olympia City Council approved and adopted the ~~Woorbury~~Woodbury Crossing Master Plan, the details and regulations of which are found in Ordinance No. 6655, on file with the City Clerk.

**Section 19. Amendment of OMC 18.40.060(A). Olympia Municipal Code Subsection 18.40.060(A) is hereby amended to read as follows:**

OMC 18.40.060 – General Standards

18.40.060 General standards

These standards apply to more than one (1) land use district and are therefore combined in this Chapter. These standards are to be considered in addition to standards and design guidelines located in specific land use district chapters.

A. Required Building Site.

1. Building Site--Number of Buildings. Every main building hereafter erected shall be located on a legal lot of record as provided for in this title. There shall be no more than one ~~(1)~~-main building on any one ~~(1)~~ lot in the R-4, R 4-8, and R 6-12 use districts unless the housing type approved specifically allows for more, such as courtyard apartments, cottage housing or co-housing development.
2. Lot or Building Site--Reduction. No lot or parcel of land now existing or hereafter established shall be so reduced or diminished that yards, open space, width or total lot area be made smaller than the minimum required by this title; nor shall any existing lot or parcel of land that is now smaller than the minimum required by this title be further reduced or diminished in any manner.

**Section 20. Amendment of OMC 18.64.080. Olympia Municipal Code Section 18.64.080 is hereby amended to read as follows:**

18.64.080 Development standards

- A. Maximum Site Area. The maximum site area for solely townhouse development in the R4, R 4 8 or R 6-12 District is four acres. There is no maximum site area in other districts where townhouses are permitted.
- B. ~~Units per Structure.~~
  1. ~~In R4, R 4 8 and portions of the R 6 12 Districts not located within the Transition Area, each townhouse structure must contain no more than four individual dwelling units, and there may be no more than one builder per townhouse structure.~~
  2. ~~In all Districts except the R4, R 4 8 and portions of the R 6 12 district not located within the Transition Area, requirements of the underlying district apply with regard to number of units per structure.~~

E.—Density and Lot Area.

1. Density. Each townhouse development is subject to density provisions contained in the underlying District.
2. Lot Size. See Table 4.04, Residential Development Standards.

EC. Building, Impervious, and Hard Surface Coverage. Outside of 'village' and 'center' districts subject to table 5.05, building and impervious surface building coverage for an individual townhouse lot may not exceed ~~60%-percent~~ or the underlying district limit, whichever is greater, and hard surface coverage may not exceed ~~70%-percent~~ or the underlying district, whichever is greater.

ED. Minimum Lot Width. Each individual townhouse lot must have a minimum width as follows:

1. R4 and R 4-8 Districts: 18 feet;
2. R 6-12 Districts: 16 feet;
3. All other Districts: See Tables 4.04 and 5.05.

FE. Setback Requirements. Setback requirements for front yards and for side yards of end dwelling units of townhouse structures are the same as the underlying district, ~~except as follows: For townhouse projects within property zoned R4, R 4-8 and R 6-12 the side yard of each building must be no fewer than 10 feet for buildings with three or four units and five feet for those with two units.~~

GF. Height. Same as the underlying district.

HG. Parking. Townhouse developments must provide off-street parking pursuant to Chapter [18.38](#).

IH. Residential Design Review Criteria and Garage Width. Townhouse developments must meet the Residential Design Criteria Section ~~Chapter~~ [18.175 OMC](#) and, if applicable, must comply with garage placement and width provisions of OMC [18.04.060\(EE\)](#), provided that such standards are applied to the entirety of each building, and not to each dwelling unit.

**Section 21. Amendment of OMC 18.100.060(A). Olympia Municipal Code Subsection 18.100.060(A) is hereby amended to read as follows:**

**18.100.060 Projects Subject to Design Review**

A. The following projects are subject to design review:

1. Projects within designated design review districts and corridors, as shown on the Official Design Review Map (See OMC [18.100.080](#));
2. Commercial projects adjacent to residential zones;
3. Commercial or residential projects for Heritage Register properties or those within an historic district;
4. Projects with a building area greater than 5,000 square feet that require a Conditional Use Permit in a residential zone;
5. Multifamily projects;

6. Single family housing, including designated manufactured homes, on lots less than 5,000 square feet or on substandard lots;
7. Dwellings proposed on lots within the area depicted on Figure 4-2a, "Areas Subject to Infill Regulations";
8. Master Planned Developments;
9. Manufactured housing parks;
10. Duplexes, triplexes, fourplexes, courtyard apartments, single room occupancies , townhouses, accessory dwelling units, and cottage housing;
11. All projects within scenic vistas as identified on the official maps of the City (See OMC [18.100.110](#)); and,
12. For the purpose of design review, projects within one of the Downtown Design Sub-Districts will be reviewed for consistency with the criteria in ~~OMC Chapter~~ [18.120](#) OMC only.

**Section 22. Amendment of OMC 18.100.090. Olympia Municipal Code Section 18.100.090 is hereby amended to read as follows:**

**18.100.090 Design Review Process**

All projects subject to design review shall be reviewed either by the Design Review Board (DRB), the Joint Review Committee (JRC) or by staff as noted below. The DRB, JRC, or staff shall provide a recommendation to the review authority. The review authority shall give substantial weight to the recommendation of the DRB or JRC. (A project reviewed by the JRC shall not also be reviewed by the Heritage Review Committee.)

- A. Projects subject to review by the Design Review Board or Joint Design Review Committee, as described in OMC [18.76.180](#):
  1. Any proposed development project located within the following design districts:
    - a. Downtown District; and,
    - b. Residential Scale Design District.
  2. Any proposed building development over 5,000 square feet in gross floor area, located within the following design districts and corridors:
    - a. High Density Corridors;
    - b. West Bay Drive District;
    - c. Auto Mall District;
    - d. Port Peninsula District;
    - e. Freeway Corridor; and,
    - f. Design Review Corridors.

3. Any multifamily building with five ~~(5)~~ units or more, any townhouse building with five ~~(5)~~ units or more, and any multifamily development with ~~twenty (20)~~ units or more.
  4. All Master Planned Developments.
  5. Projects with a building area greater than 5,000 square feet that require a Conditional Use Permit in a residential zone.
- B. Projects subject to review by Staff:
1. Single family dwellings on lots within the area depicted on Figure 4-2a in chapter 18.04 OMC.
  2. Minor additions or alterations to residential or commercial projects on a Heritage Register or within a Historic District.
  3. Any proposed development of 5,000 square feet or less in gross floor area, and signs in the following design districts and corridors:
    - a. High Density Corridors;
    - b. West Bay Drive District;
    - c. Auto Mall District;
    - d. Port Peninsula District;
    - e. Freeway Corridor; and,
    - f. Design Review Corridors.
  4. Duplexes, triplexes, or fourplexes and all -apartment buildings with less than five units.
  45. Any other project subject to design review not described in "A" OMC 18.100.090(A) above.

**Section 23. Amendment of OMC 18.100.100. Olympia Municipal Code Section 18.100.100 is hereby amended to read as follows:**

**18.100.100 How to Use Design Criteria**

- A. Requirements and Guidelines. Each section of the design review chapters consists of a requirement and possibly several guidelines. Compliance with each requirement is necessary; the guidelines provide methods to achieve compliance with the requirement. Applicable guidelines must be incorporated into the project design except in cases where proposed design solutions are considered by the Board and/or staff to be equal to or better than the guidelines, and meet the intent of the requirement. If the project does not conform to the design criteria, the Board and/or staff will indicate the requirements that have not been met.
- B. Illustrations. Illustrations contained within specific criteria sections are intended to be in harmony with the text of the same section. In the event of conflict between text and an illustration, the text shall govern.

- C. Design Review Criteria Chapters. Design criteria are separated into chapters, depending on whether the development is commercial or residential, and the location or type of that development, as outlined below.

18.105 Historic Structures and Buildings within the Historic Districts. This Chapter applies to structures listed on the Olympia Heritage Register, Washington Heritage Register, and the National Register of Historic Places, and all structures within a Historic District.

18.110 Basic Commercial Design Criteria. This chapter applies to all commercial projects throughout the City that require design review, in addition to the district-specific requirements found in the following chapters, as applicable. It also applies to projects with a building area greater than 5,000 square feet in gross floor area that require a Conditional Use Permit in a residential zone, to commercial projects adjacent to residential buildings, to commercial or residential projects. The design districts are shown on the Official Design Review Districts and Corridors.

18.120 Downtown Design Criteria. This chapter applies to all commercial, mixed use, and residential projects that require design review that are located in one of the Downtown Design Sub-Districts.

18.130 Commercial Design Criteria - High Density Corridors. This chapter applies to all projects that require design review that are located in the HDC districts.

18.135 Commercial Design Criteria - Residential Scale District. This chapter applies to all projects that require design review that are located in the Residential Scale District.

18.140 Commercial Design Criteria - Auto Oriented District. This chapter applies to all projects that require design review that are located in the Auto Oriented District.

18.145 Commercial Design Criteria - Freeway Corridor. This chapter applies to all projects that require design review that are located in the Freeway Corridor District.

18.150 Commercial Design Criteria - Port Peninsula. This chapter applies to all projects that require design review that are located in the Port Peninsula design review district. This chapter contains the only design criteria that apply to the Port Peninsula.

18.155 Commercial Design Criteria - West Bay Drive District. This chapter applies to all projects that require design review that are located in the West Bay Drive District.

18.170 Residential Design Criteria - Multifamily. Design criteria contained in this chapter (~~Sections OMC 18.170.030 - 18.170.160~~) apply to all multifamily residential buildings with five or more units not specifically governed by chapter 18.175 OMC, and any multifamily development with ~~twenty (20)~~ units or more throughout the City. Projects of this type and size are reviewed by the Design Review Board.

18.175 Residential Design Criteria - Infill and other residential. ~~Sections OMC 18.175.020 through OMC 18.175.060~~ of this chapter apply to single-family dwellings, including designated manufactured housing, proposed on lots within the area depicted on Figure 4-2a in chapter 18.04 OMC, on lots less than 5000 square feet, or on substandard lots; duplexes, triplexes, fourplexes, and townhouse buildings of four (4) units or less throughout the city; townhouses and courtyard apartments in the R4, R4CB, RLI, R 4-8, and R 6-12 zoning districts; and single room occupancies in the R 6-12 zoning district. ~~Sections OMC 18.175.080 and OMC 18.175.090~~ apply to accessory dwelling units throughout the city, including manufactured home accessory dwelling units. ~~Section OMC 18.175.100~~ applies to cottage development.

18.180 Residential Design Criteria - Manufactured home parks. This chapter applies only to manufactured home parks.

**Section 24. Amendment of OMC 18.04.040 Table 4.01. Olympia Municipal Code Section 18.04.040, Table 4.01 is hereby amended to read as follows:**

**18.04.040 TABLES: Permitted and Conditional Uses**

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
District-Wide Regulations							18.04.060 (N,Q)	18.04.060 (N,Q)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N,BB)		18.04.060 (N)	
<b>1. SINGLE-FAMILY HOUSING</b>															
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(A) 18.04.060(B)
Co-Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(F) <del>18.04.060(FF)</del>
Cottage Housing				P	P	P	P	P	P	P	P	P	P	P	18.04.060(H) <del>18.04.060(FF)</del>
Manufactured/Mobile Home Parks (Rental Spaces)								C	C	C			C		18.04.060(P)
Manufactured Homes	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(O) <del>18.04.060(FF)</del>
Single-family Residences	P	P	P	P	P	P	P	P	P	P	P	P	P	P	<del>18.04.060(FF)</del>
Townhouses	P	P		P	P	P	P	P	P	P	P	P	P	P	18.64 <del>18.04.060(FF)</del> 18.04.080(A)
Short-Term Rentals	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(JJ)



**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
<b>2. MULTIFAMILY HOUSING</b>															
Apartments				P			P	P	P	P	P	P		P	18.04.060(N) <del>18.04.060(FF)</del>
Courtyard Apartments					<u>P</u>	P	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			18.04.060(II) <u>18.04.080(A)</u>
Boarding Homes				P				P	P	P					
Collegiate Greek system residences	P			P				P	P	P					
Dormitories	P			P				P	P	P	P	P		P	
Duplexes - Existing	P	P		P	P	P	P	P	P	P	P	P	P	P	18.04.060(J)
Duplexes	P	P	P	P	P	P	P	P	P	P	P	P	P	P	<del>18.04.060(FF)</del> <u>18.04.080(A)</u>
Duplexes on Corner Lots	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(HH)
Single Room Occupancies						<u>P</u> <u>18.04.060</u> <u>(HH)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>18.04.060(HH)</u>
Triplexes			P	P	P	P	P	P	P	P	P	P		P	
Fourplexes			P	<u>P</u>	P	P	P	P	P	P	P	P		P	
Sixplexes						P									
Group Homes with 6 or Fewer (or up to 8	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(K)

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
with DSHS approval) Clients and Confidential Shelters															
Group Homes with 7 or More Clients	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(K)
Lodging Houses									P	P	P	P		P	
Nursing/Convalescent Homes	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(S)
Retirement Homes				P			P	P	P	P	P	C		P	
Transitional Housing, Permanent Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
<b>3. COMMERCIAL</b>															
Child Day Care Centers		C	C	C	C	C	C	P	P	P	P	P	C	P	18.04.060(D) 18.04.060(AA)
Commercial Printing												P			
Drive-In and Drive-Through Businesses -- Existing												P			18.04.060(J)
Food Stores											P	P		P	18.04.060(AA)
Hardware Stores												P			
Home Occupations (including Adult Day	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(L)

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Care, Elder Care Homes, Family Child Care Homes, Short-Term Rentals – Homestays, and Bed & Breakfast Houses)															
Hospice Care	C			C			C	C	C	C	C	C		C	18.04.060(M)
Laundries											P	P		P	18.04.060(AA)
Nursery (Retail and/or Wholesale Sales)	C	C	C	C	C	C	C	C	C	C			C		18.04.060(G)
Offices												P		P	18.04.060(AA)(2)
Personal Services												P			
Pharmacies												P			
Restaurants, without Drive-In and Drive-Through												P			
Servicing of Personal Apparel and Equipment												P			
Specialty Stores												P			
Veterinary Clinics - Existing	P	P		P	P	P							P		18.04.060(J)

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Veterinary Clinics	P														
<b>4. ACCESSORY USES</b>															
Accessory Structures	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(B)
Electric Vehicle Infrastructure	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(GG)
Garage/Yard/Rummage or Other Outdoor Sales	P	P		P	P	P	P	P	P	P	P	P	P	P	5.24
Large Garages			C		C	C	C	C	C	C	C	C	C	C	18.04.060(B)
Residence Rented for Social Event, 7 times or more in 1 year	C	C		C	C	C	C	C	C	C	C		C	C	
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
<b>5. RECREATIONAL USES</b>															
Community Parks & Playgrounds	C	C	C	C	C	C	C	C	C	C	P	P	C	P	18.04.060(T)
Country Clubs	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Golf Courses		C	C		C	C	C	C	C	C			C		
Neighborhood Parks	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
Open Space - Public	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Racing & Performing Pigeons		C	C	C	C	C				C	C		C	C	18.04.060(Y)
Stables, Commercial and Private Existing		C		C	C										18.04.060(J)
Trails - Public	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
<b>6. AGRICULTURAL USES</b>															
Agricultural Uses	P	P	P	P	P	P	P	P	P				P		
Greenhouses, Bulb Farms	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(G)
<b>7. TEMPORARY USES</b>															
Emergency Housing	P	P	P	P	P	P	P	P	P	P			P		18.04.060(DD)
Emergency Housing Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.50
Model Homes	P	P	P	P	P	P	P	P	P	P	P		P	P	18.04.060(DD)
Residence Rented for Social Event, 6 times or less in 1 year	P	P	P	P	P	P	P	P	P	P	P		P	P	18.04.060(DD)
Wireless Communication Facility	P	P		P	P	P	P	P	P	P	P	P	P	P	18.44.060
<b>8. OTHER</b>															

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Animals	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(C)
Cemeteries		C	C		C	C	C	C	C	C			C		18.04.060(E)
Community Clubhouses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Crisis Intervention	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(I)
Historic House Museum		C	C	C	C	C	C	C	C	C	C	C	C	C	
Parking Lots and Structures				C							P	P			18.38.220 and .240
Places of Worship	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(U)
Public Facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(V)
Public Facilities - Essential	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(W)
Radio, Television and Other Communication Towers	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.44.100
Schools	C			C	C	C	C	C	C	C	C		C	C	18.04.060(CC)
Social Organizations											P	P		C	
Mineral Extraction - Existing					C		C								18.04.060(J)
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(X)

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Wireless Communication Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44
Workshops for Disabled People	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(R)

**LEGEND**

P = Permitted Use

C = Conditional Use

R1/5 = Residential - 1 Unit Per 5 Acres

R-4 = Residential - 4

R-4CB = Residential - 4 Units per Acre RLI = Residential Low Impact

R 4-8 = Residential 4-8

R 6-12 = Residential 6-12

MR 7-13 = Mixed Residential 7-13

MR 10-18 = Mixed Residential 10-18

RM 18 = Residential Multifamily - 18

RM 24 = Residential Multifamily - 24

RMH = Residential Multifamily High Rise

RMU = Residential Mixed Use

MHP = Manufactured Housing Park

UR = Urban Residential



**Section 25. Amendment of OMC 18.04.080, Table 4.** Olympia Municipal Code Section 18.04.080, Table 4.04 is hereby amended to read as follows:

OMC 18.04.080 – TABLE 4.04

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
MAXIMUM HOUSING DENSITY (in units per acre)	1/5	4	4	4	8	12	24	30	24	30	---	---	12	---	18.04.080(A)
MAXIMUM AVERAGE HOUSING DENSITY (in units per acre)	---	4	4	4	8	12	13	18	18	24	---	---	12	---	18.04.080(A)(2)
MINIMUM AVERAGE HOUSING DENSITY (in units per acre)	---	---	---	2	4	6	7	10	8 Manu- factured Housing Parks = 5	18 Manu- factured Housing Parks = 5	---	---	5	---	18.04.080(B)
MINIMUM LOT SIZE	4 acres for residential use; 5 acres for non-residential use	2,000 SF minimum; 3,000 SF average = townhome use; 5,000 SF = other	One acre; reduced to 12,000 SF if associated with a drainage dispersal tract	2,000 SF minimum; 3,000 SF average = townhome use; 4,000 SF = other	2,500 SF = cottage; 2,000 SF minimum; 3,000 SF average = townhome use;	2,000 SF = cottage; 1,600 SF minimum; 2,400 SF average = townhome use;	1,600 SF = cottage; 1,600 SF minimum; 2,400 SF average = townhome use;	1,600 SF = cottage; 1,600 SF minimum; 2,400 SF average = townhome use;	1,600 SF = cottage; 1,600 SF minimum; 2,400 SF average = townhome use;	1,600 SF minimum; 2,400 SF average = townhome use; 2,500 SF = mobile	1,600 SF minimum; 2,000 SF average = townhome use; 2,500 SF = mobile	1,600 SF minimum; 2,000 SF average = townhome use	2,000 SF = cottage; 1,600 SF minimum; 2,400 SF average = townhome use;	1,600 SF minimum; 2,000 SF average = townhome use; 2,500 SF = mobile	18.04.080I 18.04.080(D) 18.04.080I 18.04.080(F) Chapter 18.64 (to townhouses) 18.04.060(P) (mobile home parks)

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
			of at least 65% in the same subdivision plat.	(including duplexes on corner lots); 6,000 SF = duplex not on a corner lot; 7,200 SF = multi-family	4,000 SF = other	3,500 SF = other	9,000 SF = multifamily; 3,000 SF = other	7,200 SF = multifamily; 3,000 SF = other	7,200 SF = multifamily; 3,000 SF = other	home park	home park		7,200 SF = duplex; 2,500 SF = mobile home park; 3,500 SF = other	home park	
MINIMUM LOT WIDTH	30' except: 16' = townhome use	50' except: 18' = townhome use	100'	30' except: 16' = townhome use; 60' = duplex not on corner lots; 80' = multi-family	45' except: 35' = cottage; 18' = townhome use	40' except: 30' = cottage; 16' = townhome use	40' except: 30' = cottage; 16' = townhome use; 70' = duplex not on corner lot; 80' = multifamily	40' except: 30' = cottage; 16' = zero lot; 16' = townhome use; 70' = duplex not on corner lot; 80' = multifamily	30' = mobile home park	30' = mobile home park	---	---	40' except: 30' = cottage; 16' = townhome use; 80' = duplex not on a corner lot; 30' = mobile home park	---	18.04.080(D)(1) 18.04.080(F) 18.04.080(G) 18.04.060(P) (mobile home parks)

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
MINIMUM FRONT YARD SETBACKS	20' except: 5' for agricult ural building s with farm animals	20'	20'	20' except: 10' with side or rear parking; 10' for flag lots 5' for agricult ural building s with farm animals	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricult ural building s with farm animals	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricult ural building s with farm animals	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricult ural building s with farm animals	15' except: 10' with side or rear parking; 10' for flag lots; 5' for agricult ural building s with farm animals	10'	5'	5' except: 10' for structur es 35' or taller	10' except: 20' along Legion Way	20' except: 10' with side or rear parking; 5' for agricult ural building s with farm animals	0-10' except: 10' on Capitol House Block	18.04.080(H) 18.04.080(I)
MINIMUM REAR YARD SETBACKS	10' except: 5' for agricult ural building s with farm animals	25'	50'	10' except: 5' for agricult ural building s with farm animals .	20' except: 5' for agricult ural building s with farm animals ; 10' for cottage s, and wedge shaped lots	20' except: 5' for agricult ural building s with farm animals ; 10' for cottage s, and wedge shaped lots	20' except: 15' for multifa mily; 10' for cottage s, and wedge shaped lots	15' except: 10' for cottage s, and wedge shaped lots, 20' with alley access	10' except: 15' for multifa mily	10' except: 20' next to an R 4-8 or R-12 district	5' except: 20' for structur es 35' or higher	5'	20' except: 5' for agricult ural building s with farm animals ; 10' for cottage s	5' except: 10' for structur es over 42'	18.04.080(D) 18.04.080(F) 18.04.080(H) 18.04.080(I)
MINIMUM SIDE YARD SETBACKS	5' except: 10' along flanking	5' except: 10' along flanking	10' minimu m each side, and	5' except: 10' along flanking	5' except: 10' along flanking	5' except: 10' along flanking	5' except: 10' along flanking	5' except: 10' along flanking	5' except: 10' along flanking	5' except: 10' along flanking	5' except: 10' along flanking	---	5' except: 10' along flanking	No minimu m 10' on Capitol	18.04.080(H)

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
	streets; provide d garages are set back 20'; 5' for agricultural buildings with farm animals	street; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 5' for agricultural building with farm animals	minimum total of 60' for both side yards.	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 5' for agricultural building s with farm animals	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 3' for cottage s; 5' for agricultural building s with farm animals	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 3' for cottage s; 5' for agricultural building s with farm animals	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 3' for cottage s;	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 3' for cottage s	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 3' for cottage s; 10' for multifamily; 20' next to R 4-8, or R 6-12 district 10' – mobile home park	streets; except garages shall meet Minimum Front Yard Setback s; 6' on one side of zero lot; 20' next to R 4-8, R 6-12 district. 10' – mobile home park	streets; 6' on one side of zero lot;		streets; 6' on one side of zero lot; 3' for cottage s; 5' for agricultural building s with farm animals ; 10' – mobile home park	House Block	
MAXIMUM BUILDING HEIGHT	35'	35', except: 16' for accessory building s; 24'	40' except: 16' for accessory building s; 24'	40' except: 16' for accessory building s; 24'	35', except: 16' for accessory building s; 24'	35', except: 16' for accessory building s; 24'	45', except: 25' for cottage s; 16' for accessory	45', except: 25' for cottage s; 16' for accessory	35', except: 16' for accessory building s; 24'	42' except: 24' for detached accessory	60' except: 24' for detached accessory	See 18.04.080 (I); 24' for detached accessory	2 stories or 35' whichever is less, except:	42' or as shown on Figure 4-5A & 18.04.0	18.04.080(I)

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
		for detached accessory <u>structures and</u> dwelling units	for detached accessory <u>structures and</u> dwelling units	for detached accessory <u>structures and</u> dwelling units	for detached accessory <u>structures and</u> dwelling units; 25' for cottages; 35' on sites 1 acre or more, if setbacks equal or exceed building height	for detached accessory <u>structures and</u> dwelling units	for detached accessory <u>structures and</u> dwelling units	for detached accessory <u>structures and</u> dwelling units	for detached accessory <u>structures and</u> dwelling units	dwelling units	dwelling units	dwelling units	for detached accessory <u>structures and</u> dwelling units; 25' for cottages	80 (1)(3); 24' for detached accessory <u>structures and</u> dwelling units	
MAXIMUM BUILDING COVERAGE	45% = lots of 10,000 SF; 25%=lots of 10,001 SF to 1 acre; 6%=1.01 acre or more	35% = 60% = townhomes	6%; increased to 18% if associated with drainage dispersal tract of at least 65% in the	Refer to Maximum Coverage below	45% = .25 acre or less 40% = .26 acres or more 60% = townhomes	55% = .25 acre or less 40% = .26 acres or more 60% = townhomes	45%	50%	50%	55%	85%	85%	45% = .25 acres or less 30% = .26 to 1 acre 25% = 1.01 to 3 acres 20% = 3.01 acres or more	85% except for stoops, porches or balconies	

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
			same subdivis ion plat.												
MAXIMUM ABOVE- GRADE STORIES		2 stories	3 stories	3 stories	2 stories	2 stories	4 stories	4 stories	3 stories	3 stories	5 stories			5 stories	
MAXIMUM IMPERVIOUS SURFACE COVERAGE	45% or 10,000sf (whichever is greater) = lots less than 4 acres; 6%=4. 1 acre or more	35% 60% = Townhome uses	6%; increase d to 18% if associat ed with drainag e dispers al tract of at least 65% in the same subdivis ion plat.	2,500 SF or 6% coverag e whichever is greater.	45% = .25 acre or less 40% = .26 acre or more 60% = Townhome uses	55% = .25 acre or less 40% = .26 acres or more 60% = Townhome uses	65%	65%	65%	75%	85%	85%	65% = .25 acre or less 40% = .26 to 1 acre 35% = 1.01 to 3 acres 25% = 3.01 + acres 70% = townhome uses	85% except for stoops, porches or balconies	18.04.080(K)
MAXIMUM HARD SURFACE	65% or 10,000sf (whichever is greater) = lots less than 4 acres; 25%=4	65% 80% = Townhome uses	25%	55% or 3,500sf (whichever is greater) =.25 acre or less; 25% or 6,000sf (whichever	65% = .25 acre or less 70% = .26 acre or more 80% = Townhome uses	65% = .25 acre or less 70% = .26 acre or more 80% = Townhome uses	75%	75%	75%	80%	90%	90%	85% = .25 acre or less 60% = .26 to 1 acre 55% = 1.01 to 3 acres	95%	18.04.080(K) Hard Surfaces are treated as impervious, unless shown workable through an approved design (that complies with DDECM), which requires

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R 1/5	R4	R-4 CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
	.1 acre or more			ver is greater) = .26 acre or more.									25% = 3.01+ acres 90% = townhome uses		adequate underlying soils.
MINIMUM OPEN SPACE	220 tree units per acre required		65% drainage dispersal area may be required; it may double as tree tract or critical areas buffer.		200 SF/unit for cottages; 450 SF/unit for courtyard apartment developments	200 SF/unit for cottages; 450 SF/unit for courtyard apartment developments	25% for multifamily; 450 SF/unit for cottage developments 200 SF/unit for cottages	25% for multifamily; 450 SF/unit for cottage developments 200 SF/unit for cottages	25% for multifamily; 500 SF/space for mobile home park	20% for multifamily; 500 SF/space for mobile home park	10% for multifamily	10% for multifamily; 500 SF/space for mobile home park	450 SF/unit for cottages developments 200 SF/unit for cottages ≤ 500 SF/space for mobile home park	15% may include stoops, porches or balcony areas	18.04.080(J); for Courtyard Apartments see 18.04.060(II)

**LEGEND**

SF = Square Feet

Zero Lot = A Lot with Only One Side Yard --- = No Regulation

RL1 = Residential Low Impact

R 6-12 = Residential 6-12

R-4 = Residential – 4

R 4-8 = Residential 4-8

RM 18 = Residential Multifamily – 18

MR 7-13 = Mixed Residential 7-13 MR 10-18 = Mixed Residential 10-18

RMU = Residential Mixed Use

MR 7-13 = Mixed Residential 7-13 RMH = Residential Multifamily High Rise UR – Urban Residential



**Section 26. Amendment of OMC 18.05.040, Table 5.01.** Olympia Municipal Code Section 18.05.040, Table 5.01 is hereby amended to read as follows:

**18.05.040 Permitted, conditional, required and prohibited uses**

**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

<b>DISTRICT</b>	<b>Neighborhood Center</b>	<b>Neighborhood Village</b>	<b>Urban Village</b>	<b>Community Oriented Shopping Center</b>	<b>APPLICABLE REGULATIONS</b>
District-Wide Regulations					18.05.050
<b>1. RESIDENTIAL USES</b>					
Accessory Dwelling Units	P	P	P	P	18.04.060(A)
Apartments	C	R	R	R	18.05A.150-.240, 18.05.050(E)
Boarding Homes	C	P	P	P	
Congregate Care Facilities		P	P	P	18.05.050(E)(1)(c)(i)
Cottage Housing		P	P	P	18.05A.330, 18.04.060(H), 18.05.050(E)
<u>Courtyard Apartments</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>18.04.060(GG),</u> <u>18.05.050(E)</u>
Duplexes	<u>P</u>	P	P	P	18.05A.250-.290
Duplexes on Corner Lots	P	P	P	P	18.04.060(HH)
Group Homes with 6 or Fewer Clients (up to 8 if approved by DSHS)		P	P	P	18.04.060(K), 18.04.060(W)
Group Homes with 7 or More Clients		C	C	C	18.04.060(K), 18.04.060(W)
Manufactured Homes	P	P	P	P	18.04.060(O)
Nursing/Convalescent Homes		P	P	P	18.04.060(S)

**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

<b>DISTRICT</b>	<b>Neighborhood Center</b>	<b>Neighborhood Village</b>	<b>Urban Village</b>	<b>Community Oriented Shopping Center</b>	<b>APPLICABLE REGULATIONS</b>
Residences Above Commercial Uses	P	P	P	P	
Short-Term Rental – Vacation Rentals	P	P	P	P	18.04.060(JJ)
Single-Family Residences	P	R	R	R	18.05A.250-.290
Single Room Occupancy Units					
Townhouses	P	P	P	P	18.05A.150-.240 or 18.05A.250-.290, 18.64
<u>Triplexes and Fourplexes</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	18.04.060(GG), 18.05.050(E)
Transitional Housing, Permanent Supportive Housing	P	P	P	P	
<b>2. OFFICES</b>					
Banks	P	P	P	P	18.05.060(A)
Offices – Business	P	P	P	P	
Offices – Government	P	P	P	P	
Offices – Medical	P	P	P	P	
Veterinary Offices and Clinics	C	C	C	C	
<b>3. RETAIL SALES</b>					
Apparel and Accessory Stores	P	P	P	P	
Building Materials, Garden Supplies, and Farm Supplies	P	P	P	P	
Food Stores	R	R	P	P	
Furniture, Home Furnishings, and Appliances					
General Merchandise Stores	P	P	P	P	
Grocery Stores	P	P	R	R	18.05.060(C)
Office Supplies and Equipment					

**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

<b>DISTRICT</b>	<b>Neighborhood Center</b>	<b>Neighborhood Village</b>	<b>Urban Village</b>	<b>Community Oriented Shopping Center</b>	<b>APPLICABLE REGULATIONS</b>
Pharmacies and Medical Supply Stores	P	P	P	P	
Restaurants			P		18.05.060(A) & 18.05A.095
Restaurants, Without Drive-In or Drive-Through Service	P	P	P	P	
Specialty Stores	P	P	P	P	
<b>4. SERVICES</b>					
Health Fitness Centers and Dance Studios	P	P	P	P	
Hotels/Motels					
Laundry and Laundry Pick-up Agency	P	P	P	P	
Personal Services	P	P	P	P	
Printing, Commercial			P	P	
Radio/TV Studios					
Recycling Facility - Type I	P	P	P	P	
Servicing of Personal Apparel and Equipment	P	P	P	P	
<b>5. ACCESSORY USES</b>					
Accessory Structures	P	P	P	P	18.04.060(B)
Electric Vehicle Infrastructure	P	P	P	P	18.04.060(GG)
Garage/Yard/Rummage or Other Outdoor Sales	P	P	P	P	5.24
Satellite Earth Stations	P	P	P	P	18.44.100
Residences Rented for Social Event, 7 times or more per year	C	C	C	C	18.04.060.DD
<b>6. RECREATIONAL USES</b>					
Auditoriums and Places of Assembly					

**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

<b>DISTRICT</b>	<b>Neighborhood Center</b>	<b>Neighborhood Village</b>	<b>Urban Village</b>	<b>Community Oriented Shopping Center</b>	<b>APPLICABLE REGULATIONS</b>
Art Galleries					
Commercial Recreation					
Community Gardens	P	P	P	P	
Community Parks & Playgrounds	P/C	P/C	P/C	P/C	18.04.060(T)
Health Fitness Centers and Dance Studios					
Libraries					
Museums					
Neighborhood Parks/Village Green/Plaza	R	R	R	R	18.04.060(T), 18.05.080(N)
Open Space – Public	P	P	P	P	18.04.060(T)
Theaters (no Drive-Ins)					
Trails – Public	P	P	P	P	18.04.060(T)
<b>7. TEMPORARY USES</b>					
Emergency Housing	P	P	P	P	
Mobile Vendors			P	P	
Model Homes	P	P	P	P	
Parking Lot Sales			P	P	18.06.060(Z)
<b>8. OTHER USES</b>					
Agricultural Uses, Existing	P	P	P	P	
Animals/Pets	P	P	P	P	18.04.060(C)
Child Day Care Centers	P	P	R	P	18.05.060(B), 18.04.060(D)
Community Clubhouses	P	P	P	P	

**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

<b>DISTRICT</b>	<b>Neighborhood Center</b>	<b>Neighborhood Village</b>	<b>Urban Village</b>	<b>Community Oriented Shopping Center</b>	<b>APPLICABLE REGULATIONS</b>
Conference Centers					
Crisis Intervention	C	C	C	C	18.04.060(I)
Home Occupations (including adult day care, bed and breakfast houses, short-term rental – homestays, elder care homes, and family child care homes)	P	P	P	P	18.04.060(L), 18.04.060(JJ)
Hospice Care	C	C	C	C	18.04.060(M)
Non-Profit Physical Education Facilities	C	C	C	C	
Places of Worship	C	C	C	C	18.04.060(U)
Public Facilities	C	C	C	C	18.04.060(V)
Radio, Television, and other Communication Towers & Antennas	C	C	C	C	18.04.060(W), 18.44.100
Schools	C	C	C	C	18.04.060(CC)
Sheltered Transit Stops	R	R	R	R	18.05.050(C)(4)
Social Organizations					
Utility Facilities	P/C	P/C	P/C	P/C	18.04.060(X)
Wireless Communications Facilities	P/C	P/C	P/C	P/C	18.44

**LEGEND**

P = Permitted      C = Conditional      R = Required

**Section 27. Amendment of OMC 18.06.040, Table 6.01.** Olympia Municipal Code Section 18.06.040, Table 6.01 is hereby amended to read as follows:

**18.06.040 TABLES: Permitted and Conditional Uses**

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)						18.130.020	
<b>1. EATING &amp; DRINKING ESTABLISHMENTS</b>														
Drinking Establishments			P		P	P	P		C 18.06.060(P)		P	P	P	
Drinking Establishments - Existing		P 18.06.060 (GG)				P								
Restaurants, with drive-in or drive-through			P 18.06.060 (F)(3)								C 18.06.060 (F)(1)	C 18.06.060 (F)(1)	P 18.06.060 (F)(3)	

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Restaurants, with drive-in or drive-through, existing			P				P 18.06.060(U)					C	P	
Restaurants, without drive-in or drive-through	P 18.06.060 (U)(3)	C	P	P 18.06.060 (U)(2)	P	P	P 18.06.060 (U)(1)	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060(H H)	18.06.060 (F)(2)							
<b>2. INDUSTRIAL USES</b>														
Industry, Heavy														
Industry, Light			C		P/C 18.06.060(N)									
On-Site Treatment & Storage Facilities for Hazardous Waste					P 18.06.060(Q)									

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	A S	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Piers, Wharves, Landings					P									
Printing, Industrial			C		P/C 18.06.060 (N)									
Publishing		C	C		P		P		C	C				
Warehousing			P		P/C 18.06.060 (AA)		P							
Welding & Fabrication			C		P/C 18.06.060 (N)		P							
Wholesale Sales		C	P		P/C	P		P		P	18.06. 060 (BB)(2)			
Wholesale Products Incidental to Retail Business			P		P	P						P	P	
District-Wide Regulations	18.06. 060(R)				18.06. 060(F)(2)	18.06. 060(H H)	18.06. 060(F)(2)							



**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	A S	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
<b>3. OFFICE USES (See also SERVICES, HEALTH)</b>														
Banks		P	P		P/C 18.06.060(D)(2)	P 18.06.060(D)(2)	P/C 18.06.060(D)(2)	P	P	P	P	P 18.06.060(D)(1)	P 18.06.060(F)(3)	
Business Offices		P	P		P	P	P	P	P	P	P	P	P	
Government Offices		P	P		P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(H H)	18.06.060(F)(2)							
<b>4. RECREATION AND CULTURE</b>														
Art Galleries	P	P	P		P	P	P		P	P	P	P	P	
Auditoriums and Places of Assembly			P		P	P	P					P	P	
Boat Clubs					P	P								

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Boating Storage Facilities					P			P						
Commercial Recreation		C	P		P	P	P	P		C	C	P	P	
Health Fitness Centers and Dance Studios	P	P 18.06.060 (L)	P	P	P	P	P	P	P	P 18.06.060 (L)	P 18.06.060(L)	P	P	
Libraries	C	C	C	C	P	P	P		P	C	P	P	P	18.04.060(V)
Marinas/Boat Launching Facilities					P 18.06.060 (CC)	P								
Museums		C	P		P	P	P		P	C	C	P	P	18.04.060(V)
Parks, Neighborhood	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(T)
Parks & Playgrounds, Other	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(T)
Theaters (Drive-in)			C											
Theaters (No drive-ins)			P		P	P	P				C	P	P	

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	A S	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)							
<b>5. RESIDENTIAL</b>														
Apartments		P	P	P	P	P	P		P	P	P	P	P	
Apartments above ground floor in mixed use development	P	P	P	P	P	P	P		P	P	P	P	P	
Boarding Houses		P	P	P	P	P	P		P	P	P	P	P	
Co-Housing		P	P	P		P	P			P	P	P	P	
<u>Courtyard Apartments</u>	P	P	P	P						P	P	P	P	<u>18.04.060(II)</u> -
Collegiate Greek system residence, dormitories		C	P	P	P	P	P		P	C	P	P	P	
Duplexes	P	P	P	P			P		P	P	P		P	

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	A S	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Duplexes on Corner Lots	P	P	P	P			P		P	P	P	P	P	18.04.060 (HH)
Group Homes (6 or less or up to 8 with DSHS approval)	P	P	P 18.06.060(K)	P	P	P	P 18.06.060(K)		P	P	P	P 18.06.060(K)	P 18.06.060(K)	18.04.060(K)
Group Homes (7 or more)	C	C	C 18.06.060(K)	C	C	C	C 18.06.060(K)		C	C	C	C 18.06.060(K)	P 18.06.060(K)	18.04.060(K)
Mobile or Manufactured Homes Park - Existing		C	C	C						C			C	18.04.060(P)
Quarters for Night Watch person/Caretaker					P	P								
Retirement Homes		P	P	P	P	P	P		P	P	P	P	P	
Single-Family Residences	P	P	P	P			P		P	P	P	P	P	
Accessory Dwelling Units	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>18.04.060(A)</u> <u>18.04.060(B)</u>

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Single Room Occupancy Units	<u>P</u>	P	P	P	P	P	P		P	P	P	P	P	<u>18.04.060(HH)</u>
Townhouses	P	P	P	P		P	P		P	P	P	P	P	<u>18.64</u>
Triplexes, Fourplexes, and Cottage Housing	<u>P</u>	P		<u>P</u>						<u>P</u>	<u>P</u>	<u>P</u>	P	<u>18.04.060(HH)</u>
Transitional Housing, Permanent Supportive Housing	P	P	P	P	P	P	P		P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)							
<b>6. RETAIL SALES</b>														
Apparel and Accessory Stores			P		P	P	P					P	P	
Boat Sales and Rentals			P		P	P	P	P					P	
Building Materials,	P		P		P	P	P					P	P	

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Garden and Farm Supplies														
Commercial Greenhouses, Nurseries, Bulb Farms	C	C 18.04.060 (G)	C	C					C		P	P		18.04.060(G)
Electric Vehicle Infrastructure	P	P	P	P	P 18.06.060 (W)	P 18.06.060 (W)	P 18.06.060(W)	P	P	P	P	P	P	
Food Stores	P	P 18.06.060 (H)	P		P	P	P		P	P 18.06.060 (H)	P	P	P	
Furniture, Home Furnishings, and Appliances			P		P	P	P				P	P	P	
Gasoline Dispensing Facilities accessory to a permitted use	P 18.06.060 (W)(4)		P		P 18.06.060 (W)		P 18.06.060 (W)(2)	P				P 18.06.060 (W)	P 18.06.060 (W)	

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Gasoline Dispensing Facility accessory to a permitted use - Existing	P 18.06.060(W)		P		P 18.06.060 (W)		P 18.06.060 (W)				P	P 18.06.060 (W)	P	
General Merchandise Stores	P	P 18.06.060 (J)	P		P	P	P			P 18.06.060 (J)	P	P	P	
Mobile, Manufactured, and Modular Housing Sales			P											
Motor Vehicle Sales			P				P	P					P	
Motor Vehicle Supply Stores			P		P	P	P	P			P	P	P	
Office Supplies and Equipment		P 18.06.060 (DD)	P		P	P	P		P	P 18.06.060 (DD)	P	P	P	18.06.060 (CC)
Pharmacies and Medical Supply Stores	P	P 18.06.060 (EE)	P	P	P	P	P		P	P 18.06.060 (EE)	P	P	P	18.06.060 (DD)

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Specialty Stores	P 18.06.060 (Y)(3)	P 18.06.060 (Y)(4)	P	C 18.06.060 (Y)(2)	P	P	P			P 18.06.060 (Y)(4)	P	P 18.06.060 (Y)(1)	P	
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>7. SERVICES, HEALTH</b>														
Hospitals				P			P		P					
Nursing, Congregate Care, and Convalescence Homes	C	P	C	P			C		C	C	C	P	P	18.04.060(S)
Offices, Medical		P	P	P	P	P	P	P	P	P	P	P	P	
Veterinary Offices/Clinics		P	P	P			P			P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							



**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	A S	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
<b>8. SERVICES, LODGING</b>														
Bed & Breakfast Houses (1 guest room)	P	P 18.06.060 (E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P			P	P	P	P	18.04.060(L) (3)(c)
Bed & Breakfast Houses (2 to 5 guest rooms)	C	P 18.06.060 (E)	P 18.06.060(E)	P 18.06.060(E)	P	P	P		C	P	P	P	P	18.04.060(L) (3)(c)
Short-Term Rentals – Vacation Rentals	P	P	P	P	P	P	P		P	P	P	P	P	
Hotels/Motels			P	C	P		P		P				P	
Indoor Emergency Shelters, Indoor Emergency Housing			P	C	P		P		P				P	
Lodging Houses		P	P	P	P		P		P	P	P	P	P	
Recreational Vehicle Parks			P										P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060	18.06.060(F)(2)							

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	A S	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
						(HH)								
<b>9. SERVICES, PERSONAL</b>														
Adult Day Care Home	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(L)(3)(b)
Child Day Care Centers	C	P	P	P	P	P	P		P	P	C	P	P	18.04.060(D)
Crisis Intervention	C	P	C	P			P		C	P	C	C	C	18.04.060(I)
Family Child Care Homes	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(L)
Funeral Parlors and Mortuaries		C	P				P			C		P	P	
Laundries and Laundry Pick-up Agencies	P	P	P	P	P	P	P			P 18.06.060(O)	P 18.06.060(O)	P 18.06.060(O)	P	
Personal Services	P	P	P	P	P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)							

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
<b>10. SERVICES, MISCELLANEOUS</b>														
Auto Rental Agencies			P		P	P	P	P			C	P	P	
Equipment Rental Services, Commercial			P		P		P				P	P	P	
Equipment Rental Services, Commercial - Existing		P 18.06.060 (FF)												
Ministorage			P				P							
Printing, Commercial	P	P	P		P	P	P		P	P	P	P	P	
Public Facilities (see also Public Facilities, Essential on next page)	C	C	C	C	P	C	P	P	P	C	C	C	C	18.04.060(V)
Radio/T.V. Studios		P	P		P	P	P		P	P	P	P	P	

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Recycling Facilities	P	P	P	P	P		P		P	P	P	P	P	18.06.060(V)
School - Colleges and Business, Vocational or Trade Schools		C	P		P	P	P		P	C	C	C	P	18.06.060(X)
Service and Repair Shops			P				P	P				P	P	
Service Stations/Car Washes			P				P 18.06.060 (W)	P				P 18.06.060 (W)	P 18.06.060 (W)	
Service Stations/Car Washes - Existing			P		P 18.06.060 (W)		P 18.06.060 (W)				P	P 18.06.060 (W)	P 18.06.060 (W)	
Servicing of Personal Apparel and Equipment	P	P	P		P	P	P			P	P	P	P	
Truck, Trailer, and Recreational Vehicle Rentals			P					P						

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Workshops for Disabled People	C	C	C	C	P	C	P		C	C	C	C	C	18.04.060(R)
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)							
<b>11. PUBLIC FACILITIES, ESSENTIAL</b>														
Airports			C										C	18.06.060(G)
Inpatient Facilities		C	C	C 18.06.060(G)	C		C		C	C	C	P	P	18.06.060(G) 18.04.060(K)
Jails			C		C		C		C				C	18.06.060(G)
Mental Health Facilities			C	C 18.06.060(G)	C		C						C	18.06.060(G) 18.04.060(K)
Other Correctional Facilities		C	C	C 18.06.060(G)	C	C	C		C	C	C	C	C	18.06.060(G)
Other facilities as designated by the Washington		C	C		C		C			C	C	C	C	18.06.060(G)

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
State Office of Financial Management, except prisons and solid waste handling facilities														
Radio/TV and Other Communication Towers and Antennas	C	C	C	C	C	C	C	C	C	C	C	C	C	18.06.060(G) 18.44.100
Sewage Treatment Facilities	C	C	C	C	P		P		C	C	C	C	C	18.06.060(G) 18.04.060(X)
State Education Facilities		C	C		C		C		C	C	C	C	C	18.06.060(G) 18.06.060(X)
State or Regional Transportation Facilities	C	C	C	C	C	C	C		C	C	C	C	C	18.06.060(G)
District-Wide Regulations	18.06.060(R)				18.06.060(F)(2)	18.06.060(HH)	18.06.060(F)(2)							

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
<b>12. TEMPORARY USES</b>														
Entertainment Events			P		P	P	P						P	
Off Site Contractor Offices	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(D D)
Emergency Housing	P	P	P	P	P			P	P	P	P	P	P	18.04.060(D D)
Emergency Housing Facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	18.50
Fireworks, as determined by Fire Dept.			P		P	P	P				P	P	P	9.48.160
Mobile Sidewalk Vendors		P	P	P	P	P	P			P	P	P	P	
Parking Lot Sales			P		P	P	P	P			P	P	P	
Residences Rented for Social	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(D D)

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Event (6 or less in 1 year)														
Residences Rented for Social Event (7 or more in 1 year)	C	C	C	C	C	C	C		C	C	C	C	C	
Temporary Surface Parking Lot		P	P		P	P	P		P					
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>13. OTHER USES</b>														
Accessory Structures/Uses	P	P	P	P	P	P	P	P	P	P	P	P	P	
Adult Oriented Businesses			P										P	18.06.060(B)
Agriculture	P	P	P	P					P	P	P	P	P	
Animals	P	P	P	P	P	P	P		P	P	P	P	P	18.06.060(C)
Cemeteries	C	C	C	C					C	C	C		C	



**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

<b>COMMERCIAL DISTRICT</b>	<b>NR</b>	<b>PO/RM</b>	<b>GC</b>	<b>MS</b>	<b>UW</b>	<b>UW-H</b>	<b>DB</b>	<b>A S</b>	<b>CSH</b>	<b>HDC-1</b>	<b>HDC-2</b>	<b>HDC-3</b>	<b>HDC-4</b>	<b>APPLICABLE REGULATIONS</b>
Conference Center			P		P	P	P						P	
Gambling Establishments			C											
Garage/Yard/Rummage and Other Outdoor Sales	P	P	P	P	P	P	P		P	P	P	P	P	5.24
Home Occupations	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(L)
Parking Facility, Commercial		P	P		P	P	P 18.06.060 (S)			P	P	P 18.06.060 (S)	P	18.04.060(V)
Places of Worship	C	C	P	C	P	P	P		C	C	C	P	P	18.04.060(U)
Racing Pigeons	C	C	C	C					C	C	C	C	C	18.04.060(Y)
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
Schools	C	C	P	C	C	C	C		C	C	C	P	P	18.04.060(CC)

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Social Organizations		P	P		P	P	P		P/C 18.06.060(I)	P	P	P	P	
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(X)
Wireless Communications Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44

LEGEND			
P = Permitted Use	PO/RM = Professional Office/Residential Multifamily	GC = General Commercial	HDC-1=High Density Corridor-1
MS = Medical Services		UW = Urban Waterfront	HDC-2=High Density Corridor-2
DB = Downtown Business	AS=Auto Services	UW-H = Urban Waterfront-Housing	HDC-3=High Density Corridor-3
C = Conditional Use	NR = Neighborhood Retail	CSH = Commercial Services-High Density	HDC-4=High Density Corridor-4

**Section 28. Olympia Municipal Code.** Copies of the Olympia Municipal Code are and shall be retained on file with the office of the City Clerk.

**Section 29. Corrections.** The City Clerk and codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers, and any references thereto.

**Section 30. Severability.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or application of the provisions to other persons or circumstances is unaffected.

**Section 31. Ratification.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

**Section 32. Effective Date.** This Ordinance takes effect five (5) days after passage and publication, as provided by law.

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MAYOR

**ATTEST:**

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CITY CLERK

**APPROVED AS TO FORM:**

Mark Barber  
CITY ATTORNEY

**PASSED:**

**APPROVED:**

**PUBLISHED:**



# Harmonization Report

**Missing Middle Infill Housing Ordinance (#7160)  
and City of Olympia Municipal Code**

March 2024

## History/Summary

The GMHB had issued an order of invalidity on the City’s Missing Middle Housing Ordinance. This meant the ordinance was no longer in effect, and the City was not able to implement the Missing Middle Infill Housing Ordinance since July 2019.

On May 31, 2022, the Thurston County Superior Court’s Order of Judicial Review reversed and vacated the GMHB’s decision. An appeal of the Superior Court’s ruling was filed with the WA State Court of Appeals, which affirmed the Superior Court’s ruling in an opinion dated June 26, 2023. The Missing Middle Infill Housing Ordinance has been upheld, and the appeal was remanded to the GMHB for dismissal. The GMHB dismissed the case on November 9, 2023.

## What's happening now?

The Olympia City Council will go through a process to harmonize the Missing Middle Ordinance with all other ordinances that have been adopted since July 2019. This is because the zoning standards have been amended since the adoption of the Missing Middle Infill Housing ordinance, and now there are some discrepancies in development regulations even though there are several similarities.

### **Phase 1**

The Olympia City Council will go through a process to harmonize the Missing Middle Ordinance with all other ordinances that have been adopted since July 2019. This work is expected to be completed by the City Council early in 2024.

### **Phase 2**

The State of Washington has further amended the Growth Management Act, which contains specific requirements for cities to implement for a variety of “middle” housing types. Once the harmonization work is completed, staff will begin a public process to review the codes to see where changes are needed to address new state requirements and how they should be implemented in Olympia.

This work is expected to begin in mid-2024 and be completed by June 2025. It will likely include changes to land use and design review process and potentially the subdivision code, in addition to zoning standards.

## What is Middle Housing?

Middle Housing refers to a range of housing types that can provide more than one housing unit per lot in a way that is compatible in scale with single-family homes. Middle Housing is a key component of the City's housing strategy, as it supports housing affordability for households across all income level - a key community vision in Olympia’s Comprehensive Plan and Housing Action Plan.

## Harmonizing the Missing Middle Infill Housing Ordinance with Subsequently Approved Ordinances

#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
<b>OMC 18.04 – RESIDENTIAL DISTRICTS</b>				
1	<b>18.04.020 – Purposes</b> <b>18.04.020.B.4</b> Residential 4-8 Units per Acre (R 4-8). To accommodate <del>single-family houses and townhouses</del> <u>low density residential uses</u> at densities ranging from a minimum of four (4) units per acre to a maximum of eight (8) units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhoods.	4. Residential 4-8 Units per Acre (R 4-8). To accommodate residential development at densities ranging from a minimum of four (4) units per acre to a maximum of eight (8) units per acre; to allow sufficient residential density to facilitate effective mass transit service; and to help maintain the character of established neighborhoods.	Both include the purpose of residential development at densities between 4 and 8 units per acre but a worded slightly differently.	Keep current language.
2	<b>18.04.020.B.5</b> Residential 6-12 Units per Acre (R 6-12). To accommodate <del>single-family houses, duplexes and townhouses</del> <u>low-density residential uses</u> at densities between six (6) and twelve (12) units per acre, in locations with frequent mass transit service (existing or planned). <del>This includes areas along or near (e.g., within one-fourth (¼) mile) arterial and major collector streets. Parcels located in the High Density Corridor Transition Area are allowed triplex and fourplex housing types (18.04.060(FF)).</del>	5. Residential 6-12 Units per Acre (R 6-12). To accommodate residential development, at densities between six (6) and twelve (12) units per acre, in locations with frequent mass transit service (existing or planned). This includes areas along or near (e.g., within one-fourth (¼) mile) arterial and major collector streets. Parcels located in the High Density Corridor Transition Area are allowed fourplex housing types.	Both include the purpose of residential development at densities between 6 and 12 units per acre but are worded slightly differently. Current version includes reference to arterial and collector streets and parcels located in the High Density Corridor Transition Areas that allow fourplexes.	Use the Missing Middle Housing Ordinance language.
3	<b>18.04.040</b> Table 4.01, Permitted and Conditional Uses	SEE APPENDIX A	The existing language allows more flexibility in choosing which housing type to build on any lot in the zoning districts because the minimum lot size is the same for almost all housing types in each zoning district.	Use the existing language. It is simpler in its approach to allowing various housing types and is seemingly more aligned with new state requirements for middle housing.
4	<b>18.04.060.A Accessory Dwelling Units</b> A. ACCESSORY DWELLING UNITS (ADU).  Accessory dwelling units (ADU) are permitted in all residential districts subject to the following requirements:  1. Number. One (1) ADU shall be allowed per residential lot in conjunction with any detached single family structure. (See Section 18.04.080(A)(3) regarding ADUs in new subdivisions.)  2. Location. The ADU shall be permitted as a second dwelling unit added to, created within, or detached from the original dwelling. The ADU shall be oriented in a way that maintains, to the extent practical, the privacy of residents in adjoining dwellings. (See Chapters 18.100, Design Review and 18.175, Infill and Other Residential.)	A. ACCESSORY DWELLING UNITS (ADU).  Accessory dwelling units (ADU) are permitted in all residential districts subject to the following requirements:  1. Number. One (1) ADU shall be allowed per residential lot in conjunction with any detached single-family structure. (See OMC <a href="#">18.04.080</a> (A)(3) regarding ADUs in new subdivisions.)  2. Location. The ADU shall be permitted as a second dwelling unit added to, created within, or detached from the original dwelling. The ADU shall be oriented in a way that maintains, to the extent practical, the privacy of residents in adjoining dwellings. (See chapter <a href="#">18.100</a> OMC, Design Review, and chapter <a href="#">18.175</a> OMC, Infill and Other Residential.)	Current online code allows ADUs to be up to 850 sq. ft. in size (rather than 800 sq. ft.). Current code addresses covered porches and patios.  New state laws will require modification of the ADU standards and will require this section to be updated.	UPDATE TO MEET NEW STATE LAW in phase 2 work.  Retain provisions for covered porches and patios.

#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
	<p>3. Size. The ADU shall have a gross floor area of no more than eight hundred (800) square feet, <del>and no more than the following equivalent ratios: except this size limitation shall not apply to an ADU created entirely within an existing single-family dwelling without expanding that dwelling.</del></p> <p class="margin-left: 40px;"><del>a. forty percent (40%) of the gross floor area of the primary residence and accessory dwelling unit combined, or</del></p> <p class="margin-left: 40px;"><del>b. sixty-six and two-thirds percent (66 2/3%) of the gross floor area of the primary residence alone; excluding any garage area, except as authorized by Section 18.04.060(A)(7).</del></p> <p><del>[NOTE: Section 18.04.060(O)(1) requires that manufactured homes placed on a lot outside a manufactured housing park must be at least eight hundred sixty-four square feet in floor area. Consequently, a manufactured home can be used as a primary residence, but not as an ADU.]</del></p> <p>4. Ownership. The property owner (i.e., title holder and/or contract purchaser) must live on the site as his/her principal residence. Owners shall sign a notarized affidavit attesting to their principal residency upon permit application. Owners shall provide evidence thereof through such means as voter registration, drivers license, or the like. This requirement does not apply to ADUs built prior to the initial sale of the primary unit on the lot. Purchasers of such ADUs shall meet these requirements within sixty (60) days of purchase. (See Section 18.04.080(A)(3).)</p> <p><del>—A covenant or deed restriction, approved by the Olympia City Attorney, shall be signed and recorded with the Thurston County Auditor which specifies the requirement that the property owner must live on the site as his/her principal residence.</del></p> <p>54. Occupancy. No more than one (1) family (as defined in Chapter 18.02, Definitions) shall be allowed to occupy an ADU.</p> <p>65. Existing ADUs. Accessory dwellings created prior to the enactment of these regulations, June 19, 1995, may be approved subject to applicable requirements. Existing ADUs located on lots which cannot accommodate an additional off street parking space required by Chapter 18.38, Parking, may receive a waiver from the parking requirement.</p> <p>If the owner of an existing unauthorized ADU applies to make the unit legal, but cannot meet all of the standards, he/she will be allowed a "grace period" of six months from date of application to comply with applicable standards. However, where health and safety is an issue, the Building Official will determine when the necessary modifications must be made. If the owner cannot meet the standards, the unauthorized accessory unit must be removed or its use as a dwelling must be suspended.</p>	<p>3. Size. The ADU shall have a gross floor area of no more than 850 square feet. Covered porches or patios (or similar covered spaces) do not count toward the gross floor area of the ADU but are limited to a total of 120 square feet in size for each ADU and may not be enclosed.</p> <p>4. Accessory Dwelling Units may be attached to accessory structures such as a garage or shop building. In such circumstances, the ADU may be up to 850 square feet in size and the accessory structure may be up to 800 square feet in size (or larger if the underlying zoning district allows or a conditional use permit for a large garage has been approved).</p> <p>5. Occupancy. No more than one family (as defined in chapter 18.02 OMC, Definitions) shall be allowed to occupy an ADU.</p> <p>6. Existing ADUs. Accessory dwellings created prior to the enactment of these regulations, June 19, 1995, may be approved subject to applicable requirements. If the owner of an existing unauthorized ADU applies to make the unit legal, but cannot meet all of the standards, the owner will be allowed a "grace period" of six months from date of application to comply with applicable standards. However, where health and safety are an issue, the Building Official will determine when the necessary modifications must be made. If the owner cannot meet the standards, the unauthorized accessory unit must be removed or its use as a dwelling must be suspended.</p> <p>7. Deviation From Requirements. The Director or the Director's designee may allow deviation from the requirements of this section (OMC 18.04.060(A)) as follows:</p> <p class="margin-left: 40px;">a. To allow use of the entirety of a single floor in a dwelling constructed two or more years prior to the date of application in order to efficiently use all floor area; and</p> <p class="margin-left: 40px;">b. To enable ADUs to be established in structures constructed prior to June 19, 1995, which are located in rear or side setbacks, provided that Building Code requirements and the Development Standards contained in OMC 18.04.080 are met. [NOTE: See chapter 18.100 OMC, Design Review, and chapter 18.175 OMC, Infill and Other Residential for applicable design guidelines.]</p>		



#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
	<p><del>76.</del> Deviation From Requirements. The Director or the Director’s designee may allow deviation from the requirements of this section (18.04.060(A)) as follows:</p> <p>a. To allow use of the entirety of a single floor in a dwelling constructed two (2) or more years prior to the date of application in order to efficiently use all floor area; and</p> <p>b. To enable ADUs to be established in structures constructed prior to June 19, 1995, which are located in rear or side setbacks, provided that Uniform Building Code requirements and the Development Standards contained in Section 18.04.080 are met. [NOTE: See Chapters 18.100, Design Review and 18.175, Infill and Other Residential for applicable design guidelines.]; and</p>			
5	<p><b>18.04.060.B Accessory Structures</b></p> <p>2. Subordinance to Primary Use. Accessory structures shall be clearly incidental and subordinate to the use of the lot (e.g., structures used for storage of personal property or the pursuit of hobbies) or used for agricultural purposes. In single-family and two-family residential districts each accessory structure shall not exceed eight hundred (800) square feet in size, except for structures accessory to an agricultural use which are located on a parcel one (1) acre or larger in size. <u>When an ADU is attached to a detached accessory structure, the accessory structure may be up to 800 square feet and the ADU may be up to 800 square feet (per 18.04.060.A.3).</u></p>	<p>2. Subordinance to Primary Use. Accessory structures shall be clearly incidental and subordinate to the use of the lot (e.g., structures used for storage of personal property or the pursuit of hobbies) or used for agricultural purposes. In residential districts with a maximum density of twelve units or less per acre each accessory structure shall not exceed 800 square feet in size, except for:</p> <p>a. structures accessory to an agricultural use which are located on a parcel one acre or larger in size.</p> <p>b. garages and carports as described below.</p>	<p>The MM ordinance refers to “single-family and two-family residential districts” but the City of Olympia does not have zoning districts by that name. Those terms used to be used to describe the R 4-8 and R 6-12 zones.</p> <p>Current language refers to “residential districts with a maximum density of twelve units or less per acre...”</p>	Keep current language.
6	<p><b>18.04.060.B Accessory Structures</b></p> <p>3. Garages. Private garages shall meet the following standards:</p> <p>a. Garages shall not exceed a total of eight hundred (800) square feet of floor space per dwelling unit.</p> <p>b. Garages exceeding eight hundred (800) square feet per dwelling unit may be permitted as conditional uses in the districts specified in Table 4.01 provided that they will not be adverse to the public interest and are compatible with the surrounding neighborhood. The Hearing Examiner shall establish a maximum size for garages receiving conditional use approval. (See Section 18.04.080.) <u>An ADU attached to a garage exceeding eight hundred (800) square feet may only be permitted as a conditional use.</u></p>	<p>3. Detached garages and carports shall meet the following standards:</p> <p>a. Shall not exceed a total of 1,200 square feet of floor space per dwelling unit, unless approved as a conditional use.</p> <p>b. Must be designed so the appearance of the building remains consistent with the primary structure by addressing the following:</p> <p>i. Similar materials and colors as the primary use;</p> <p>ii. A roof type or pitch similar to the primary use;</p> <p>c. Detached garages or carports exceeding 1,200 square feet per dwelling unit may be permitted as conditional uses in the districts specified in Table 4.01 provided that they will not be adverse to the public interest and are compatible with the surrounding neighborhood. The criteria for garages/carports outlined above in OMC <a href="#">18.04.060(B)(3)</a> and OMC <a href="#">18.175.060</a> must be met. The approval authority shall establish a maximum size for garages receiving conditional use approval. See OMC <a href="#">18.04.080</a>.</p>	<p>Garage standards were updated to include carports and increase the size for when a conditional use permit for a large garage is required (increased from 800 square feet to 1,200 square feet). The new code language also incorporates from design standards, including similar materials and colors and a roof type or pitch that is similar to the primary use.</p>	Keep current language.



#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
7	<b>18.04.060.F. CO-HOUSING</b> 3. Dwelling Units. Dwelling units in co-housing developments shall only be required to contain minimal kitchen facilities (e.g., a sink and stove or hot plate), consistent with the Uniform Building Code, provided that a common structure provides a fully equipped kitchen (e.g., containing a stove, refrigerator, and sink) and dining area available to all residents of the development.	3. Dwelling Units. Dwelling units in co-housing developments shall only be required to contain minimal kitchen facilities (e.g., a sink and stove or hot plate), consistent with the Uniform Building Code, provided that a common structure provides a fully equipped kitchen (e.g., containing a stove, refrigerator, and sink) and dining area available to all residents of the development.	Existing language retains reference to the Uniform Building Code, which is no longer in use.	Use MM Ordinance language.
8	<b>18.04.060.H – COTTAGE HOUSING</b> Cottage housing developments shall comply with the following requirements: <ol style="list-style-type: none"> <li>1. Courtyard. The development shall contain a courtyard or usable landscaped area owned in common by the owners of the dwellings. (See Section 18.04.080(J), Development Standards.)</li> <li>2. Site Design. Dwelling units shall be located on at least two (2) sides of the courtyard or common area. (See also Section 18.175.100 Site Design: Cottage Housing.) <u>A cottage may share a common wall with one (1) other cottage.</u></li> <li>3. Number of Units. The development shall include no less than four (4) and no more than twelve (12) dwelling units per courtyard.</li> <li>4. Dwelling Size. The first story of dwellings in cottage developments, including any garage, shall not exceed <del>eight hundred (800)</del> <u>one thousand (1000)</u> square feet in size. Two (2) story structures shall not exceed one thousand six hundred (1600) square feet in size. <u>Dwelling size does not include the area of a private garage.</u></li> <li>5. Parking. <del>At least 50% of on-site parking shall be accommodated in a shared parking lot(s).</del> <u>On-site parking shall may be accommodated in a shared parking lot(s).</u> (See Chapter 18.38, Parking.)</li> <li>6. Covenants. Covenants shall be recorded which establish common areas and preclude their conversion to another use.</li> <li>7. <u>Platting. Dwellings in cottage housing developments may, but are not required to, be located on individual lots.</u></li> <li>8. <u>Phasing. A proposed cottage housing development may be developed in phases. The project as a whole shall be portrayed on the site plan submitted for land use review, and proposed phases of development shall be shown on the same site plan. The site plan shall be reviewed in accordance with OMC Chapter 18.60 Land Use Review and Approval for compliance with all applicable requirements and standards. Each phase shown on an approved site plan shall individually receive review and approval for engineering, building and any other necessary permits in accordance with applicable standards and regulations. The site plan shall address the duration of each phase prior to land use or plat approval. The phasing plan shall not exceed five years, unless a development agreement specifying a longer time period has been approved and recorded in accordance with OMC Chapter 18.53.</u></li> </ol>	H. COTTAGE HOUSING. Cottage housing developments shall comply with the following requirements: <ol style="list-style-type: none"> <li>1. Courtyard. The development shall contain a courtyard or usable landscaped area owned in common by the owners of the dwellings. (See Section <u>18.04.080(J)</u>, Development Standards.)</li> <li>2. Site Design. Dwelling units shall be located on at least two (2) sides of the courtyard or common area. (See also Section <u>18.175.100</u> Site Design: Cottage Housing.)</li> <li>3. Number of Units. The development shall include no less than four (4) and no more than twelve (12) dwelling units per courtyard.</li> <li>4. Dwelling Size. The first story of dwellings in cottage developments, including any garage, shall not exceed eight hundred (800) square feet in size. Two (2) story structures shall not exceed one thousand six hundred (1600) square feet in size.</li> <li>5. Parking. At least 50% of on-site parking shall be accommodated in a shared parking lot. (See Chapter <u>18.38</u>, Parking.)</li> <li>6. Covenants. Covenants shall be recorded which establish common areas and preclude their conversion to another use.</li> </ol>	The MM Ordinance allowed for more flexibility in Cottage Housing than is currently allowed. This includes allowing two units to be attached, to increase the size of the ground floor (not including the garage). The MM Ordinance also allows for cottage housing developments to not have to be subdivided, and it also allowed for phasing of developments.	Use the MM Ordinance.

#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
9	18.04, TABLE 4.02	SEE APPENDIX B	Change appears to only include table lines.	n/a
10	18.04, TABLE 4.03	SEE APPENDIX B	Change appears to only include table lines.	n/a
11	<p><b>18.04.060.O – MANUFACTURED HOMES</b></p> <p>A manufactured home is allowed in all zoning districts that allow single family residences, if the home is a new, designated manufactured home (See OMC <del>18.02.180.A</del> Definitions), and meets the following criteria:</p> <p><del>1. Is comprised of at least two fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long;</del></p> <p><del>2</del>1. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of nominal 3:12 pitch; and</p> <p><del>3</del>2. Has exterior siding similar in appearance to siding materials commonly used on conventional site built single family residences that are built pursuant to the applicable Building Code.</p>	<p>O. MANUFACTURED HOMES.</p> <p>A manufactured home is allowed in all zoning districts that allow single family residences, if the home is a new, designated manufactured home (See OMC <a href="#">18.02.180.D</a>, Definitions), and meets the following criteria:</p> <p>1. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of nominal 3:12 pitch; and</p> <p>2. Has exterior siding similar in appearance to siding materials commonly used on conventional site-built single family residences that are built pursuant to the applicable Building Code.</p>	Similar language. The MM Ordinance removed reference to the manufactured home being a “new, designated” home.	Use MM Ordinance language.
12	<p><b>18.04.060.EE – GARAGE PLACEMENT AND WIDTH</b></p> <p>(Also see <del>Chapters 18.100, Design Review and OMC Section 18.175.060</del>, Infill and Other Residential <u>Design Guidelines, Garage Design.</u>)</p> <p>1. Applicability. The standards listed in Section c3. below apply only to:</p> <p>a. Single-family dwellings on lots of five thousand (5,000) square feet or less in size located in subdivisions for which a complete preliminary plat application is submitted after April 22, 1996;</p> <p>b. Single-family dwellings on lots within the areas depicted by Figure 4-2a, where at least fifty (50) percent of the lots within three hundred (300) feet on the same block face and the block face directly across the street are vacant or occupied by dwellings with flush or recessed garages;</p> <p>c. Duplexes;</p> <p>d. Triplexes; and</p> <p>e. Fourplexes;</p> <p><u>f. Courtyard apartments; and</u></p> <p><u>g. Cottage housing.</u></p>	<p>EE. GARAGE PLACEMENT AND WIDTH.</p> <p>(Also see OMC <a href="#">18.100</a>, Design Review, and OMC <a href="#">18.175</a>, Infill and Other Residential.)</p> <p>1. Applicability. The standards listed in Subsection 3 below apply only to:</p> <p>a. Single-family dwellings on lots of less than five thousand (5,000) square feet in size;</p> <p>b. Single-family dwellings on lots within the areas depicted by Figure 4-2a;</p> <p>c. Duplexes;</p> <p>d. Triplexes; and</p> <p>e. Fourplexes.</p>	The main difference is the housing types the garage placement and width standards apply to. The MM Ordinance added courtyard apartments and cottage housing types to the list.	Recommend using the MM Ordinance language – but keep the reference to “Subsection 3” instead of “Section c3” since there is no c3.
13	18.04.060, FIGURE 4-2a	SEE APPENDIX C	Increased map legibility.	n/a
14	<p><b>18.04.060.FF – HIGH DENSITY CORRIDOR TRANSITION AREA</b></p> <p><del>FF. HIGH DENSITY CORRIDOR TRANSITION AREA.</del></p> <p><del>The High Density Corridor Transition Area is delineated in Figures 4-2c and 4-2d. The following standards shall apply to this area:</del></p>	FF. RESERVED.	None.	Retain existing language.

#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
	<del>1. Triplex and Fourplex housing types shall be permitted uses in areas designated in Figures 4-2c and 4-2d.</del> <del>2. The development standards of the underlying zone shall apply to triplexes and fourplexes, except as stated below:</del> <del>a. A triplex shall have a minimum lot size of 7,200 square feet. A fourplex shall have a minimum lot size of 9,600 square feet.</del> <del>b. Both triplexes and fourplexes shall have a minimum lot width of 80 feet.</del> <del>c. Three stories are allowed with a maximum 35 foot height.</del> <del>d. Side yard setbacks for triplex and fourplex housing types shall be a minimum of ten feet.</del> <del>e. Development subject to the provisions of this chapter shall meet design standards contained in 18.175 Infill and Other Residential.</del>			
15	Figure 4-2c Deleted. This graphic showed the designated High Density Corridor Transition Area on the eastside of Olympia, where triplexes and fourplexes were allowed.	There is no Figure 4-2c in the current code.	None.	n/a
16	Figure 4-2d Deleted. This graphic showed the designated High Density Corridor Transition Area on the westside of Olympia, where triplexes and fourplexes were allowed.	There is no Figure 4-2d in the current code.	None.	n/a
17	<b>18.04.060. <del>GG</del>FF. ELECTRIC VEHICLE INFRASTRUCTURE (EVI).</b> (Note – Section Letter Change only)	GG. ELECTRIC VEHICLE INFRASTRUCTURE (EVI).	None.	Keep existing language.
18	<b>18.04.060.GG. TRIPLEXES, FOURPLEXES, COURTYARD APARTMENTS.</b>  1. <u>Triplexes, fourplexes and courtyard apartments are permitted in the R 4-8 Zoning District in areas shown in Figure 4-2c. Properties shall be considered to be part of these areas when any portion of a property is located within six hundred (600) feet, as measured in a straight line, of a street or a commercial zoning district boundary as shown in Figure 4-2c.</u>  2. <u>Courtyard apartments shall be less than two stories when located in the R 4-8 Zoning District.</u>  3. <u>Courtyard apartments are limited to two-story structures when located in the R 6-12 Zoning District.</u>  4. <u>Triplexes, fourplexes, and courtyard apartments in the R 4-8 and R 6-12 Zoning Districts are subject to the Infill and Other Residential Design Review provisions, Chapter 18.175.</u>	18.04.060.GG is electric vehicle infrastructure code language currently.	The topic included in 18.04.060.GG is completely different between the MM Ordinance and the current code language.	Recommend existing language. Since these housing types are now allowed in most low density residential zones with same height limits and development standards as single family homes in the same zones, the language from the MM Ordinance is no longer needed.
19	<b>18.04.060. HH. SINGLE-ROOM OCCUPANCIES.</b>  1. <u>Single-room occupancies in the R 6-12 Zoning Districts are subject to the Infill and Other Residential Design Review provisions, Chapter 18.175.</u>	HH. DUPLEXES ON CORNER LOTS.  Duplexes are allowed on all corner lots in all zoning districts that permit single-family residences provided the applicant can demonstrate compliance with other development standards, such as setbacks, lot	The MM Ordinance allowed single room occupancy (SRO) uses in the R 6-12 zone, so noted that Infill & Other Residential design review provisions would apply. Later code amendments	Rename 18.04.060.HH to cover both SROs and Duplexes on Corner Lots.

#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
		coverages, building height and number of stories, stormwater provisions, parking, and design review.	allowed duplexes on corner lots in all zoning districts where single family residences are allowed.	
20	<b>NEW Figure 4-2c added</b>	See Appendix D	Figure 4-2c shows where triplexes, fourplexes, and courtyard apartments are allowed in R4-8 and R6-12 zones.	Do not retain Figure 4-2c unless MM Ordinance housing types prevail.
21	<b>18.04.080, Table 4.04 – Residential Development Standards</b>	See Appendix E	The current residential development standards are more aligned with each zoning district than variable based on the type of housing proposed.	Use existing language. This is seemingly more aligned with the new state requirements for Middle housing.
22	<b>18.04.080 - Residential districts’ development standards</b> A. Maximum Housing Densities.  1. Calculation of Maximum Density.  a. The maximum housing densities specified in Table 4.04 are based on the total area of the entire site, including associated and/or previously dedicated right-of-way, but not including streams, wetlands, landslide hazard areas, "important habitat areas," and "important riparian areas" and land to be dedicated or sold for public parks, schools or similar non-residential uses.  <u>b. The maximum housing densities specified in Table 4.04 shall not apply on lots 10,000 square feet or less for townhomes, nor on lots ½-acre or less for duplexes, triplexes, fourplexes, and courtyard apartments in the R 4-8 and R 6-12 zoning districts; however, the minimum lot sizes in Table 4.04 shall still apply. (See also OMC 18.64.080.B)</u>  <del>b.</del> c. Convalescent homes. Convalescent homes and nursing homes containing dwelling units which rely on shared cooking/dining facilities shall count as one (1) dwelling unit for purposes of the maximum density calculation. Independent dwelling units (i.e., containing a bed, bathroom and a kitchen with a sink, stove, and refrigerator) in convalescent/nursing homes, however, shall be counted as individual dwelling units in the density calculation. The density for a site or parcel containing a convalescent/ nursing home which is part of a larger project shall be calculated separately from other portions of the site under development (i.e., density shall not be transferred from a site occupied by a nursing home to another portion of the development).	A. Maximum Housing Densities.  1. Calculation of Maximum Density.  a. The maximum housing densities specified in Table 4.04 are based on the total area of the entire site, including associated and/or previously dedicated right-of-way, but not including streams, wetlands, landslide hazard areas, "important habitat areas," and "important riparian areas" and land to be dedicated or sold for public parks, schools, or similar non-residential uses.  b. Convalescent homes. Convalescent homes and nursing homes containing dwelling units which rely on shared cooking/dining facilities count as one dwelling unit for purposes of the maximum density calculation. Independent dwelling units (i.e., containing a bed, bathroom and a kitchen with a sink, stove, and refrigerator) in convalescent/nursing homes, however, are counted as individual dwelling units in the density calculation. The density for a site or parcel containing a convalescent/nursing home which is part of a larger project is calculated separately from other portions of the site under development (i.e., density may not be transferred from a site occupied by a nursing home to another portion of the development).	The MM Ordinance added language that would allow some subdivision of lots that are 10,000 square feet or less in size for townhouses, or on lots that are ½ acre or less in size for duplexes, triplexes, fourplexes, and courtyard apartments in the R 4-8 and R 6-12 zoning districts. The provision potentially allows for a slight bonus density for projects where the minimum lot size requirements can be satisfied for all lots but when density allowed may be slightly exceeded. In the case of townhouses, this may allow for more home ownership opportunities since, in these zoning districts, townhouses are on individual lots and can be sold independently of each other.	Retain the MM Ordinance language unless it conflicts with any other code amendments proposed to implement the state’s new middle housing requirements. Recommend including in Phase 1 and then reassessing it in Phase 2 work.
23	<b>18.04.080.A.4</b> <u>4. Duplexes. Duplexes created by remodeling an existing single-family dwelling without expanding the building are not subject to the maximum density limits specified in Table 4.04.</u>	This was a new provision that did not exist outside of the MM Ordinance.	The MM Ordinance language about converting an existing home into a duplex not needing to meet density limits is not replicated in the existing code.	This provision is no longer needed given the subsequent code amendments made under the “Housing



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				Options” ordinance. (See Ordinance 7267).
24	<p><b>18.04.080.A.5</b></p> <p>45. Density Bonuses. The maximum housing densities identified in Table 4.04 may be increased as follows, provided, however, that in the R 4-8 District, TDRs must be obtained (see Section 18.04.080(A)(5)(b):</p> <p>a. Restoration of Critical Areas. At the request of the applicant, the Hearing Examiner may grant a density bonus of up to twenty (20) percent for sites on which damaged or degraded wetlands or stream corridors (e.g., streams and stream banks within the outer limits of any required buffer) will be restored and maintained according to specifications approved by the City. Sites proposed for this density bonus shall be posted with a notice describing the proposal and opportunities for the public to comment. Property owners within three hundred (300) feet of the site shall be given notice of the proposal and fifteen (15) days to comment. Such notice may be done concurrently with any other notice required by this Code. Prior to taking action on a request for a density bonus, the Hearing Examiner shall consider the public’s comments, the expected public benefit that would be derived from such restoration, the probable net effect of the restoration and the increased density on the site, the relative cost of the restoration and the value of the increased density, and the potential impact of increased density on surrounding land uses, traffic, infrastructure, schools, and parks. The City may require the applicant to provide an estimate of the cost of the proposed restoration and other information as necessary to make this determination. This bonus does not apply to site features which were damaged in the course of a current project (e.g., under an active permit) or as a result of an illegal or intentional action by the current property owner or their representative.</p> <p>b. Cottage housing. Cottage housing projects shall receive a <del>twenty (20)</del> <u>fifty (50)</u> percent density bonus.</p> <p>c. Townhouses. Townhouses shall receive a fifteen (15) percent density bonus in the R 4-8 and R 6-12 districts.</p> <p>d. Low income housing. A density bonus shall be granted for low income housing (see Section 18.02.180, Definitions) at the rate of one (1) additional housing unit allowed for each unit of low income housing provided, up to a maximum of a twenty (20) percent bonus.</p> <p>The applicant shall submit to the Department a document approved by the City Attorney stating that the low income housing which is the basis for the density bonus shall remain for a period of at least twenty (20) years from the date the final inspection is conducted by the Building Official. This document shall be recorded, at</p>	<p><i>(This is 18.04.080.A.4 in the current code language)</i></p> <p>4. Density Bonuses. The maximum housing densities identified in Table 4.04 may be increased and authorized by the Director or by the hearing examiner as noted below, provided, however, that in the R 4-8 District, TDRs must be obtained (see OMC <a href="#">18.04.080(A)(5)</a>):</p> <p>a. Restoration of Critical Areas. At the request of the applicant, the Hearing Examiner may grant a density bonus of up to 20 percent for sites on which damaged or degraded wetlands or stream corridors (e.g., streams and stream banks within the outer limits of any required buffer) will be restored and maintained according to specifications approved by the City. A Request for this density bonus must accompany the land use application and is a Type III application pursuant to OMC <a href="#">18.70.040</a>, except as provided in OMC <a href="#">18.04.080(A)(4)(b-d)</a>. Prior to taking action on a request for this density bonus, the Hearing Examiner shall consider the public’s comments, the expected public benefit that would be derived from such restoration, the probable net effect of the restoration, and the increased density on the site, the relative cost of the restoration and the value of the increased density, and the potential impact of increased density on surrounding land uses, traffic, infrastructure, schools, and parks. The City may require the applicant to provide an estimate of the cost of the proposed restoration and other information as necessary to make this determination. This bonus does not apply to site features which were damaged in the course of a current project (e.g., under an active permit) or as a result of an illegal or intentional action by the current property owner or their representative.</p> <p>b. Cottage housing. Cottage housing projects receive a 20 percent density bonus.</p> <p>c. Townhouses. Townhouses receive a 15 percent density bonus in the R 4-8 and R 6-12 districts.</p> <p>d. Low income housing. A density bonus is granted for low income housing (see Section <a href="#">18.02.180</a>, Definitions) at the rate of one additional housing unit allowed for each unit of low income housing provided, up to a maximum of a 20 percent bonus.</p>	<p>The MM Ordinance increased the density bonus allowed for cottage housing from 20% up to 50%.</p>	<p>Use the MM Ordinance language.</p>

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	the applicant's expense, at the Thurston County Auditor's Office as part of the chain of title of the affected parcels.	The applicant shall submit to the Department a document approved by the City Attorney stating that the low income housing which is the basis for the density bonus will remain for a period of at least 20 years from the date the final inspection is conducted by the Building Official. This document must be recorded, at the applicant's expense, at the Thurston County Auditor's Office as part of the chain of title of the affected parcels.		
25	<b>18.04.080.A.6</b> <del>56.</del> Transfer of Development Rights. Development Rights must be obtained from an eligible property owner in a Thurston County Transfer of Developments Rights (TDR) Sending Zone in order to develop above <del>seven (7)</del> <u>eight (8)</u> units per acre in an R 4-8 District. However, this requirement does not apply to density bonuses granted in accordance with Section 18.04.080(45). <u>With one TDR credit, a density of nine (9) units per acre can be achieved in the R 4-8 District.</u>	<i>(This is 18.04.080.A.5 in the current code language)</i> 5. Transfer of Development Rights. Development Rights must be obtained from an eligible property owner in a Thurston County Transfer of Developments Rights (TDR) Sending Zone in order to develop above eight units per acre in an R 4-8 District. However, this requirement does not apply to density bonuses granted in accordance with OMC <u>18.04.080(4)</u> . With one TDR credit, a density of nine units per acre can be achieved in the Residential 4-8 District.	The language is the same.	Keep existing language.
26	<b>18.04.080B</b> B. Minimum Housing Densities  1. Calculation of Minimum Density.  a. (Note: Table 5.05 in Section 18.05.) The total area of the entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Manual tracts provided for trees pursuant to <del>the Tree Protection and Replacement Ordinance Chapter 16.60 OMC</del> ; existing, opened street rights-of-way; and land to be sold or dedicated to the public in fee (e.g., school sites and public parks, but not street rights-of-way to be dedicated as part of the proposed development).  b. All dwelling units in convalescent homes/nursing homes <u>and accessory dwelling units</u> count toward the minimum density required for the site by Table 4.04.	B. Minimum Housing Densities  1. Calculation of Minimum Density.  a. (Note: Table 5.05 in Section 18.05.) The total area of the entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Manual tracts provided for trees pursuant to the Tree Protection and Replacement Ordinance; existing, opened street rights-of-way; and land to be sold or dedicated to the public in fee (e.g., school sites and public parks, but not street rights-of-way to be dedicated as part of the proposed development).  b. All dwelling units in convalescent homes/nursing homes and accessory dwelling units count toward the minimum density required for the site by Table 4.04.	The difference in this language is regarding how the tree protection standards are referenced.  There may be a discrepancy in this section with other code sections about whether or not ADUs count toward density (minimum vs. maximum).	Use MM Ordinance language.
27	<b>18.04.080.B.5</b> <del>5. Transfer of Development Rights. In the alternative, in order to develop at a density of four (4) to four point ninety nine (4.99) dwelling units per acre in the R 4-8 District, Development Rights may be obtained from an eligible property owner in a Thurston County Transfer of Development Rights Sending Zone (see Section 18.02.180, Definitions). The number of dwelling units proposed for the site plus the number of Development Rights units applied to the site shall total at least five (5) units per acre. (For example, if the applicant proposes to develop a ten (10) acre site</del>	This language does not remain in the current code.	None.	n/a

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	at four (4) units per acre, the applicant would have to obtain ten (10) Development Rights.) (Also see Chapter 18.90, Transfer of Development Rights.)			
28	<b>18.04.080.G – LOT WIDTH</b> <del>3. Narrow Lots. The length of the primary structure on a lot of forty (40) feet or less in width shall not exceed three (3) times the structure's width or seventy (70) feet, whichever is less. This provision does not apply to attached housing units (e.g., townhouses).</del>	G. Lot Width.  1. Measurement. The minimum lot width required by Table 4.04 shall be measured between the side lot lines at the point of intersection with the minimum front setback line.	The current language was updated to be easier to understand and apply, based on input from the permitting staff.	Retain existing language.
29	<b>18.04.080.J – PRIVATE AND COMMON OPEN SPACE</b> 1. Development of Open Space. Open space (e.g., private yard areas and common open space) required by Table 4.04 shall be devoted to undisturbed native vegetation, landscaping (consistent with Chapter 18.36, Landscaping and Screening), and/or outdoor recreational facilities. Driveways, loading areas, maneuvering space and parking lots shall not be considered open space. Required open space shall not be covered with impervious surfaces, except for stoops, porches, or balconies, walkways, tennis courts, swimming pools, or similar uses which require an impervious surface. Up to a five <del>(5)</del> percent <u>(5%)</u> increase in impervious surface coverage may be allowed to accommodate such hard surfaced facilities. Also see Chapter 16.60 Tree, Soil and Native Vegetation Protection and Replacement.  2. Cottage Housing Developments. Cottage housing developments shall provide open space as follows:  a. A minimum of two hundred (200) square feet of private, contiguous, usable, open space shall be provided adjacent to each dwelling unit. No dimension of this open space area shall be less than ten (10) feet <u>provided that at least fifty percent (50%) of such open space may be combined with soil and vegetation protection area standards.</u>  b. A minimum of fifteen hundred (1500) square feet or two hundred (200) square feet per unit, whichever is more, shall be provided in common open space (e.g., available for the use of all residents of the development). This open space shall be contained in a contiguous area with no dimension less than thirty (30) feet. A substantial portion of such open space shall be sufficiently level (e.g., less than five <del>(5)</del> percent <u>(5%)</u> slope) and well drained to enable active use in summer <del>provided that at least fifty percent (50%) of such open space shall comply with soil and vegetation protection area standards.</del>  3. Mixed Density Districts. Parcels or sites accommodating multifamily housing (e.g., triplexes, fourplexes, and larger apartment buildings) in a MR 7-13 or MR 10-18 district shall contain at least thirty <del>(30)</del> percent <u>(30%)</u> open space. At least fifty <del>(50)</del> percent <u>(50%)</u> of such open space must be available for the common use of the residents of the multifamily housing. Such open space shall be developed consistent with Section 18.04.080(J)(1) above. This open space	J. Private and Common Open Space. 1. Development of Open Space. Open space (e.g., private yard areas and common open space) required by Table 4.04 shall be devoted to undisturbed native vegetation, landscaping (consistent with Chapter <u>18.36</u> , Landscaping and Screening), and/or outdoor recreational facilities. Driveways, loading areas, maneuvering space and parking lots shall not be considered open space. Required open space shall not be covered with impervious surfaces, except for stoops, porches, or balconies, walkways, tennis courts, swimming pools, or similar uses which require an impervious surface. Up to a five percent (5%) increase in impervious surface coverage may be allowed to accommodate such hard surfaced facilities. Also see Chapter <u>16.60</u> Tree, Soil and Native Vegetation Protection and Replacement.  2. Cottage Housing Developments. Cottage housing developments shall provide open space as follows:  a. A minimum of two hundred (200) square feet of private, contiguous, usable, open space shall be provided adjacent to each dwelling unit. No dimension of this open space area shall be less than ten (10) feet provided that at least fifty percent (50%) of such open space may be combined with soil and vegetation protection area standards.  b. A minimum of fifteen hundred (1,500) square feet or two hundred (200) square feet per unit, whichever is more, shall be provided in common open space (i.e., available for the use of all residents of the development). This open space shall be contained in a contiguous area with no dimension less than thirty (30) feet. A substantial portion of such open space shall be sufficiently level (e.g., less than five percent (5%) slope) and well drained to enable active use in summer.  3. Mixed Density Districts. Parcels or sites accommodating multifamily housing (e.g., triplexes, fourplexes, and larger apartment buildings) in a MR 7-13 or MR 10-18 district shall	No difference – the language was updated in subsequent amendments.	Retain existing language.

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	requirement shall be reduced to twenty <del>(20)</del> percent <u>(20%)</u> if the multifamily housing adjoins a park, school or open space site of at least ten thousand (10,000) square feet in size. Impervious surface coverage limits specified in Table 4.04 shall be adjusted accordingly.	contain at least thirty percent (30%) open space. At least fifty percent (50%) of such open space must be available for the common use of the residents of the multifamily housing. Such open space shall be developed consistent with Section <u>18.04.080</u> (J)(1) above. This open space requirement shall be reduced to twenty percent (20%) if the multifamily housing adjoins a park, school or open space site of at least ten thousand (10,000) square feet in size. Impervious surface coverage limits specified in Table 4.04 shall be adjusted accordingly.		
<b>OMC 15.04 – GENERAL PROVISIONS GOVERNING THE ASSESSMENT OF IMPACT FEES</b>				
30	<b>15.04.020.LL</b> LL. "Single Room Occupancy Dwelling" means a housing type consisting of one room, <del>often with cooking facilities and with private or shared bathroom facilities, and cooking facilities that are either in the room or shared.</del>	LL. "Olympia School District Schools Study" means the "Olympia School District - Rate Study for Impact Fees for School Facilities, 1994," and as amended. NN. "Single Room Occupancy Dwelling" means a housing type consisting of one room, often with cooking facilities and with private or shared bathroom facilities.	Single Room Occupancy Dwelling is now defined in 15.04.020.NN.	Update the definition using the MM Ordinance language but keep the current letter of NN. Ensure any reference in Title 18 is updated to new letter (NN).
<b>OMC 18.02 – BASIC PROVISIONS</b>				
31	<b>18.02.080.H</b> H. Rounding of Quantities. Discrete physical measurements, including but not limited to, those not subject to fractional division, such as number of housing units or parking spaces, shall be rounded to the next higher whole number when the fraction is greater than .5, and to the next lower whole number when the fraction is equal to or less than .5, except as otherwise provided in this Development Code. <u>When a density bonus is provided for certain housing types, such as townhouses and cottage developments, the density bonus is applied to the whole number, after rounding up. If rounding down, the fractional number will be used.</u>	H. Rounding of Quantities. Discrete physical measurements, including but not limited to, those not subject to fractional division, such as number of housing units or parking spaces, shall be rounded to the next higher whole number when the fraction is greater than .5, and to the next lower whole number when the fraction is equal to or less than .5, except as otherwise provided in this Development Code.	Additional direction is provided around rounding when density bonuses are also being applied.	Use MM Ordinance language.
<b>OMC 18.02.180 - Definitions</b>				
32	<b>18.02.180</b> Building, Main. The principal building on a lot or building site designed or used to accommodate the primary use to which the premises is devoted. When more than one building on the premise is designed or used for the primary use, each such building is considered a main building. <u>(See also 18.40.060.A.1 OMC)</u>	Building, Main. The principal building on a lot or building site designed or used to accommodate the primary use to which the premises is devoted. When more than one building on the premise is designed or used for the primary use, each such building is considered a main building.	The MM Ordinance included a reference to 18.40.060.A.1, which states: <i>Building Site--Number of Buildings. Every main building hereafter erected shall be located on a legal lot of record as provided for in this title. There shall be no more than one (1) main building on any one (1) lot in the R-4, R 4-8, and R 6-12 use districts. SEE ITEM #49 FOR MM ORDINANCE REVISIONS TO 18.40.060.A.1.</i>	Use MM Ordinance language.



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33	<p><b>18.02.180</b> Dwelling Unit. See definition for single-family. Various types of housing or human shelter, which are listed below and categorized by use.</p> <p>a. Dwelling, Conventional.</p> <p>i. Accessory Dwelling Unit. A dwelling unit that has been added onto, created within, or separated from a single-family detached dwelling for use as a complete independent living unit with provisions for <del>cooking, sanitation and sleeping</del> <u>living, sleeping, cooking, and sanitation</u>.</p> <p>ii. Apartment. A dwelling within a structure designed and used for occupancy by three or more individual persons or families living independently of each other. <del>These structures include triplexes, fourplexes, and other multi-unit configurations; provided that this definition does not include triplexes, fourplexes, courtyard apartments, or single-room occupancies where those are defined separately.</del></p> <p>iii. Boarding Home. Any home or institution, however named, which is advertised, announced or maintained for the express or implied purpose of providing board and domiciliary care to three or more aged persons not related by blood or marriage to the operator, under the provisions of Chapter 18.20 RCW. It shall not include any home, institution or section thereof which is otherwise licensed and regulated under the provisions of state law providing specifically for the licensing and regulation of such home, institution or section thereof. (See also Dwelling, Assisted Living.)</p> <p>iv. Co-Housing. Co-housing developments consist of two or more dwelling units, one or more shared community structures (e.g., containing a meeting hall, dining hall/kitchen, community center, or day care) and perhaps a community garden, recreation area, or similar community oriented use.</p> <p>v. Condominium. A development consisting of an undivided interest in common for a portion of a parcel coupled with a separate interest in space in a residential or commercial building on the parcel.</p> <p>vi. Cottage Housing Development. Four or more small, <del>detached</del> dwelling units sharing a commonly owned courtyard/common area and parking area(s). <u>Any two units within a cottage housing development may be attached as a duplex.</u></p> <p>vii. <u>Courtyard Apartment. Five to twelve (5-12) attached apartment units arranged on two (2) or three (3) sides of a central courtyard or lawn area.</u></p> <p>viii. Duplex. One building containing two single-family dwelling units totally separated from each other by a one-hour fire wall or floor.</p>	<p>Dwelling Unit. See definition for single-family. Various types of housing or human shelter, which are listed below and categorized by use.</p> <p>a. Dwelling, Conventional.</p> <p>i. Accessory Dwelling Unit. A dwelling unit that has been added onto, created within, or separated from a single-family detached dwelling for use as a complete independent living unit with provisions for cooking, sanitation and sleeping.</p> <p>ii. Apartment. A dwelling within a structure designed and used for occupancy by three (3) or more individual persons or families living independently of each other. These structures include triplexes, fourplexes, and other multi-unit configurations.</p> <p>iii. Boarding Home. Any home or institution, however named, which is advertised, announced or maintained for the express or implied purpose of providing board and domiciliary care to three or more aged persons not related by blood or marriage to the operator, under the provisions of Chapter <u>18.20</u> RCW. It may not include any home, institution or section thereof which is otherwise licensed and regulated under the provisions of state law providing specifically for the licensing and regulation of such home, institution or section thereof. (See also Dwelling, Assisted Living.)</p> <p>iv. Co-Housing. Co-housing developments consist of two (2) or more dwelling units, one or more shared community structures (e.g., containing a meeting hall, dining hall/kitchen, community center, or day care) and perhaps a community garden, recreation area, or similar community oriented use.</p> <p>v. Condominium. A development consisting of an undivided interest in common for a portion of a parcel coupled with a separate interest in space in a residential or commercial building on the parcel.</p> <p>vi. Cottage Housing Development. Four or more small, detached dwelling units sharing a commonly owned courtyard/common area and parking area.</p> <p>vii. Courtyard Apartment. A dwelling within a structure or small detached structures on one parcel designed and used for occupancy by four (4) or more individual persons or families living independently of each other. The units are oriented</p>	Both versions include definitions for various types of dwelling units.	Include updated definitions from the MM Ordinance but retain the housing types that were not defined in the MM Ordinance but are included in the current code.

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	<p><u>ix. Fourplex. One building containing four single-family dwelling units totally separated from each other by a one-hour fire wall or floor.</u></p> <p><del>viii.</del> Guest House. Living quarters without kitchen facilities located on the same lot with a principal building and occupied for the sole use of members of the family, temporary guests, or persons permanently employed on the premises. (See also Accessory Dwelling Unit.)</p> <p><del>ix.</del> Manufactured Home. A single-family residence constructed after June 15, 1976, <u>in accordance with state and federal requirements for manufactured homes, and</u> installed in accordance with the U.S. Department of Housing and Urban Development (HUD) requirements for manufactured housing and bearing the appropriate insignia indicating such compliance.</p> <p><del>x. Manufactured Home, Designated. A manufactured home constructed after June 15, 1976, in accordance with state and federal requirements for manufactured homes, and which meets the requirements of OMC 18.04.060(O).</del></p> <p><del>xi. Manufactured Home, New. Any manufactured home required to be titled under Title 46 RCW, which has not been previously titled to a retail purchaser, and is not a "used mobile home" as defined in RCW 82.45.032(2).</del></p> <p>xii. Mobile Home. A single-family residence transportable in one or more sections, built on a permanent chassis, designed to be used as a permanent dwelling and constructed before June 15, 1976.</p> <p>xiii. Modular Home. A structure constructed in a factory and installed in accordance with the applicable Building Code and bearing the appropriate insignia indicating such compliance. This definition includes "pre-fabricated," "panelized" and "factory built" units.</p> <p>xiv. Single-Family Dwelling. A single unit providing complete, independent living facilities for a family, including permanent provisions for living, sleeping, cooking and sanitation.</p> <p>xv. Single-Room Occupancy. A housing type consisting of one room <del>with cooking facilities and</del> with shared bathroom facilities, <u>and cooking facilities that are either in the room or shared.</u> (See also Boarding Home, Lodging House and Bed and Breakfast.)</p> <p><u>xvi. Triplex. One building containing three single-family dwelling units totally separated from each other by a one-hour fire wall or floor.</u></p>	<p>around a shared open space courtyard from which all ground floor units have primary entrances facing.</p> <p>viii. Duplex. One (1) building containing two single-family dwelling units totally separated from each other by a one-hour fire wall or floor.</p> <p>ix. Guest House. Living quarters without kitchen facilities located on the same lot with a principal building and occupied for the sole use of members of the family, temporary guests, or persons permanently employed on the premises. (See also Accessory Dwelling Unit.)</p> <p>x. Manufactured Home. A single-family residence constructed after June 15, 1976, and installed in accordance with the U.S. Department of Housing and Urban Development (HUD) requirements for manufactured housing and bearing the appropriate insignia indicating such compliance.</p> <p>xi. Manufactured Home, Designated. A manufactured home constructed after June 15, 1976, in accordance with state and federal requirements for manufactured homes, and which meets the requirements of OMC <a href="#">18.04.060(O)</a>.</p> <p>xii. Manufactured Home, New. Any manufactured home required to be titled under Title <a href="#">46</a> RCW, which has not been previously titled to a retail purchaser, and is not a "used mobile home" as defined in RCW <a href="#">82.45.032(2)</a>.</p> <p>xiii. Mobile Home. A single-family residence transportable in one or more sections, built on a permanent chassis, designed to be used as a permanent dwelling and constructed before June 15, 1976.</p> <p>xiv. Modular Home. A structure constructed in a factory and installed in accordance with the applicable Building Code and bearing the appropriate insignia indicating such compliance. This definition includes "pre-fabricated," "panelized" and "factory built" units.</p> <p>xv. Single-Family Dwelling. A single unit providing complete, independent living facilities for a family, including permanent provisions for living, sleeping, cooking and sanitation.</p> <p>xvi. Single-Room Occupancy. A housing type consisting of one room with cooking facilities and with shared bathroom facilities.</p>		

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	xvii. Townhouse. A single-family dwelling unit which is part of a group of two or more such units separated by a completely independent structural wall (including utilities in separate walls), extending from the ground to the roof in accordance with the applicable Building Code and which has no doors, windows or other provisions for human passage or visibility through the wall. In certain zoning districts, such dwelling units are platted with common side and/or rear property lines between the structural walls. See Chapter 18.64.	(See also Boarding Home, Lodging House and Bed and Breakfast.)  xvii. Townhouse. A single-family dwelling unit which is part of a group of two or more such units separated by a completely independent structural wall (including utilities in separate walls), extending from the ground to the roof in accordance with the applicable Building Code and which has no doors, windows or other provisions for human passage or visibility through the wall. In certain zoning districts, such dwelling units are platted with common side and/or rear property lines between the structural walls. See Chapter <a href="#">18.64</a> .  xviii. Triplex. One building containing three single-family dwelling units totally separated from each other by a one-hour fire wall or floor.  xix. Fourplex. One building containing four single-family dwelling units totally separated from each other by a one-hour fire wall or floor.  xx. Sixplex. One building containing six single-family dwelling units totally separated from each other by a one-hour fire wall or floor.		
34	Main Building. See Building, Maintenance.	Main Building. See Building, Maintenance.	The MM Ordinance corrected a typographical error in the code.	Use the MM Ordinance language.
<b>OMC 18.05 – VILLAGES AND CENTERS</b>				
35	<b>TABLE 5.01</b>	See Appendix F	The MM Ordinance made minor modifications to the housing types allowed within villages.	Staff recommends using the existing language, unless modification is needed as part of the other work on ADUs and middle housing types. This is because the existing villages and centers are already governed by approved master plans and little change is likely as a result of these changes.

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36	<b>18.05.140 – Woodbury Crossing Village</b> On September 15, 2009, the Olympia City Council approved and adopted the <del>Woorbury</del> Woodbury Crossing Master Plan, the details and regulations of which are found in Ordinance No. 6655, on file with the City Clerk.	On September 15, 2009, the Olympia City Council approved and adopted the Woorbury Crossing Master Plan, the details and regulations of which are found in Ordinance No. 6655, on file with the City Clerk.	The existing language has a typo in the Master Plan name.	Use MM Ordinance language.
<b>OMC 18.06 – COMMERCIAL DISTRICTS</b>				
37	<b>OMC 18.06.040, Table 6.01</b>	See Appendix G	The MM Ordinance allowed more housing types in Commercial zones.	Use MM Ordinance language but remove all references to 18.06.060T, which was removed in a subsequent ordinance (7180) in a privately initiated code amendment application for MS zoning district.
<b>OMC 18.38 – PARKING AND LOADING</b>				
38	<b>OMC 18.38.100, Table 38.01 (Showing Residential portion only)</b>	See Appendix H	There are notable changes in the amount of parking required for residential uses as a result of Ordinance 7366, which was a specific review of parking and residential uses in 2023.	Retain existing code language.
39	<b>18.38.160.D</b> D. High Density Corridor 1, <del>and 2</del> , 3 and 4; and Urban Residential (UR).  1. Townhouse units shall provide one and one-half (1.5) parking spaces per unit;  2. Multifamily units <del>developments containing three or more units</del> shall provide one (1) parking space per unit;  3. Small restaurants (up to 750 square feet of service area) shall provide two (2) parking spaces/1,000 square feet; and  4. Small retail including food stores and laundries (up to 3,000 square feet) shall provide two (2) parking spaces per 1,000 square feet. (The first 350 square feet are exempt from parking requirements.) Small retail may provide additional parking up to three and one-half (3.5) parking spaces per 1,000 square feet.	D. High Density Corridor 1 and 2, and Urban Residential (UR).  1. Townhouse units shall provide one and one-half (1.5) parking spaces per unit;  2. Multifamily units shall provide one (1) parking space per unit;  3. Small restaurants (up to 750 square feet of service area) shall provide two (2) parking spaces/1,000 square feet; and  4. Small retail including food stores and laundries (up to 3,000 square feet) shall provide two (2) parking spaces per 1,000 square feet. (The first 350 square feet are exempt from parking requirements.) Small retail may provide additional parking up to three and one-half (3.5) parking spaces per 1,000 square feet.	The MM Ordinance added applicability to HDC 3 and 4 zoning districts and clarified that the multifamily provisions applied to proposals with three units or more.  Note: Residential parking revisions were made in 2023 that may be in slight conflict with 18.38.160.D.2. Revised language should clarify how/if this language relates to the residential parking reductions.	Review applicability. Is there any HDC or UR zoning outside of the residential parking exempt areas of Downtown or within ½-mile of frequent transit?
40	<b>OMC 18.38, Figure 38-2</b>	See Appendix I	In the MM Ordinance, the graphic in Figure 38-2 was updated to provide better clarity of the map in the code (which showed the Downtown Parking Exempt Area boundaries).	Retain existing code. Amendments to the Downtown Residential Exempt Parking Area were adopted in Ordinance 7335 in Sept of 2022.

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<b>OMC 18.60 – LAND USE REVIEW AND APPROVAL</b>				
41	<p><b>18.60.040 Applicability</b> Construction and development of projects reviewed through the Land Use Approval process shall be in strict compliance with the approved site plan and conditions attached thereto. When required by this section, site plan review and land use approval shall be completed and all appeal periods terminated prior to issuance of a building or any other construction permit. Land use approval is required for the following types of projects:</p> <p>A. Any change of occupancy of a building from one <del>Uniform Building Code</del> group or division of a group to another <del>or a change of use of land</del>;</p> <p>B. Any new nonresidential and nonagricultural use of land;</p> <p>C. The location or construction of any nonresidential or nonagricultural building, or any multifamily project in which more than four (4) dwelling units would be contained; and</p> <p>D. Any <u>substantial</u> addition to such structure or remodel or substantial revision of the site plan associated with such use.</p>	<p>18.60 has been repealed. 18.70.020 states:</p> <p>A. When required by this section, approval of a land use permit application must be completed and all appeal periods terminated prior to issuance of a building or any other construction permit. A permit holder shall construct and develop projects that have been reviewed as land use permit applications in compliance with the approved site plan and conditions attached thereto.</p> <p>B. Land use approval is required for the following types of projects:</p> <ol style="list-style-type: none"> <li>1. A change of use of land or addition that results in a substantial revision to the approved site plan;</li> <li>2. Any new nonresidential and nonagricultural use of land; and</li> <li>3. The location or construction of any nonresidential or nonagricultural building, or any project in which more than four dwelling units are contained.</li> </ol> <p>C. Upon finding that any land use permit application meets the criteria for land use review, but the scope/scale of the project does not warrant the land use review process, the Director may waive the land use review process and appropriate land use application fees. Application of this exemption does not result in waiver of code requirements or construction permit processes.</p>	The applicability of permitting was updated during the process to update the Permit Processing standards. The language was updated but the outcome is substantially the same.	Retain existing code language.
<b>OMC 18.64 - TOWNHOUSES</b>				
42	<p><b>18.64.020 Purpose</b> The purpose of this Chapter is to:</p> <p>A. Permit within Residential and Commercial Districts the development of townhouses which may be sold as individual lots and residences;</p> <p><u>B. Permit townhouse structures built to standards which are designed to include amenities usually associated with conventional single-family detached housing to ensure compatibility with the surrounding neighborhood;</u></p> <p><u>CB.</u> Promote affordable housing, efficient use of land and energy, and the availability of a variety of housing types in different locations;</p> <p><u>DC.</u> Promote infill development on physically suitable lands in residential areas, without adversely affecting adjacent development.</p>	<p>The purpose of this Chapter is to:</p> <p>A. Permit within Residential and Commercial Districts the development of townhouses which may be sold as individual lots and residences;</p> <p>B. Permit townhouse structures built to standards which are designed to include amenities usually associated with conventional single-family detached housing to ensure compatibility with the surrounding neighborhood;</p> <p>C. Promote affordable housing, efficient use of land and energy, and the availability of a variety of housing types in different locations;</p>	No difference.	n/a



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		D. Promote infill development on physically suitable lands in residential areas, without adversely affecting adjacent development.		
43	<p><b>18.64.080 Development standards</b></p> <p>A. Maximum Site Area. The maximum site area for solely townhouse development in the R4, R 4-8 or R 6-12 District shall be four (4) acres. There is no maximum site area in other districts where townhouses are permitted.</p> <p><del>B. Units per Structure.</del></p> <p><del>1. In R4, R 4-8 and portions of the R 6-12 Districts not located within the Transition Area, each townhouse structure shall contain no more than four (4) individual dwelling units, and there shall be no more than one (1) builder per townhouse structure.</del></p> <p><del>2. In all Districts except the R4, R 4-8 and portions of the R 6-12 district not located within the Transition Area, requirements of the underlying district shall apply with regard to number of units per structure.</del></p> <p><del>C. Density and Lot Area.</del></p> <p><del>1. Density. Each townhouse development on a parcel of land greater than 10,000 square feet shall be subject to density provisions contained in the underlying District.</del></p> <p><del>2. Lot Size. See Table 4.04, Residential Development Standards.</del></p> <p><del>D. Building, Impervious and Hard Surface Coverage. Outside of ‘village’ and ‘center’ districts subject to table 5.05, building and impervious surface building coverage for an individual townhouse lot shall not exceed 60% or the underlying district limit, whichever is greater, and hard surface coverage shall not exceed 70% or the underlying district, whichever is greater. Provided further that total coverage for each townhouse building shall not exceed building, impervious surface and hard surface coverages of the underlying district.</del></p> <p><del>E. Minimum Lot Width. Each individual townhouse lot shall have a minimum width as follows:</del></p> <p><del>1. R4 and R 4-8 Districts: Eighteen (18) feet;</del></p> <p><del>2. R 6-12 Districts: Sixteen (16) feet;</del></p> <p><del>3. All other Districts: See Tables 4.04 and 5.05.</del></p> <p><del>F. Setback Requirements. Setback requirements for front yards and for side yards of end dwelling units of townhouse structures shall be the same as the underlying district, except as follows: For townhouse projects within property zoned R4, R 4-8 and R 6-12 the side yard of each building shall be no less than ten (10) feet for buildings with three (3) or four (4) units and five (5) feet for those with two (2) units.</del></p> <p><del>G. Height. Same as the underlying district.</del></p>	<p>A. Maximum Site Area. The maximum site area for solely townhouse development in the R4, R 4-8 or R 6-12 District is four acres. There is no maximum site area in other districts where townhouses are permitted.</p> <p>B. Units per Structure.</p> <p>1. In R4, R 4-8 and portions of the R 6-12 Districts not located within the Transition Area, each townhouse structure must contain no more than four individual dwelling units, and there may be no more than one builder per townhouse structure.</p> <p>2. In all Districts except the R4, R 4-8 and portions of the R 6-12 district not located within the Transition Area, requirements of the underlying district apply with regard to number of units per structure.</p> <p>C. Density and Lot Area.</p> <p>1. Density. Each townhouse development is subject to density provisions contained in the underlying District.</p> <p>2. Lot Size. See Table 4.04, Residential Development Standards.</p> <p>D. Building, Impervious, and Hard Surface Coverage. Outside of ‘village’ and ‘center’ districts subject to table 5.05, building and impervious surface building coverage for an individual townhouse lot may not exceed 60% or the underlying district limit, whichever is greater, and hard surface coverage may not exceed 70% or the underlying district, whichever is greater.</p> <p>E. Minimum Lot Width. Each individual townhouse lot must have a minimum width as follows:</p> <p>1. R4 and R 4-8 Districts: 18 feet;</p> <p>2. R 6-12 Districts: 16 feet;</p> <p>3. All other Districts: See Tables 4.04 and 5.05.</p> <p>F. Setback Requirements. Setback requirements for front yards and for side yards of end dwelling units of townhouse structures are the same as the underlying district, except as follows: For townhouse projects within property zoned R4, R 4-8 and R 6-12 the side yard of each building must be no fewer than 10 feet for buildings with three or four units and five feet for those with two units.</p>	The MM Ordinance made changes to the Townhouse standards to allow more than 4 units in one structure/ building in R-4, R 4-8, and R 6-12 zones; to not calculate density when subdividing lots 10,000 square feet or less in size for townhouse lots; and to have the same 5’ side yard setback that other residential housing types would have in the same zoning districts.	Use MM Ordinance language.

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	<p><del>H</del>G. Parking. Townhouse developments shall provide off-street parking pursuant to Chapter 18.38.</p> <p><del>H</del>I. Residential Design Review Criteria and Garage Width. Townhouse developments shall meet the Residential Design Criteria Section Chapter 18.175 and, if applicable, shall comply with garage placement and width provisions of 18.04.060(EE), provided that such standards shall be applied to the entirety of each building, and not to each dwelling unit.</p>	<p>G. Height. Same as the underlying district.</p> <p>H. Parking. Townhouse developments must provide off-street parking pursuant to Chapter <a href="#">18.38</a>.</p> <p>I. Residential Design Review Criteria and Garage Width. Townhouse developments must meet the Residential Design Criteria Section Chapter <a href="#">18.175</a> and, if applicable, must comply with garage placement and width provisions of OMC <a href="#">18.04.060</a>(EE), provided that such standards are applied to the entirety of each building, and not to each dwelling unit.</p>		
<b>OMC 18.100 – DESIGN REVIEW</b>				
44	<p><b>18.100.060.A.10 - Projects Subject to Design Review</b></p> <p>10. Duplexes, triplexes, fourplexes, <u>courtyard apartments, single room occupancies, townhouses, accessory dwelling units, and cottage housing;</u></p>	<p>18.100.060.A.10</p> <p>10. Duplexes, triplexes, fourplexes, townhouses, accessory dwelling units, and cottage housing;</p>	Courtyard apartments and single room occupancies were added to the list of housing types that are subject to design review. <i>NOTE: Recent changes in state law specific to design review and middle housing will need to be reviewed as well.</i>	Use MM Ordinance language with the understanding that changes may be made in the near future to reflect the related work specific to design review.
45	<p><b>18.100.090 - Design Review Process</b></p> <p>B. Projects subject to review by Staff:</p> <p>1. Single family dwellings on lots within the area depicted on Figure 4-2a <u>in Chapter 18.04</u>.</p> <p>2. Minor additions or alterations to residential or commercial projects on a Heritage Register or within a Historic District.</p> <p>3. Any proposed development of 5,000 square feet or less in gross floor area, and signs in the following design districts and corridors:</p> <p style="padding-left: 20px;">a. High Density Corridors; b. West Bay Drive District; c. Auto Mall District; d. Port Peninsula District; e. Freeway Corridor; and, f. Design Review Corridors.</p> <p>4. <u>Duplexes, triplexes, or fourplexes and all multifamily buildings with less than five (5) units.</u></p> <p><del>45</del>. Any other project subject to design review not described in "A" above.</p>	<p>18.100.090.B</p> <p>B. Projects subject to review by Staff:</p> <p>1. Single family dwellings on lots within the area depicted on Figure 4-2a.</p> <p>2. Minor additions or alterations to residential or commercial projects on a Heritage Register or within a Historic District.</p> <p>3. Any proposed development of 5,000 square feet or less in gross floor area, and signs in the following design districts and corridors:</p> <p style="padding-left: 20px;">a. High Density Corridors; b. West Bay Drive District; c. Auto Mall District; d. Port Peninsula District; e. Freeway Corridor; and, f. Design Review Corridors.</p> <p>4. Any other project subject to design review not described in "A" above.</p>	The MM Ordinance stated that middle housing types with less than 5 units are subject to staff level design review.	Use the MM Ordinance language with the understanding that changes in design review will be considered under a separate process that will likely result in code changes within a relatively short timeframe.

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46	<p><b>18.100.100 How to Use Design Criteria</b></p> <p>C. Design Review Criteria Chapters. Design criteria are separated into chapters, depending on whether the development is commercial or residential, and the location or type of that development, as outlined below.</p> <p>18.105 Historic Structures and Buildings within the Historic Districts. This Chapter applies to structures listed on the Olympia Heritage Register, Washington Heritage Register, and the National Register of Historic Places, and all structures within a Historic District.</p> <p>18.110 Basic Commercial Design Criteria. This chapter applies to all commercial projects throughout the City that require design review, in addition to the district-specific requirements found in the following chapters, as applicable. It also applies to projects with a building area greater than 5,000 square feet in gross floor area that require a Conditional Use Permit in a residential zone, to commercial projects adjacent to residential buildings, to commercial or residential projects. The design districts are shown on the Official Design Review Districts and Corridors.</p> <p>18.120 Commercial Design Criteria - Downtown District. This chapter applies to all commercial projects that require design review that are located in the Downtown Design Review District. In addition, commercial projects in the Downtown Design District may also be subject to the requirements of Chapter 18.16, Pedestrian Streets.</p> <p>18.130 Commercial Design Criteria - High Density Corridors. This chapter applies to all projects that require design review that are located in the HDC districts.</p> <p>18.135 Commercial Design Criteria - Residential Scale District. This chapter applies to all projects that require design review that are located in the Residential Scale District.</p> <p>18.140 Commercial Design Criteria - Auto Oriented District. This chapter applies to all projects that require design review that are located in the Auto Oriented District.</p> <p>18.145 Commercial Design Criteria - Freeway Corridor. This chapter applies to all projects that require design review that are located in the Freeway Corridor District.</p> <p>18.150 Commercial Design Criteria - Port Peninsula. This chapter applies to all projects that require design review that are located in the Port Peninsula design review district. This chapter contains the only design criteria that apply to the Port Peninsula.</p>	<p>C. Design Review Criteria Chapters. Design criteria are separated into chapters, depending on whether the development is commercial or residential, and the location or type of that development, as outlined below.</p> <p>18.105 Historic Structures and Buildings within the Historic Districts. This Chapter applies to structures listed on the Olympia Heritage Register, Washington Heritage Register, and the National Register of Historic Places, and all structures within a Historic District.</p> <p>18.110 Basic Commercial Design Criteria. This chapter applies to all commercial projects throughout the City that require design review, in addition to the district-specific requirements found in the following chapters, as applicable. It also applies to projects with a building area greater than 5,000 square feet in gross floor area that require a Conditional Use Permit in a residential zone, to commercial projects adjacent to residential buildings, to commercial or residential projects. The design districts are shown on the Official Design Review Districts and Corridors.</p> <p>18.120 Downtown Design Criteria. This chapter applies to all commercial, mixed use, and residential projects that require design review that are located in one of the Downtown Design Sub-Districts.</p> <p>18.130 Commercial Design Criteria - High Density Corridors. This chapter applies to all projects that require design review that are located in the HDC districts.</p> <p>18.135 Commercial Design Criteria - Residential Scale District. This chapter applies to all projects that require design review that are located in the Residential Scale District.</p> <p>18.140 Commercial Design Criteria - Auto Oriented District. This chapter applies to all projects that require design review that are located in the Auto Oriented District.</p> <p>18.145 Commercial Design Criteria - Freeway Corridor. This chapter applies to all projects that require design review that are located in the Freeway Corridor District.</p> <p>18.150 Commercial Design Criteria - Port Peninsula. This chapter applies to all projects that require design review that are located in the Port Peninsula design review district. This chapter contains the only design criteria that apply to the Port Peninsula.</p>	<p>The MM Ordinance included amendments to clarify when 18.170 or 18.175 applied to certain housing types.</p> <p>There are new state laws that impact how local governments can apply design review standards. Implementing the new state law provisions for design review will likely result in changes to this section as well.</p>	<p>Use MM Ordinance language with the understanding that it will likely change rather soon, as the new design review requirements are implemented. Integrate when these changes are made, if ready.</p>



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	<p>18.155 Commercial Design Criteria - West Bay Drive District. This chapter applies to all projects that require design review that are located in the West Bay Drive District.</p> <p>18.170 Residential Design Criteria - Multifamily. Design criteria contained in this chapter (<u>OMC Sections 18.170.030 - 18.170.160</u>) apply to all multifamily residential buildings with five or more units <u>not specifically governed by Section 18.175</u>, and any multifamily development with twenty (20) units or more throughout the city. Projects of this type and size are reviewed by the Design Review Board.</p> <p>18.175 Residential Design Criteria - Infill and other residential. Sections 18.175.020 through 18.175.060 of this chapter apply to single-family dwellings, including designated manufactured housing, proposed on lots within the area depicted on Figure 4-2a in <u>Chapter 18.04 OMC</u>, on lots less than 5000 square feet, or on substandard lots, duplexes, triplexes, fourplexes, <del>and townhouse buildings of four (4) units or less throughout the city</del>, <u>townhouses and courtyard apartments in the R4, R4CB, RLI, R 4-8, and R 6-12 zoning districts; and singleroom occupancies in the R 6-12 zoning district.</u> <u>OMC Sections 18.175.080 and 18.175.090 apply to accessory dwelling units throughout the city, including manufactured home accessory dwelling units.</u> <u>OMC Section 18.175.100 applies to cottage development.</u></p> <p>18.180 Residential Design Criteria - Manufactured home parks. This chapter applies only to manufactured home parks.</p>	<p>18.155 Commercial Design Criteria - West Bay Drive District. This chapter applies to all projects that require design review that are located in the West Bay Drive District.</p> <p>18.170 Residential Design Criteria - Multifamily. Design criteria contained in this chapter (Sections <u>18.170.030 - 18.170.160</u>) apply to all multifamily residential buildings with five or more units and any multifamily development with twenty (20) units or more throughout the city. Projects of this type and size are reviewed by the Design Review Board.</p> <p>18.175 Residential Design Criteria - Infill and other residential. Sections <u>18.175.020</u> through <u>18.175.060</u> of this chapter apply to single-family dwellings, including designated manufactured housing, proposed on lots within the area depicted on Figure 4-2a, on lots less than 5000 square feet, or on substandard lots, duplexes, triplexes, fourplexes, and townhouse buildings of four (4) units or less throughout the city. Sections <u>18.175.080</u> and <u>18.175.090</u> apply to accessory dwelling units throughout the city. Section <u>18.175.100</u> applies to cottage development.</p> <p>18.180 Residential Design Criteria - Manufactured home parks. This chapter applies only to manufactured home parks.</p>		
<b>OMC 18.05 – VILLAGES AND CENTERS</b>				
47	<p><b>18.05.050.E</b> E. Mix and Location of Residential Uses.</p> <p>1. Mix of Dwelling Types--General. Developments in the Urban Village, Neighborhood Village, and Community Oriented Shopping Center districts must attain a mix of residential uses consistent with Tables 5.03A and 5.03B. Table 5.03A addresses the relationship between single-family and multifamily dwellings in general. Table 5.03B addresses the requirement for a variety of multifamily housing types, based on overall size of the project.</p> <p>a. For purposes of meeting the required mix as shown in Table 5.03A, Single Family and Similar Dwelling Types shall include:</p> <ol style="list-style-type: none"> <li>Single-family detached residences, including designated manufactured homes</li> <li>Group homes with six (6) or fewer clients</li> <li>Single family residences above commercial uses (e.g., a single residence above a convenience store)</li> <li>Townhouses</li> <li><u>Duplexes</u></li> </ol>	<p>E. Mix and Location of Residential Uses.</p> <p>1. Mix of Dwelling Types--General. Developments in the Urban Village, Neighborhood Village, and Community Oriented Shopping Center districts must attain a mix of residential uses consistent with Tables 5.03A and 5.03B. Table 5.03A addresses the relationship between single-family and multifamily dwellings in general. Table 5.03B addresses the requirement for a variety of multifamily housing types, based on overall size of the project.</p> <p>a. For purposes of meeting the required mix as shown in Table 5.03A, Single Family and Similar Dwelling Types shall include:</p> <ol style="list-style-type: none"> <li>Single-family detached residences, including designated manufactured homes</li> <li>Group homes with six (6) or fewer clients</li> <li>Single family residences above commercial uses (e.g., a single residence above a convenience store)</li> </ol>	The MM Ordinance identified duplexes as meeting the single family and similar dwelling types in Villages and Centers zoning and added single room occupancies as a type of multifamily and similar housing types.	Use the MM Ordinance language.

#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
	<p>vi. Cottage housing</p> <p>b. For purposes of meeting the required mix as shown in Table 5.03A, Multifamily and Similar Dwelling Types shall include:</p> <p>i. Apartments with five (5) or more units per structure</p> <p>ii. Boarding homes <u>and single-room occupancies</u></p> <p>iii. <del>Duplexes, triplexes</del>, and fourplexes</p> <p>iv. Group homes with seven (7) or more clients</p> <p>v. Multifamily residences above commercial uses (e.g., multiple apartments above retail or office uses)</p> <p>c. Other residences.</p> <p>i. For purposes of meeting the required mix as shown in Table 5.03A, the following uses are classified as "other" (i.e., neither "single-family and similar", nor "multifamily and similar"):</p> <p>(a) Accessory dwelling units</p> <p>(b) Nursing/convalescent homes and congregate care facilities</p> <p>(c) Multifamily units in an urban village on the blocks contiguous to the town square.</p> <p>ii. Such "other" uses are not counted in determining the required proportions of single family and multifamily dwellings in Table 5.03A. However, such uses shall be counted in the calculation of total dwellings for purposes of Sections 18.05.080(B) Maximum Housing Densities and 18.05.080(C) Minimum Housing Densities, in the manner provided in those sections.</p>	<p>iv. Townhouses</p> <p>v. Cottage housing</p> <p>b. For purposes of meeting the required mix as shown in Table 5.03A, Multifamily and Similar Dwelling Types shall include:</p> <p>i. Apartments with five (5) or more units per structure</p> <p>ii. Boarding homes</p> <p>iii. Duplexes, triplexes, and fourplexes</p> <p>iv. Group homes with seven (7) or more clients</p> <p>v. Multifamily residences above commercial uses (e.g., multiple apartments above retail or office uses)</p> <p>c. Other residences.</p> <p>i. For purposes of meeting the required mix as shown in Table 5.03A, the following uses are classified as "other" (i.e., neither "single-family and similar", nor "multifamily and similar"):</p> <p>(a) Accessory dwelling units</p> <p>(b) Nursing/convalescent homes and congregate care facilities</p> <p>(c) Multifamily units in an urban village on the blocks contiguous to the town square.</p> <p>ii. Such "other" uses are not counted in determining the required proportions of single-family and multifamily dwellings in Table 5.03A. However, such uses shall be counted in the calculation of total dwellings for purposes of Sections <u>18.05.080</u>(B) Maximum Housing Densities and 18.05.080(C) Minimum Housing Densities, in the manner provided in those sections.</p>		
48	<p><b>18.05.080.C</b></p> <p>C. Minimum Housing Densities.</p> <p>1. Calculation of Minimum Density. The minimum average densities specified in Table 5.05 are based on the entire site, with the following limitations: [Note: Table 5.05 in Section 18.05]</p> <p>a. The entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Design Manual; existing, opened street rights-of-way; and land to be sold or dedicated to the public, other than street rights-of-way (e.g., school sites and parks, but not street rights-of-way to be dedicated as part of the proposed development).</p>	<p>C. Minimum Housing Densities.</p> <p>1. Calculation of Minimum Density. The minimum average densities specified in Table 5.05 are based on the entire site, with the following limitations: [Note: Table 5.05 in Section 18.05]</p> <p>a. The entire site shall be included in the minimum density calculation except streams, wetlands, landslide hazard areas, floodplains, "important habitat areas," and "important riparian areas" and their associated buffers; tracts accommodating stormwater facilities required in compliance with the Drainage Design Manual; existing, opened street rights-of-way; and land to be sold or dedicated to the public, other than street rights-of-way (e.g., school sites and parks, but not street rights-of-way to be dedicated as part of the proposed development).</p>	The MM Ordinance did not count accessory units toward the minimum density in Villages and Centers zoning districts.	Use the MM Ordinance language.


#	MM Provision	Current Online Code – as of Nov 28, 2023	Differences/Notes	Staff Rec
	<p>b. All dwelling units in convalescent homes/nursing homes <del>and accessory units</del> count toward the minimum density required for the site by Table 5.05, in the same manner as provided above in Section 18.05.080(B)(3) Maximum Housing Densities -- Convalescent Homes and 18.05.080(B)(4) Maximum Housing Densities -- Accessory Dwelling Units.</p> <p>c. The following requirements shall apply to all villages and centers:</p> <p>i. The minimum residential density of a village center and that of the remainder of a village or center shall be calculated separately from one another.</p> <p>ii. There shall be no minimum density requirement for a village center other than the requirement for mixed use buildings specified in Section 18.05.050(C)(2) Village/Community Center--Mixed Use above. The procedures for calculating the required number of units are as provided in Sections 18.05.080(3)(1)(a), (2), and (3) above.</p> <p>iii. The remainder of a village shall comply with the minimum density requirements in Table 5.05.</p>	<p>b. All dwelling units in convalescent homes/nursing homes and accessory units count toward the minimum density required for the site by Table 5.05, in the same manner as provided above in Section <u>18.05.080</u>(B)(3) Maximum Housing Densities -- Convalescent Homes and 18.05.080(B)(4) Maximum Housing Densities -- Accessory Dwelling Units.</p> <p>c. The following requirements shall apply to all villages and centers:</p> <p>i. The minimum residential density of a village center and that of the remainder of a village or center shall be calculated separately from one another.</p> <p>ii. There shall be no minimum density requirement for a village center other than the requirement for mixed use buildings specified in Section <u>18.05.050</u>(C)(2) Village/Community Center--Mixed Use above. The procedures for calculating the required number of units are as provided in Sections <u>18.05.080</u>(3)(1)(a), (2), and (3) above.</p> <p>iii. The remainder of a village shall comply with the minimum density requirements in Table 5.05.</p>		
<b>OMC 18.40 – PROPERTY DEVELOPMENT AND PROTECTION STANDARDS</b>				
49	<p><b>18.40.060.A</b></p> <p>A. Required Building Site.</p> <p>1. Building Site – Number of Buildings. Every main building hereafter erected shall be located on a legal lot of record as provided for in this title. There shall be no more than one (1) main building on any one (1) lot in the R-4, R 4-8, and R 6-12, use districts <u>unless the housing type approved specifically allows for more, such as courtyard apartments, cottage housing or co-housing developments.</u></p> <p>2. Lot or Building Site – Reduction. No lot or parcel of land now existing or hereafter established shall be so reduced or diminished that yards, open space, width or total lot area be made smaller than the minimum required by this title; nor shall any existing lot or parcel of land that is now smaller than the minimum required by this title be further reduced or diminished in any manner.</p>	<p>A. Required Building Site.</p> <p>1. Building Site--Number of Buildings. Every main building hereafter erected shall be located on a legal lot of record as provided for in this title. There shall be no more than one (1) main building on any one (1) lot in the R-4, R 4-8, and R 6-12 use districts.</p> <p>2. Lot or Building Site--Reduction. No lot or parcel of land now existing or hereafter established shall be so reduced or diminished that yards, open space, width or total lot area be made smaller than the minimum required by this title; nor shall any existing lot or parcel of land that is now smaller than the minimum required by this title be further reduced or diminished in any manner.</p>	<p>The MM Ordinance included a statement that clarifies that more than one main building would be allowed if the housing types allowed in the R-4, R 4-8, and R 6-23 zones allowed for it (such as cottage housing that does not include a subdivision with each cottage on its own lot).</p> <p><i>See also Item #32.</i></p>	Retain the MM Ordinance language.

## APPENDIX A

### OMC 18.04 – RESIDENTIAL DISTRICTS

TABLE 4.01 as of NOVEMBER 2023 with MM Ordinance differences shown in Red Text

TABLE 4.01  
PERMITTED AND CONDITIONAL USES

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
District-Wide Regulations							18.04.060 (N,Q)	18.04.060 (N,Q)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N)	18.04.060 (N,BB)		18.04.060 (N)	
<b>1. SINGLE-FAMILY HOUSING</b>															
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(A) <del>18.04.060(B)</del>
Co-Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(F) <del>18.04.060(FF)</del>
Cottage Housing				P	P	P	P	P	P	P	P	P	P	P	18.04.060(H) <del>18.04.060(FF)</del>
Manufactured/Mobile Home Parks (Rental Spaces)								C	C	C			C		18.04.060(P)
Manufactured Homes	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(O) <del>18.04.060(FF)</del>
Single-family Residences	P	P	P	P	P	P	P	P	P	P	P	P	P	P	<del>18.04.060(FF)</del>
Townhouses	P	P		P	P	P	P	P	P	P	P	P	P	P	18.64 <del>18.04.060(FF)</del> <del>18.04.080(A)</del>
Short-Term Rentals	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(JJ)
<b>2. MULTIFAMILY HOUSING</b>															
Apartments				P			P	P	P	P	P	P		P	18.04.060(N) <del>18.04.060(FF)</del>
Courtyard Apartments					<u>P</u> <del>18.04.060(GG)</del>	<u>P</u> <del>18.04.060(GG)</del>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>18.04.060(II)</u> <del>18.04.060(GG)</del> <del>18.04.080(A)</del>
Boarding Homes				P				P	P	P					
Collegiate Greek system residences	P			P				P	P	P					
Dormitories	P			P				P	P	P	P	P		P	
Duplexes - Existing	P	P		P	P	P	P	P	P	P	P	P	P	P	18.04.060(J)
Duplexes	P		P	P	P	P	P	P	P	P	P	P	P	P	<del>18.04.060(FF)</del> <del>18.04.080(A)</del>
Duplexes on Corner Lots (This was not a category in the MM Ordinance)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(HH)
Single Room Occupancies						<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<del>18.04.060(HH)</del>

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
						<a href="#">18.04.060(HH)</a>									
Triplexes <i>(NOTE: This was not a distinct category in the MM Ordinance)</i>			P	P	P	P	P	P	P	P	P	P		P	
Fourplexes <i>(NOTE: This was not a distinct category in the MM Ordinance)</i>			P		P	P	P	P	P	P	P	P		P	
Triplexes and Fourplexes <i>(NOTE: Triplexes and fourplexes were a combined category in the MM Ordinance and earlier versions of this table)</i>			P	<a href="#">P</a>	<a href="#">P</a> <a href="#">18.04.060(GG)</a>	<del><a href="#">18.04.060(HH)</a></del> <a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	P	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>		<a href="#">P</a>	<a href="#">18.04.080(A)</a> <a href="#">18.04.060(GG)</a>
Sixplexes <i>(NOTE: This was not a distinct category in the MM Ordinance)</i>						P									
Group Homes with 6 or Fewer (or up to 8 with DSHS approval) Clients and Confidential Shelters	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(K)
Group Homes with 7 or More Clients	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(K)
Lodging Houses									P	P	P	P		P	
Nursing/Convalescent Homes	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(S)
Retirement Homes				P			P	P	P	P	P	C		P	
Transitional Housing, Permanent Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
<b>3. COMMERCIAL</b>															
Child Day Care Centers		C	C	C	C	C	C	P	P	P	P	P	C	P	18.04.060(D) 18.04.060(AA)
Commercial Printing												P			
Drive-In and Drive-Through Businesses -- Existing												P			18.04.060(J)
Food Stores											P	P		P	18.04.060(AA)
Hardware Stores												P			
Home Occupations (including Adult Day Care, Elder Care Homes, Family Child Care Homes, Short-Term Rentals – Homestays, and Bed & Breakfast Houses)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(L)
Hospice Care	C			C			C	C	C	C	C	C		C	18.04.060(M)
Laundries											P	P		P	18.04.060(AA)
Nursery (Retail and/or Wholesale Sales)	C	C	C	C	C	C	C	C	C	C			C		18.04.060(G)
Offices												P		P	18.04.060(AA)(2)
Personal Services												P			
Pharmacies												P			

**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Restaurants, without Drive-In and Drive-Through												P			
Servicing of Personal Apparel and Equipment												P			
Specialty Stores												P			
Veterinary Clinics - Existing	P	P		P	P	P							P		18.04.060(J)
Veterinary Clinics	P														
<b>4. ACCESSORY USES</b>															
Accessory Structures	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(B)
Electric Vehicle Infrastructure	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(GG)
Garage/Yard/Rummage or Other Outdoor Sales	P	P		P	P	P	P	P	P	P	P	P	P	P	5.24
Large Garages			C		C	C	C	C	C	C	C	C	C	C	18.04.060(B)
Residence Rented for Social Event, 7 times or more in 1 year	C	C		C	C	C	C	C	C	C	C		C	C	
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
<b>5. RECREATIONAL USES</b>															
Community Parks & Playgrounds	C	C	C	C	C	C	C	C	C	C	P	P	C	P	18.04.060(T)
Country Clubs	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Golf Courses		C	C		C	C	C	C	C	C			C		
Neighborhood Parks	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
Open Space - Public	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
Racing & Performing Pigeons		C	C	C	C	C				C	C		C	C	18.04.060(Y)
Stables, Commercial and Private Existing		C		C	C										18.04.060(J)
Trails - Public	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(T)
<b>6. AGRICULTURAL USES</b>															
Agricultural Uses	P	P	P	P	P	P	P	P	P				P		
Greenhouses, Bulb Farms	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(G)
<b>7. TEMPORARY USES</b>															
Emergency Housing	P	P	P	P	P	P	P	P	P	P			P		18.04.060(DD)
Emergency Housing Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.50
Model Homes	P	P	P	P	P	P	P	P	P	P	P		P	P	18.04.060(DD)
Residence Rented for Social Event, 6 times or less in 1 year	P	P	P	P	P	P	P	P	P	P	P		P	P	18.04.060(DD)



**TABLE 4.01  
PERMITTED AND CONDITIONAL USES**

DISTRICT	R1/5	R-4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM 18	RM 24	RMH	RMU	MHP	UR	APPLICABLE REGULATIONS
Wireless Communication Facility	P	P		P	P	P	P	P	P	P	P	P	P	P	18.44.060
<b>8. OTHER</b>															
Animals	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(C)
Cemeteries		C	C		C	C	C	C	C	C			C		18.04.060(E)
Community Clubhouses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Crisis Intervention	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(I)
Historic House Museum		C	C	C	C	C	C	C	C	C	C	C	C	C	
Parking Lots and Structures				C							P	P			18.38.220 and .240
Places of Worship	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(U)
Public Facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(V)
Public Facilities - Essential	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.04.060(W)
Radio, Television and Other Communication Towers	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.44.100
Schools	C			C	C	C	C	C	C	C	C		C	C	18.04.060(CC)
Social Organizations											P	P		C	
Mineral Extraction - Existing					C		C								18.04.060(J)
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(X)
Wireless Communication Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44
Workshops for Disabled People	C			C	C	C	C	C	C	C	C	C	C	C	18.04.060(R)

**LEGEND**

P = Permitted Use

R1/5 = Residential - 1 Unit Per 5 Acres

R 4-8 = Residential 4-8

RM 18 = Residential Multifamily - 18

MHP = Manufactured Housing Park

C = Conditional Use

R-4 = Residential - 4

R 6-12 = Residential 6-12

RM 24 = Residential Multifamily - 24

UR = Urban Residential

R-4CB = Residential - 4 Units per Acre

MR 7-13 = Mixed Residential 7-13

RMH = Residential Multifamily High Rise

RLI = Residential Low Impact

MR 10-18 = Mixed Residential 10-18

RMU = Residential Mixed Use

**APPENDIX B**  
**Comparison of Tables 4.02 and 4.03**

TABLE 4.02			
GROUP HOME			
SEPARATION REQUIREMENTS - R-4, R 4-8, R 6-12 DISTRICTS			
	Offenders	Youth	Homeless
Offenders	2 miles	1 mile	1/2 mile
Youth	1 mile	1 mile	1/4 mile
Homeless	1/2 mile	1/4 mile	1/4 mile

TABLE 4.02			
GROUP HOME			
SEPARATION REQUIREMENTS – R-4, R 4-8, R 6-12 DISTRICTS			
	Offenders	Youth	Homeless
Offenders	2 miles	1 mile	1/2 mile
Youth	1 mile	1 mile	1/4 mile
Homeless	1/2 mile	1/4 mile	1/4 mile

TABLE 4.03			
GROUP HOME			
SEPARATION REQUIREMENTS - ALL DISTRICTS EXCEPT R-4, R 4-8, AND R 6-12			
	Offenders	Youth	Homeless
Offenders	2 miles	1 mile	None
Youth	1 mile	1 mile	None
Homeless	None	None	None

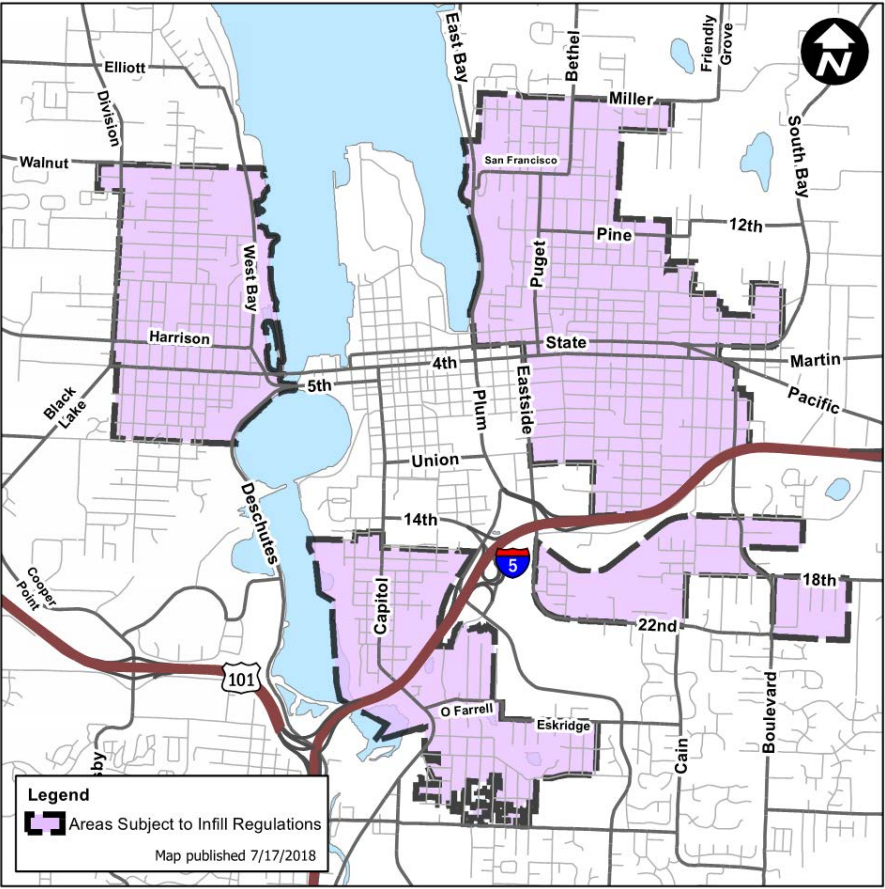
TABLE 4.03			
GROUP HOME			
SEPARATION REQUIREMENTS – ALL DISTRICTS EXCEPT R-4, R 4-8, AND R 6-12			
	Offenders	Youth	Homeless
Offenders	2 miles	1 mile	None
Youth	1 mile	1 mile	None
Homeless	None	None	None

There does not appear to be any changes between the language in the MM Ordinance and either previous or current versions of Tables 4.02 and 4.03, other than the addition of the grid lines in the table. No changes necessary.



**APPENDIX C**  
**COMPARISON OF FIGURE 4-2a**

Current online version of Figure 4-2a:



**Areas Subject to Infill Regulations**

Where the boundary coincides with a street, lots on both sides of the street are subject to the applicable regulations and design guidelines.

**FIGURE 4-2a**

MM Ordinance version of Figure 4-2a



**Areas Subject to Infill Regulations**

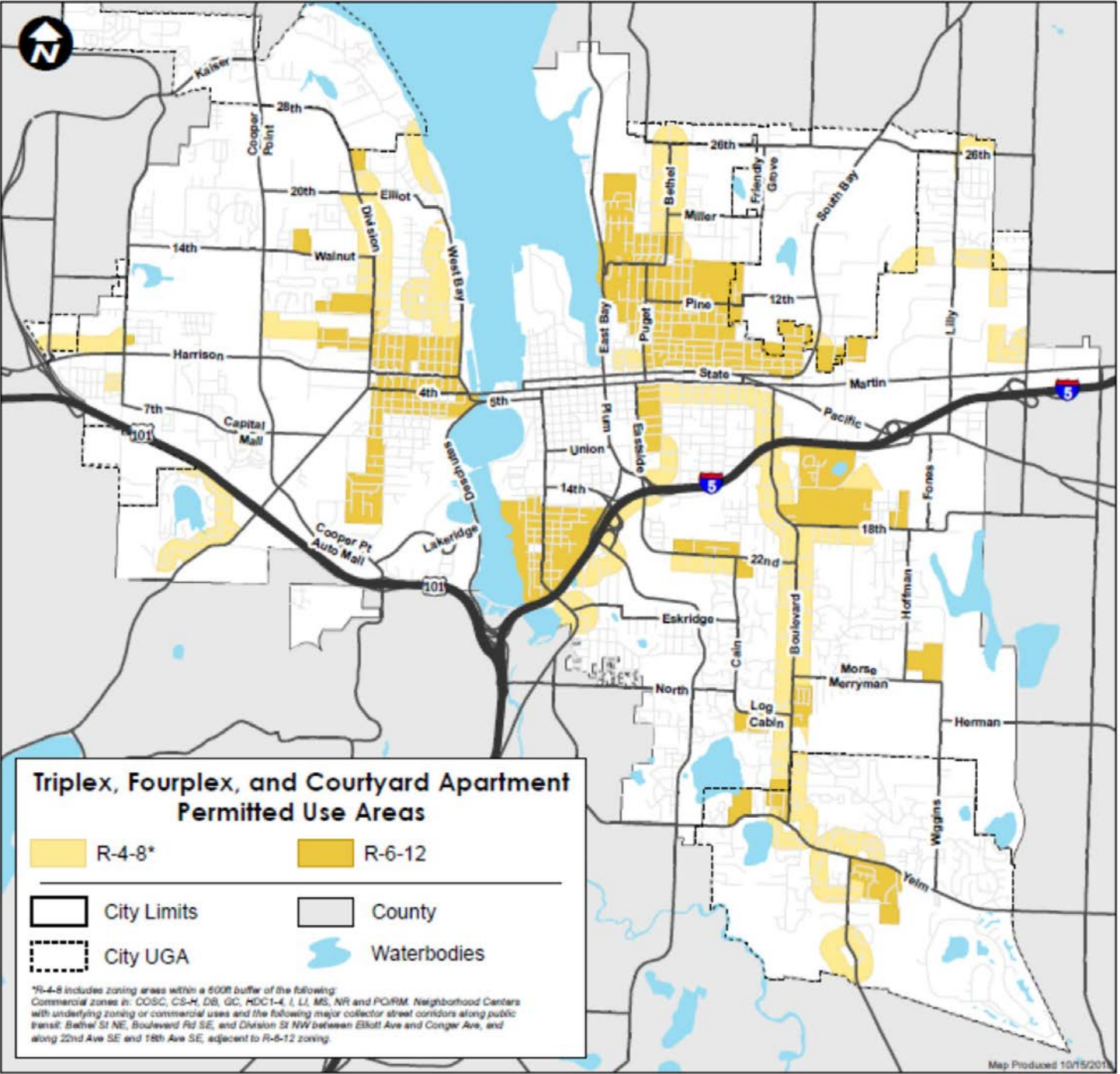
Where the boundary coincides with a street, lots on both sides of the street are subject to the applicable regulations and design guidelines.

**FIGURE 4-2a**

The purpose of the map revision was to provide a clearer image. The boundaries did not change. No change needed.

APPENDIX D

Figure 4-2c Added in Missing Middle Infill Housing Ordinance



## APPENDIX E

Table 4.04 in OMC Chapter 18.04

RESIDENTIAL DEVELOPMENT STANDARDS as of November 2023 with MM Ordinance Provisions shown in RED TEXT

TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R1/5	R4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
MAXIMUM HOUSING DENSITY (in units per acre)	1/5	4	4	4	8	12	24	30	24	30	---	---	12	---	18.04.080(A)
MAXIMUM AVERAGE HOUSING DENSITY (in units per acre)	---	4	4	4	8	12	13	18	18	24	---	---	12	---	18.04.080(A)(2)
MINIMUM AVERAGE HOUSING DENSITY (in units per acre)	---	---	---	2	4	6	7	10	8 Manufactured Housing Parks = 5	18 Manufactured Housing Parks = 5	---	---	5	---	18.04.080(B)
MINIMUM LOT SIZE	4 acres for residential use; 5 acres for non-residential use	2,000 SF minimum 3,000 SF average = townhouse; 5,000 SF = other	One acre; reduced to 12,000 SF if associated with a drainage dispersal tract of at least 65% in the same subdivision plat.	2,000 SF minimum 3,000 SF average = townhouse; 4,000 SF = other (including duplexes on corner lots); 6,000 SF = duplex not on a corner lot; 7,200 SF = multi-family	2,500 SF = cottage; 2,000 SF minimum, 3,000 SF average = townhouse; <u>7,200 SF = duplex.</u> <u>9,600SF = triplex.</u> <u>13,000 SF = fourplex.</u> <u>17,500 SF = other</u> 4,000 SF = other	2,000 SF = cottage; 1,600 SF minimum, 2,400 SF average = townhouse; 3,500 SF = other <u>6,000 SF = duplex.,</u> <u>7,200 SF = triplex.</u> <u>9,600 SF = fourplex.</u> <u>13,000 SF = other</u> <u>multifamily.</u>	1,600 SF = cottage; 1,600 SF minimum, 2,400 SF average = townhouse; 9,000 SF = multifamily; 3,000 SF = other	1,600 SF = cottage; 1,600 SF minimum, 2,400 SF average = townhouse; 7,200 SF = multifamily; 3,000 SF = other	1,600 SF = cottage; 1,600 SF minimum, 2,400 SF average = townhouse; 7,200 SF = multifamily; 3,000 SF = other	1,600 SF minimum, 2,400 SF average = townhouse; 2,500 SF = mobile home park	1,600 SF minimum, 2,000 SF average = townhouse; 2,500 SF = mobile home park	1,600 SF minimum, 2,000 SF average = townhouse	2,000 SF = cottage; 1,600 SF minimum 2,400 SF average = townhouse; 7,200 SF = duplex; 2,500 SF = mobile home park; 3,500 SF = other	1,600 SF minimum, 2,000 SF average = townhouse; 2,500 SF = mobile home park	18.04.080I 18.04.080(D) 18.04.080I 18.04.080(F) Chapter <a href="#">18.64</a> (townhouses) 18.04.060(P) (mobile home parks)
MINIMUM LOT WIDTH	30' except: 16' = townhouse	50' except: 18' = townhouse	100'	30' except: 16' = townhouse;	45' except: 35' = cottage;	40' except: 30' =	40' except: 30' = cottage	40' except: 30' = cottage; 40'	30' = mobile home park	30' = mobile home park	---	---	40' except: 30' = cottage; 16'	---	18.04.080(D)(1) 18.04.080(F) 18.04.080(G)



**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R1/5	R4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
				60' = duplex not on corner lots; 80' = multi-family	18' = townhouse	cottage; 16' = townhouse <del>80' = duplex; triplex; fourplex</del>	16' = townhouse 70' = duplex not on corner lot; 80' = multifamily	= zero lot; 16' = townhouse; 70' = duplex not on corner lot; 80' = multifamily					= townhouse; 80' = duplex not on a corner lot; 30' = mobile home park		18.04.060(P) (mobile home parks)
MINIMUM FRONT YARD SETBACKS	20' except: 5' for agricultural buildings with farm animals	20'	20'	20' except: 10' with side or rear parking; 10' for flag lots 5' for agricultural buildings with farm animals	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricultural buildings with farm animals	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricultural buildings with farm animals	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricultural buildings with farm animals	15' except: 10' with side or rear parking; 10' for flag lots; 5' for agricultural buildings with farm animals	10'	5'	5' except: 10' for structures 35' or taller	10' except: 20' along Legion Way	20' except: 10' with side or rear parking; 5' for agricultural buildings with farm animals	0-10' except: 10' on Capitol House Block	18.04.080(H) 18.04.080(I)
MINIMUM REAR YARD SETBACKS	10' except: 5' for agricultural buildings with farm animals	25'	50'	10' except: 5' for agricultural buildings with farm animals.	20' except: 5' for agricultural buildings with farm animals; 10' for cottages, and wedge shaped lots	20' except: 5' for agricultural buildings with farm animals 10' for cottages, and wedge shaped lots	20' except: 15' for multifamily; 10' for cottages, and wedge shaped lots	15' except: 10' for cottages, and wedge shaped lots, 20' with alley access	10' except: 15' for multifamily	10' except: 20' next to an R 4-8 or R-12 district	5' except: 20' for structures 35' or higher	5'	20' except: 5' for agricultural buildings with farm animals; 10' for cottages	5' except: 10' for structures over 42'	18.04.080(D) 18.04.080(F) 18.04.080(H) 18.04.080(I)
MINIMUM SIDE YARD SETBACKS	5' except: 10' along flanking streets; provided garages are set back 20'; 5' for agricultural buildings with farm animals	5' except: 10' along flanking street; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 5' for agricultural	10' minimum each side, and minimum total of 60' for both side yards.	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 5' for agricultural	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages; 5' for	5' except: <del>10' for triplex; fourplex</del> 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages;	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages;	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages;	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages;	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages;	5' except: 10' along flanking streets; 6' on one side of zero lot;	---	5' except: 10' along flanking streets; 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals; 10' – mobile home park	No minimum 10' on Capitol House Block	18.04.080(H)

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R1/5	R4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
		building with farm animals		buildings with farm animals	agricultural buildings with farm animals	5' for agricultural buildings with farm animals			multifamily; 20' next to R 4-8, or R 6-12 district 10' – mobile home park	district. 10' – mobile home park					
<b>CURRENT CODE FOR MAXIMUM BUILDING HEIGHT</b>	35'	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units	40' except: 16' for accessory buildings; 24' for detached accessory dwelling units	40' except: 16' for accessory buildings; 24' for detached accessory dwelling units	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units; 25' for cottage; 35' on sites 1 acre or more, if setbacks equal or exceed building height	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units; 25' for cottages	45', except: 25' for cottage; 16' for accessory buildings; 24' for detached accessory dwelling units	45', except: 25' for cottage; 16' for accessory buildings; 24' for detached accessory dwelling units	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units; 25' for cottage	42' except: 24' for detached accessory dwelling units	60' except: 24' for detached accessory dwelling units	See 18.04.080 (I); 24' for detached accessory dwelling units	2 stories or 35' whichever is less, except: 16' for accessory buildings; 24' for detached accessory dwelling units; 25' for cottages	42' or as shown on Figure 4-5A & 18.04.080 (I)(3); 24' for detached accessory dwelling units	18.04.080(I)
<b>MM ORDINANCE FOR MAXIMUM BUILDING HEIGHT</b>	35'	35', except: <del>16</del> 24' for accessory buildings	40' except: <del>16</del> 24' for accessory buildings	40' except: <del>16</del> 24' for accessory buildings	35', except: <del>16</del> 24' for accessory buildings; 25' for cottage; 35' on sites 1 acre or more, if setbacks equal or exceed building height. <u>Courtyard apartments must be less than two stories.</u>	35', except: <del>16</del> 24' for accessory buildings; 25' for cottages. <u>Courtyard apartments are limited to two stories.</u>	45', except: 25' for cottage; <del>16</del> 24' for accessory buildings	45', except: 25' for cottage; <del>16</del> 24' for accessory buildings	35, except: <del>16</del> 24' for accessory buildings; 25' for cottage	42'	60'	See 18.04.080 (I)	2 stories or 35' whichever is less, except: 16' for accessory buildings; 25' for cottages	42' or as shown on Figure 4-5A & 18.04.080 (3)	18.04.080(I)
MAXIMUM BUILDING COVERAGE	45% = lots of 10,000 SF; 25%=lots of	35% 60% = townhouses	6%; increased to 18% if	Refer to Maximum	45% = .25 acre or less 40% = .26	55% = .25 acre or less 40% = .26	45%	50%	50%	55%	85%	85%	45% = .25 acres or less 30% = .26 to	85% except for stoops,	

**TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS**

DISTRICT	R1/5	R4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
	10,001 SF to 1 acre; 6%=1.01 acre or more		associated with drainage dispersal tract of at least 65% in the same subdivision plat.	Coverage below	acres or more 60% = townhouses	acres or more 60% = townhouses							1 acre 25% = 1.01 to 3 acres 20% = 3.01 acres or more	porches or balconies	
<b>CURRENT CODE FOR</b> MAXIMUM ABOVE-GRADE STORIES		2 stories	3 stories	3 stories	2 stories	2 stories	4 stories	4 stories	3 stories	3 stories	5 stories			5 stories	
<b>MM CODE FOR</b> MAXIMUM ABOVE-GRADE STORIES		2 stories	3 stories	3 stories	2 stories	2 stories, 3 stories = triplex, fourplex	4 stories	4 stories	3 stories	3 stories	5 stories			5 stories	<i>NOTE: No Changes to Maximum Above-Grade Stories were made in the MM Ordinance.</i>
MAXIMUM IMPERVIOUS SURFACE COVERAGE	45% or 10,000sf (whichever is greater) = lots less than 4 acres; 6%=4.1 acre or more	35% 60% = Townhouses	6%; increased to 18% if associated with drainage dispersal tract of at least 65% in the same subdivision plat.	2,500 SF or 6% coverage whichever is greater.	45% = .25 acre or less 40% = .26 acre or more 60% = Townhouses	55% = .25 acre or less 40% = .26 acres or more 60% = Townhouses	65%	65%	65%	75%	85%	85%	65% = .25 acre or less 40% = .26 to 1 acre 35% = 1.01 to 3 acres 25% = 3.01 + acres 70% = townhouses	85% except for stoops, porches or balconies	18.04.080(K)
MAXIMUM HARD SURFACE	65% or 10,000sf (whichever is greater) = lots less than 4 acres; 25%=4.1 acre or more	65% 80% = Townhouses	25%	55% or 3,500sf (whichever is greater) = .25 acre or less; 25% or 6,000sf (whichever is	65% = .25 acre or less 70% = .26 acre or more 80% = Townhouses	65% = .25 acre or less 70% = .26 acre or more 80% = Townhouses	75%	75%	75%	80%	90%	90%	85% = .25 acre or less 60% = .26 to 1 acre 55% = 1.01 to 3 acres 25% = 3.01+ acres	95%	18.04.080(K) Hard Surfaces are treated as impervious, unless shown workable through an approved design (that complies with DDECM), which requires adequate underlying soils.

TABLE 4.04  
RESIDENTIAL DEVELOPMENT STANDARDS

DISTRICT	R1/5	R4	R-4CB	RLI	R 4-8	R 6-12	MR 7-13	MR 10-18	RM-18	RM-24	RMH	RMU	MHP	UR	ADDITIONAL REGULATIONS
				greater) = .26 acre or more.									90% = townhouses		
<div>MINIMUM OPEN SPACE</div>	220 tree units per acre required		65% drainage dispersal area may be required; it may double as tree tract or critical areas buffer.		<del>200 SF/unit for cottages;</del> 450 SF/unit for <del>cottage</del> <u>courtyard</u> <u>apartment</u> developments	<del>200 SF/unit for cottages;</del> 450 SF/unit for <del>cottage</del> <u>courtyard</u> <u>apartment</u> developments	25% for multifamily; <del>450 SF/unit for cottage developments</del> 200 SF/unit <u>for cottages</u>	25% for multifamily; <del>450 SF/unit for cottage developments</del> 200 SF/unit <u>for cottages</u>	25% for multifamily; 500 SF/space for mobile home park	20% for multifamily; 500 SF/space for mobile home park	10% for multifamily	10% for multifamily; 500 SF/space for mobile home park	<del>450 SF/unit for cottage developments</del> 200 SF/unit <u>for cottages</u> 500 SF/space for mobile home park	15% may include stoops, porches or balcony areas	18.04.080(J); for Courtyard Apartments see 18.04.060(II)

LEGEND

- SF = Square Feet  
RL1 = Residential Low Impact  
R-4 = Residential – 4  
MR 7-13 = Mixed Residential 7-13  
MR 7-13 = Mixed Residential 7-13
- Zero Lot = A Lot with Only One Side Yard  
R 4-8 = Residential 4-8  
MR 10-18 = Mixed Residential 10-18  
RMH = Residential Multifamily High Rise
- = No Regulation  
R 6-12 = Residential 6-12  
RM 18 = Residential Multifamily – 18  
RMU = Residential Mixed Use  
UR – Urban Residential

(Ord. 7310 §5, 2022; Ord. 7267 §9, 2020; Ord. 7249 §5, 2020; Ord. 7094 §4, 2017; Ord. 7027 §22, 2016; Ord. 6842 §5, 2013; Ord. 6594 §6, 2008; Ord. 6517 §12, 2007).

## APPENDIX F

### OMC Chapter 18.05, Villages and Centers – Table 5.01

Current version (as of Nov 2023) with Missing Middle Ordinance changes shown in Red Text.

TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES

DISTRICT	Neighborhood Center	Neighborhood Village	Urban Village	Community Oriented Shopping Center	APPLICABLE REGULATIONS
District-Wide Regulations					18.05.050
<b>1. RESIDENTIAL USES</b>					
Accessory Dwelling Units	P	P	P	P	18.04.060(A)
Apartments	C	R	R	R	18.05A.150-.240, <del>18.05.050(E)</del>
Boarding Homes	C	P	P	P	
Congregate Care Facilities		P	P	P	18.05.050(E)(1)(c)(i)
Cottage Housing		P	P	P	18.05A.330, 18.04.060(H), <del>18.05.050(E)</del>
<u>Courtyard Apartments</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>18.04.060(GG), 18.05.050(E)</u>
Duplexes	<u>P</u>	P	P	P	18.05A.250-.290
Duplexes on Corner Lots	P	P	P	P	18.04.060(HH)
Group Homes with 6 or Fewer Clients (up to 8 if approved by DSHS)		P	P	P	18.04.060(K), 18.04.060(W)
Group Homes with 7 or More Clients		C	C	C	18.04.060(K), 18.04.060(W)
Manufactured Homes	P	P	P	P	18.04.060(O)
Nursing/Convalescent Homes		P	P	P	18.04.060(S)
Residences Above Commercial Uses	P	P	P	P	
Short-Term Rental – Vacation Rentals	P	P	P	P	18.04.060(JJ)
Single-Family Residences	P	R	R	R	18.05A.250-.290
Single Room Occupancy Units					
Townhouses	P	P	P	P	18.05A.150-.240 or 18.05A.250-.290, 18.64
<u>Triplexes and Fourplexes</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>18.04.060(GG), 18.05.050(E)</u>
Transitional Housing, Permanent Supportive Housing	P	P	P	P	
<b>2. OFFICES</b>					
Banks	P	P	P	P	18.05.060(A)
Offices – Business	P	P	P	P	
Offices – Government	P	P	P	P	
Offices – Medical	P	P	P	P	
Veterinary Offices and Clinics	C	C	C	C	
<b>3. RETAIL SALES</b>					



**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

DISTRICT	Neighborhood Center	Neighborhood Village	Urban Village	Community Oriented Shopping Center	APPLICABLE REGULATIONS
Apparel and Accessory Stores	P	P	P	P	
Building Materials, Garden Supplies, and Farm Supplies	P	P	P	P	
Food Stores	R	R	P	P	
Furniture, Home Furnishings, and Appliances					
General Merchandise Stores	P	P	P	P	
Grocery Stores	P	P	R	R	18.05.060(C)
Office Supplies and Equipment					
Pharmacies and Medical Supply Stores	P	P	P	P	
Restaurants			P		18.05.060(A) & 18.05A.095
Restaurants, Without Drive-In or Drive-Through Service	P	P	P	P	
Specialty Stores	P	P	P	P	
<b>4. SERVICES</b>					
Health Fitness Centers and Dance Studios	P	P	P	P	
Hotels/Motels					
Laundry and Laundry Pick-up Agency	P	P	P	P	
Personal Services	P	P	P	P	
Printing, Commercial			P	P	
Radio/TV Studios					
Recycling Facility - Type I	P	P	P	P	
Servicing of Personal Apparel and Equipment	P	P	P	P	
<b>5. ACCESSORY USES</b>					
Accessory Structures	P	P	P	P	18.04.060(B)
Electric Vehicle Infrastructure	P	P	P	P	18.04.060(GG)
Garage/Yard/Rummage or Other Outdoor Sales	P	P	P	P	5.24
Satellite Earth Stations	P	P	P	P	18.44.100
Residences Rented for Social Event, 7 times or more per year	C	C	C	C	18.04.060.DD
<b>6. RECREATIONAL USES</b>					
Auditoriums and Places of Assembly					
Art Galleries					
Commercial Recreation					
Community Gardens	P	P	P	P	
Community Parks & Playgrounds	P/C	P/C	P/C	P/C	18.04.060(T)
Health Fitness Centers and Dance Studios					
Libraries					

**TABLE 5.01  
PERMITTED, CONDITIONAL AND REQUIRED USES**

DISTRICT	Neighborhood Center	Neighborhood Village	Urban Village	Community Oriented Shopping Center	APPLICABLE REGULATIONS
Museums					
Neighborhood Parks/Village Green/Plaza	R	R	R	R	18.04.060(T), 18.05.080(N)
Open Space – Public	P	P	P	P	18.04.060(T)
Theaters (no Drive-Ins)					
Trails – Public	P	P	P	P	18.04.060(T)
<b>7. TEMPORARY USES</b>					
Emergency Housing	P	P	P	P	
Mobile Vendors			P	P	
Model Homes	P	P	P	P	
Parking Lot Sales			P	P	18.06.060(Z)
<b>8. OTHER USES</b>					
Agricultural Uses, Existing	P	P	P	P	
Animals/Pets	P	P	P	P	18.04.060(C)
Child Day Care Centers	P	P	R	P	18.05.060(B), 18.04.060(D)
Community Clubhouses	P	P	P	P	
Conference Centers					
Crisis Intervention	C	C	C	C	18.04.060(I)
Home Occupations (including adult day care, bed and breakfast houses, short-term rental – homestays, elder care homes, and family child care homes)	P	P	P	P	18.04.060(L), 18.04.060(JJ)
Hospice Care	C	C	C	C	18.04.060(M)
Non-Profit Physical Education Facilities	C	C	C	C	
Places of Worship	C	C	C	C	18.04.060(U)
Public Facilities	C	C	C	C	18.04.060(V)
Radio, Television, and other Communication Towers & Antennas	C	C	C	C	18.04.060(W), 18.44.100
Schools	C	C	C	C	18.04.060(CC)
Sheltered Transit Stops	R	R	R	R	18.05.050(C)(4)
Social Organizations					
Utility Facilities	P/C	P/C	P/C	P/C	18.04.060(X)
Wireless Communications Facilities	P/C	P/C	P/C	P/C	18.44

**LEGEND**

P = Permitted      C = Conditional      R = Required

APPENDIX G

Table 6.01 from OMC Chapter 18.06 – Commercial Uses

18.06.040 TABLES: Permitted and Conditional Uses

TABLE 6.01  
PERMITTED AND CONDITIONAL USES

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

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

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

TABLE 6.01  
PERMITTED AND CONDITIONAL USES

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Commercial Recreation		C	P		P	P	P	P		C	C	P	P	
Health Fitness Centers and Dance Studios	P	P 18.06.060(L)	P	P	P	P	P	P	P	P 18.06.060(L)	P 18.06.060(L)	P	P	
Libraries	C	C	C	C	P	P	P		P	C	P	P	P	18.04.060(V)
Marinas/Boat Launching Facilities					P 18.06.060(CC)	P								
Museums		C	P		P	P	P		P	C	C	P	P	18.04.060(V)
Parks, Neighborhood	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(T)
Parks & Playgrounds, Other	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(T)
Theaters (Drive-in)			C											
Theaters (No drive-ins)			P		P	P	P				C	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
5. RESIDENTIAL														
Apartments		P	P	P	P	P	P		P	P	P	P	P	
Apartments above ground floor in mixed use development	P	P	P	P	P	P	P		P	P	P	P	P	
Boarding Houses		P	P	P	P	P	P		P	P	P	P	P	
Co-Housing		P	P	<u>P</u> 18.06.060(T)		P	P			P	P	<u>P</u>	P	
<u>Courtyard Apartments</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u> 18.06.060(T)						<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>18.040.060(GG)</u>
Collegiate Greek system residence, dormitories		C	P	P	P	P	P		P	C	P	P	P	
Duplexes	P	P	P	P			P		P	P	P		P	
Duplexes on Corner Lots	P	P	P	P			P		P	P	P	P	P	18.04.060(HH)

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Group Homes (6 or less or up to 8 with DSHS approval)	P	P	P 18.06.060(K)	P	P	P	P 18.06.060(K)		P	P	P	P 18.06.060(K)	P 18.06.060(K)	18.04.060(K)
Group Homes (7 or more)	C	C	C 18.06.060(K)	C	C	C	C 18.06.060(K)		C	C	C	C 18.06.060(K)	P 18.06.060(K)	18.04.060(K)
Mobile or Manufactured Homes Park - Existing		C	C	C						C			C	18.04.060(P)
Quarters for Night Watch person/Caretaker					P	P								
Retirement Homes		P	P	P	P	P	P		P	P	P	P	P	
Single-Family Residences	P	P	P	P			P		P	P	P	P	P	
<u>Accessory Dwelling Units</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u> <u>18.06.060(T)</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>18.04.060(A)</u> <u>18.04.060(B)</u>
<b>CURRENT CODE:</b> Single Room Occupancy Units		P	P	P	P	P	P		P	P	P	P	P	
<b>MM ORDINANCE:</b> Single Room Occupancy Units	<u>P</u>	<u>P</u>	<u>GP</u>	<u>P</u> <u>18.06.060(T)</u>	P	P	P		P	<u>P</u>	<u>P</u>	<u>P</u>	<u>GP</u>	<u>18.04.060(HH)</u>
Townhouses	P	P	P	P		P	P		P	P	P	P	P	<u>18.64</u>
Triplexes, Four-plexes, and Cottage Housing	<u>P</u>	P		<u>P</u> <u>18.06.060(T)</u>						<u>P</u>	<u>P</u>	<u>P</u>	P	<u>18.04.060(H);</u> <u>18.040.060(GG)</u>
Transitional Housing, Permanent Supportive Housing	P	P	P	P	P	P	P		P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>6. RETAIL SALES</b>														
Apparel and Accessory Stores			P		P	P	P					P	P	
Boat Sales and Rentals			P		P	P	P	P					P	

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

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

**TABLE 6.01**  
**PERMITTED AND CONDITIONAL USES**

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



**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Child Day Care Centers	C	P	P	P	P	P	P		P	P	C	P	P	18.04.060(D)
Crisis Intervention	C	P	C	P			P		C	P	C	C	C	18.04.060(I)
Family Child Care Homes	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(L)
Funeral Parlors and Mortuaries		C	P				P			C		P	P	
Laundries and Laundry Pick-up Agencies	P	P	P	P	P	P	P			P 18.06.060(O)	P 18.06.060(O)	P 18.06.060(O)	P	
Personal Services	P	P	P	P	P	P	P	P	P	P	P	P	P	
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>10. SERVICES, MISCELLANEOUS</b>														
Auto Rental Agencies			P		P	P	P	P			C	P	P	
Equipment Rental Services, Commercial			P		P		P				P	P	P	
Equipment Rental Services, Commercial - Existing		P 18.06.060(FF)												
Ministorage			P				P							
Printing, Commercial	P	P	P		P	P	P		P	P	P	P	P	
Public Facilities (see also Public Facilities, Essential on next page)	C	C	C	C	P	C	P	P	P	C	C	C	C	18.04.060(V)
Radio/T.V. Studios		P	P		P	P	P		P	P	P	P	P	
Recycling Facilities	P	P	P	P	P		P		P	P	P	P	P	18.06.060(V)
School - Colleges and Business, Vocational or Trade Schools		C	P		P	P	P		P	C	C	C	P	18.06.060(X)
Service and Repair Shops			P				P	P				P	P	
Service Stations/Car Washes			P				P 18.06.060(W)	P				P 18.06.060(W)	P 18.06.060 (W)	

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Service Stations/Car Washes - Existing			P		P 18.06.060(W)		P 18.06.060(W)				P	P 18.06.060(W)	P 18.06.060 (W)	
Servicing of Personal Apparel and Equipment	P	P	P		P	P	P			P	P	P	P	
Truck, Trailer, and Recreational Vehicle Rentals			P					P						
Workshops for Disabled People	C	C	C	C	P	C	P		C	C	C	C	C	18.04.060(R)
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>11. PUBLIC FACILITIES, ESSENTIAL</b>														
Airports			C										C	18.06.060(G)
Inpatient Facilities		C	C	C 18.06.060(G)	C		C		C	C	C	P	P	18.06.060(G) 18.04.060(K)
Jails			C		C		C		C				C	18.06.060(G)
Mental Health Facilities			C	C 18.06.060(G)	C		C						C	18.06.060(G) 18.04.060(K)
Other Correctional Facilities		C	C	C 18.06.060(G)	C	C	C		C	C	C	C	C	18.06.060(G)
Other facilities as designated by the Washington State Office of Financial Management, except prisons and solid waste handling facilities		C	C		C		C			C	C	C	C	18.06.060(G)
Radio/TV and Other Communication Towers and Antennas	C	C	C	C	C	C	C	C	C	C	C	C	C	18.06.060(G) 18.44.100
Sewage Treatment Facilities	C	C	C	C	P		P		C	C	C	C	C	18.06.060(G) 18.04.060(X)

**TABLE 6.01  
PERMITTED AND CONDITIONAL USES**

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
State Education Facilities		C	C		C		C		C	C	C	C	C	18.06.060(G) 18.06.060(X)
State or Regional Transportation Facilities	C	C	C	C	C	C	C		C	C	C	C	C	18.06.060(G)
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>12. TEMPORARY USES</b>														
Entertainment Events			P		P	P	P						P	
Off Site Contractor Offices	P	P	P	P	P	P	P	P	P	P	P	P	P	18.04.060(DD)
Emergency Housing	P	P	P	P	P			P	P	P	P	P	P	18.04.060(DD)
Emergency Housing Facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	18.50
Fireworks, as determined by Fire Dept.			P		P	P	P				P	P	P	9.48.160
Mobile Sidewalk Vendors		P	P	P	P	P	P			P	P	P	P	
Parking Lot Sales			P		P	P	P	P			P	P	P	
Residences Rented for Social Event (6 or less in 1 year)	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(DD)
Residences Rented for Social Event (7 or more in 1 year)	C	C	C	C	C	C	C		C	C	C	C	C	
Temporary Surface Parking Lot		P	P		P	P	P		P					
District-Wide Regulations	18.06.060(R)				18.06.060 (F)(2)	18.06.060 (HH)	18.06.060 (F)(2)							
<b>13. OTHER USES</b>														
Accessory Structures/Uses	P	P	P	P	P	P	P	P	P	P	P	P	P	

TABLE 6.01  
PERMITTED AND CONDITIONAL USES

COMMERCIAL DISTRICT	NR	PO/RM	GC	MS	UW	UW-H	DB	AS	CSH	HDC-1	HDC-2	HDC-3	HDC-4	APPLICABLE REGULATIONS
Adult Oriented Businesses			P										P	18.06.060(B)
Agriculture	P	P	P	P					P	P	P	P	P	
Animals	P	P	P	P	P	P	P		P	P	P	P	P	18.06.060(C)
Cemeteries	C	C	C	C					C	C	C		C	
Conference Center			P		P	P	P						P	
Gambling Establishments			C											
Garage/Yard/Rummage and Other Outdoor Sales	P	P	P	P	P	P	P		P	P	P	P	P	5.24
Home Occupations	P	P	P	P	P	P	P		P	P	P	P	P	18.04.060(L)
Parking Facility, Commercial		P	P		P	P	P 18.06.060(S)			P	P	P 18.06.060(S)	P	18.04.060(V)
Places of Worship	C	C	P	C	P	P	P		C	C	C	P	P	18.04.060(U)
Racing Pigeons	C	C	C	C					C	C	C	C	C	18.04.060(Y)
Satellite Earth Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	18.44.100
Schools	C	C	P	C	C	C	C		C	C	C	P	P	18.04.060(CC)
Social Organizations		P	P		P	P	P		P/C 18.06.060(I)	P	P	P	P	
Utility Facility	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.04.060(X)
Wireless Communications Facilities	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	P/C	18.44

LEGEND

P = Permitted Use	PO/RM = Professional Office/ Residential Multifamily	GC = General Commercial	HDC-1=High Density Corridor-1
MS = Medical Services		UW = Urban Waterfront	HDC-2=High Density Corridor-2
DB = Downtown Business	AS=Auto Services	UW-H = Urban Waterfront-Housing	HDC-3=High Density Corridor-3
C = Conditional Use	NR = Neighborhood Retail	CSH = Commercial Services-High Density	HDC-4=High Density Corridor-4

(Ord. 7310 §7, 2022; Ord. 7289 §8, 2021; Ord. 7288 §42, 2021; Ord. 7279 §1, 2021; Ord. 7267 §12, 2020; Ord. 7187 §3, 2019; Ord. 7180 §1, 2019; Ord. 7163 §3, 2018; Ord. 7032 §6 (Exh. E), 2016; Ord. 6975 §3, 2015; Ord. 6759 §5, 2011; Ord. 6592 §5, 2008).

## APPENDIX H

TABLE 38-01 From OMC Chapter 18.38 – Parking and Loading (Residential Section excerpt)

### MISSING MIDDLE ORDINANCE EXCERPT

RESIDENTIAL			
Accessory Dwelling Unit	<u>None</u>	None	None
Bed and Breakfast	One (1) space in addition to space(s) required for the residential unit.	One (1) per ten (10) rooms. Minimum of one (1).	None
Community Club Houses		None	One (1) per ten (10) auto stalls. Minimum of two (2).
Cottage Housing	One (1) space per unit or 1.5 space per unit if <u>paved</u> on-street parking is not available along street frontage <u>of lot outside of vehicular travel lanes and driveways</u> (One (1) space per twenty (20) linear feet).	One per five (5) units, or one (1) per three (3) units if no on-street parking. Minimum of two (2).	One per ten (10) units, or one (1) per six (6) units if no on-street parking. Minimum of two (2).
<u>Duplexes, triplexes, fourplexes, courtyard apartments and townhouses</u>	<u>One (1) space per unit or 1.5 spaces per unit if paved on-street parking is not available along street frontage of a lot outside of vehicular travel lanes and driveways (One (1) space per twenty (20) linear feet).</u>	<u>None</u>	<u>None</u>
Elder Care Home	One (1) space in addition to space(s) required for the residential unit.	Minimum of two (2).	Minimum of two (2).
Fraternities, Sororities and Dormitories	One (1) space for every three (3) beds, plus one (1) space for the manager.	One per fourteen (14) beds. Minimum of two (2).	Ten (10) per dormitory, fraternity or sorority building.
Group Home	One (1) space for each staff member plus one (1) space for every five (5) residents. Additionally, one (1) space shall be provided for each vehicle used in connection with the facility.	One (1) per ten (10) staff members plus one (1) per thirty (30) residents. Minimum of one (1). Additional spaces may be required for conditional uses.	None
Home Occupations	None, except as specifically provided in this table.	None	None
Mobile Home Park	Two (2) spaces per lot or unit, whichever is greater. If recreation facilities are provided, one (1) space per ten (10) units or lots.	None	None
Multiple-Unit Dwellings, except duplexes, triplexes, fourplexes, courtyard apartments and townhouses	One and one-half (1.5) off-street parking spaces per dwelling unit. Multiple-Unit dwellings located on HDC-4 properties, where the new project provides for the development of replacement dwelling units in a development agreement, and the project site is all or part of an area of 40 acres or more that was in contiguous ownership in 2009, are exempt from the parking requirements of this section. If parking is voluntarily provided by the property owner, then the Director shall permit such parking to be shared with parking provided for non-residential development on the property.	One (1) storage space per unit that is large enough for a bicycle.	One (1) per ten (10) units. Minimum of two (2) per building.
Single Family <u>Detached Homes</u>	Two (2) spaces per unit. Note: parking spaces may be placed in tandem (behind the other). DB, CSH and RMH zone districts require one (1) space/unit. <u>Single family detached homes 800 square feet or less in size are required to provide one off-street parking space.</u>	None	None
<u>Single</u> Room Occupancies.	<u>One (1) space per four (4) units.</u>	None	One (1) per ten (10) units. Minimum of two (2) per building.
Studio Apartments	Apartments with one (1) room enclosing all activities shall provide one (1) off-street parking space per dwelling unit	None	One (1) per ten (10) units. Minimum of two (2) per building.

CURRENT (as of November 2023) PARKING REQUIREMENTS FOR RESIDENTIAL USES:

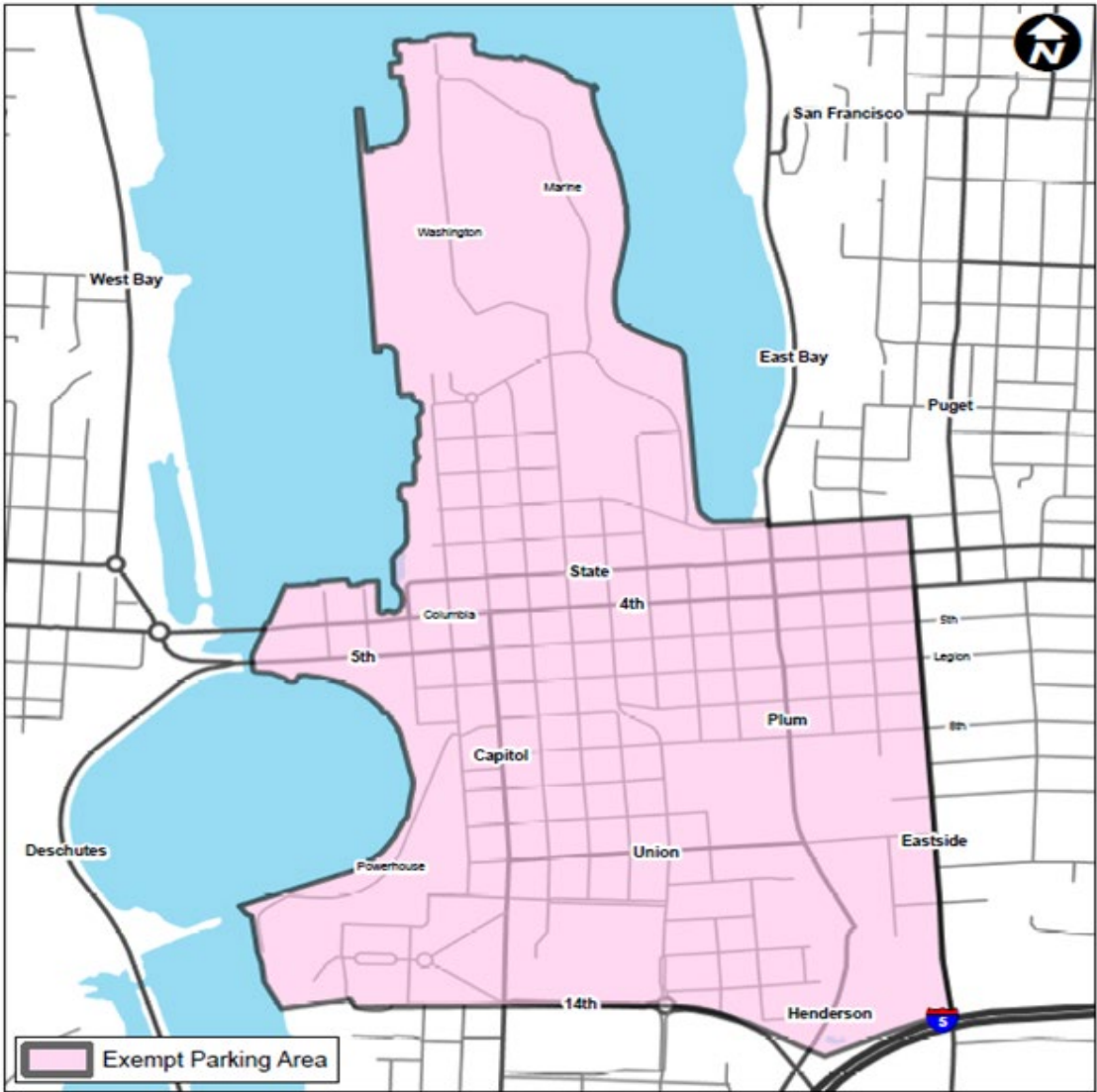
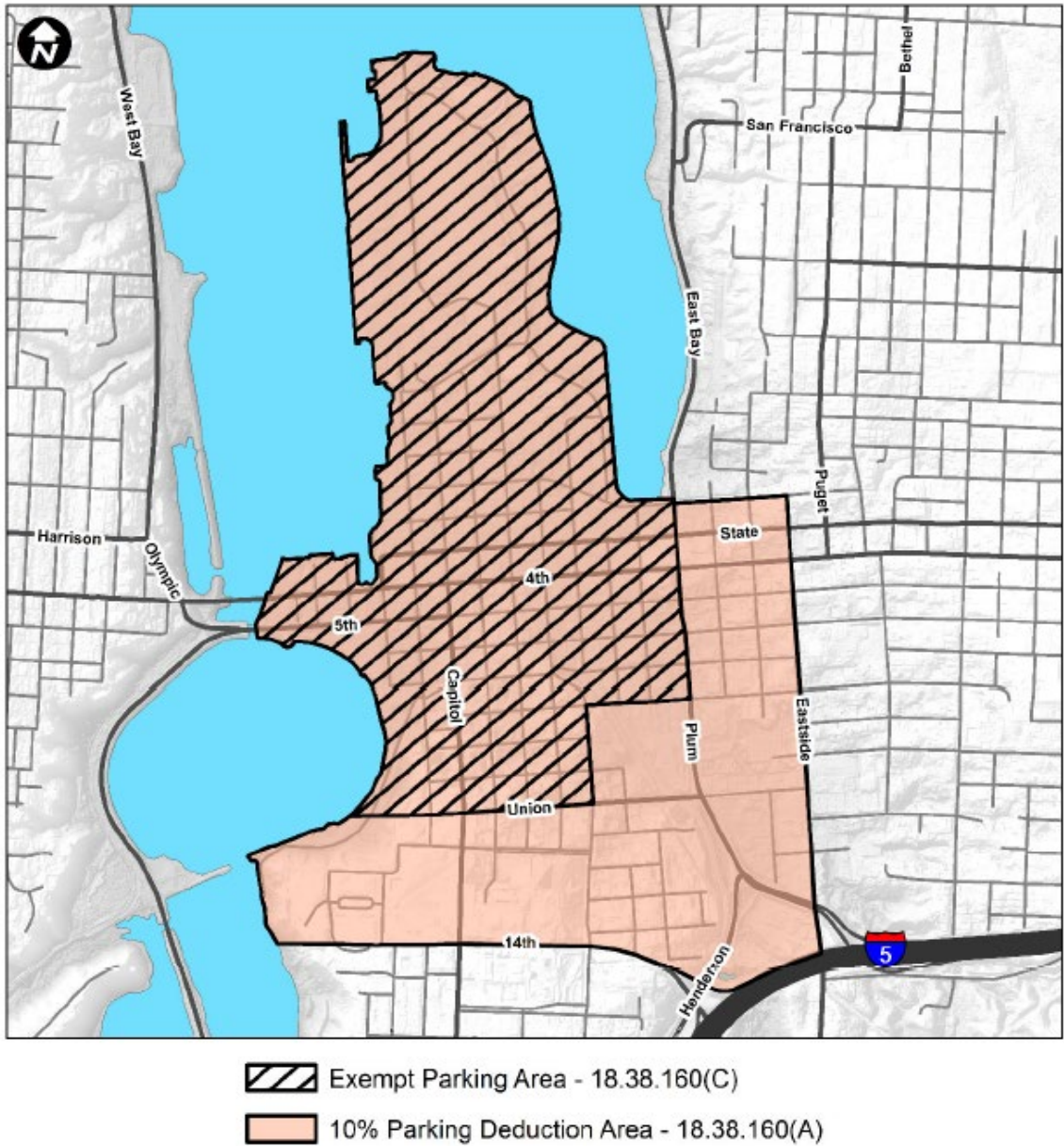
RESIDENTIAL			
Accessory Dwelling Unit	None.	None	None
Single Family Home, Duplex, and Townhouses on individual lots	Minimum of 0.5 spaces per unit. See OMC 18.38.100(C).	None	None
Bed and Breakfast	1 space in addition to space(s) required for the residential unit.	1 per 10 rooms. Minimum of 1.	None
Collegiate Greek system residences and dormitories	1 space for every 3 beds, plus 1 space for the manager.	1 per 14 beds. Minimum of 2.	10 per dormitory, or Collegiate Greek system residence
Community Club Houses		None	1 per 10 auto stalls. Minimum of 2.
Cottage Housing	Minimum of 0.5 spaces per unit.	1 per 5 units, or 1 per 3 units if no on-street parking. Minimum of 2.	1 per 10 units, or 1 per 6 units if no on-street parking. Minimum of 2.
Elder Care Home	1 space in addition to space(s) required for the residential unit.	Minimum of 2.	Minimum of 2.
Group Home	1 space for each staff member plus 1 space for every 5 residents. Additionally, 1 space shall be provided for each vehicle used in connection with the facility.	1 per ten 10 staff members plus 1 per 30 residents. Minimum of 1. Additional spaces may be required for conditional uses.	None
Home Occupations	None, except as specifically provided in this table.	None	None
Mobile Home Park	0.5 spaces per lot or unit, whichever is greater. If recreation facilities are provided, one (1) space per ten (10) units or lots. See OMC 18.38.100(C).		
Multifamily Dwellings (3 units or more)	0.5-1.5 spaces per unit.	1 storage space per unit.	1 per 10 units. Minimum of 2 per building.
Any residential development within half a mile of frequent transit routes (transit service 4 times per hour for 12 or more hours per day)	0-1.5 spaces per unit.	For projects with 3 or more units: 1 storage space per unit	For projects with 3 or more units: 1 per 10 units. Minimum of 2 per building.
Short-Term Rental	1 additional space when there are more than 2 bedrooms rented in 1 dwelling unit, and 1 additional space when there are 2 vacation rentals on one 1 parcel and 1 is a single-family home. EXCEPTION: A short-term rental in existence prior to September 26, 2021, need not provide the additional parking spaces required by the preceding sentence, provided all other applicable requirements are met and provided the unit is continuously operated as a short-term rental.	None	None
Residential units for seniors or people with disabilities, when located within one quarter mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day	None for the units. Staff and visitor parking may be required at a ratio of 1 space per every 4 units. The City may require more parking in areas with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the units.		

APPENDIX I

Figure 38-2 from OMC Chapter 18.38 – Parking and Loading

Missing Middle Ordinance:

Current Code (as of November2023)



Note: Ordinance 7335, Adopted in September of 2022, retained the outer boundary of the Downtown Residential Exemption Area but eliminated the portion within it that was only allowed a 10% reduction.



# Middle Housing



## What's happening?

The City prevailed in the appeal and the Washington State Growth Management Hearings Board (GMHB) issued an order of dismissal following remand on Nov. 9, 2023. However, the zoning standards have been amended since the adoption of the Missing Middle Infill Housing ordinance was adopted, and now there are some discrepancies in development regulations even though there are several similarities.

### Phase 1

The Olympia City Council will go through a process to harmonize the Missing Middle Ordinance with all other ordinances that have been adopted since July 2019. This work is expected to be completed by the City Council early in 2024.

### Phase 2

The State of Washington has further amended the Growth Management Act, which contains specific requirements for cities to implement for a variety of “middle” housing types. Once the harmonization work is completed, staff will begin a public process to review the codes to see where changes are needed to address new state requirements and how they should be implemented in Olympia.

This work is expected to begin in mid-2024 and be completed by June 2025. It will likely include changes to land use and design review process and potentially the subdivision code, in addition to zoning standards.

- [Community Engagement Plan](#)
- [House Bill 1110](#)

## What is Middle Housing?

Middle Housing refers to a range of housing types that can provide more than one housing unit per lot in a way that is compatible in scale with single-family homes. Middle Housing is a key component of the City's housing strategy, as it supports housing affordability for households across all income level - a key community vision in Olympia's Comprehensive Plan and Housing Action Plan.

Search the FAQs...









## City Council

### Approval of an Ordinance Adopting the Capital Mall Triangle Subarea Plan

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.G  
**File Number:**24-0548

---

**Type:** ordinance **Version:** 3 **Status:** 2d Reading-Consent

---

#### **Title**

Approval of an Ordinance Adopting the Capital Mall Triangle Subarea Plan

#### **Recommended Action**

##### **Committee Recommendation:**

The Land Use & Environment Committee recommends moving to approve an Ordinance adopting the Capital Mall Triangle Subarea Plan.

##### **City Manager Recommendation:**

Move to approve an Ordinance adopting the Capital Mall Triangle Subarea Plan.

#### **Report**

##### **Issue:**

Whether to approve an Ordinance adopting the Capital Mall Triangle Subarea Plan.

##### **Staff Contact:**

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

##### **Presenter(s):**

David Ginther, Senior Planner, Community Planning & Development

##### **Background and Analysis:**

Background and Analysis has changed from first to second reading.

On July 9, the City Council considered the first reading of the Ordinance and requested the following changes which are reflected in the second reading:

- Changing the affordable housing density bonus from 100% to 30% affordable housing units.
- Removing ED2 and LU 11, and all references to tax increment, financing and economic development districts.
- Modifying LU 12. for the final sentence to say, seek funding opportunities, including an in-depth analysis of available economic development tools.

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 (LUEC) 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 the staff report for the June 11, 2024, Council study session. The City Council reviewed the Subarea Plan and directed staff to bring it back for approval at the July 9, 2024, City Council meeting. The changes recommended by LUEC and reviewed by the City Council have been integrated into the Subarea Plan.

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.

### **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 15 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. Approve the ordinance adopting the Capital Mall Triangle Subarea Plan.
2. Approve the ordinance adopting the Capital Mall Triangle Subarea Plan with amendments.
3. Do not approve the ordinance adopting the Capital Mall Triangle Subarea Plan.

**Attachments:**

Ordinance - Second Reading

Ordinance - First Reading

Planning Commission Recommendation

Public Outreach

Project Webpage

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

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, RELATED TO  
THE CAPITAL MALL TRIANGLE SUBAREA PLAN**

**WHEREAS**, the City has adopted a Comprehensive Plan complying with the state Growth Management Act, RCW chapter 36.70A; and

**WHEREAS**, the Capital Mall Triangle Subarea is a 288-acre area that surrounds the Capital Mall and is bordered by Black Lake Boulevard on the east, Cooper Point Road on the west, and on the north by Capital High School and a low-density single family residential neighborhood, which are approximately two city blocks north of Harrison Avenue; and

**WHEREAS**, the Capital Mall Triangle Subarea 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 large parking lots accessed by a network of 5-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea; and

**WHEREAS**, the Capital Mall Triangle Subarea is designated by the Comprehensive Plan as an Urban Corridor and is singled out as one of three ‘focus areas’ for these corridors. The Comprehensive Plan states, *“In cooperation with landowners and others, the City will be focusing its planning efforts on three of these urban corridor ‘focus areas’, possibly in the form of a ‘master plan’ that addresses issues such as land use, infrastructure and design.”*; and

**WHEREAS**, the Capital Mall Triangle Subarea is one of the three areas in the City of Olympia with the High Density Neighborhoods Overlay. The Comprehensive Plan explains that the goal of this overlay is to *“Concentrate housing into three high-density Neighborhoods: Downtown Olympia, Pacific/Martin/Lilly Triangle; and the area surrounding Capital Mall.”*; and

**WHEREAS**, the Comprehensive Plan recommends the City work to *“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.”*; and

**WHEREAS**, the Comprehensive Plan states, *“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.”*; and

**WHEREAS**, consistent with the goals and policies of the Comprehensive Plan, the City has engaged in extensive subarea planning to guide the Capital Mall Triangle Subarea’s growth and redevelopment; and

**WHEREAS**, the purpose of Capital Mall Triangle Subarea planning process is to facilitate the transition of the subarea, as envisioned in the Comprehensive Plan, into a complete, vibrant, and economically viable urban neighborhood; and

**WHEREAS**, the Capital Mall Triangle Subarea plan will guide land use within the subarea and provide goals, policies, and recommended actions to facilitate the transition of the subarea consistent with the community's adopted vision; and

**WHEREAS**, on December 21, 2021, the City of Olympia entered into a grant agreement with the Washington State Department of Commerce to fund a subarea plan and a planned action environmental impact statement (EIS) for the Capital Mall Triangle Subarea; and

**WHEREAS**, the City of Olympia developed a Public Participation Plan for the development and review of the subarea plan and EIS; and

**WHEREAS**, the City used its Capital Mall Triangle Subarea Plan webpage for this planning proposal as a means of providing project information and updates to the public that was accessible at the public's convenience; and

**WHEREAS**, the City used the Parties of Record contact list for the Capital Mall Triangle Subarea Plan and the City's Enews publication as a means of providing project information and updates to the public throughout the planning process; and

**WHEREAS**, the City held public meetings and hearings as part of a coordinated Capital Mall Triangle Subarea public participation program throughout 2022, 2023, and 2024; and

**WHEREAS** the City issued E-Newsletters to all members subscribed to the Planning and Development listserv on March 31, 2022, June 29, 2022, October 11, 2022, October 24, 2022, January 25, 2023, March 30, 2023, May 3, 2023, June 7, 2023, September 28, 2023, February 5, 2024, February 26, 2024, and March 18, 2024; and

**WHEREAS** the City issued email updates to all Parties of Record for this planning process on March 18, 2022, March 31, 2022, June 29, 2022, August 2, 2022, September 30, 2022, October 21, 2022, January 25, 2023, March 27, 2023, May 3, 2023, June 7, 2023, September 28, 2023, October 19, 2023, February 5, 2024, February 26, 2024, and March 18, 2024; and

**WHEREAS** the City held public community meetings on October 20, 2022, February 2, 2023, September 20, 2023, October 18, 2023, October 25, 2023, and March 7, 2024; and

**WHEREAS** the City met with representatives of several business organizations on May 24, 2023, and held public business focused meetings on June 15, 2023, and October 12, 2023; and

**WHEREAS** the City convened a Stakeholder Work Group and held meetings on October 4, 2022, January 11, 2023, September 20, 2023, and November 28, 2023; and

**WHEREAS**, on June 23, 2022, the City entered into a Professional Services Agreement with Makers Architecture and Urban Design, for professional consulting services for the subarea plan and planned action EIS; and

**WHEREAS**, on September 12, 2022, the City completed an environmental checklist and submitted it to the Community Planning and Development Department of the City of Olympia for review; and

**WHEREAS**, on October 24, 2022, the City as lead agency issued a Determination of Significance for the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, the City as lead agency provided public comment opportunities through an EIS scoping period from October 24, 2022, to November 14, 2022; and

**WHEREAS**, the City conducted a community meeting on October 20, 2022, and provided notice to the community, including affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action, in compliance with RCW 43.21C.440; and

**WHEREAS**, the City provided a public comment period for the Draft Capital Mall Triangle Subarea Plan and draft planned action EIS from September 28, 2023, to October 30, 2023; and

**WHEREAS**, the City conducted public meetings on October 18, 2023, and October 25, 2023, to receive community input on the Draft Capital Mall Triangle Subarea Plan and draft planned action EIS; and

**WHEREAS**, on February 7, 2024, the Capital Mall Triangle Subarea Plan and Final Planned Action Environmental Impact Statement were sent to the Washington State Department of Commerce Growth Management Services as required by RCW 36.70A.106; and

**WHEREAS**, on February 8, 2024, the Capital Mall Triangle Subarea Plan and Final Planned Action Environmental Impact Statement were released to the public and placed on the project webpage; and

**WHEREAS**, on March 18, 2024, the Olympia Planning Commission received a briefing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing for the Capital Mall Triangle Subarea Plan was provided to all Parties of Record pursuant to Chapter 18.78 OMC, Public Notification; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing was provided to all Recognized Neighborhood Associations with the City of Olympia pursuant to Chapter 18.78 OMC, Public Notification, and Chapter 18.86 OMC, Neighborhood Association Recognition and Notification; and



**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing was provided to all Parties of Record, all persons subscribed to the Planning and Development E-newsletter listserv, and all properties within 300 feet of the subarea boundary; and

**WHEREAS**, on March 22, 2024, a legal notice was published in The Olympian newspaper regarding the date of the Planning Commission’s public hearing on the subarea plan; and

**WHEREAS**, on April 1, 2024, the Planning Commission held a public hearing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on April 15, 2022, the Planning Commission deliberated on the Capital Mall Triangle Subarea Plan and forwarded a recommendation to the City Council to approve the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on May 9, 2024, the Land Use and Environment Committee received a briefing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on June 11, 2024, the Olympia City Council held a study session on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, the Proposed Amendments are consistent with the Olympia Comprehensive Plan and the Olympia Municipal Code; and

**WHEREAS**, the Proposed Amendments have been reviewed pursuant to the Comprehensive Plan Amendment process outlined in chapter 18.59 OMC; and

**WHEREAS**, the Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (December 2006) was reviewed and used by the City in objectively evaluating the proposed subarea plan; and

**WHEREAS**, Chapters 35A.63 and 36.70A RCW and Article 11, Section 11 of the Washington State Constitution authorize and permit the City to adopt this Ordinance;

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

**Section 1.** The attached Capital Mall Triangle Subarea Plan is hereby approved.

**Section 2. The City Clerk shall make** copies of the Capital Mall Triangle Subarea Plan available on the City of Olympia website.

**Section 3. Corrections.** The City Clerk and codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

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

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

**Section 6. Effective Date.** This Ordinance takes effect July 24, 2024.

---

MAYOR

ATTEST:

---

CITY CLERK

APPROVED AS TO FORM:

*Michael M. Young*  
\_\_\_\_\_  
DEPUTY CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:



# Capital Mall Triangle Subarea Plan

**City of Olympia**

July 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.

## Participants

### City Council

Mayor Dontae Payne  
Mayor Pro-tem Yến Huỳnh  
Former Mayor Cheryl Selby  
Dani Madrone  
Clark Gilman  
Lisa Parshley  
Robert Vanderpool  
Jim Cooper

Kym Foley  
Jeremy Graham  
Tobi Hill-Meyer  
Randy Haines  
Rebekah Ziesemer  
Amy Buckler  
Carrie McCausland  
Nicole Floyd

Kerry Martin  
Brenda McGuigan  
Mark Steepy  
Thera Black  
Leshya Wig  
Carole Richmond  
Danielle Rants  
Jerry Bustamante  
James Randall  
Robert Marino

### City Staff

David Ginther - Project Manager  
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Laura Keehan  
Susan Clark  
Pamela Braff  
Darian Lightfoot  
Mike Reid  
Joyce Phillips

### Stakeholder Work Group

Rob LaFontaine  
Eric Phillips  
Rebecca Brown  
Mathew Fitzgerald  
Kevin Johnston  
Bruce Coulter  
Michael Maile  
Jill Ivie  
Ryan Hollander

### Consultant Team

MAKERS architecture and urban  
design, LLC  
Leland Consulting Group  
Fehr & Peers  
MxM Landscape Architecture  
ESA

## 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
<b>Announcements of project details</b>	January – November 2023	624 recipients 1,500 recipients 1,603 recipients 1,600 recipients 2,800 recipients	▪ N/A
<b>Meetings with West Olympia Business Association</b>	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.
<b>Meeting with Thurston Chamber</b>	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.
<b>Meeting with Neighborhood Group</b>	July 2022	Burbank/Elliott Neighborhood Association	▪ Varied questions and comments but a general concern with safety, transportation, and housing affordability.
<b>Podcast interview with Mayor Selby</b>	July 2022	Mayor Selby does interview on Jim Greene's podcast (Greene Realty Group)	▪ N/A
<b>Meeting with mall ownership (x2)</b>	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
<b>Site visit and interview with three neighborhood associations</b>	August 2022	Southwest Neighborhood Association, Northwest Neighborhood Association, Burbank/Elliott Neighborhood Association	<ul style="list-style-type: none"> <li>▪ Concern about traffic safety and feeling unsafe walking from neighborhood to Capital Mall area</li> <li>▪ Safe multimodal connections throughout adjacent neighborhoods that connect to the mall area</li> <li>▪ Street trees and/or a green buffer from main arterials</li> <li>▪ More community services like daycares and more places like West Central Park</li> </ul>
<b>Presentations to local groups</b>	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"> <li>▪ Presented project background and goals</li> <li>▪ Discussed project schedule and how to get involved</li> <li>▪ Different groups prioritized different things, but overall, there was a general agreement with project goals</li> </ul>
<b>Interview with ownership of shopping centers</b>	September 2022	Owner of shopping center that includes Goodwill and owner of shopping center that includes Five Guys	<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>
<b>Stakeholder Work Group meeting 1</b>	October 2022	Stakeholder Work Group	<ul style="list-style-type: none"> <li>▪ Major themes include livable neighborhoods, transportation, housing, local businesses, and climate change</li> <li>▪ Participated in polling exercises and each member of group got an opportunity to speak on their own top priorities/ideas</li> <li>▪ What was appreciated about the Capital Mall Triangle area was that it is amenity rich and convenient shopping area</li> </ul>

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

Event	Date	Audience	What we learned
<b>SEPA scoping comment period</b>	October 2022	~3,800 recipients 97 comments received	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Interest in meeting housing needs, including addressing concerns about people experiencing homelessness</li> <li>▪ 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.</li> <li>▪ Interest in improving walking, rolling (i.e., using a wheelchair, stroller, or small wheeled device), and biking connections and experience</li> <li>▪ Concerns about transportation congestion and parking with growth</li> <li>▪ Interest in sustainable, resilient, green development</li> <li>▪ Interest in trees and parks/open space</li> <li>▪ Interest in business vitality</li> </ul>
<b>Meeting with agencies and committees</b>	November 2022	InterCity Transit, Olympia Planning Commission, & Land Use and Environment Committee	<ul style="list-style-type: none"> <li>▪ Concerns, comments, and questions generally were about affordable housing, displacement, equity, environmental impacts, and impacts on adjacent neighborhoods and on the transportation system.</li> </ul>
<b>Stakeholder Work Group meeting 2</b>	January 2023	Stakeholder Work Group	<ul style="list-style-type: none"> <li>▪ Shared draft alternatives in presentation</li> <li>▪ Provided opportunity for the group to ask questions on sections they wanted more information on</li> <li>▪ General agreement amongst group not to give up on outdoor public space</li> <li>▪ Concern about if new streets would add cars. Group reiterates interest in walking and biking connections</li> <li>▪ Open discussion on the name for Alternative 3</li> </ul>

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

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



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

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



# Background

# 02

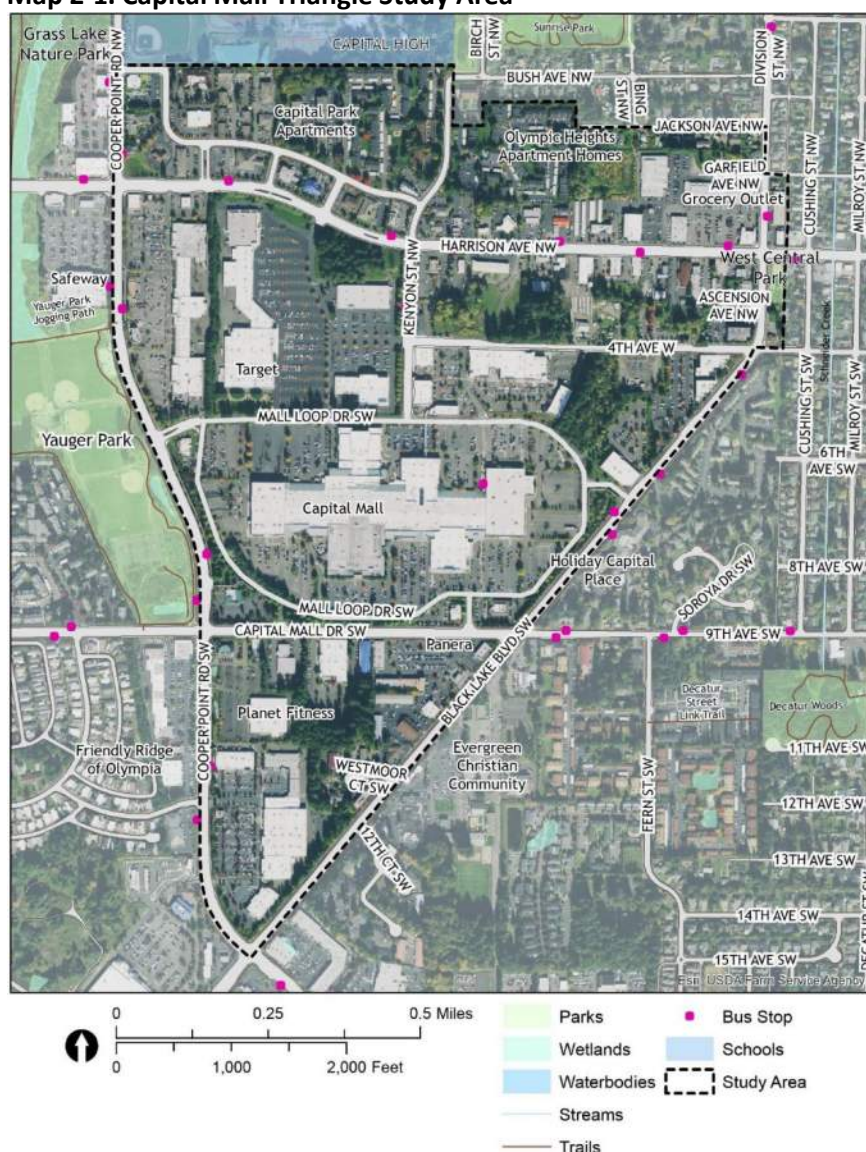




# Study Area

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**

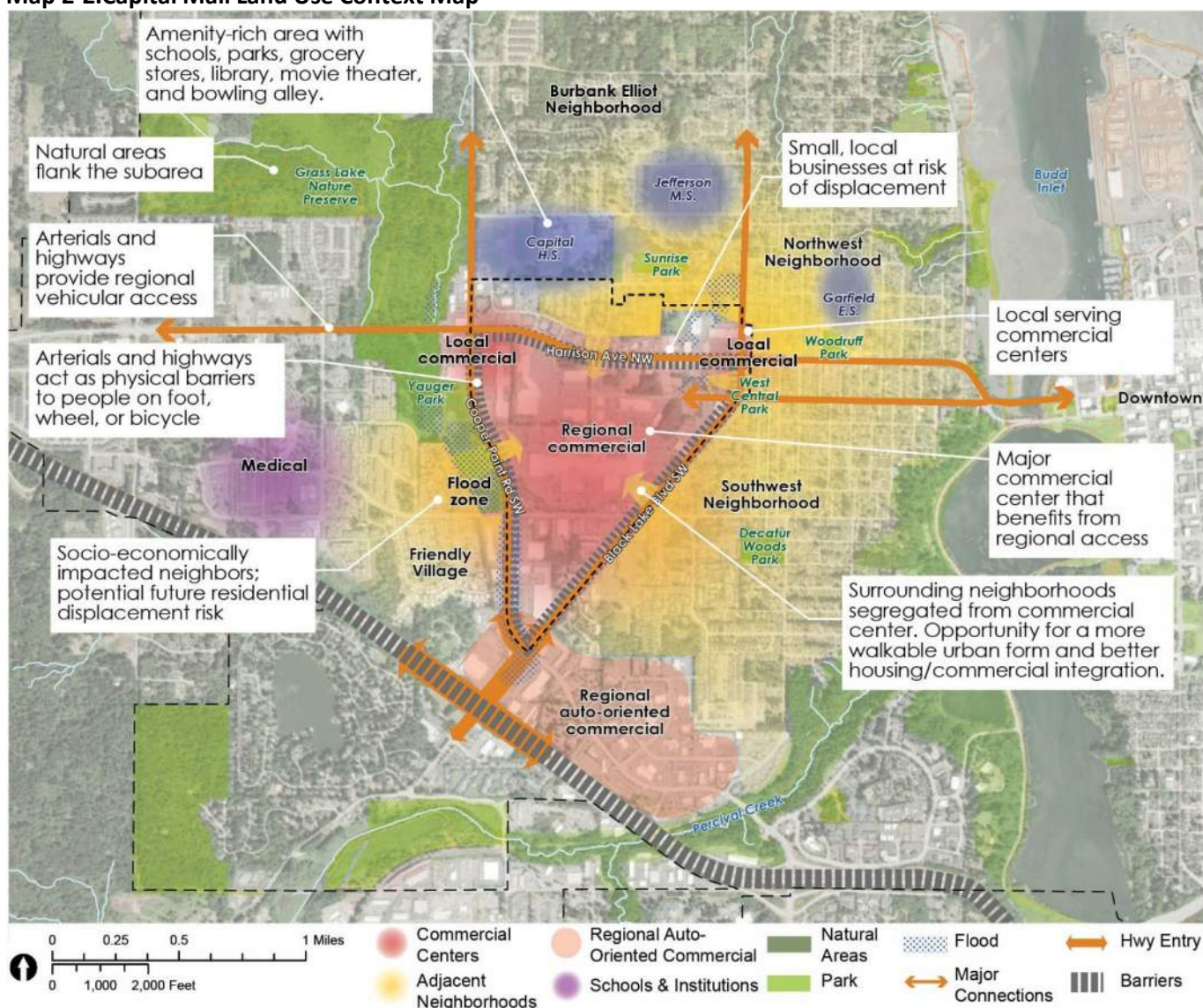


Source: City of Olympia, MAKERS, (2022)

# 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)



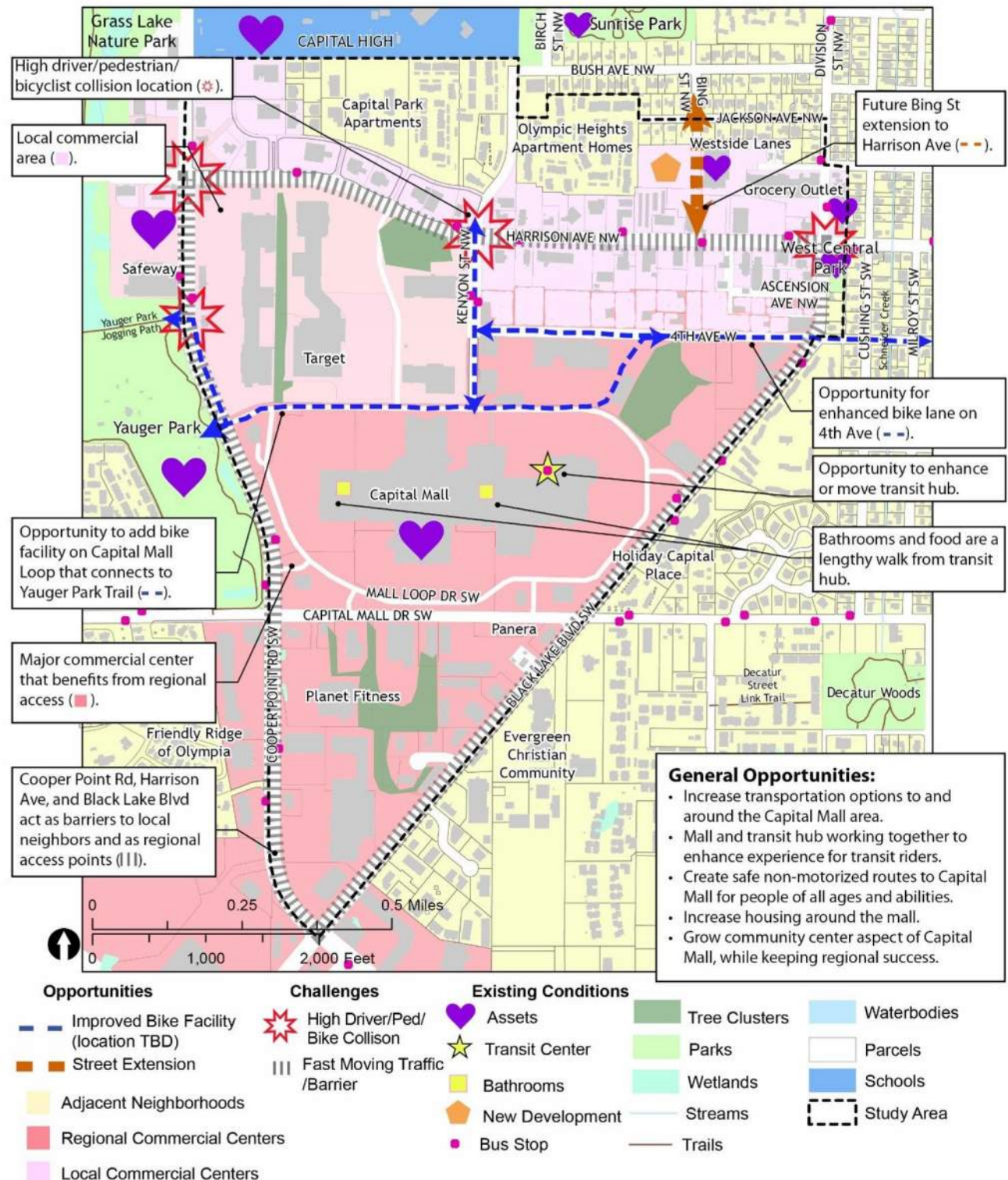
## Assets

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/rollable<sup>1</sup> 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.




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<sup>1</sup> “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.

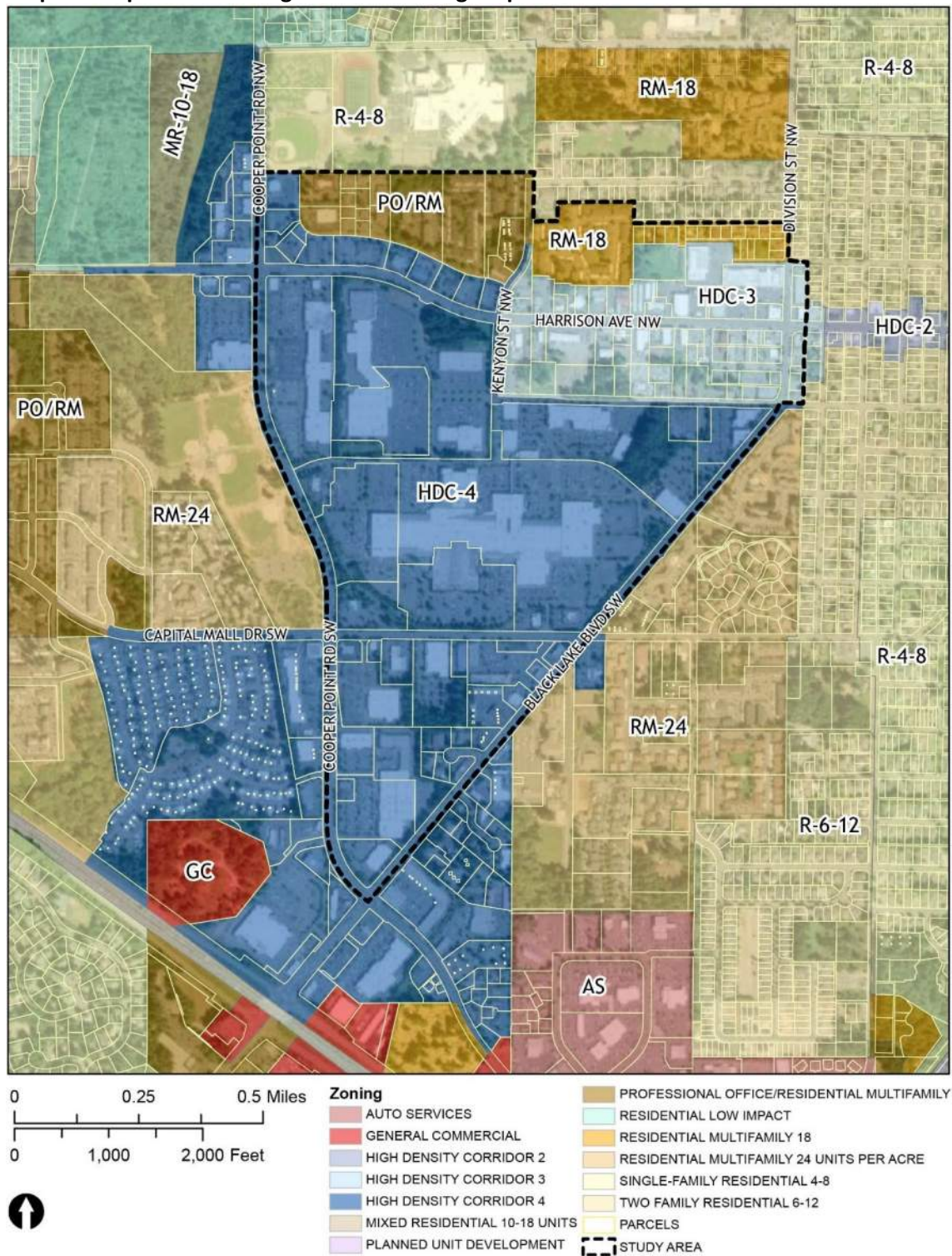
## Zoning and Development Regulations

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)

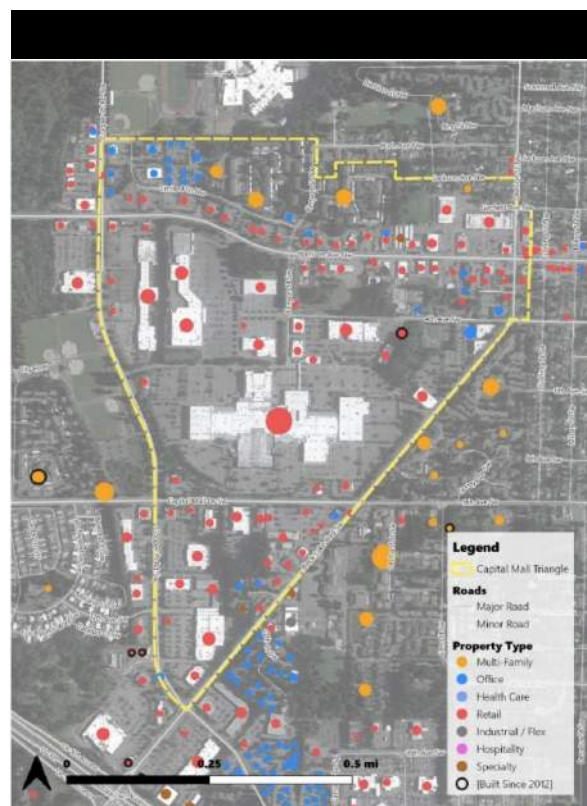


# Market/Development

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*).



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





## Climate and Equity

## 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



## 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.

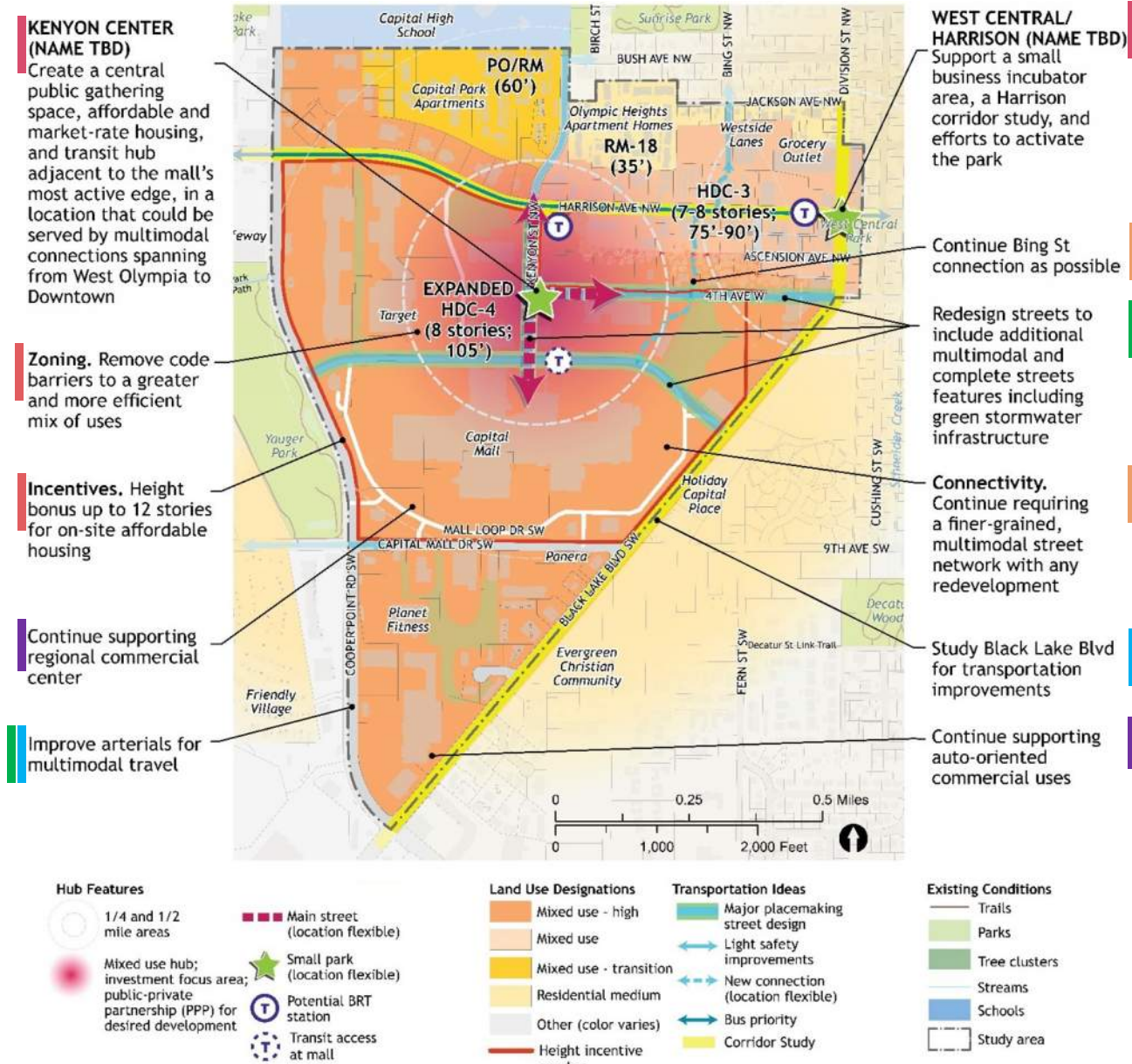
**3. Safe mobility for all.** Make public streetscape investments that improve the safety of all road users, particularly children, people with disabilities, and elders who may not be able to drive or walk long distances. Reduce exposure to risks and add separated infrastructure for these vulnerable 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 <sup>2</sup>	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.
<b>LAND USE ACTIONS</b>		
HDC-4 area height	60' – 75' (6-7 stories)	<b>Base:</b> 105' (8 stories)  <b>Incentive:</b> 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)	<b>Base:</b> 75' (7 stories)  <b>Incentive:</b> 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 the area located between Cooper Point Road, Black Lake Boulevard, and Harrison Avenue through a city-wide regulation change adopted in June 2023.	Apply existing City code as amended in June 2023
Commercial parking Notes: 1) A minimum of one ADA parking space is required in situations where no	Retail parking requirement: 3.5 per 1,000 sq. ft. Office parking requirement: 3.5 per 1,000 sq. ft.	Retail parking range: 0 to 3.5 per 1,000 sq. ft. Office parking range: 0 to 3.5 per 1,000 sq. ft.

<sup>2</sup> As of January 2024



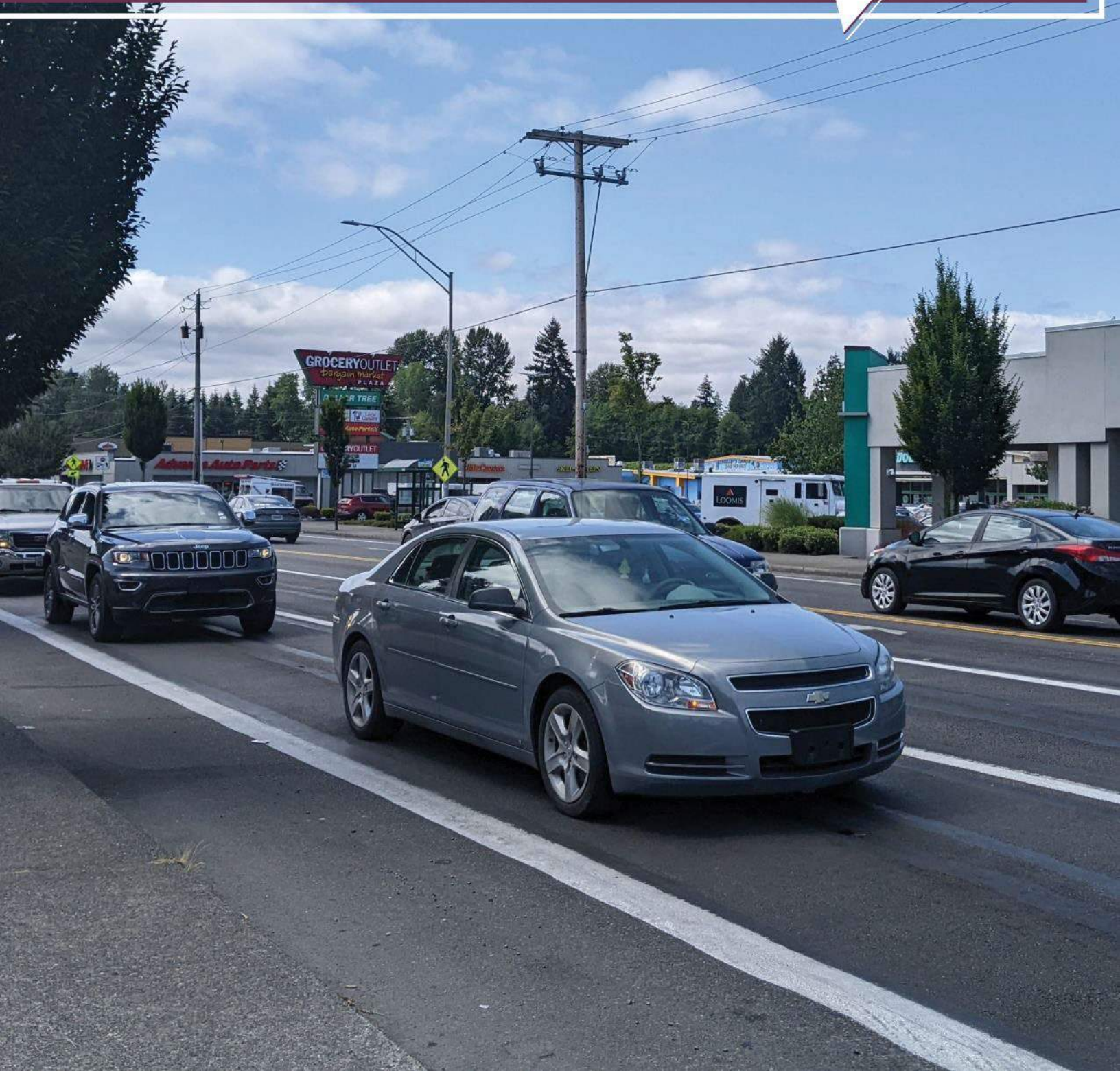
TOPIC	CURRENT CONDITIONS <sup>2</sup>	SUBAREA PLAN RECOMMENDATION
standard parking spaces are provided. 2) These parking changes are to apply only within the Capital Mall Triangle Subarea.	Shopping Center parking requirement: 4.5 per 1,000 sq. ft. Restaurant parking requirement: 10 per 1,000 sq. ft.	Shopping Center parking range: 0 to 4.5 per 1,000 sq. ft. Restaurant parking range: 0 to 10 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
<b>STRATEGIES</b>		
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-13).  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 <sup>2</sup>	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
<b>TRANSPORTATION</b>		
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.
<b>2045 HOUSING AND EMPLOYMENT</b>		
Total housing units by 2045	761 (Market Trend) 1,500 (TRPC)	2,749
Total employees by 2045	5,194	5,298
<b>PUBLIC INVESTMENT</b>		
Likely investment levels	Minimal, including TMP 20-year projects	Moderate plus  Invest in public space in the Kenyon Center, with complete streets, possibly on Kenyon and 4 <sup>th</sup> Avenue (depending on eventual location of the center), 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 4<sup>th</sup> 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 (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 30% 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.



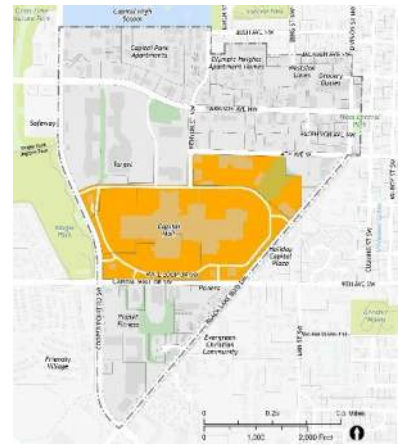
*Figure 4-1. Affordable housing height bonus overlay area (red outline).*

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.



*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, an area generally in the vicinity of Kenyon Street NW around 4<sup>th</sup> 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-11 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 including in-depth assessment of economic development tools.



*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-12 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 is in the generally vicinity of Kenyon Street NW, 4<sup>th</sup> 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 4<sup>th</sup> 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. 4<sup>th</sup> Avenue shared use path, landscape, and low impact development (green stormwater infrastructure) conceptual vision.*

**LU-13 First come first serve catalyst sites**

Adopt code language that supports up to three first come first serve public-private partnership catalyst projects and tie them to funding sources. Projects are expected to be streetscapes with mini-plazas, stormwater, and planned transportation improvements. These are in unspecified locations and distinct from the **LU-12** Kenyon Center catalyst projects. Interested developers can partner with the City—in up to three locations—to share costs for elements that provide public benefit.

**LU-14 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.



*Figure 4-7. Typical street standard option for new essential streets. Some of the first new developments could make use of public funding to meet street requirements.*

**LU-15 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 4<sup>th</sup> Avenue are being investigated for their suitability for a possible affordable housing development.

### LU-16 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-17 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-18 Offer height incentives for affordable housing**

Consistent with Strategy 3.0 of the Housing Action Plan, a height incentive is provided to affordable housing developments located within the core of the subarea. See LU-8 for more information and details.



**LU-19 Donate and/or lease land to affordable housing developers.**

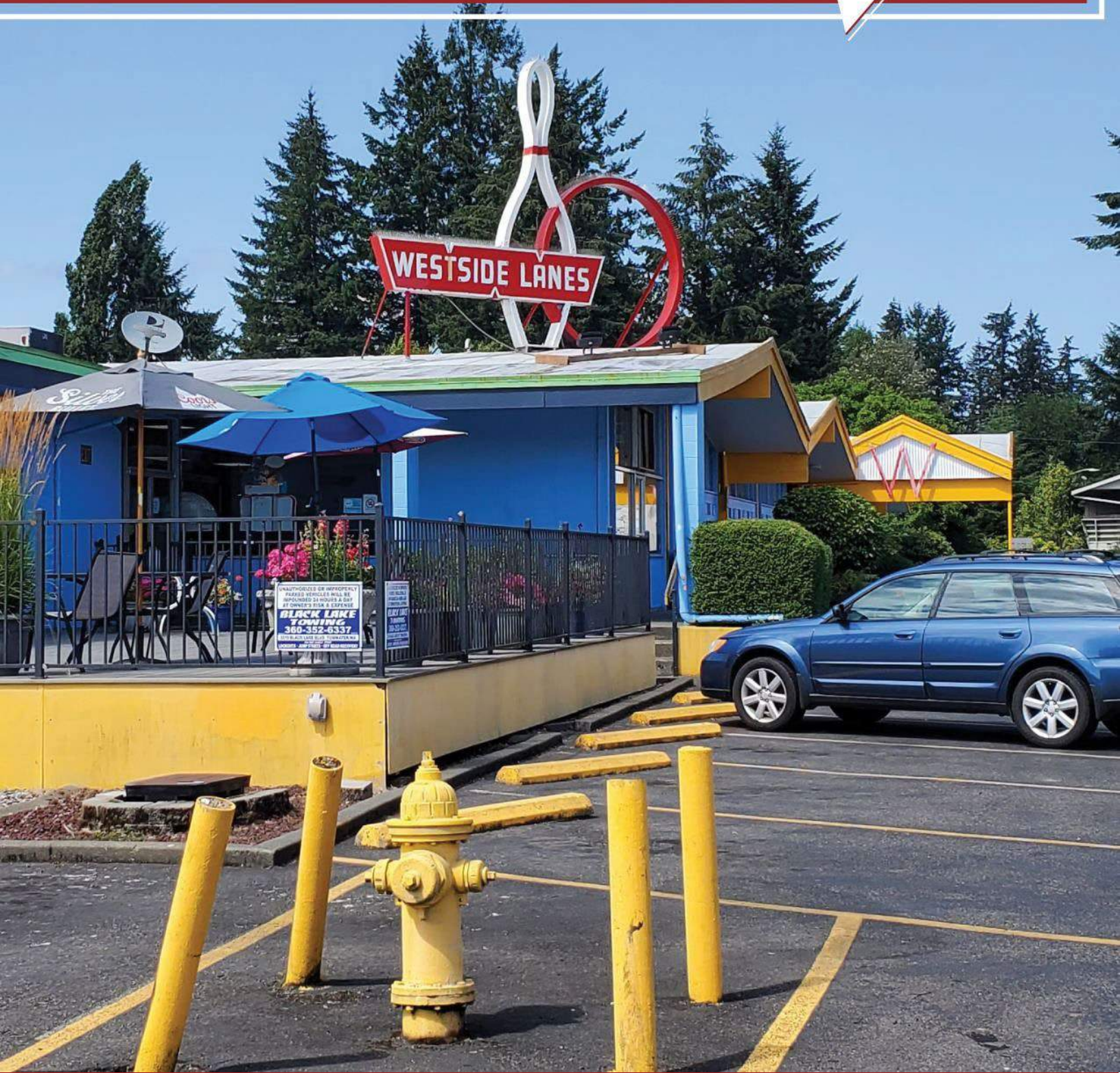
Consistent with Strategy 1.a. of the Housing Action Plan, the City of Olympia should investigate the suitability of city owned properties within the subarea for affordable housing. Consider leasing or selling the properties to affordable housing developers as a way to facilitate the creation of more affordable housing within the subarea. There are two city-owned properties on 4<sup>th</sup> Avenue that should be evaluated. The City should also promote family-sized housing to be included in affordable housing developments. See LU-16 regarding coordination and partnerships with affordable housing developers.

**LU-20 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.

## 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-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.

**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-5 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-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.

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-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.

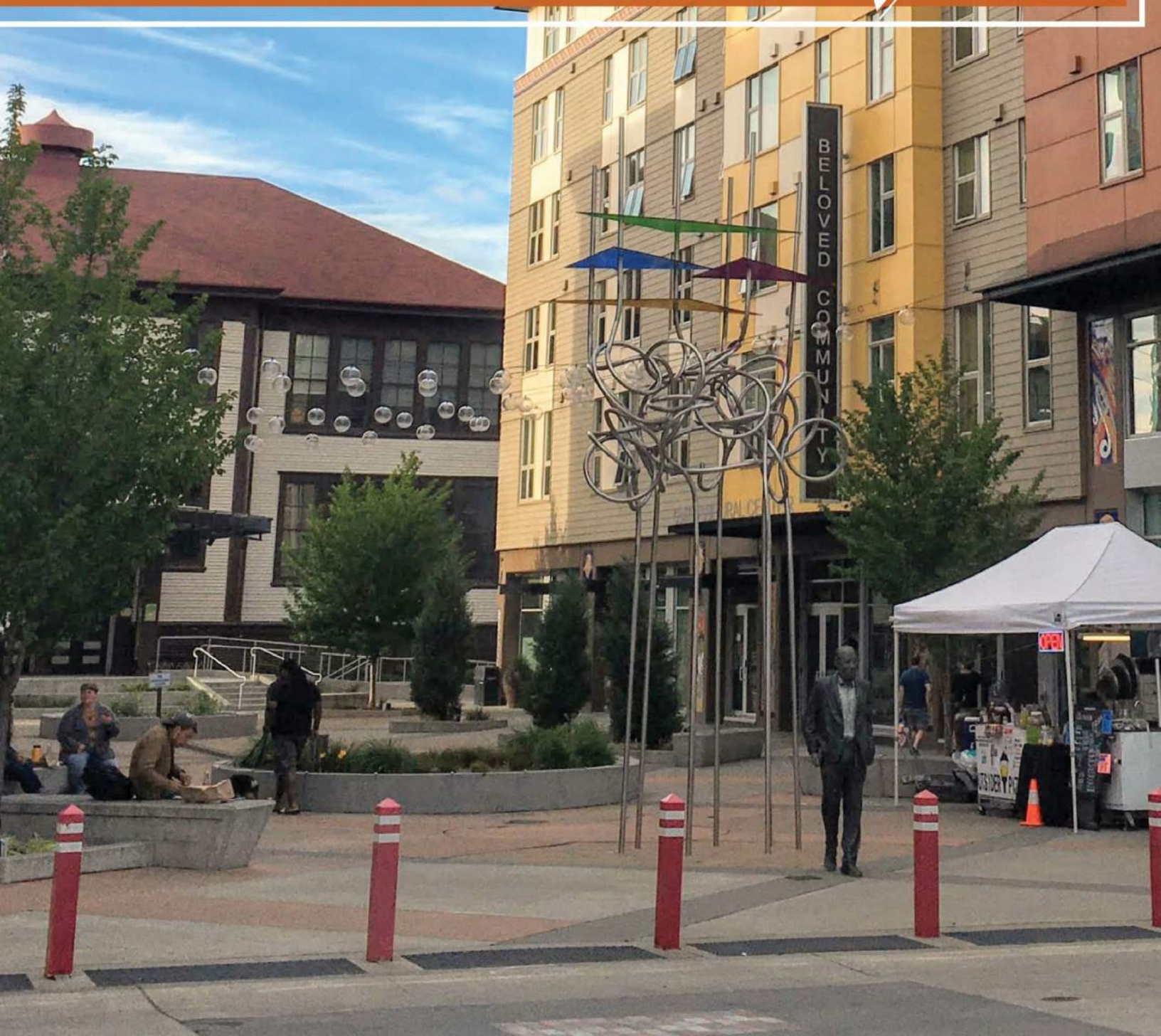
Olympia should explore this more through resources provided by organizations like the Association of Washington Cities, the American Planning Association, and the Municipal Research and Services Center.

**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 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-14** 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-12**) 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-12** and **LU-13**).



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

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

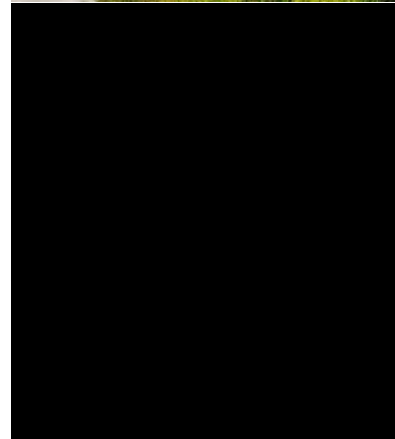
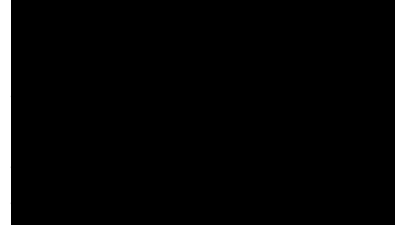


*Figure 6-2. Neighborhood hubs—through people-friendly streetscapes and parks—provide places for people to gather.*

**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.
- 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-13**. 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.



**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.

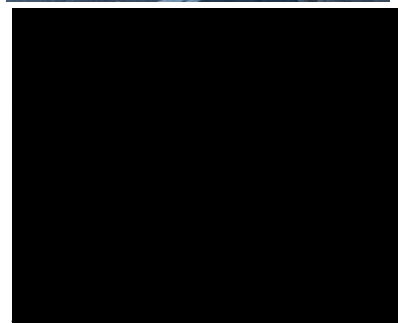
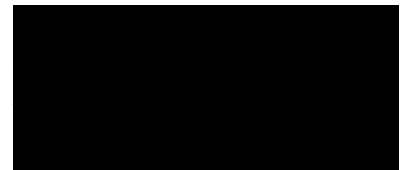
Note that an urban plaza is already required with redevelopment north of the mall. In addition, purposeful, planned public investment in strategic places (see **Catalyst Sites**) is an opportune way to meet multiple public benefits, including significant park and community space as part of development.

### 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.

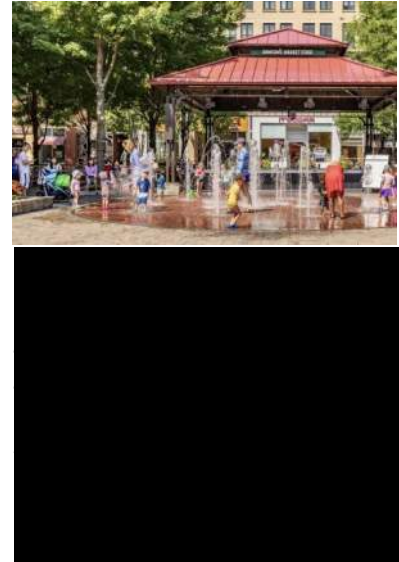


**DC-5 Small parks/plazas**

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 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.

## 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-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-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-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-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-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-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.

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.



## 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.

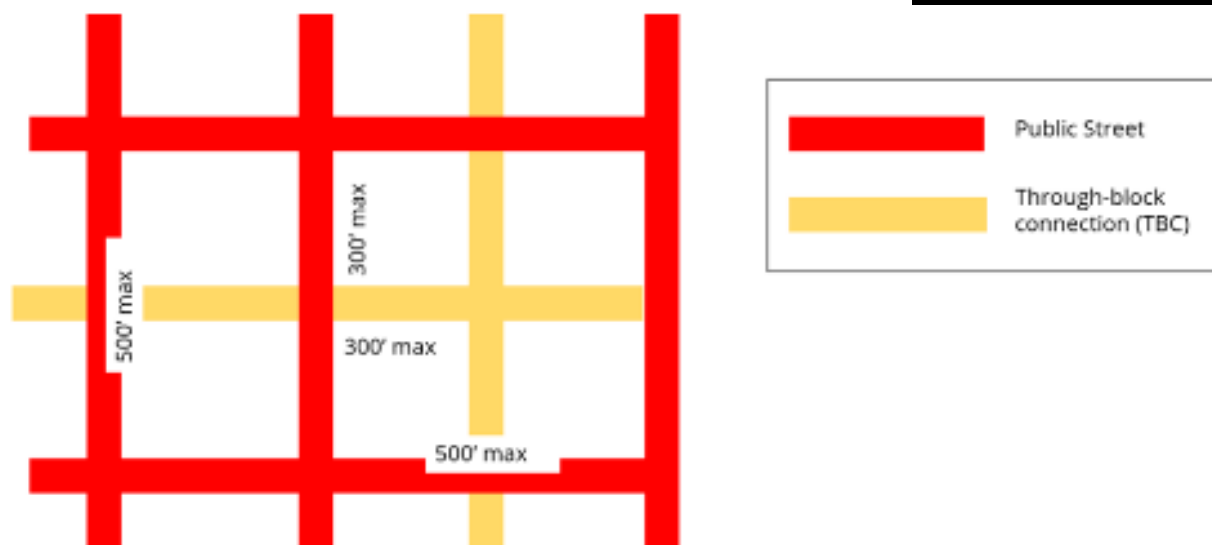
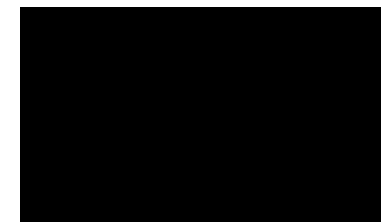
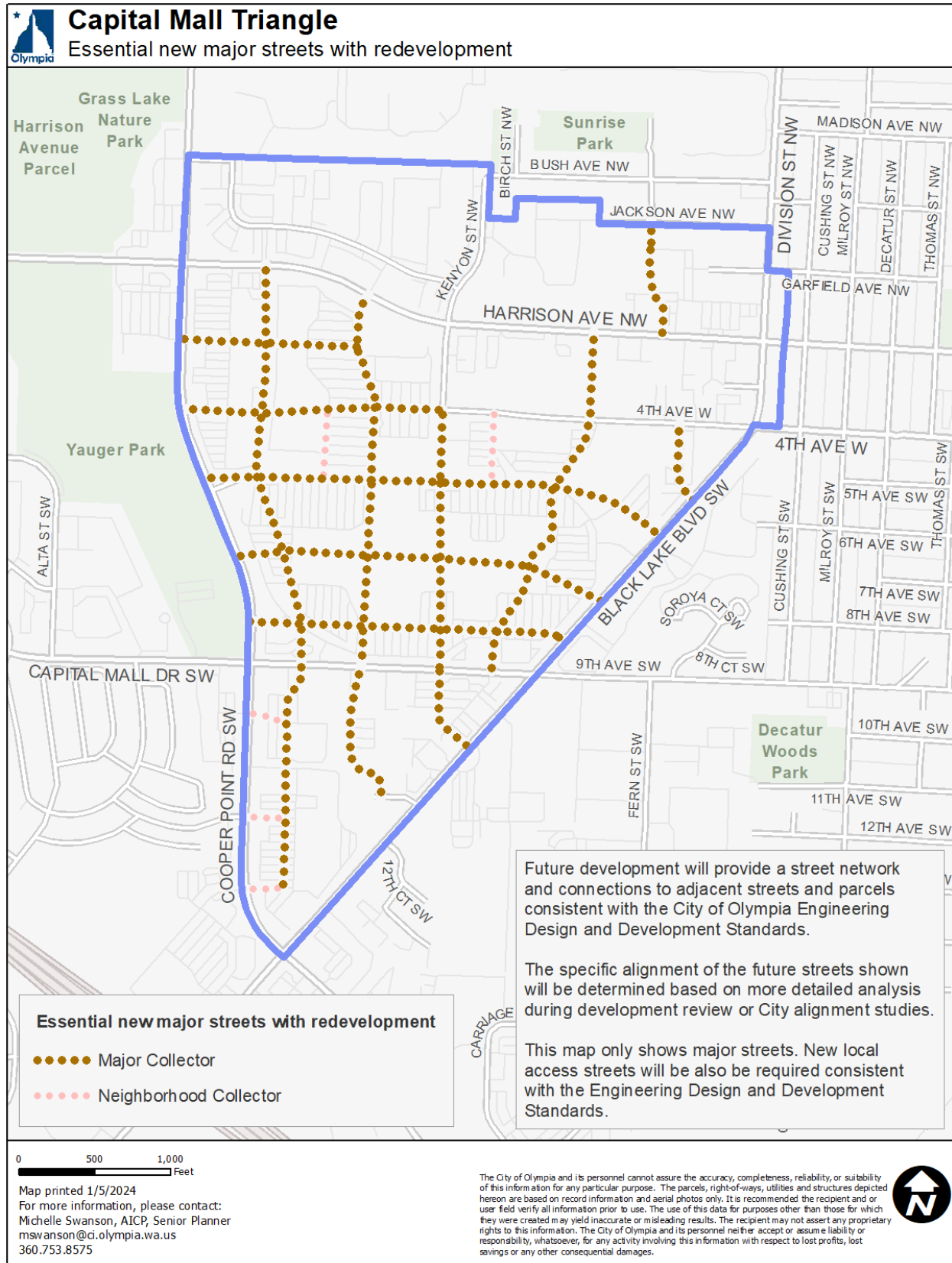


Figure 7-3. Potential essential street and through-block connection spacing requirements

Map 7-4. Essential New Streets Required with Development

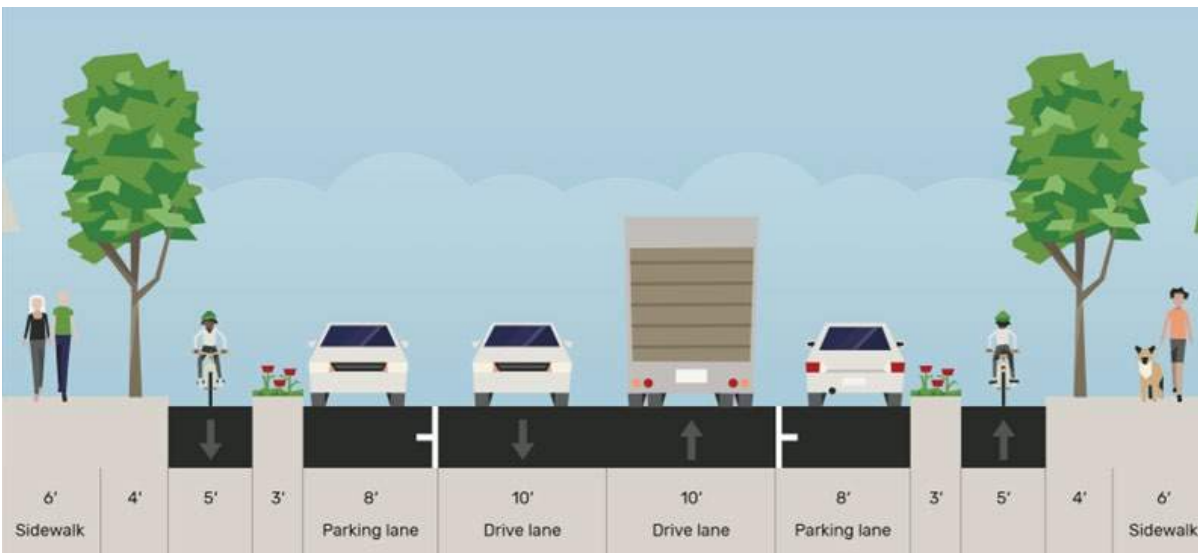


Source: City of Olympia (2024)

**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-4** 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

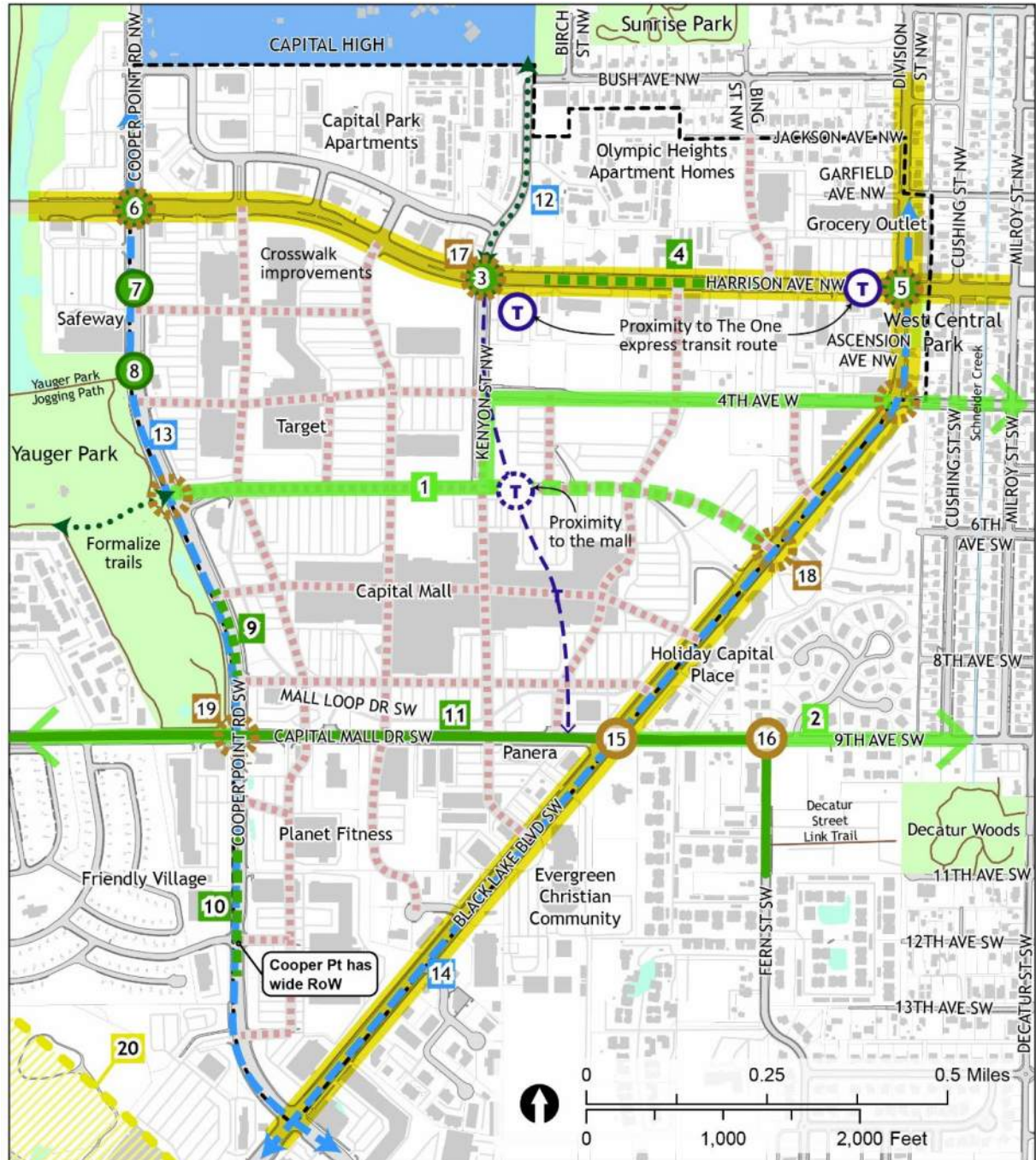
Project ID	Project Name	Description	Mode Priority	TMP
Multimodal placemaking and safety improvements				
1	4 <sup>th</sup> Avenue W – Kenyon Street – Mall Loop Drive Multimodal Placemaking and Safety	East-west people-oriented route through the Triangle. This is considered a priority investment for catalyzing desired development and connecting the subarea to adjacent neighborhoods and downtown (see <b>Catalyst Sites: LU-12</b> Kenyon Center plaza and street upgrades).	Multimodal	<b>Beyond 2045</b>
2	Capital Mall Drive/9 <sup>th</sup> Avenue SW	Additional placemaking improvements west and east of the Triangle to connect neighbors more comfortably	Multimodal	<b>New project</b>
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	<b>20-year plan</b>
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 <b>Map 7-2.</b> ).	Pedestrian	<b>20-year plan</b>
5	Harrison Avenue and Division Street Pedestrian Safety Improvements	Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety	Pedestrian	<b>20-year plan</b>
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	<b>20-year plan</b>
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	<b>20-year plan</b>

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	<b>20-year plan</b>
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	<b>20-year plan</b>
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	<b>20-year plan</b>
Bicycle facilities				
11	Capital Mall Drive SW Enhanced Bike Lane	Implement enhanced bike lane along 7 <sup>th</sup> Avenue SW/Capital Mall Drive/9 <sup>th</sup> Avenue SW between Kaiser Road SW and Fern Street SW and along Fern Street between 9 <sup>th</sup> Avenue SW and the 11 <sup>th</sup> Avenue Pathway	Bicycle	<b>20-year plan</b>
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	<b>New project</b>
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	<b><u>Beyond 2045</u></b>
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	<b><u>Beyond 2045</u></b>
Roundabouts				
15	9 <sup>th</sup> Avenue and Black Lake Boulevard Roundabout	Construct a roundabout at 9 <sup>th</sup> Avenue and Black Lake Boulevard	Multimodal	<b>20-year plan</b>
16	9 <sup>th</sup> Avenue and Fern Street Roundabout	Construct a roundabout at 9 <sup>th</sup> Avenue and Fern Street	Multimodal	<b>20-year plan</b>
17	Harrison Avenue Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Harrison Avenue corridor study.	Multimodal	<b><u>Beyond 2045</u></b>

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	<b>Beyond 2045</b>
19	Cooper Point Roundabouts	Consider designing and constructing roundabouts on Cooper Point Road SW at Capital Mall Drive SW and Mall Loop Drive.	Multimodal	<b>Beyond 2045</b>
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	<b>20-year plan</b>

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 4<sup>th</sup> 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.

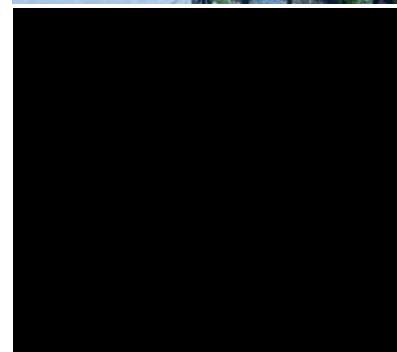
Also see **Catalyst Sites** and **Development Incentives** for reasons why coordinated and/or public-private investments for large costs like stormwater infrastructure—that also improves public health and safety—can spur desired development. Consider coordinating stormwater management activities between 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.



## 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-8**)
  - c. Design standards for community livability, sociability, and active living (**DC-1, DC-2, DC-4, DC-5, DC-13, 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 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

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

#### Priorities

<b>H</b>	High priority
<b>M</b>	Medium priority
<b>L</b>	Low priority

#### Cost Estimate

<b>\$</b>	Less than \$100,000
<b>\$\$</b>	\$100,000 - \$1,000,000
<b>\$\$\$</b>	\$1,000,000 – 10,000,000
<b>\$\$\$\$</b>	Greater than \$10,000,000

#### Responsible Parties and Other Acronyms

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

**Table 9-1. Actions Summary**

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



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

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
<b>Economic Development</b>						
<b>ED-1</b> Proactively maintain relationships	S-L	H	<b>ED</b> , CPD	\$	Public	
<b>ED-2</b> Continue local business technical support	S-L	H	<b>ED</b>	\$-\$\$	Public, grant	
<b>ED-3</b> Co-ops and creative models	S-L	M	<b>ED</b>	\$-\$\$	Public, grant	
<b>ED-4</b> Building and façade improvement program	S	H	<b>ED</b>	\$-\$\$	Public, grant	
<b>ED-5</b> Harrison Ave corridor planning	S	H	<b>CPD</b> , ED, local businesses, neighborhoods, HH, PC, CC, PW	\$	Public, grant	Coordinate economic development and transportation planning ( <b>T-4</b> ) for Harrison.
<b>ED-6</b> Community land trusts	S-L	H	<b>HH</b> or <b>ED</b> , CPD	\$	Public, grant	Could have affordable housing and/or commercial space focus
<b>ED-7</b> Ground floor commercial financing	S-L	H	<b>ED</b> , CPD	\$	Public, grant	Consider for catalyst site and community benefit/development agreement projects ( <b>LU-12 - LU-14</b> ).
<b>ED-8</b> Small-scale and flexible space design	S	M	<b>CPD</b> , ED, PC, CC	\$	Public	Adopt alongside other zoning and development code updates ( <b>LU-1 - LU-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>ED-9</b> Construction disruption assistance	S-L	H	<b>PW</b> , ED	\$	Public, grant	Offer alongside applicable transportation projects ( <b>T-10 - T-12</b> )

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
<b>ED-10</b> Commercial tenant protections	S	M	<b>ED</b>	\$	Public, grant	
<b>ED-11</b> Local hiring ordinances	S	M	<b>ED</b>	\$	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						
<b>DC-1</b> Main street designations	S	H	<b>CPD</b> , PC, CC, PW	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>DC-2</b> High visibility corner designations	S	M	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>DC-3</b> Parks performance metric	M	M	<b>PAR</b>	\$	Public	Approach with next Parks, Arts & Recreation Plan update
<b>DC-4</b> Significant community gathering space	S	H	<b>CPD</b> , PAR, PC, CC	\$	Public, private	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ). Implemented through the <b>LU-12</b> Kenyon Center public investments catalyst projects.
<b>DC-5</b> Small parks/plazas	S	H	<b>CPD</b> , PAR, PC, CC	\$	Public, private	Same as above. Primarily implemented through the <b>LU-13</b> First come first serve catalyst sites.
<b>DC-6</b> Public space design	S	H	<b>CPD</b> , PAR, PC, CC	\$	Public	Same as above
<b>DC-7</b> Yauger Park connection	M	H	<b>PAR</b> , PW	\$\$	Public, grant	
<b>DC-8</b> Community recreation center	S-L	H	<b>ED</b> , 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
<b>DC-9</b> Expanded library	S-M	M	CC	\$\$	Public	
<b>DC-10</b> Swimming pool	S-M	M	<b>PAR</b> , regional partners	\$\$\$\$	Public, grant	Regional Aquatic Center location is undetermined and will be informed by regional partners.
<b>DC-11</b> Support daycare location in the subarea	S-L	H	<b>CPD</b>	\$	Public, grant	
<b>DC-12</b> Residential building design for social connection	S	H	<b>CPD</b> , PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>DC-13</b> Residential open space	S	H	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>DC-14</b> Design for air/noise quality	S	L	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>DC-15</b> Coordinated school planning	S-L	H	<b>CPD</b> , OSD	\$	Public	
<b>DC-16</b> After school programs	M	H	<b>CPD</b> , OSD, PAR	\$	Public, grants	See related action <b>DC-10Community recreation center</b> .
<b>DC-17</b> Crime Prevention through Environmental Design (CPTED)	S	M	<b>CPD</b> , OPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, , DC-14, DC-15</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>DC-18</b> Emergency Services	M-L	M	<b>PAR, PW, CPD, CC</b>	\$-\$\$	Public	
<b>DC-19</b> Public art	S-L	M	<b>PAR, PW, CPD, CC</b>	\$-\$\$	Public, grants	

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						
<b>T-1</b> Regional access	S-L	H	<b>PW</b> , CPD, PC, CC	\$	Public	Include policy support for regional access in the Comprehensive Plan and TMP
<b>T-2</b> Essential streets and through-block connections	S	H	<b>PW</b> , CPD, PC, CC	\$	Public, grant	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), other street and connectivity standards ( <b>T-3</b> and <b>T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>T-3</b> Street classifications and design	S	H	<b>PW</b> , CPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), other street and connectivity standards ( <b>T-2</b> and <b>T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>T-4</b> Enhanced bike parking	S	H	<b>CPD</b> , PW, PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-8, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ) and other street and connectivity standards ( <b>T-2</b> and <b>T-3</b> ).
<b>T-5</b> Harrison Avenue corridor study	M or O	H	<b>CPD</b> , PW, IT, ED, PC, CC	\$	Public, grant	Coordinate economic development ( <b>ED-5</b> ) and transportation planning for Harrison. Coordinate with Intercity Transit's BRT planning. Related <b>T-11</b> capital project 17 Harrison Avenue Roundabouts.
<b>T-6</b> Transit hub location	S	H	<b>IT</b> , 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
<b>T-7</b> Black Lake Boulevard corridor study	O	H	<b>PW</b> , WSDOT, IT	\$	Public, grant	
<b>T-8</b> Transit signal priority	O	H	<b>IT</b> , PW	\$	Public, grant	Coordinate with IT's The One BRT planning
<b>T-9</b> Subarea micromobility feasibility study	S	H	<b>PW</b> , IT, CPD	\$	Public, grant	Coordinate with IT's The One BRT planning
<b>T-10</b> TMP 20-year projects	S-L	H	<b>PW</b>	\$- \$\$\$\$	Public, grant	
<b>T-11</b> TMP projects beyond 2045	M-L	M	<b>PW</b>	\$- \$\$\$\$	Public, grant	With next TMP update
<b>T-12</b> New transportation projects	O	H	<b>PW</b> , CPD, ED	\$	Public	With next TMP update
<b>T-12.1</b> 4 <sup>th</sup> Ave W – Kenyon St – Mall Loop Dr Multimodal Placemaking and Safety	O	H	<b>CPD</b> , PW, ED	\$\$\$	Public, grant, private	Public project and frontage requirements. See <b>Table 9-2. Catalyst Projects Rough Cost Estimates.</b>
<b>T-12.2</b> Capital Mall Dr/9 <sup>th</sup> Ave SW	O	H	<b>PW</b>	\$\$\$	Public, grant, private	Public project and frontage requirements
<b>T-12.3</b> Capital High School Connection	O	H	<b>PW</b>	\$\$\$	Public, grant, private	Public project and frontage requirements
<b>T-12.4</b> Cooper Point Rd Bicycle Facilities	O	M	<b>PW</b>	\$\$\$	Private, public, grant	Frontage requirements and/or public project
<b>T-12.5</b> Black Lake Boulevard Bicycle Facilities	O	M	<b>PW</b>	\$\$\$	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						
<b>UN-1</b> Coordinated planning	S-L	H	<b>PW</b> , CPD, ED	\$	Public	
<b>UN-2</b> Management Plan updates	S-L	H	<b>PW</b> , CPD	\$	Public	
<b>UN-3</b> Strategic public infrastructure	S-L	H	<b>PW</b> , CPD, ED	\$- \$\$\$\$	Public, grants, private	
<b>UN-4</b> Regional stormwater facilities	O	H	<b>PW</b> , CPD, ED	\$- \$\$\$\$	Public, grants, private	Coordinate with catalyst sites and development incentives actions ( <b>LU-12</b> - <b>LU-15</b> )
<b>UN-5</b> Low Impact Development	S and O	H	<b>PW</b> , CPD	\$	Public, grants, private	LID frontage requirements alongside other code updates. Also see <b>T-3</b> street standards.
<b>UN-6</b> In-Lieu Fee Mitigation Program	L	L	PW	\$	Public, grants	
<b>UN-7</b> Stormwater Transfer Control Program	S	M	PW	\$	Public	Mechanism to fund stormwater facilities in the Triangle
<b>UN-8</b> Community-Based Public-Private Partnerships	O	H	<b>PW</b> , ED, HH, CPD	\$	Public, grants, private	Ecology grants for CBOs to use green stormwater solutions
<b>UN-9</b> Public investment in urban tree canopy	O	H	<b>PW</b> , Climate, CPD	\$	Public, grants, private	Coordinate with <b>UN-5</b> Low Impact Development
<b>UN-10</b> New building electrification	S	H	<b>Climate</b> , CPD, PC, CC	\$	Public, grants	Citywide code update, implemented with private development
<b>UN-11</b> Deep energy retrofits	S-L	H	<b>Climate</b> , CPD, PC, CC	\$	Public, grants	Citywide effort
<b>UN-12</b> Cool/green/blue roofs	M	M	<b>Climate</b> , 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
<b>UN-13</b> Embodied/low-carbon building materials	S	M	Climate, CPD, PC, CC	\$	Public, grants	Coordinate with <b>ED-4</b> Building and façade improvement program and <b>ED-5</b> Harrison Ave corridor planning
<b>UN-14</b> Public EV charging	O	H	<b>CPD</b> , PW, Climate	\$	Public, grants, private	Look for opportunities with redevelopment and streets projects
<b>UN-15</b> 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
<b>Half-acre Catalyst Public Park.</b> 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		
<b>4<sup>th</sup> Ave Streetscape Retrofit (300 linear feet).</b> 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
<b>Half New Street (300 linear feet).</b> 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

# Appendices

## Capital Mall Triangle Subarea Plan



**City of Olympia**

February 2024



# Appendix A

## Existing Conditions Report



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

**EXISTING CONDITIONS REPORT  
FINAL DRAFT FEBRUARY 2024**

*Prepared by:*  
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# ACKNOWLEDGEMENTS

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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

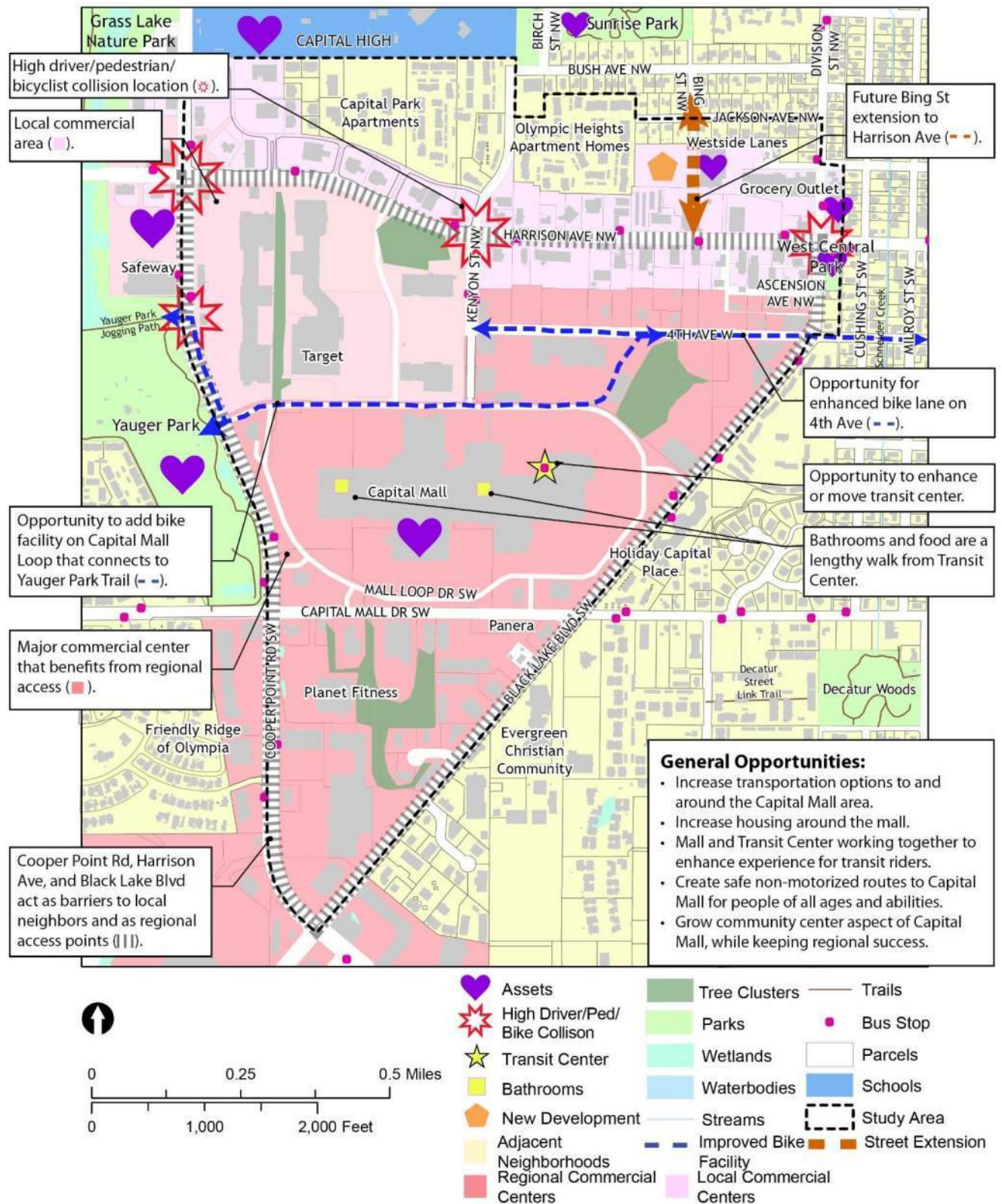
While each chapter in the report explores a unique aspect of the study area, some recurring themes cut across chapters. A short summary of these overarching themes and key findings associated with each of the topics is included below.

*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 4<sup>th</sup> 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, 4<sup>th</sup> 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.

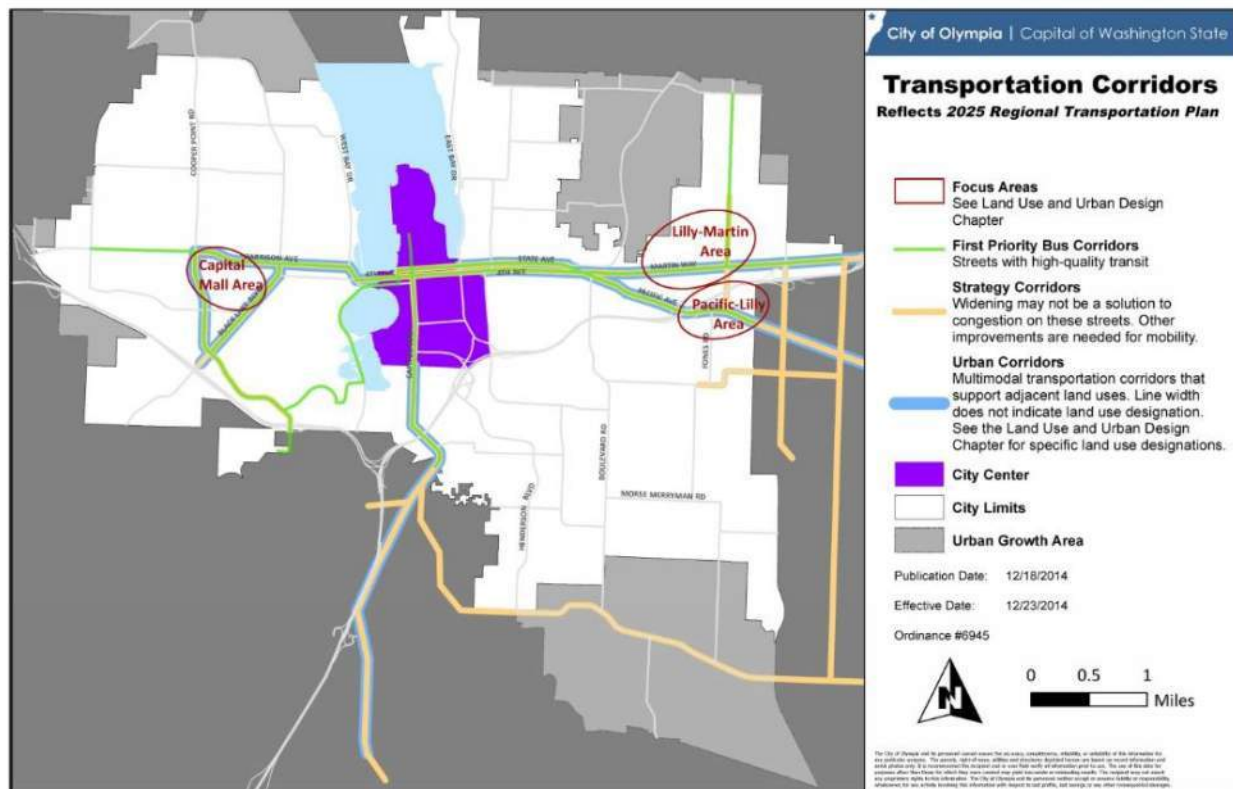
- PT19.3 Integrate land use and high-capacity transportation planning so that dense urban centers are developed around multi-modal transit stations, and coordinate this regionally.
- PT19.5 Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.



## 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).*



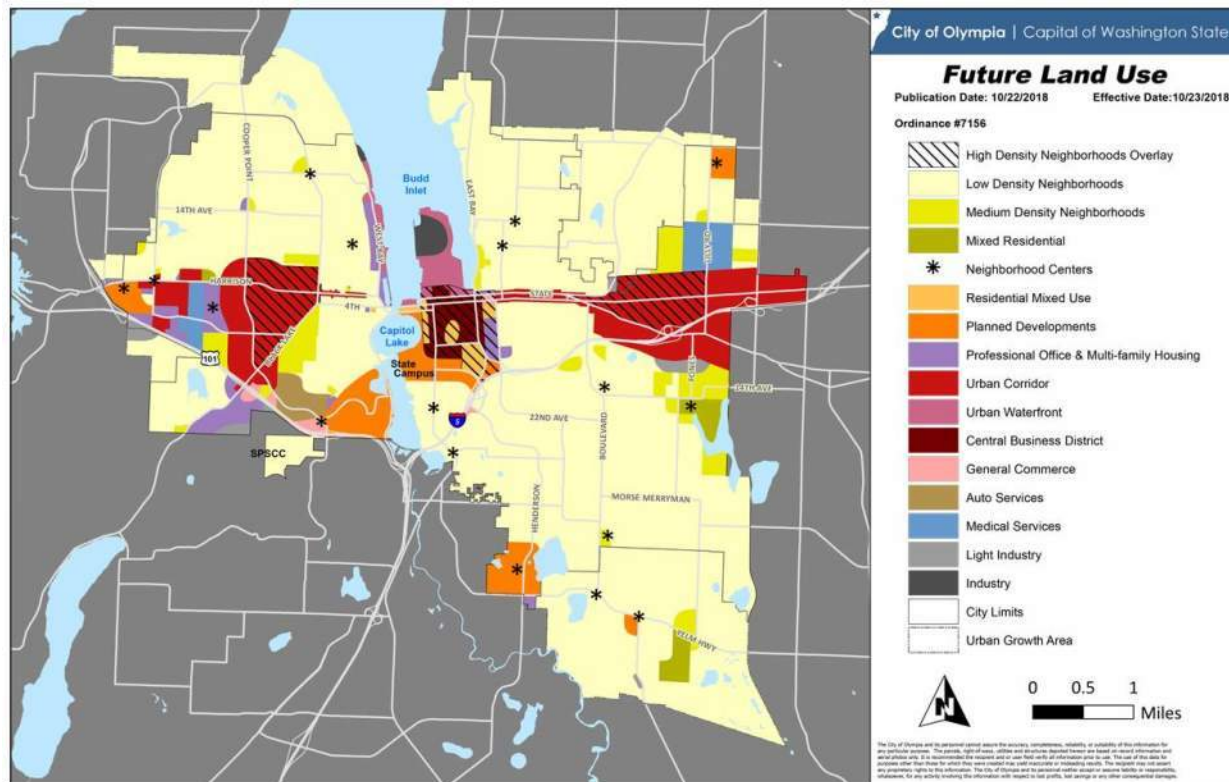
NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.

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**

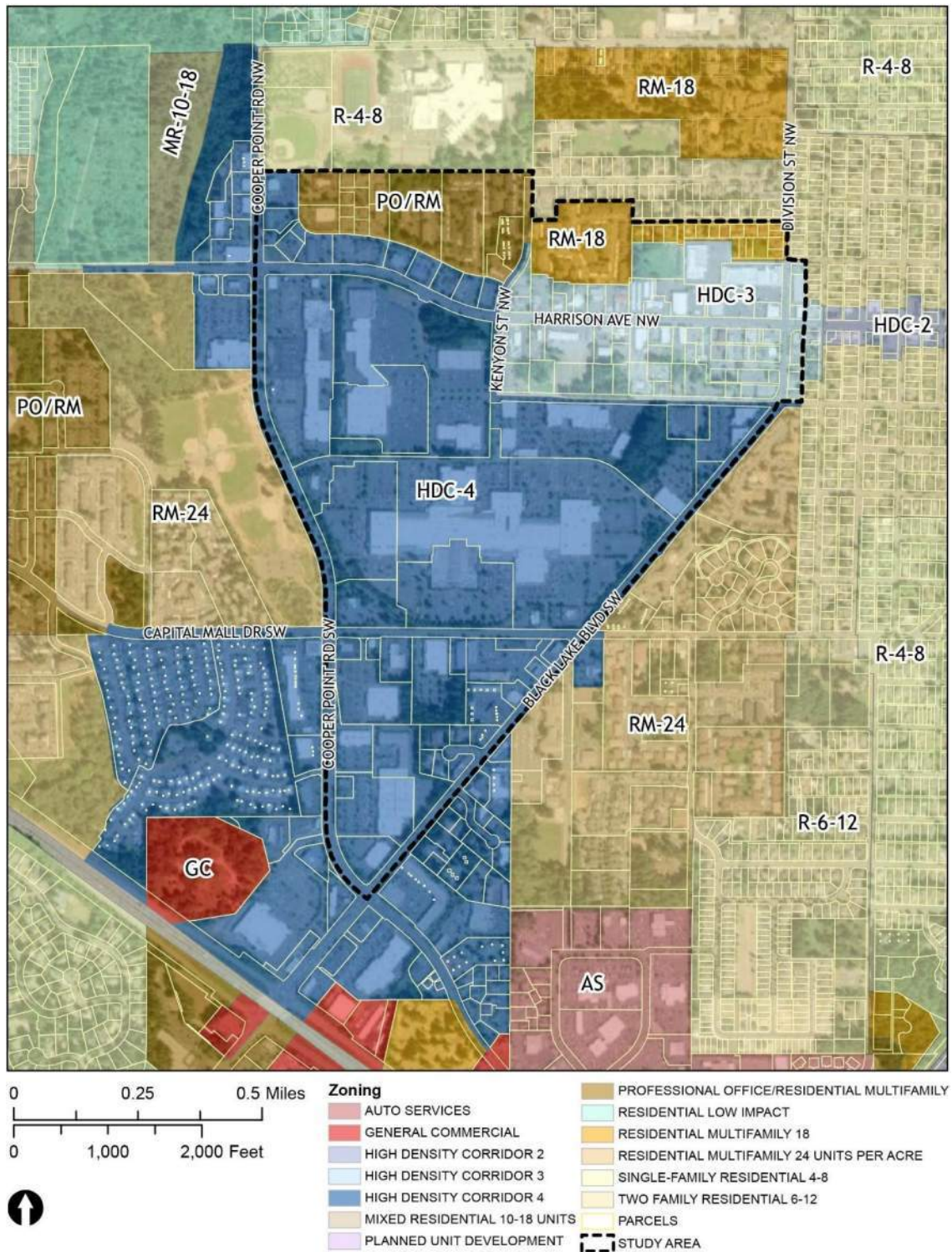
<b>FUTURE LAND USE DESIGNATION</b>	<b>PRIMARY USE<sup>1</sup></b>	<b>RESIDENTIAL DENSITY<sup>2</sup></b>	<b>BUILDING HEIGHTS<sup>3</sup></b>	<b>ESTIMATED ACREAGE<sup>4</sup></b>	<b>PERCENTAGE OF UGA<sup>5</sup></b>
Low-Density Neighborhoods (LDN)	Single-family Residential	Up to 12 units per acre	2 to 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	Mixed Use	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	Commercial	Minimum 7 units per acre	3 to 4 stories	375 ac.	2%
		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 <a href="#">18.130</a>	0-10' See <a href="#">18.130</a>	10' maximum, if located in a High Density Corridor; 10' minimum otherwise.	10'
Rear Yard Setback	10' minimum; See exceptions at <a href="#">18.06.080</a> tables	10' minimum; See exceptions at <a href="#">18.06.080</a> tables	10' minimum; See exceptions at <a href="#">18.06.080</a> tables	10' except: 15' for multifamily
Side Yard Setback	No Minimum; See exceptions at <a href="#">18.06.080</a> tables	No Minimum; See exceptions at <a href="#">18.06.080</a> tables	No minimum on interior, 10' minimum on flanking street; See exceptions at <a href="#">18.06.080</a> tables	5' except: 10' along flanking streets; See exceptions at <a href="#">18.04.080</a> 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
	<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 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>	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 <a href="#">18.06.100(B)</a> )	Building Floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> )	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> and OMC Figure 6-3).	Minimum Open Space: 25% for multifamily; 500 SF/space for mobile home park
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>Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF)</p> <p>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</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 properties over 400,000 SF)</p> <p>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</p> <p>Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short</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 properties over 400,000 SF)</p> <p>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</p> <p>Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space</p>	

	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
<b>Total</b>		<b>293.7</b>

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

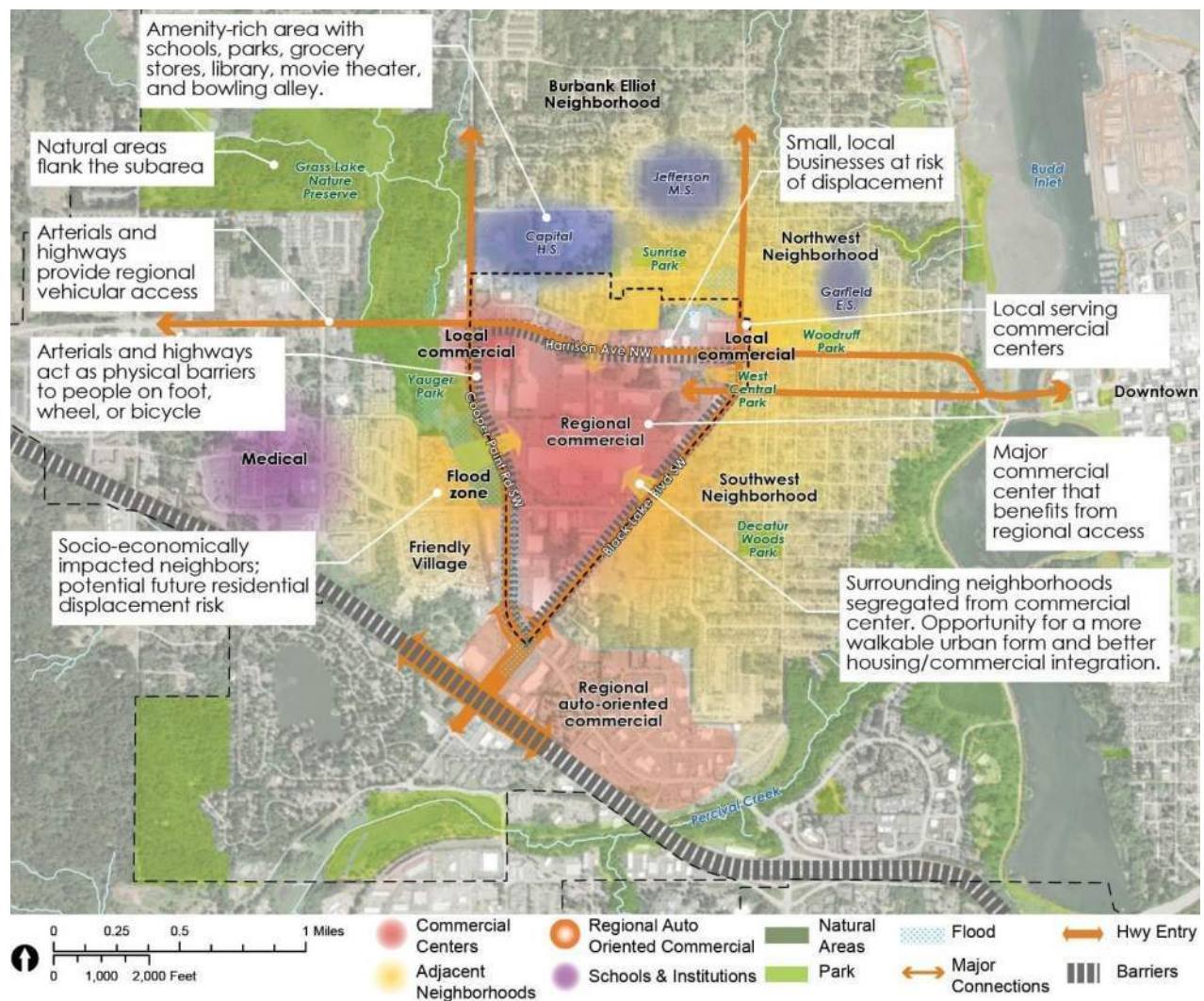
**Strategy T1.** Set land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.

- **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.

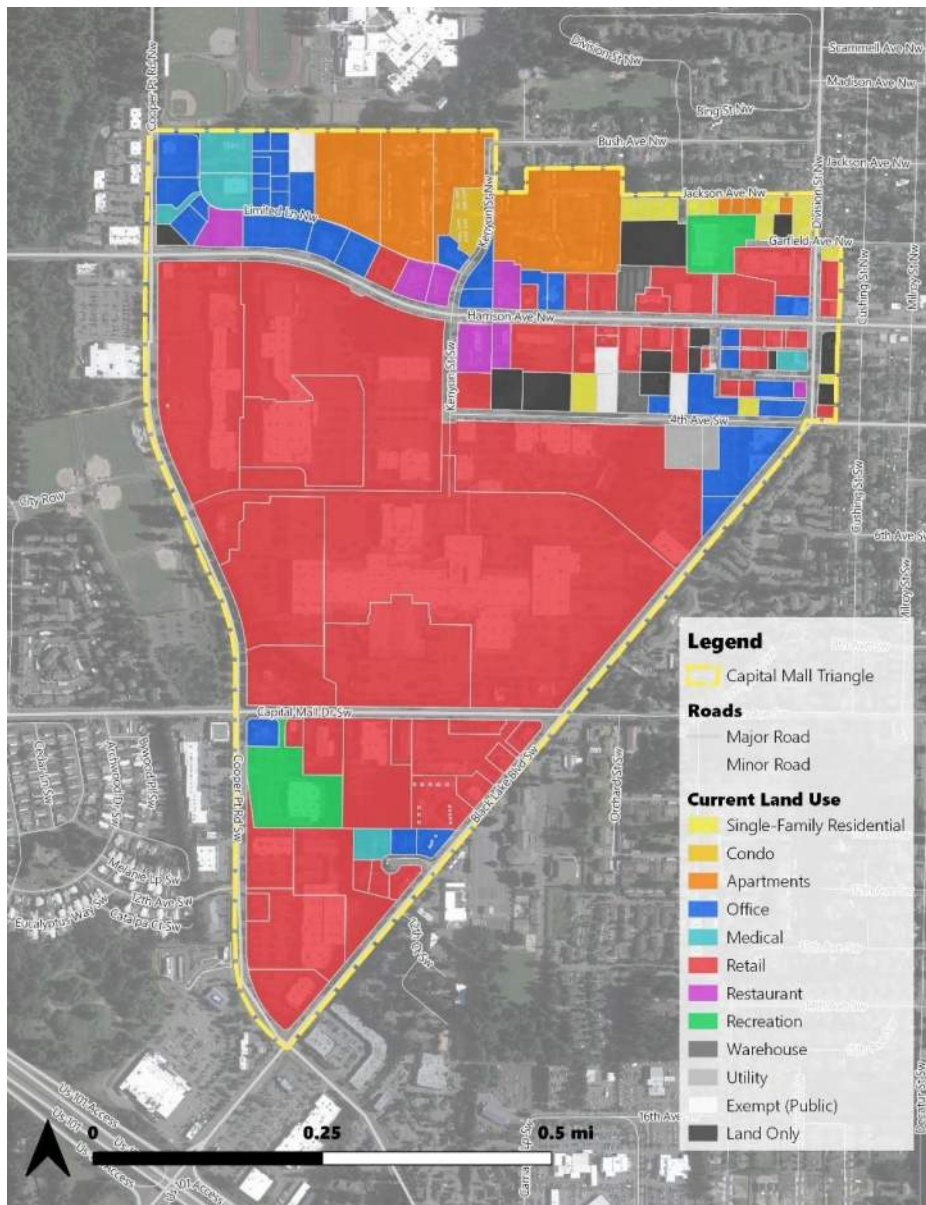


SOURCE: MAKERS (2022)

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**

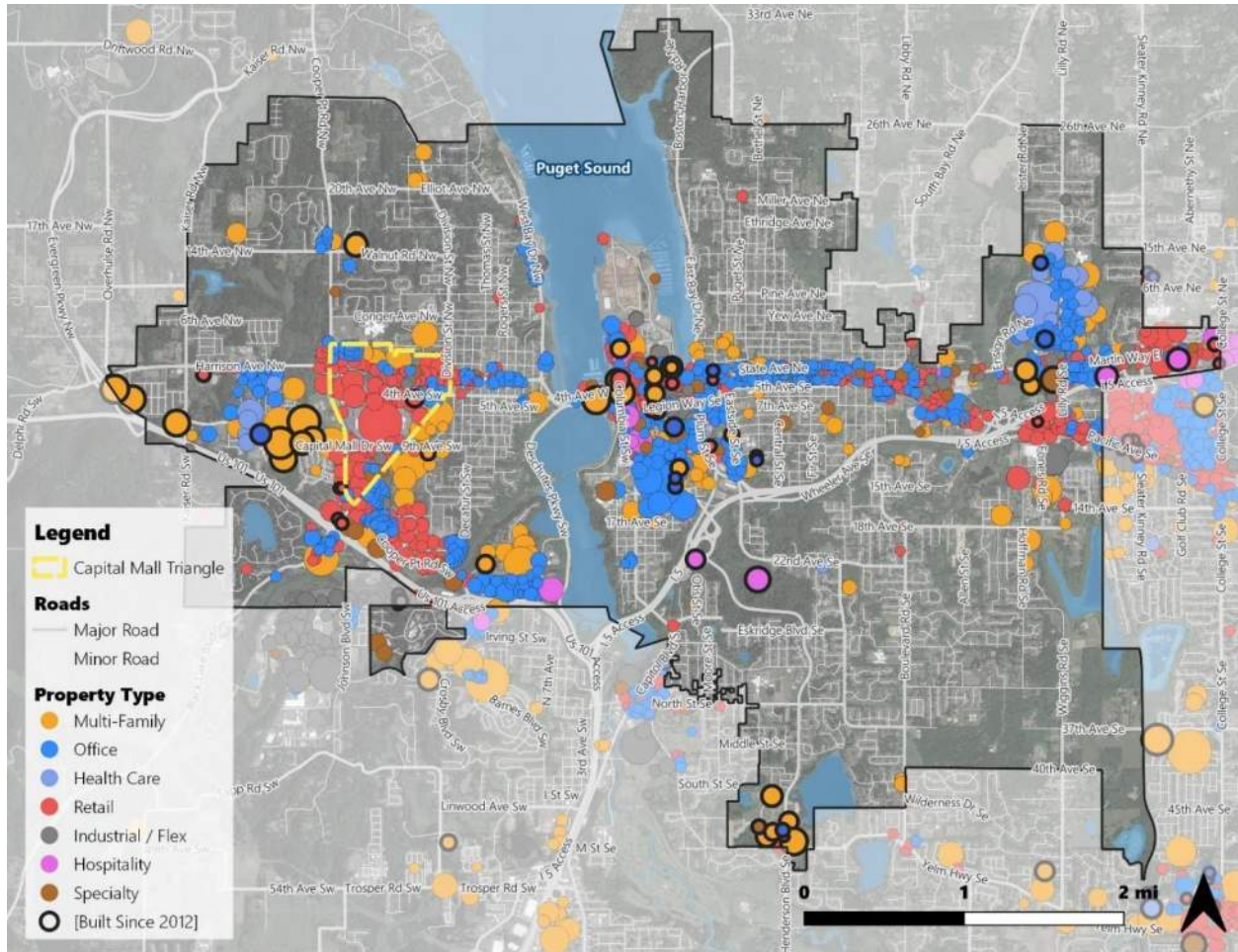
Type	# of Residential Units	Rentable Building Area (RBA) (square feet)
Single-Family Home	26	
Multi-Family Unit in Large Building	0	
Multi-Family Unit in Small Building	467	
Mobile Home	0	
Education		4,232
Food Sales		9,040
Food Service		33,037
Health Care Inpatient		0
Health Care Outpatient		40,149
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 4<sup>th</sup> and Ascension Avenues (\$300,000 construction project in Olympia's Storm and Surface Water Plan)
- Two parcels west of the future stormwater pond along 4<sup>th</sup> 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
- Yaeger 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

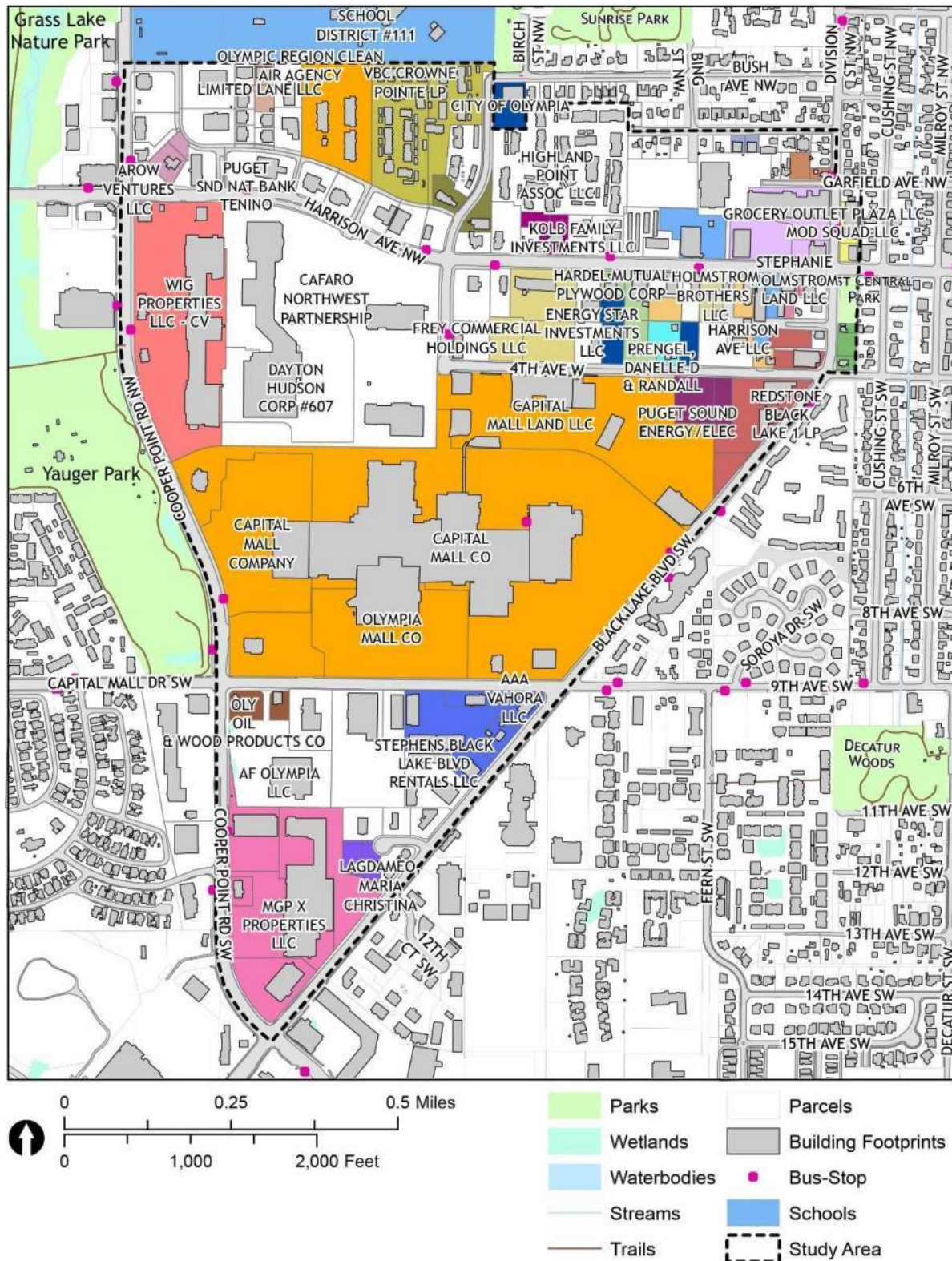
Utility-related:

- Puget Sound Energy's West Olympia Substation is on the south side of 4<sup>th</sup> 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

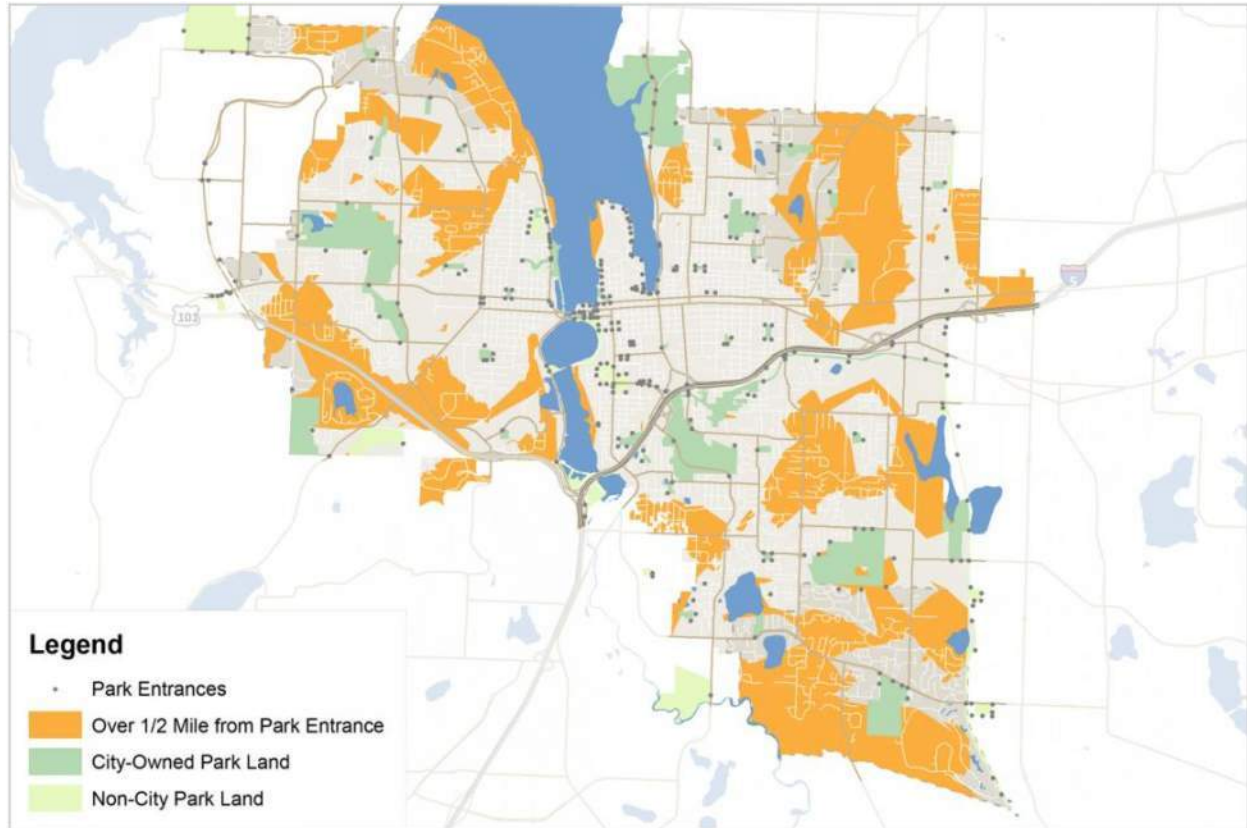
The City of Olympia uses the following performance metrics ([Parks, Arts, & Recreation Plan](#)):

- **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.

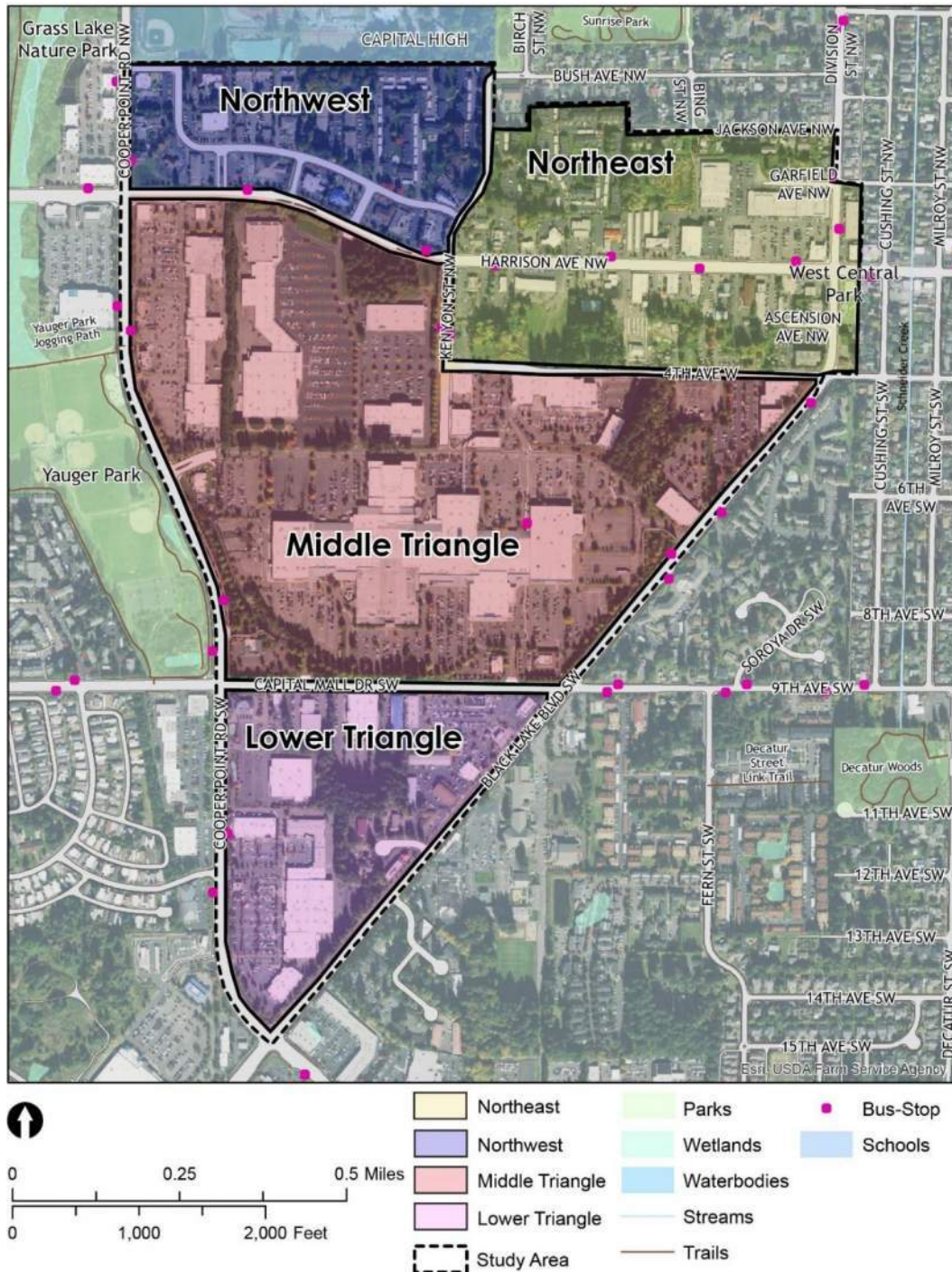
SOURCE: City of Olympia, [Parks, Arts, & Recreation Plan](#) (2022, pg. 77)

#### 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.



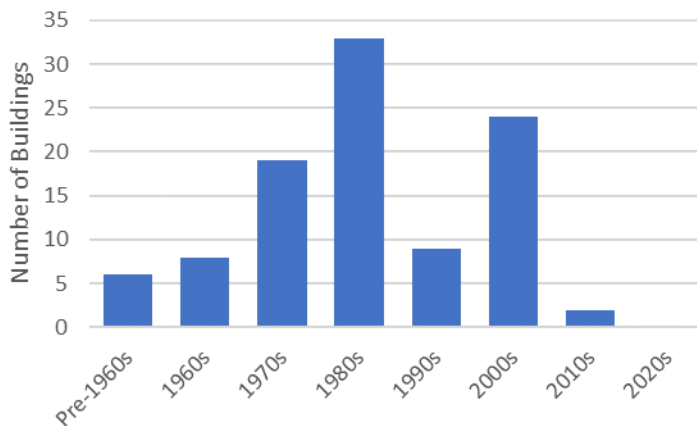
SOURCE: Google (2019)

**EXHIBIT 2-19** Parking Lot of Shopping Plaza in the Lower Triangle



## AGE OF BUILDINGS

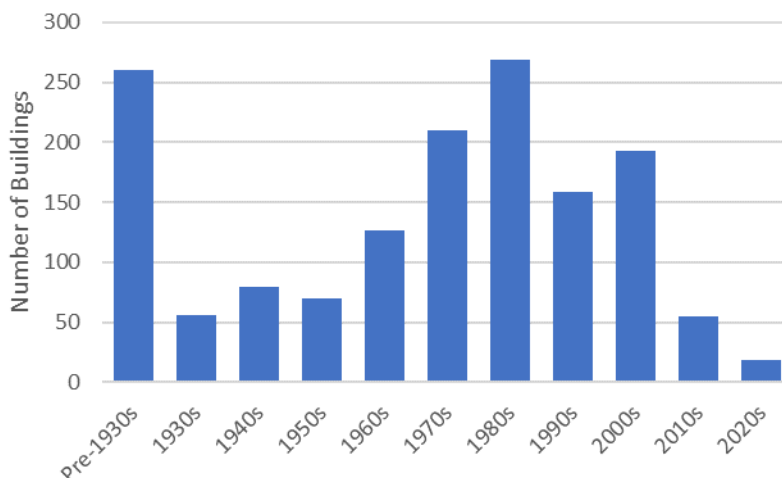
According to CoStar, the average year built for buildings within the Capital Mall Triangle subarea is 1985. The average year built for multifamily properties in the subarea is 1987 while the average vintage of retail buildings is 1983. Most of the construction in the subarea occurred in the 1970s, 1980s, 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.

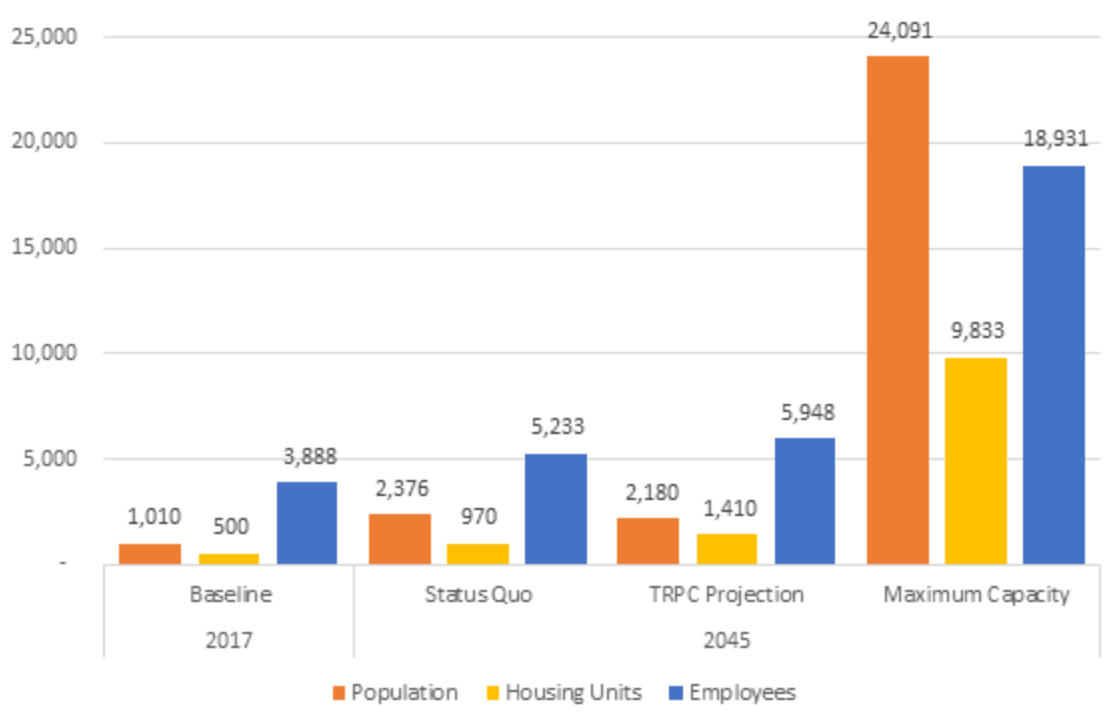
**Hypothetical Maximum Capacity.** This method applies greater intensity redevelopment to the full 121.5 acres of developable land TRPC identifies in their buildable lands method.

**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:

- 4<sup>th</sup> 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 4<sup>th</sup> Avenue
- Cooper Point Drive and Capital Mall Drive

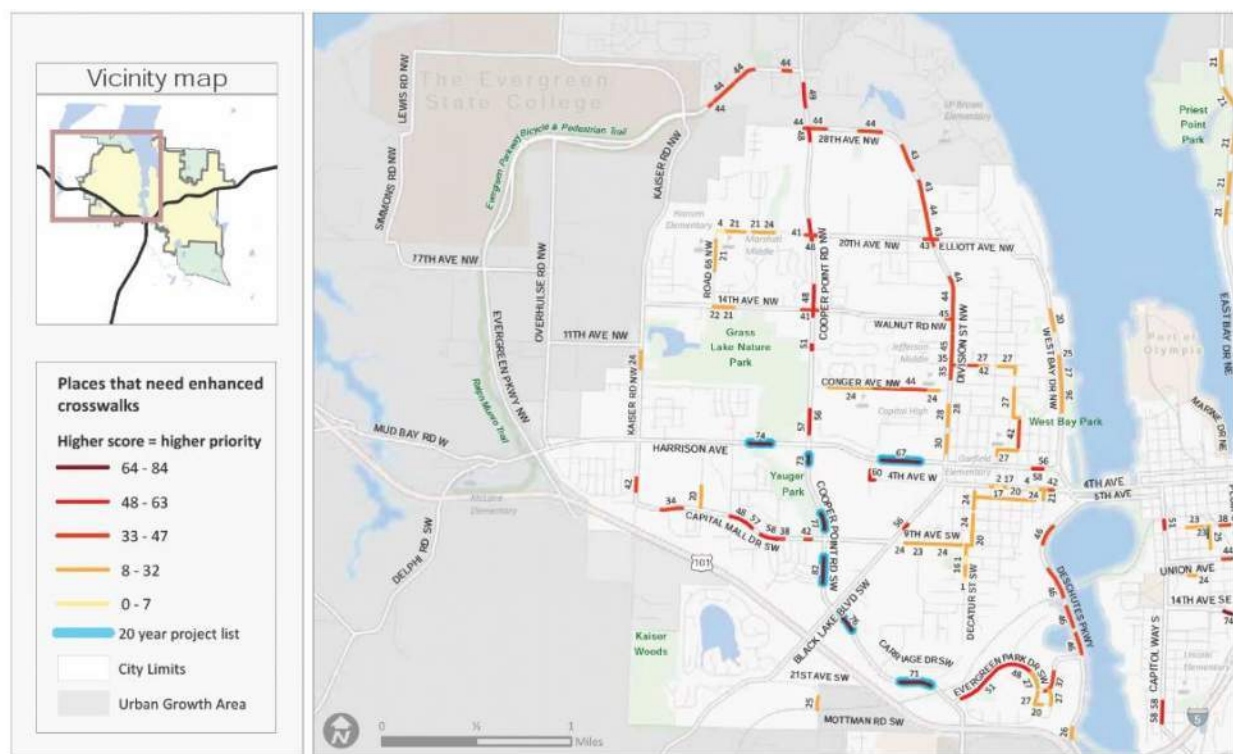
- Black Lake Boulevard and Capital Mall Drive
- 9<sup>th</sup> Avenue and Fern Street

Of the roundabouts listed above, the intersections of Black Lake Boulevard and Capital Mall Drive and 9<sup>th</sup> 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:

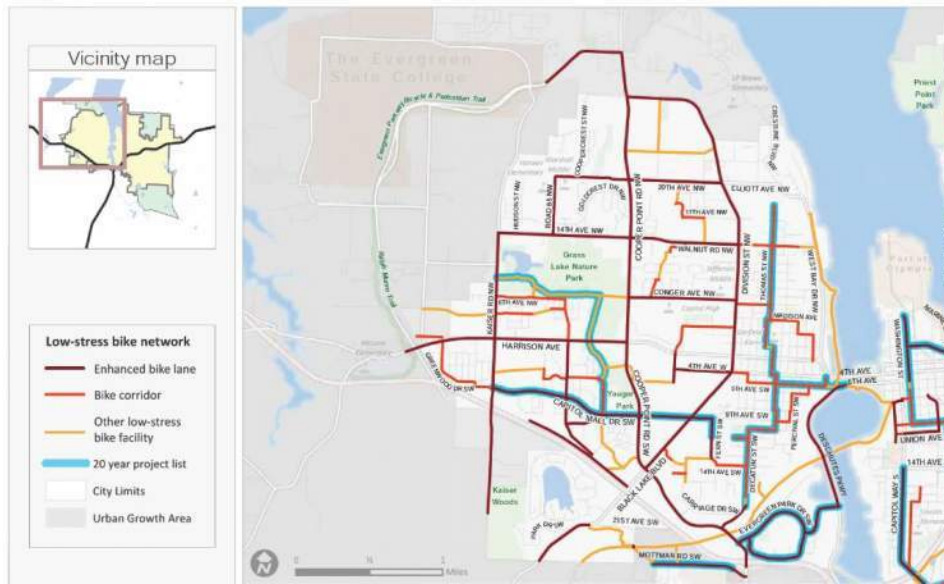
- Cooper Point Road and Harrison Avenue
- Harrison Avenue and Kenyon Street
- Harrison Avenue and Division Street
- Cooper Point Road at the Skate Park

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.



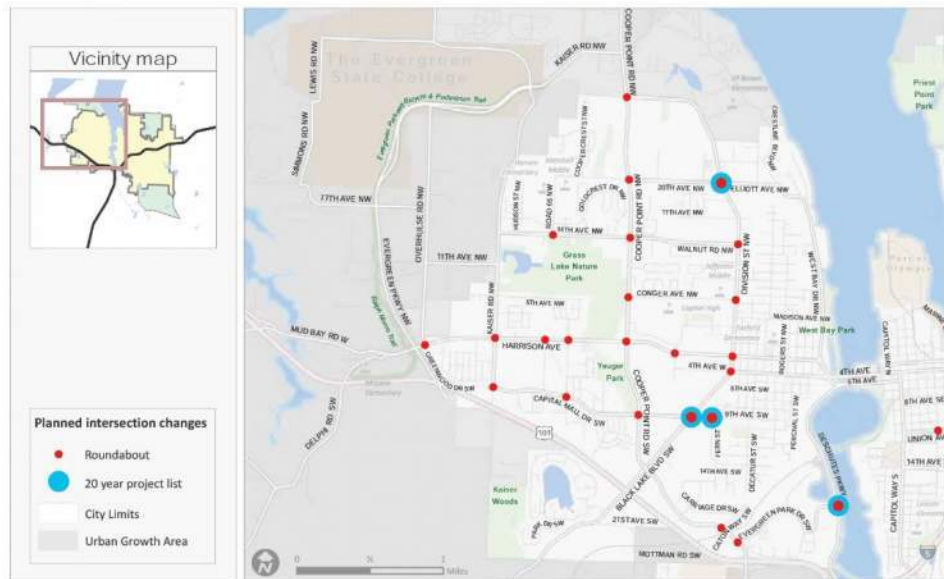
SOURCE: Transportation Master Plan (TMP), 2021

**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 4<sup>th</sup> 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. 4<sup>th</sup> 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. 4<sup>th</sup> 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

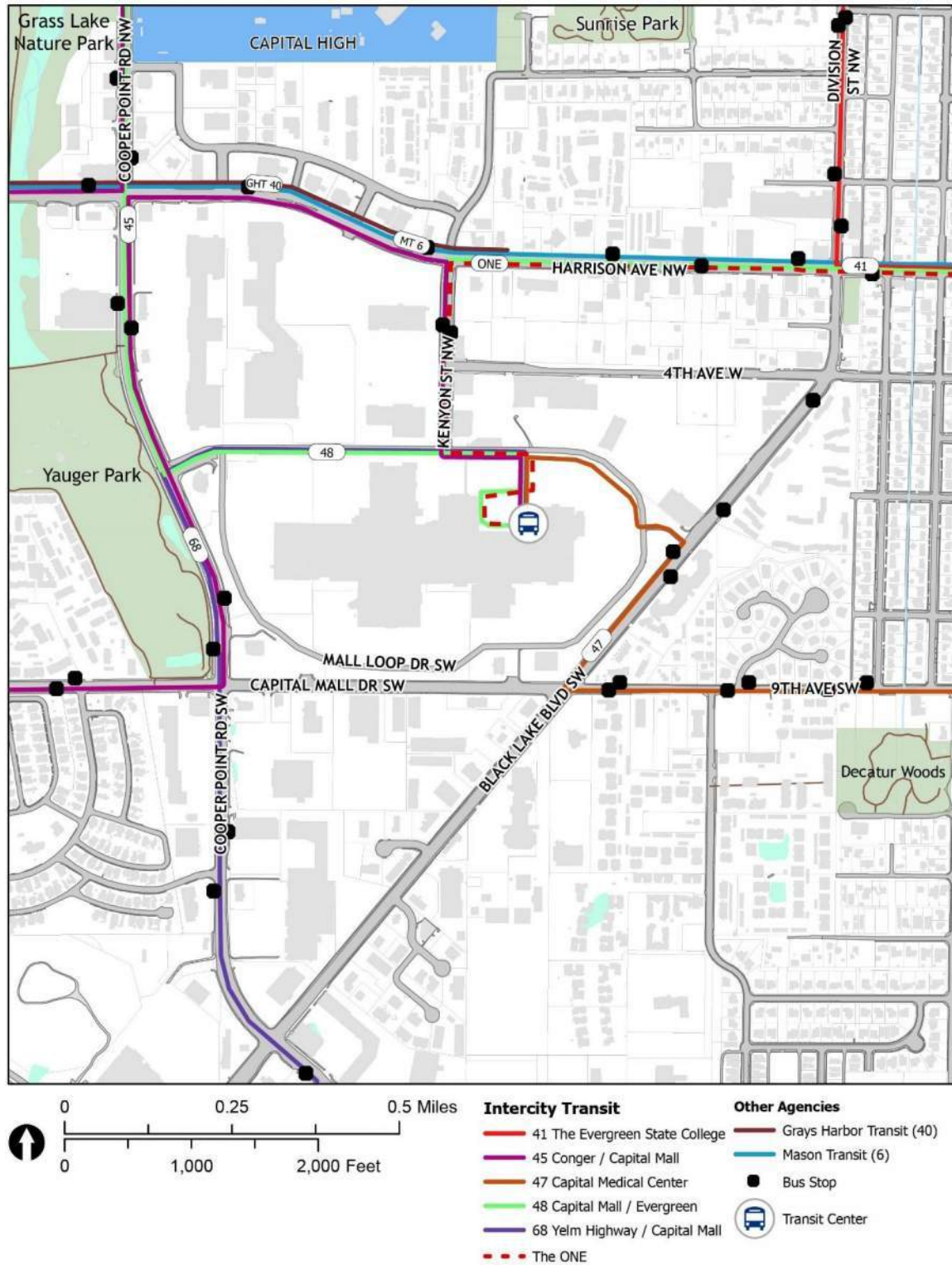
boardings; this is a 25% reduction from the approximately 118,000 boardings that occurred in 2019. Although this is a significant reduction, it is not unexpected considering the pausing of The One high-frequency route, in addition to other post-pandemic transit trends that have shown a relative decrease 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 9<sup>th</sup> 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
<b>Intercity Transit</b>			
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
<b>Mason Transit</b>			
6	Shelton to Olympia	60-minute	5:30AM – 6:30PM
<b>Grays Harbor Transit</b>			
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, 4<sup>th</sup> 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.





SOURCE: Fehr &amp; 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 4<sup>th</sup> 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 <sub>2</sub> e)	Transportation-Related Emissions (MTCO <sub>2</sub> 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, 4<sup>th</sup> 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.



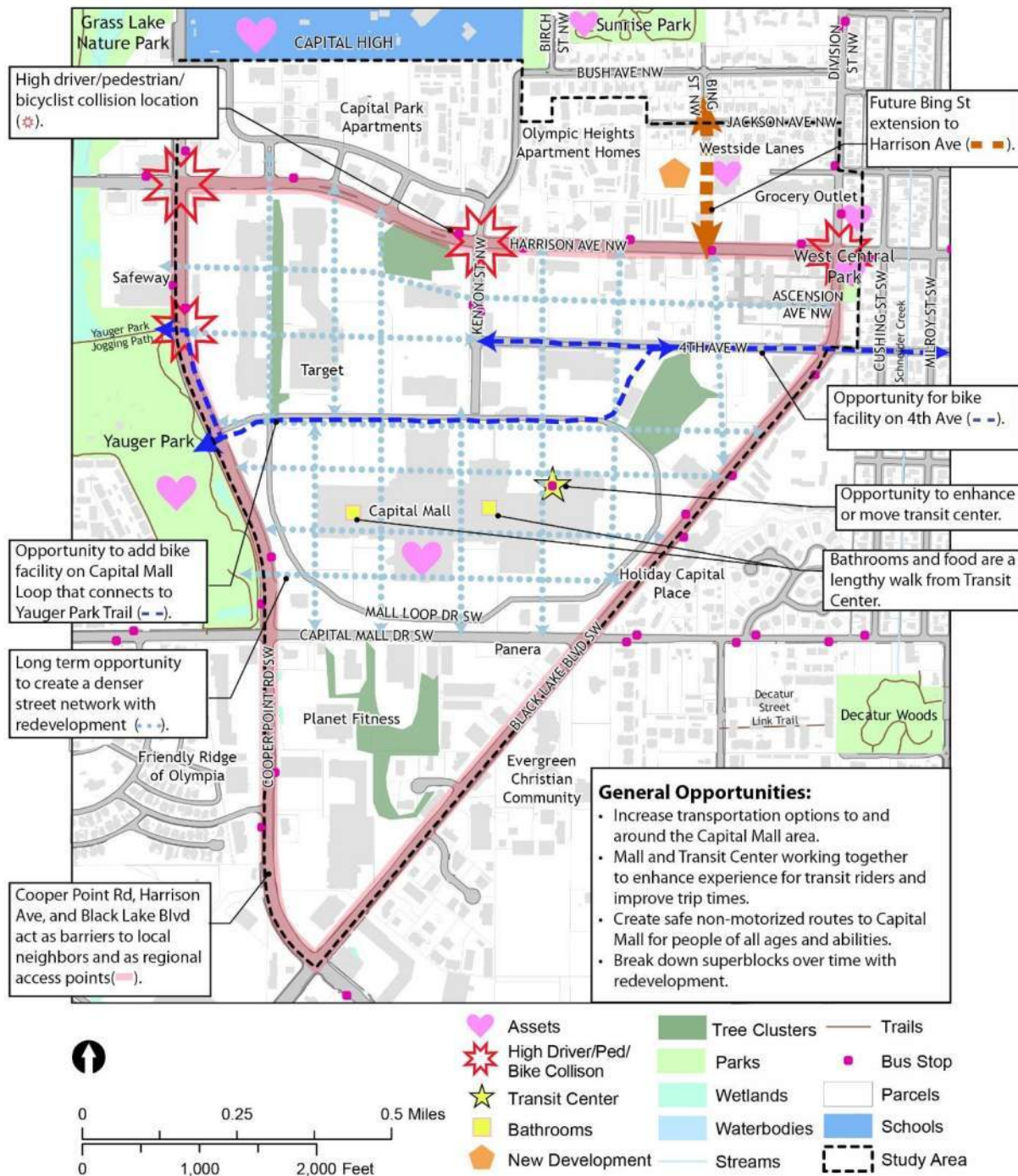


EXHIBIT 3-8 City of Olympia Capital Mall Triangle Subarea

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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.

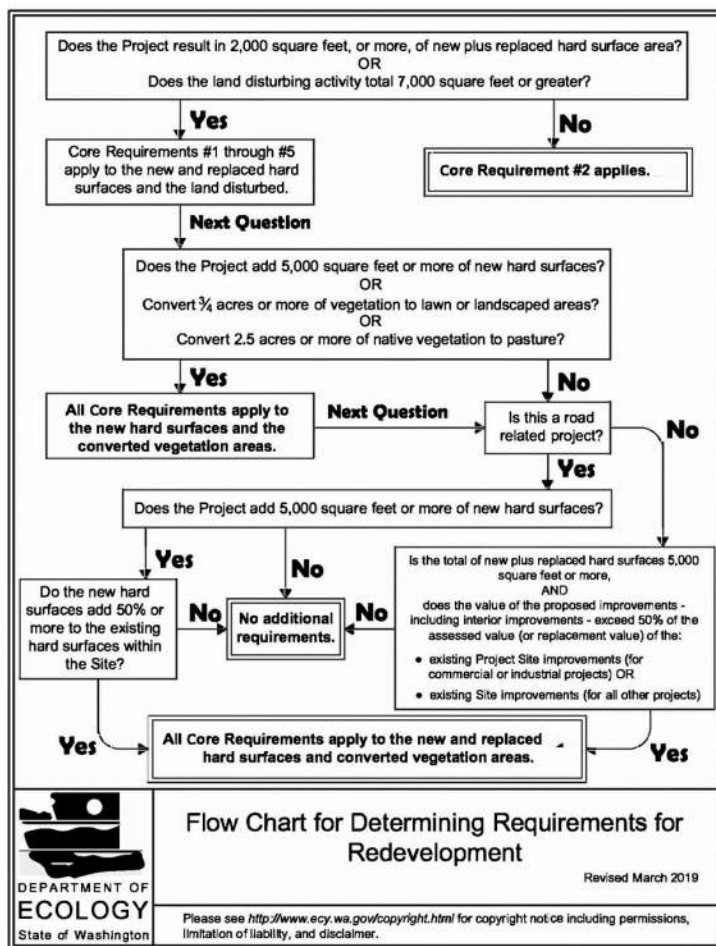
The DDECM controls adverse impacts of development and redevelopment through the application of best management practices (BMPs), which can be schedules of activities, prohibitions of practices, maintenance procedures, and structural and/or managerial practices that prevent the



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)

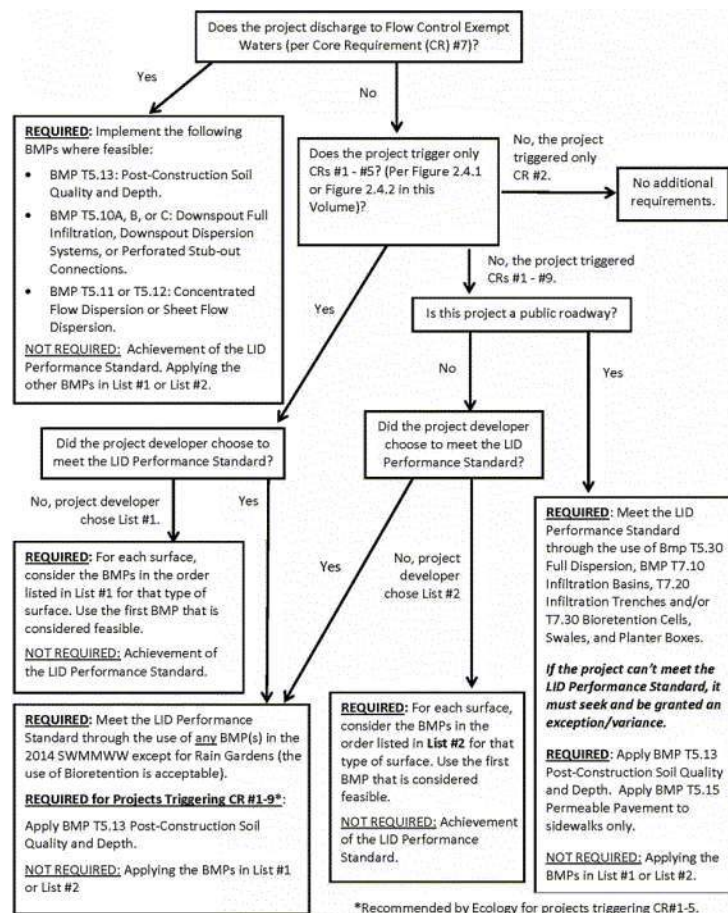
As required under the Phase II NPDES permit, Core Requirement #5 of the DDECM requires Low-Impact Development (LID) techniques for new development when feasible. LID BMPs are defined as distributed stormwater management practices, integrated into project design, that emphasize

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.



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**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 B

## Market Analysis



# 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:

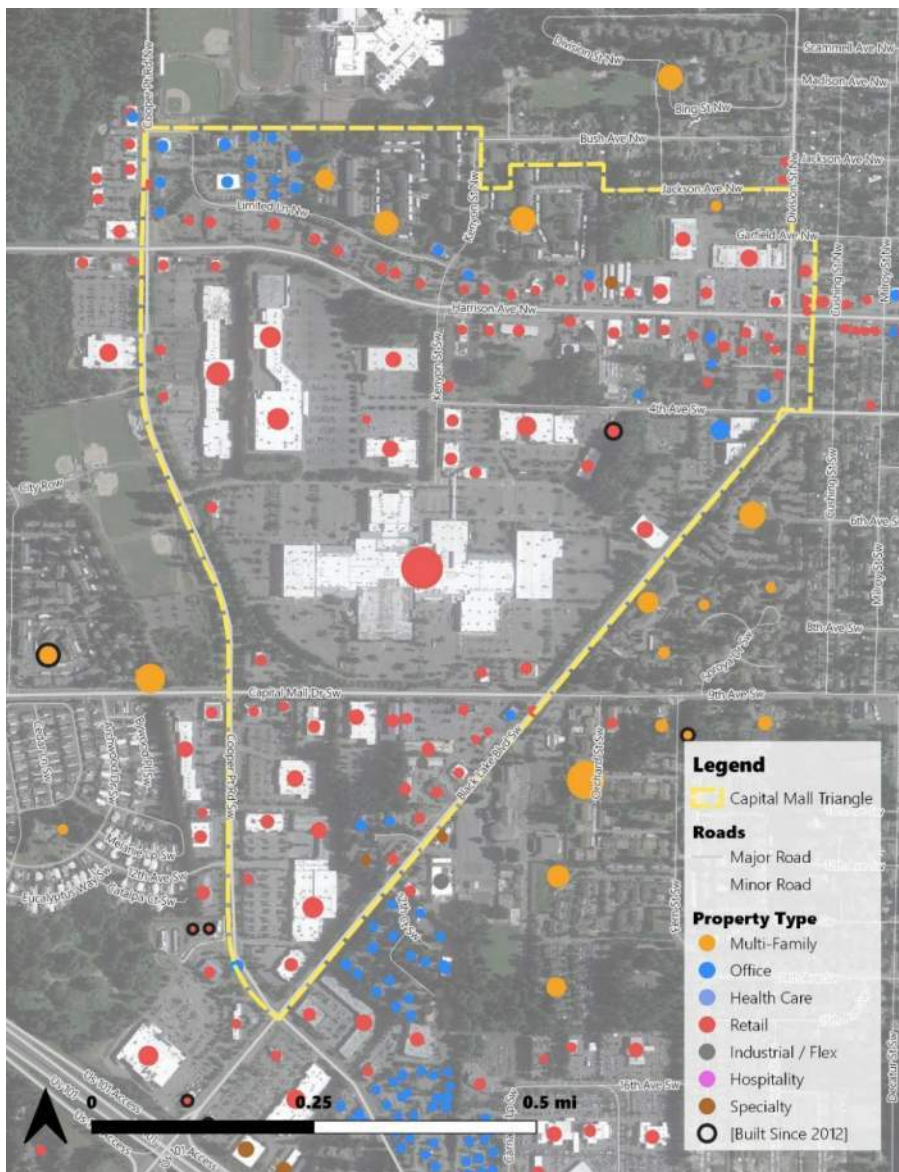
- Housing
- Transportation
- Business & Property Owners
- Environment

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



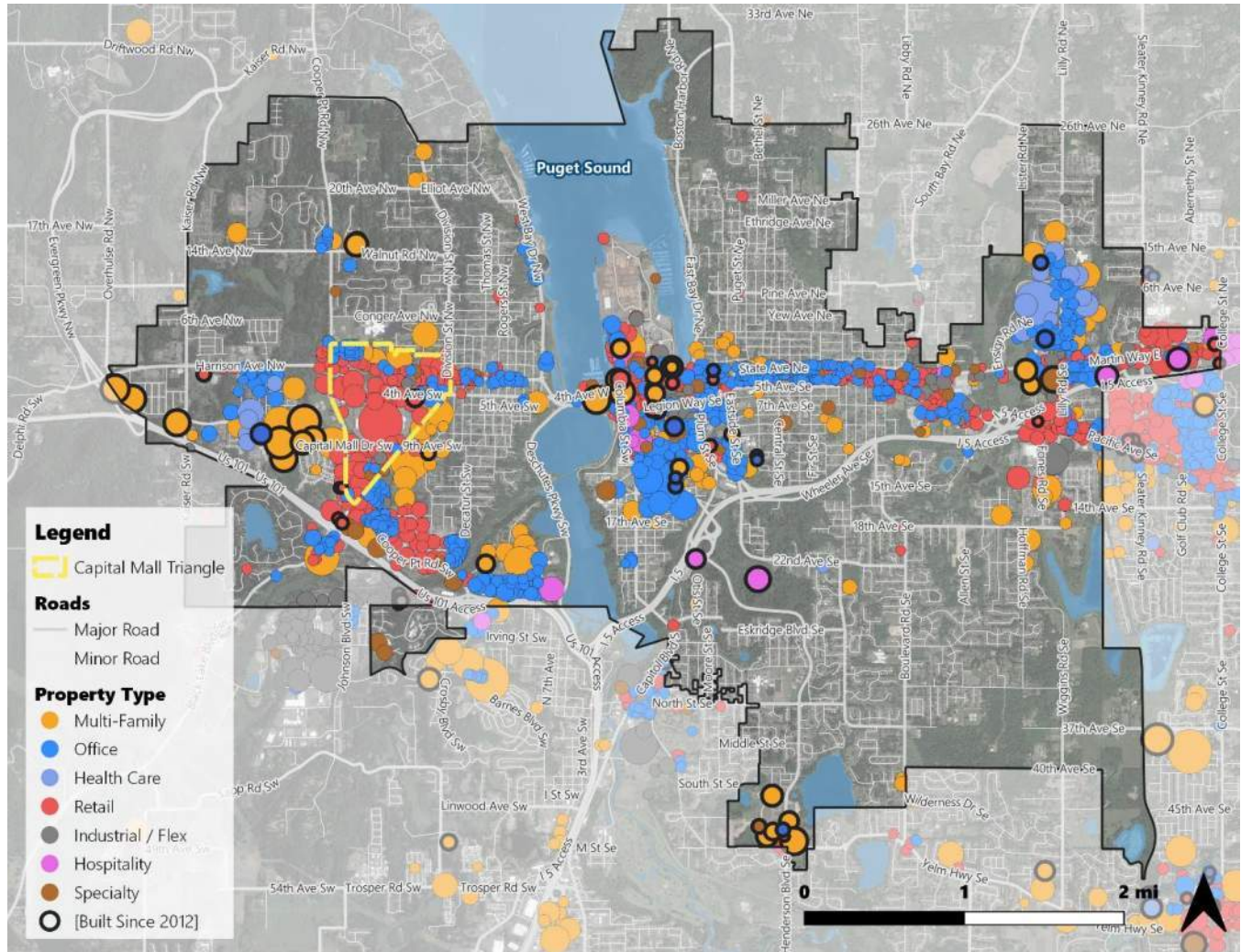
*Note: Circle size correlates with rentable building area, in square feet.*



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**

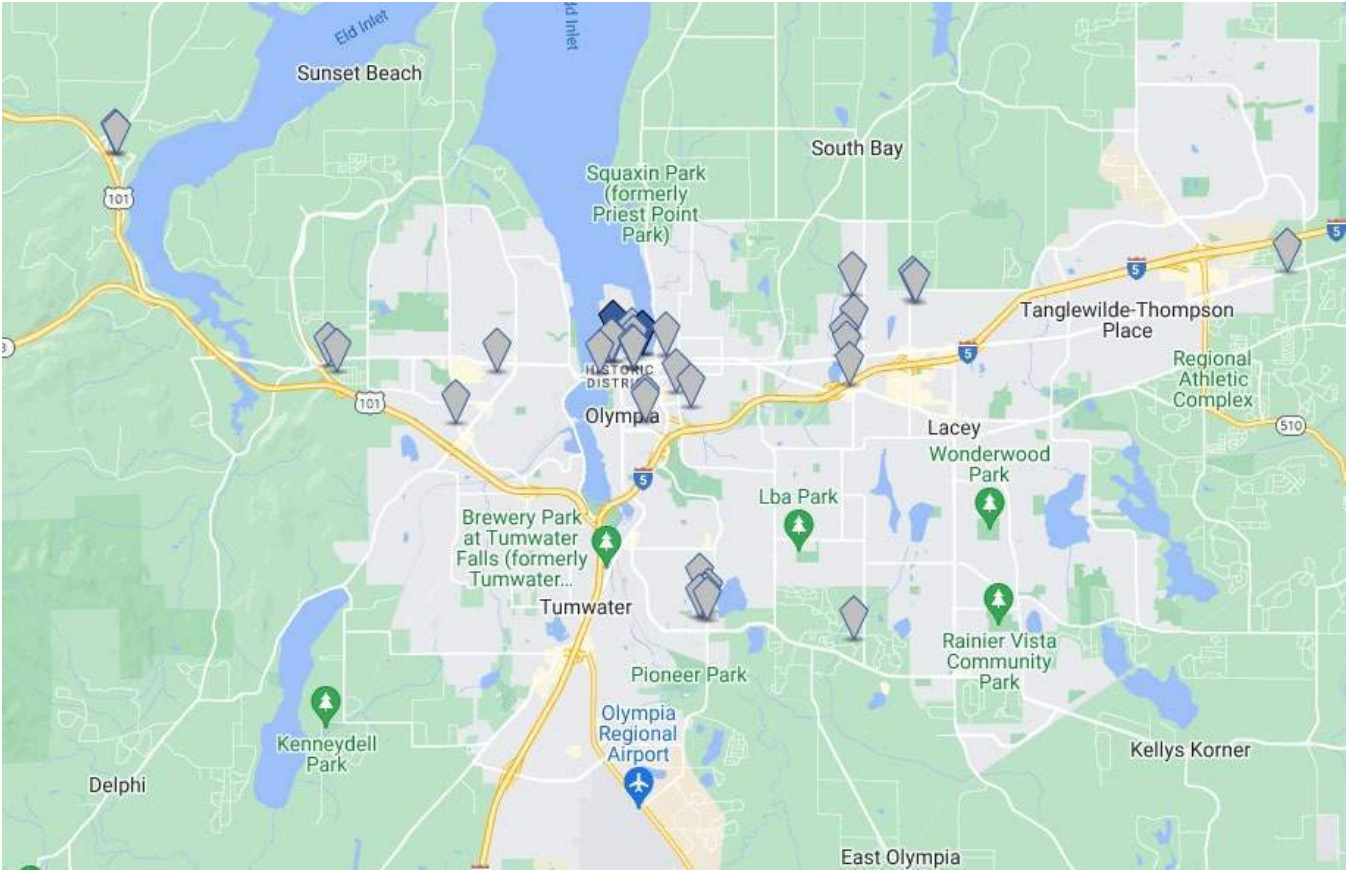


Note: Circle size correlates with rentable building area, in square feet.

Source: CoStar, LCG.

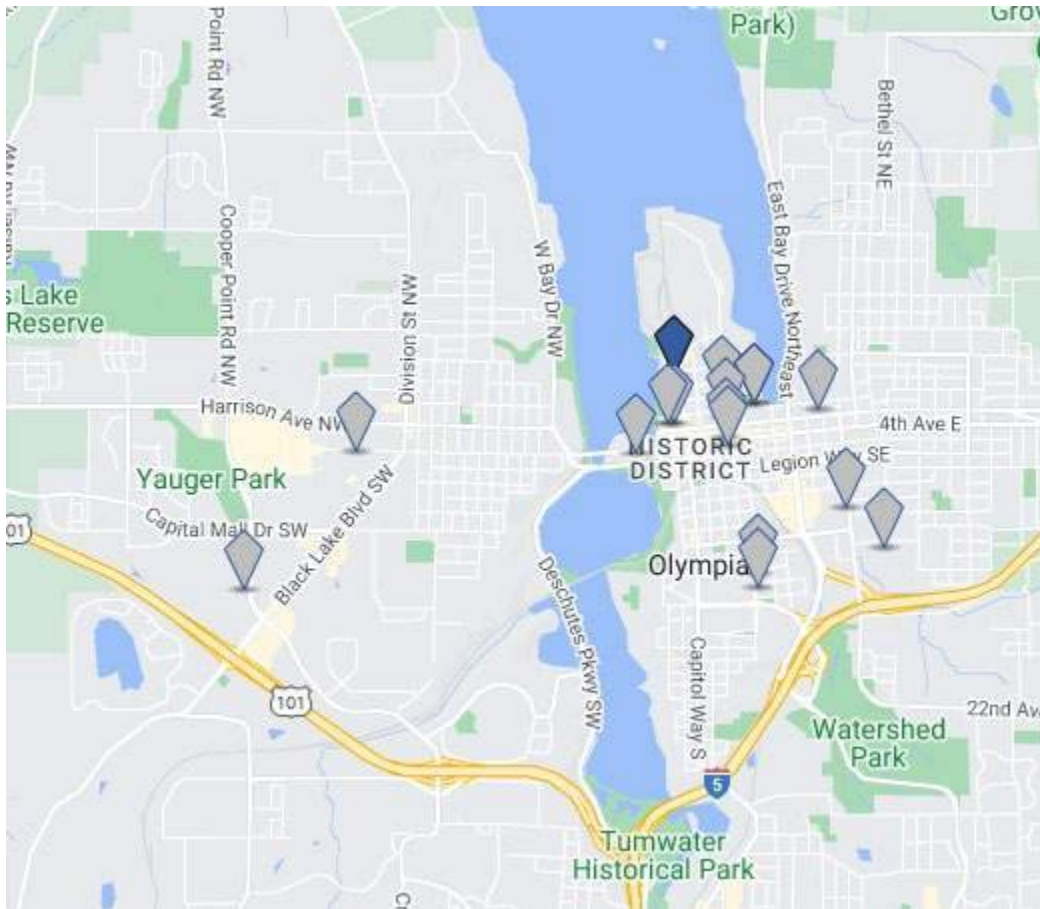
Since 2017, development of office, retail, multifamily, and hospitality properties has been concentrated on the east side of Olympia, particularly in the downtown area. Between 2017 and 2022, 36,500 square feet of retail space in two buildings were added in or directly adjacent to the Olympia Capital 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

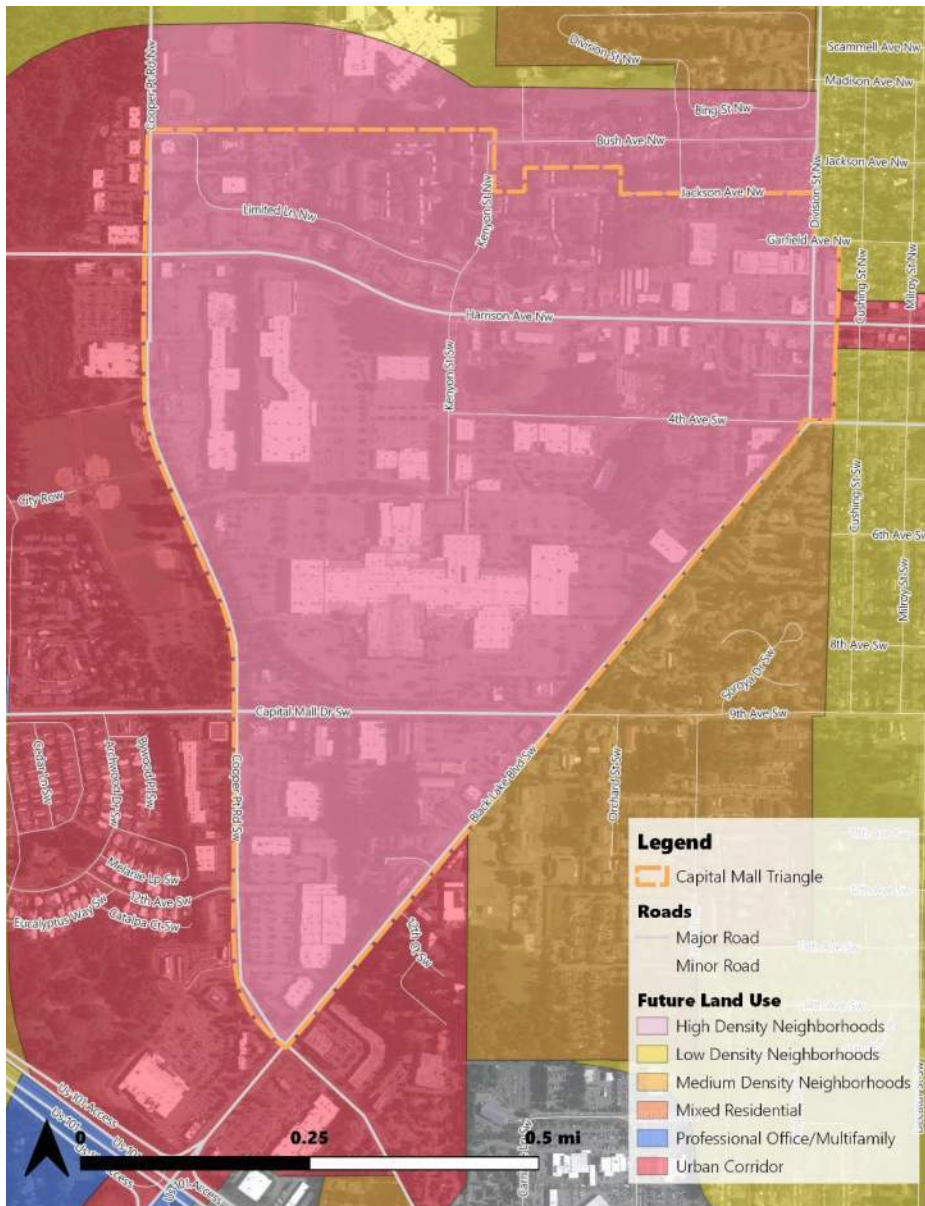


Source: CoStar.

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.



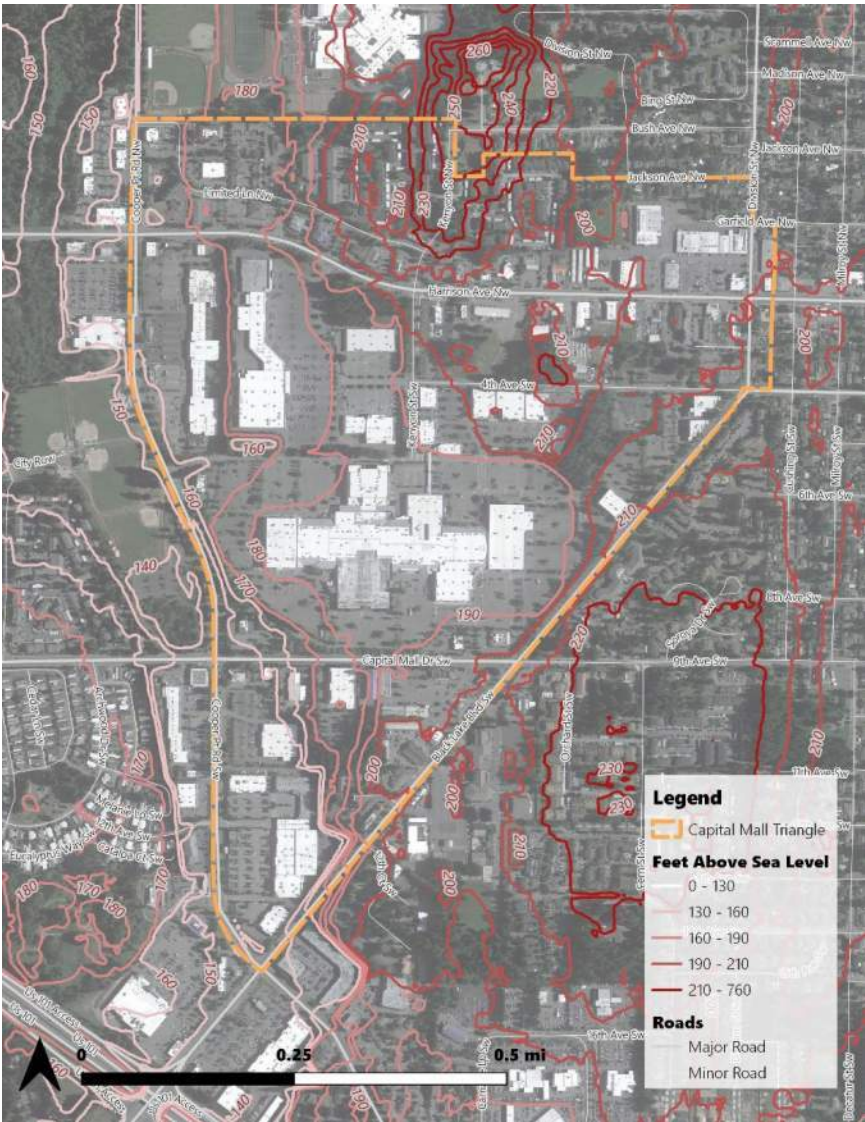
Figure 5. 2018 Future Land Use Map of Olympia's West Side



Source: City of Olympia, LCG.

The topography of the Capital Mall Subarea does not feature significant changes in elevation, but it does generally slope downward, with Yaeger 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><b>Strengths</b></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><b>Weaknesses</b></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 &amp; 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 &amp; 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><b>Opportunities</b></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><b>Threats</b></p> <p>City or SEPA regulations (<a href="#">RCW 43.21C.420</a>) 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

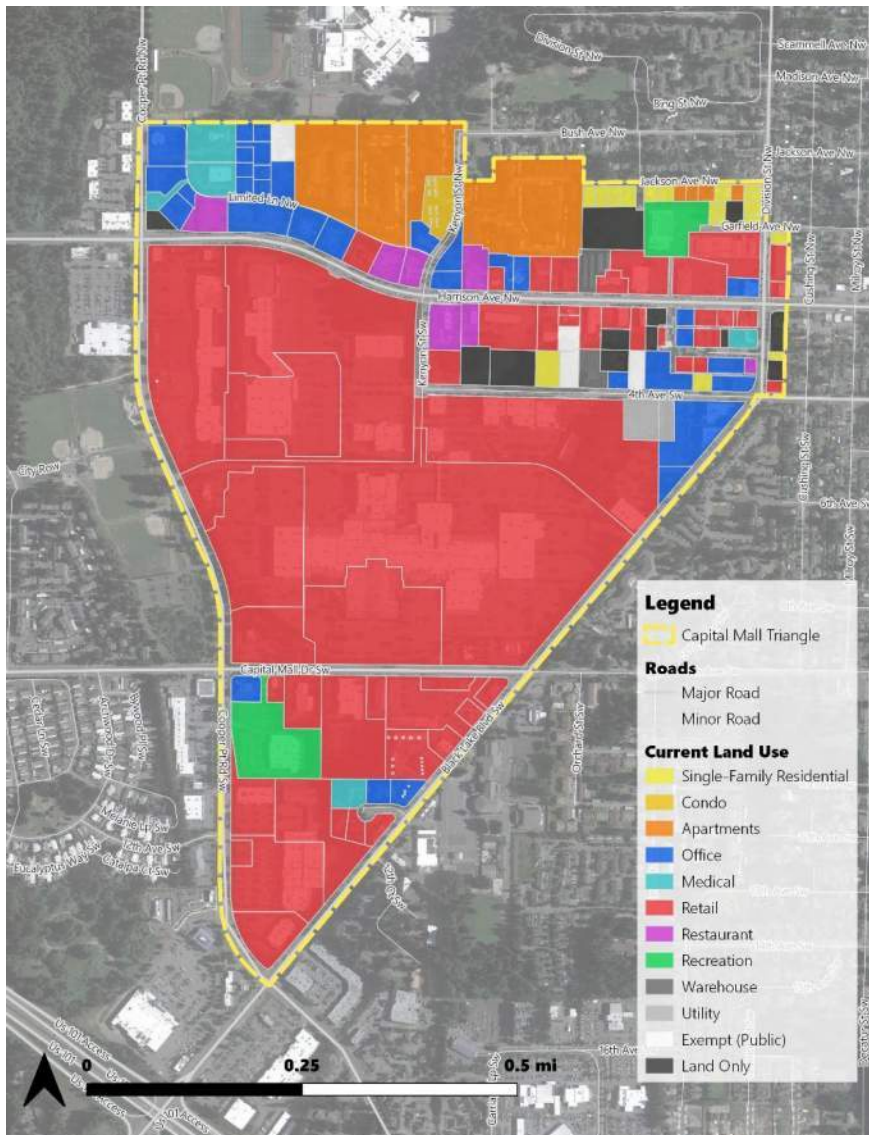
As shown in Table 1 below, the Olympia Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area as well as 493 housing units. There are 344,995 square feet (7.9 acres) of vacant land, mainly concentrated in the northern portion of the subarea. Retail space accounts for 76% of building area in the Olympia Capital Mall Triangle.

**Table 1. Current Land Uses in the Olympia Capital Mall Triangle**

<b>Type</b>	<b># of Units</b>	<b>Square Feet RBA</b>
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



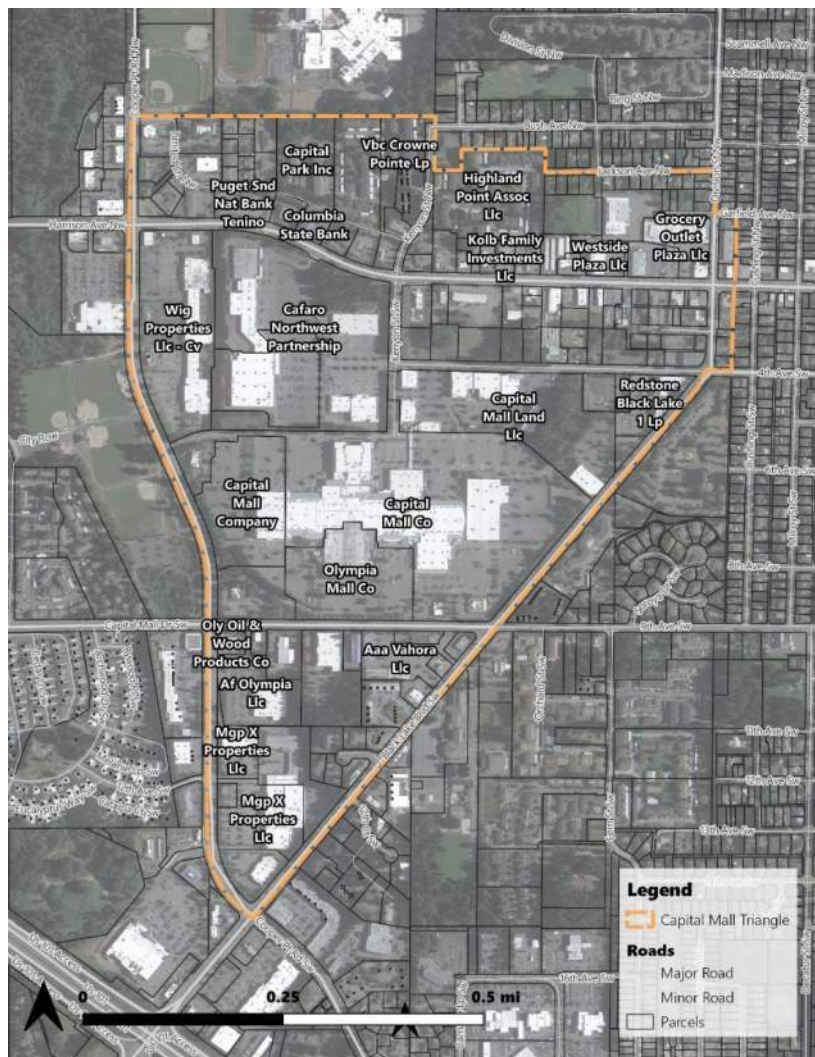
Source: City of Olympia, CoStar, LCG.

## 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.

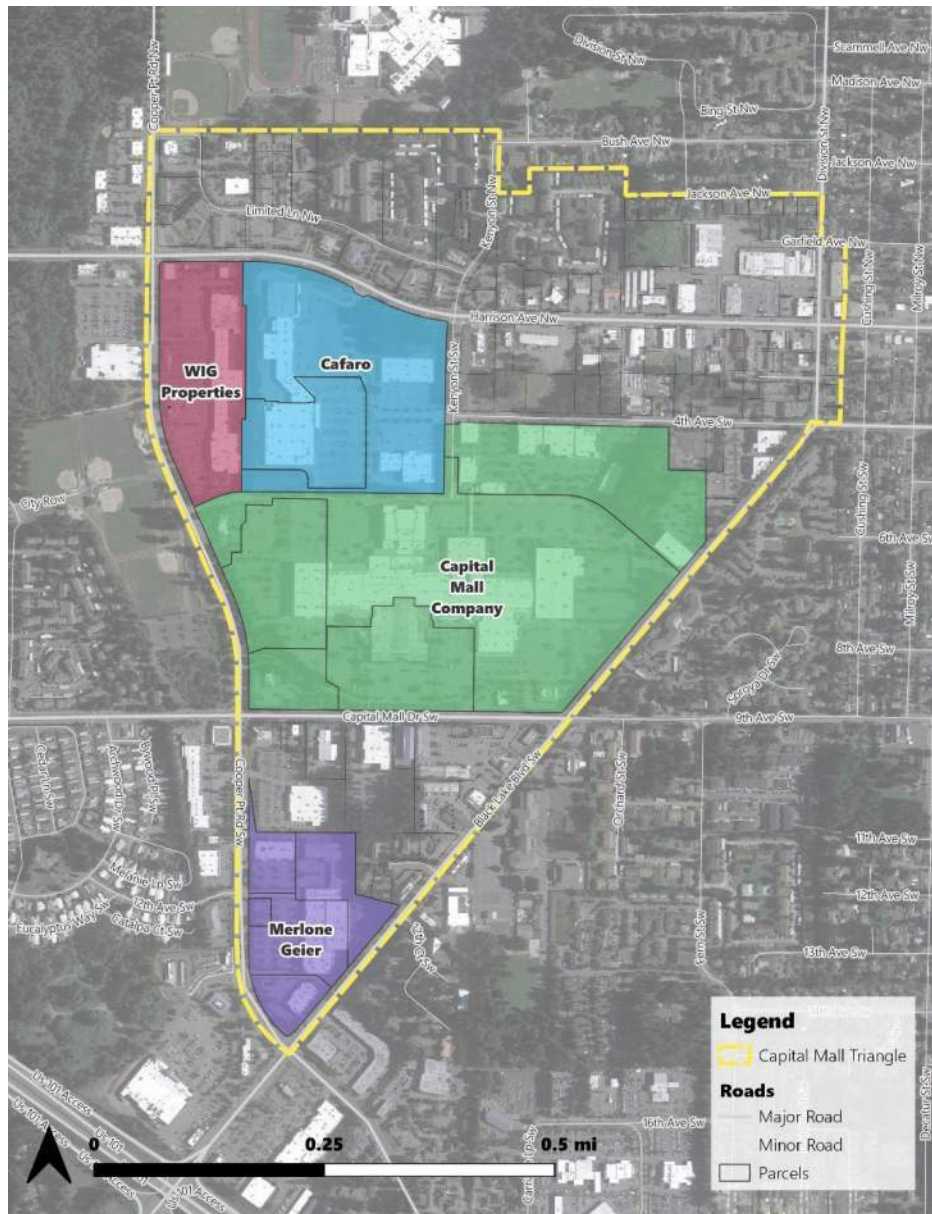
Figure 8. Major Property Owners in the Olympia Capital Mall Triangle



Source: City of Olympia, LCG.



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.

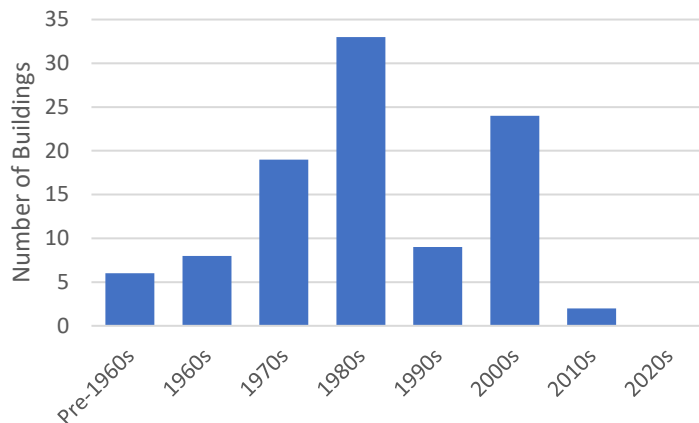
The representative from Cafaro interviewed by LCG was supportive of the plan for the subarea, particularly the Planned Action EIS element, which will save them time and money if they decide to redevelop their property. Cafaro is currently working on redeveloping some of their larger mall sites in the 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.

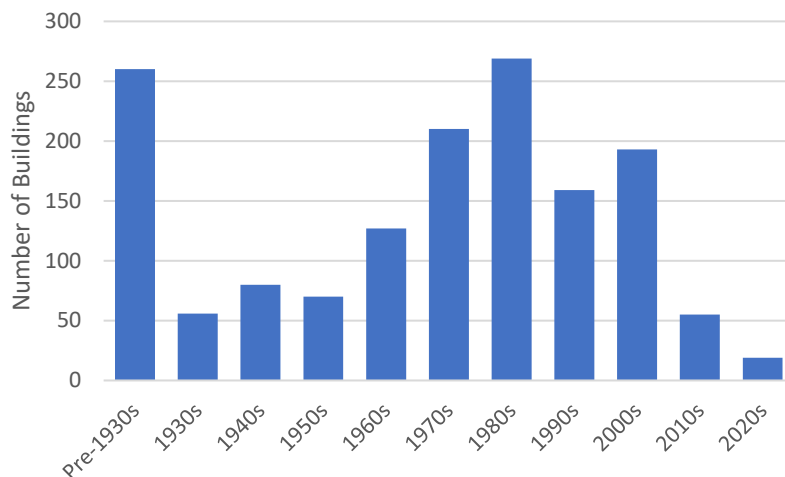
**Figure 11. Distribution of Commercial Building Ages in the Capital Mall Triangle Subarea**



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**



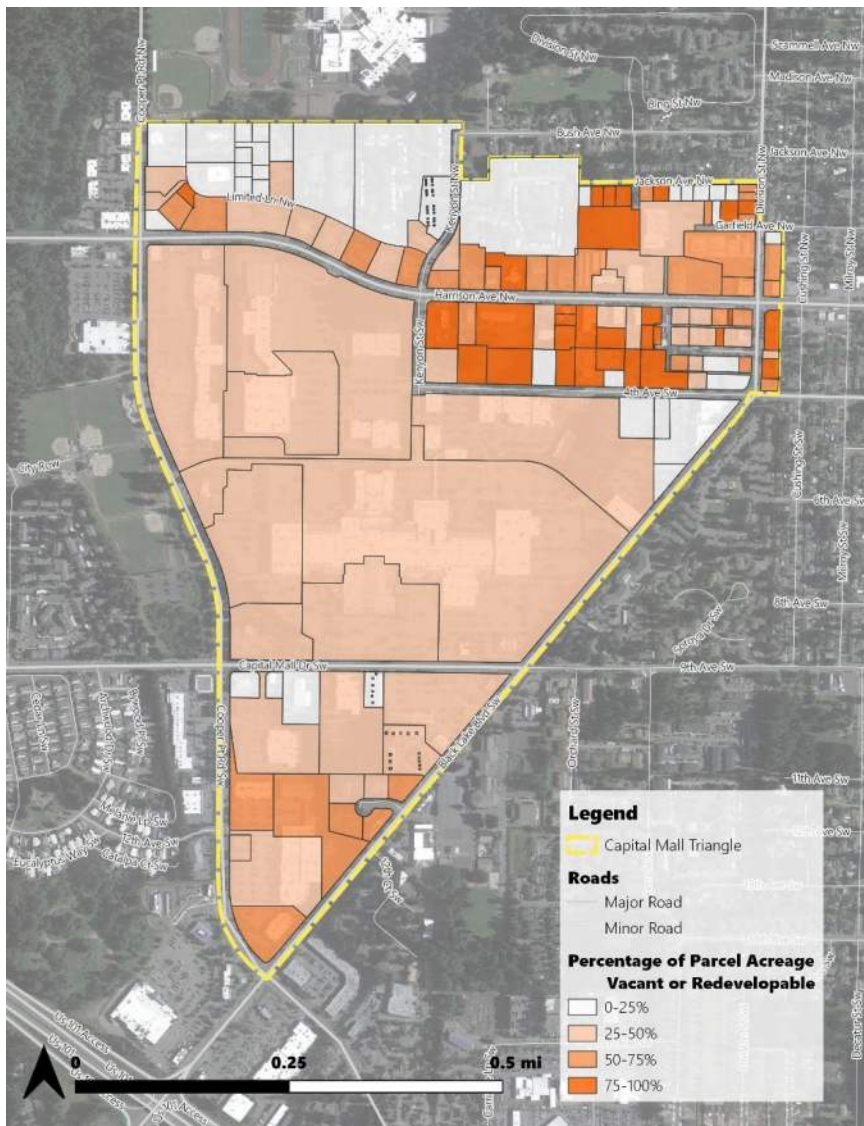
Source: CoStar, LCG.



## 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



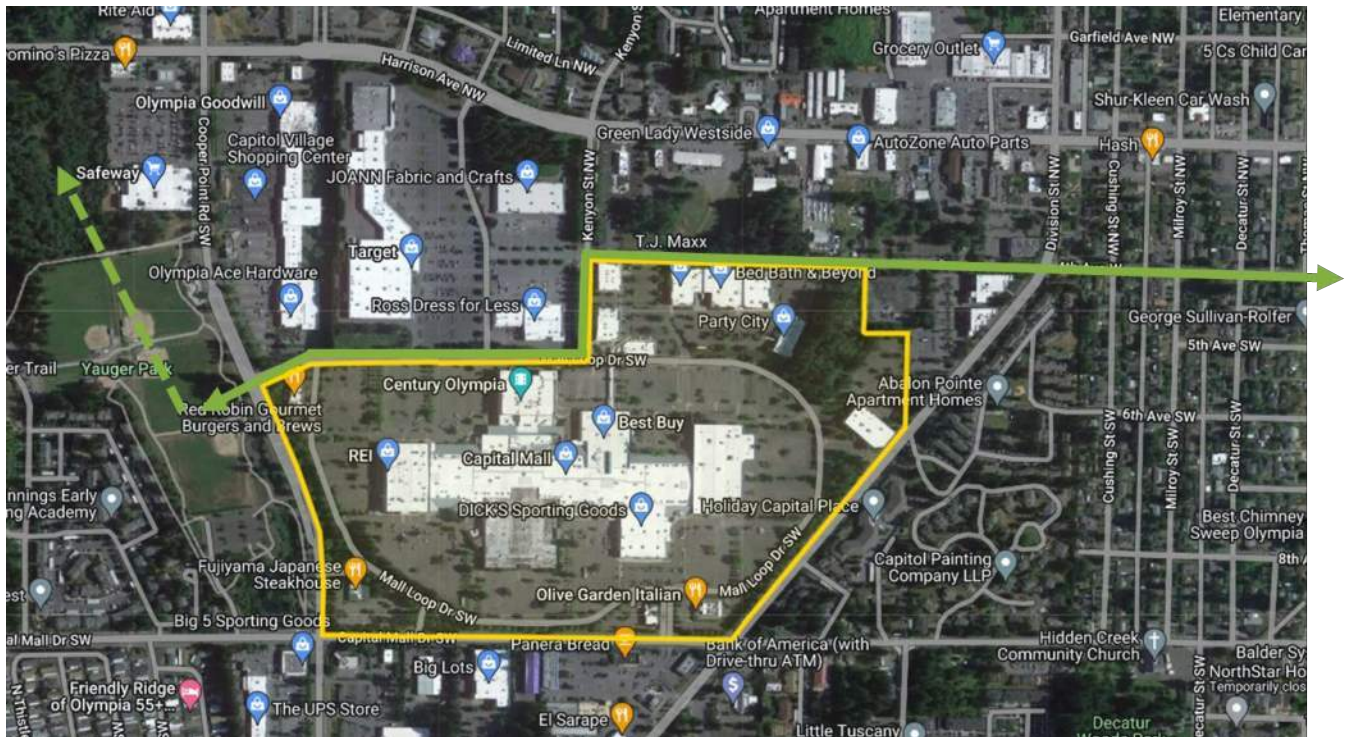
Source: TRPC, LCG.

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 4<sup>th</sup> 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**

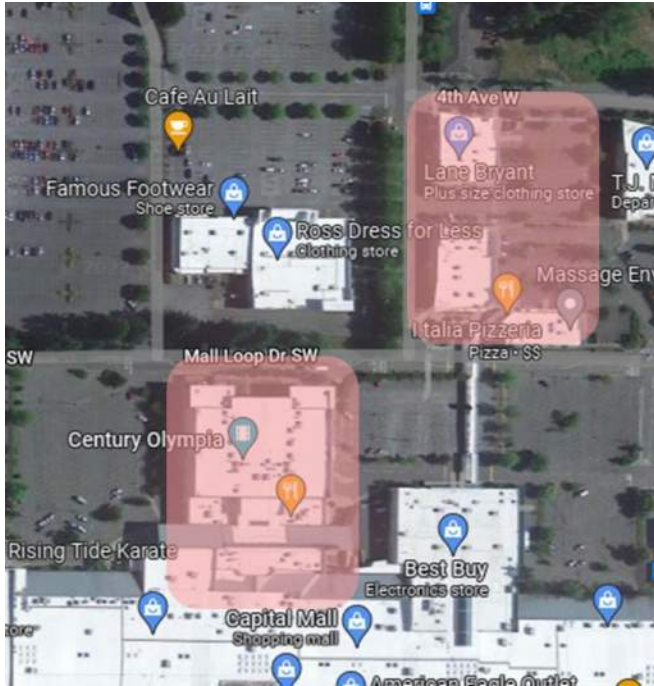


Source: LCG.

### 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

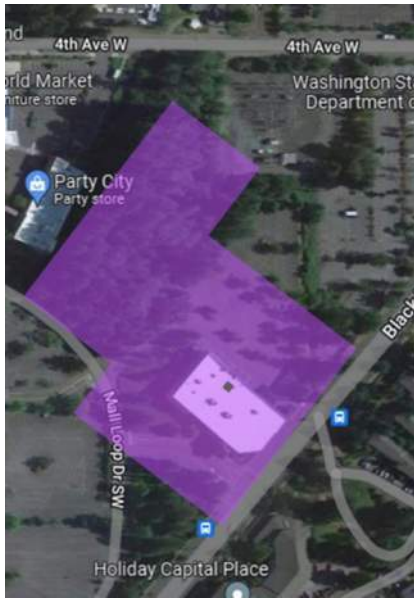


Source: LCG.

#### 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**



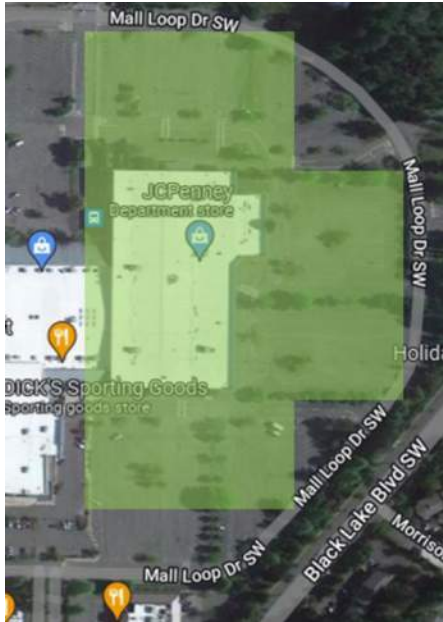
*Source: LCG.*

### **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 55<sup>th</sup> percentile nationally and 42<sup>nd</sup> 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

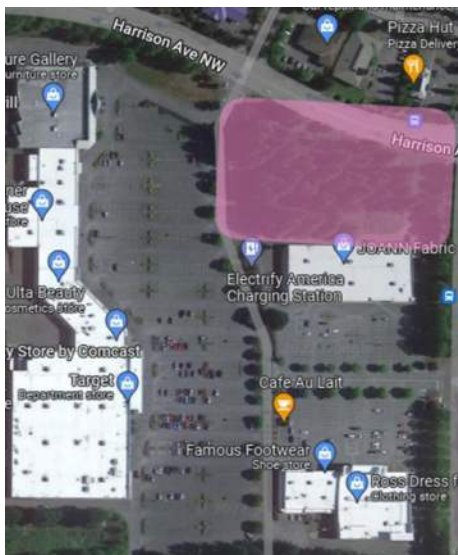


Source: LCG.

### 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



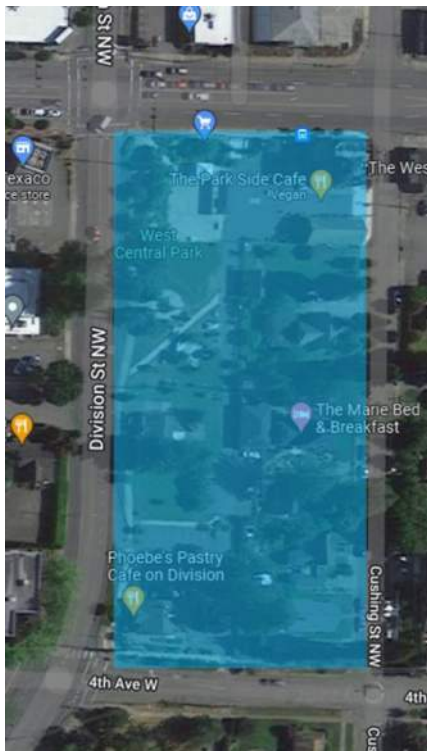
Source: LCG.

## 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



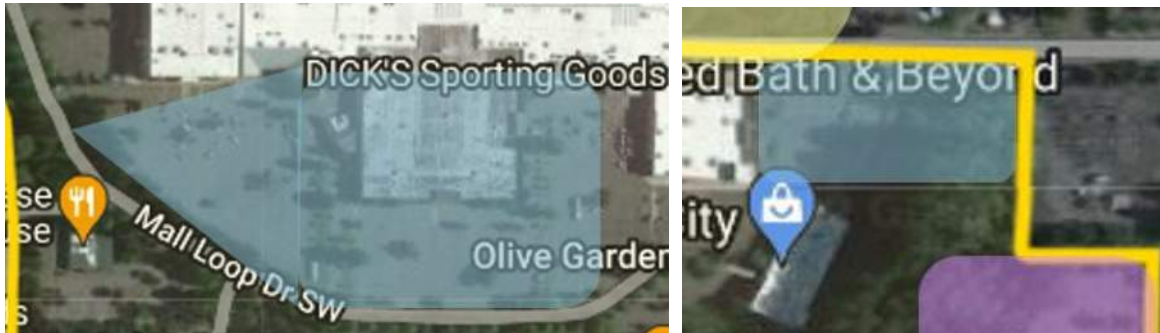
Source: LCG.

## 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



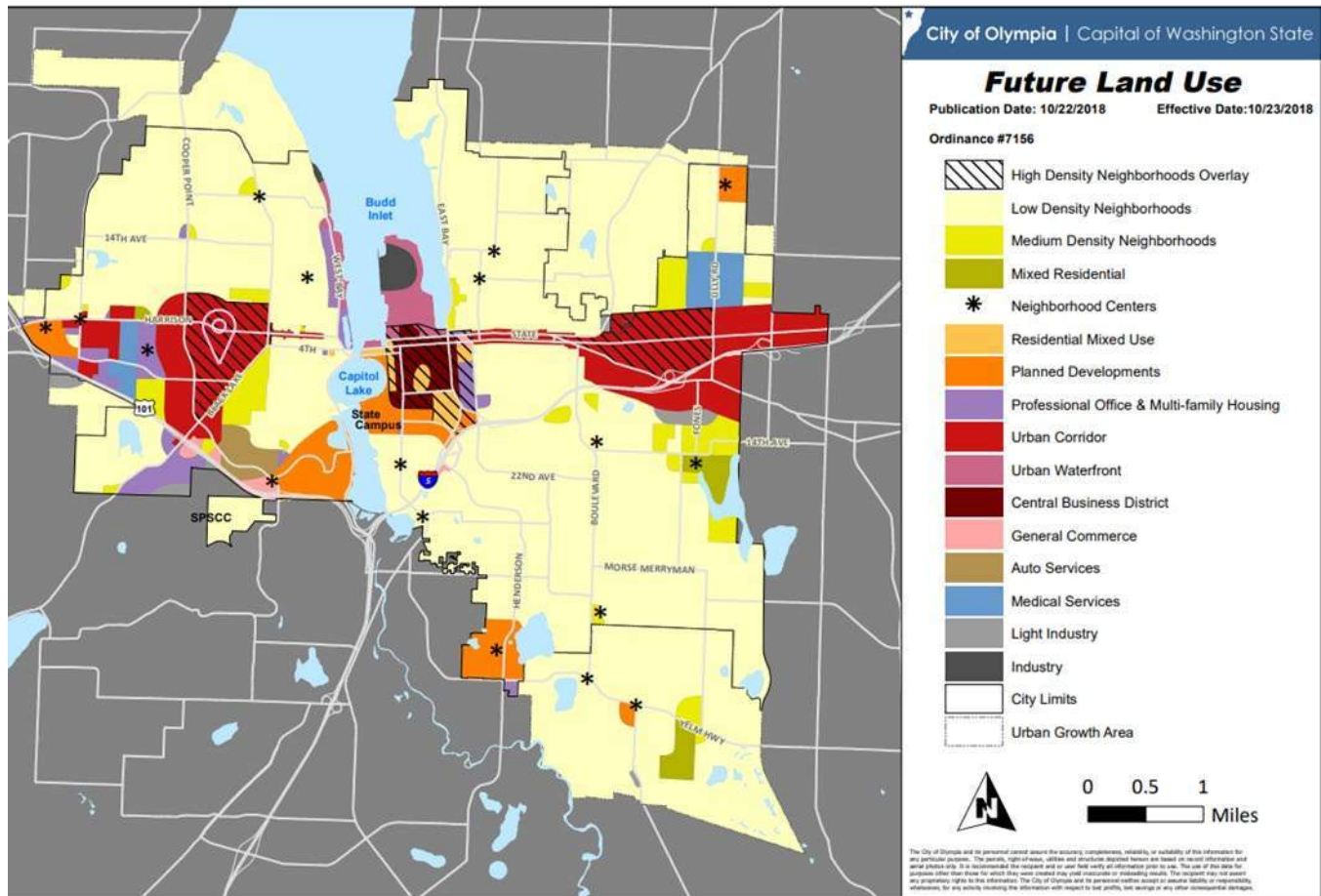
Source: LCG.

## 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

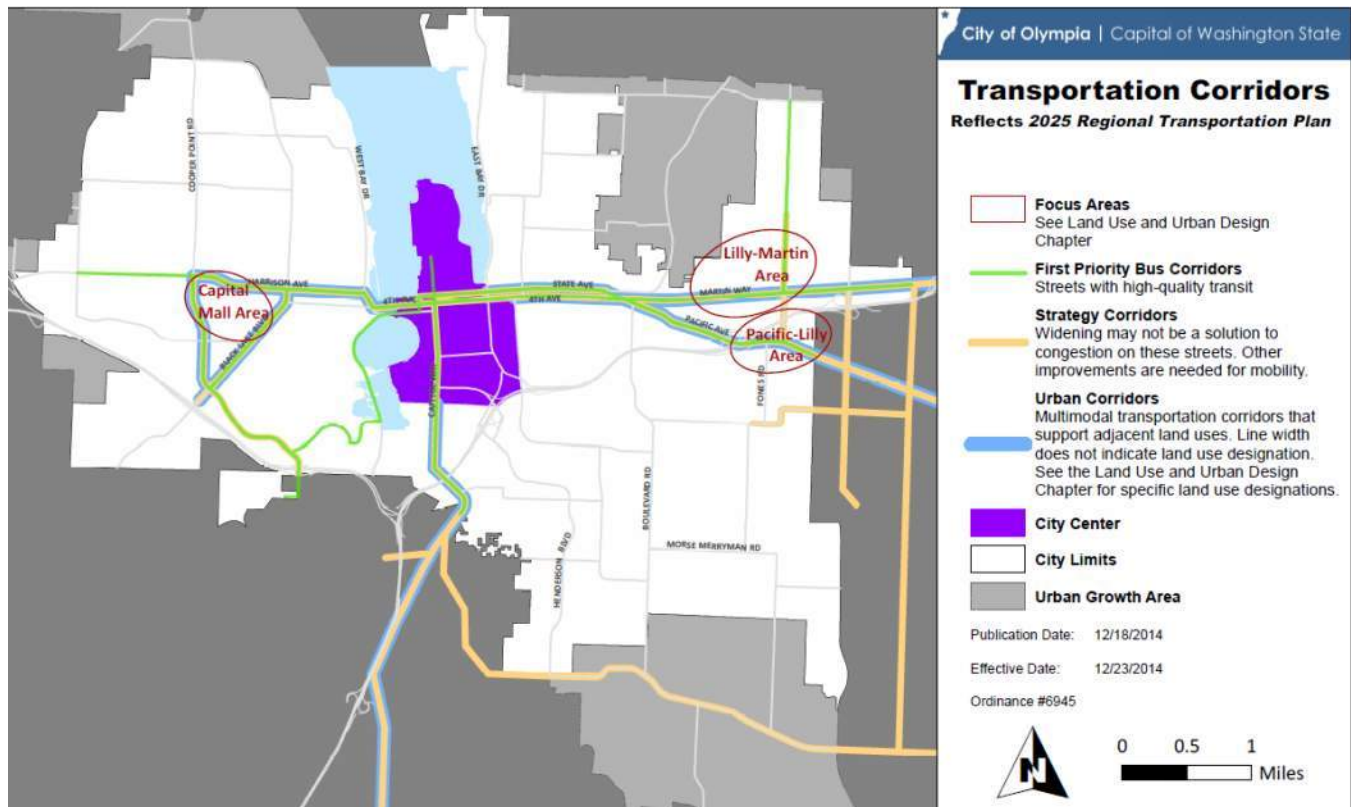


Source: City of Olympia.

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

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
<b>Purpose</b>	<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>
<b>Setbacks</b>	<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>
<b>Maximum Building Height</b>	<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>
<b>Parking Requirements</b>	<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>	<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>

	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
<b>Total</b>		<b>293.7</b>

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.***

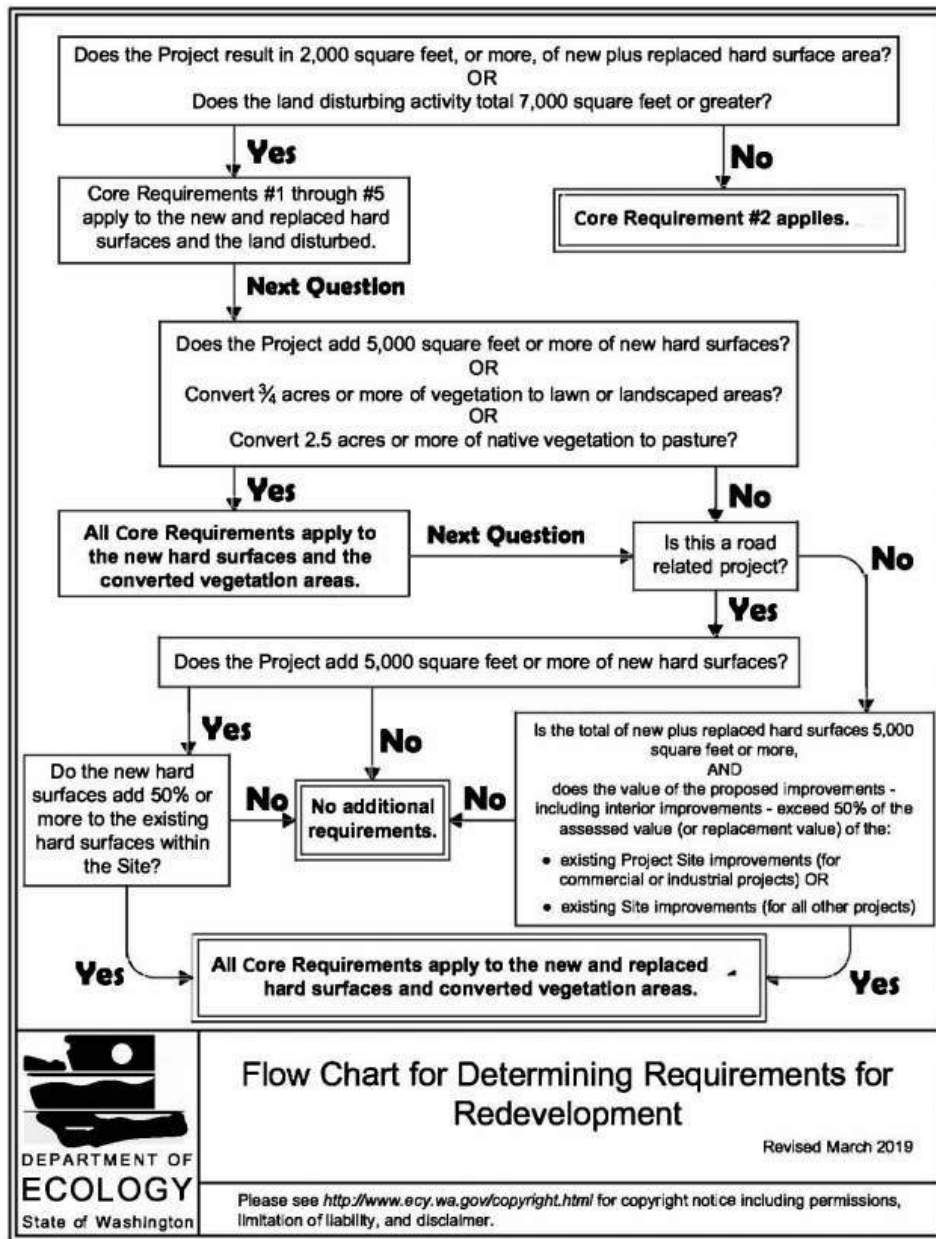
The flow chart in Figure 26 below can be used to determine which core requirements apply to a specific project. The five core requirements that typically apply to redevelopment projects include:

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.

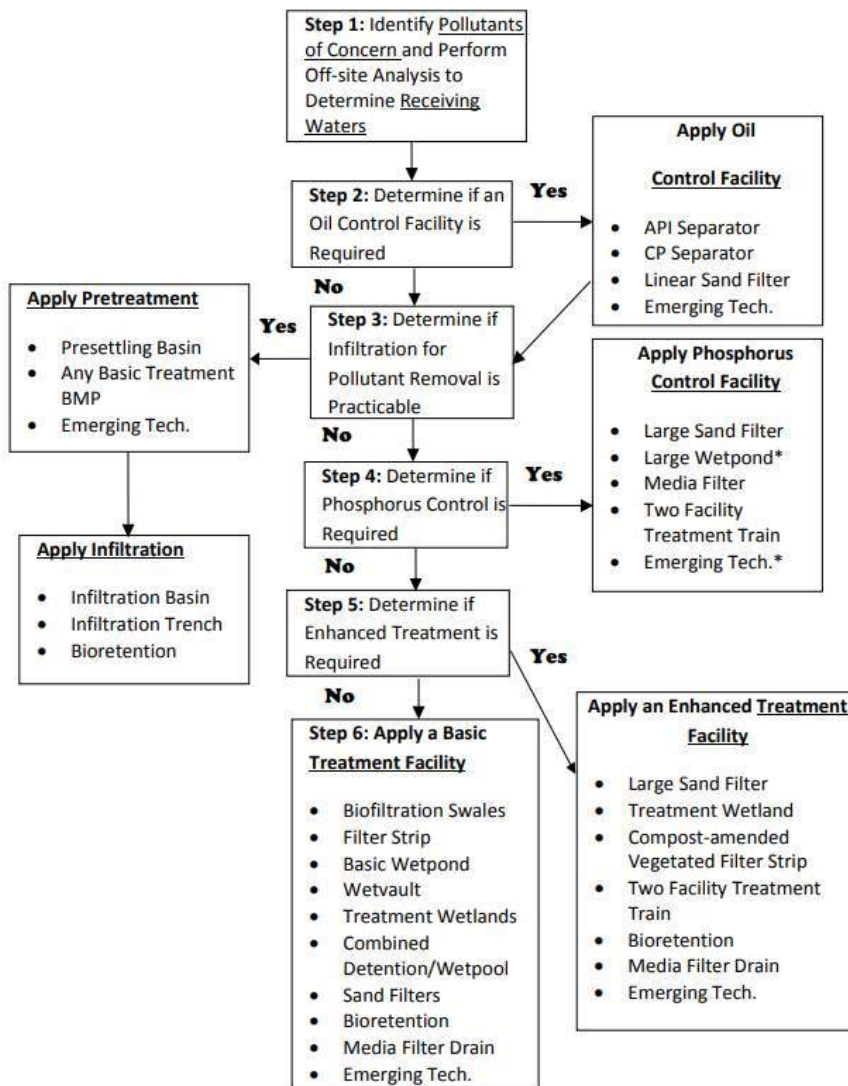
The City of Olympia is currently undertaking some major stormwater projects in or near the Capital Mall Triangle subarea:

- 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 4<sup>th</sup> Avenue Pond Construction (\$300,000) – new stormwater facility on City-owned land between 4<sup>th</sup> 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**

<b>PROJECTS OR ACTIVITIES FOR WHICH TREE PLANS ARE REQUIRED</b>	
<b>ACTIVITY or PROJECT</b>	<b>LEVEL (see manual)</b>
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).

<b>DBH</b>	<b>Tree Units</b>	<b>DBH</b>	<b>Tree Units</b>	<b>DBH</b>	<b>Tree Units</b>
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.

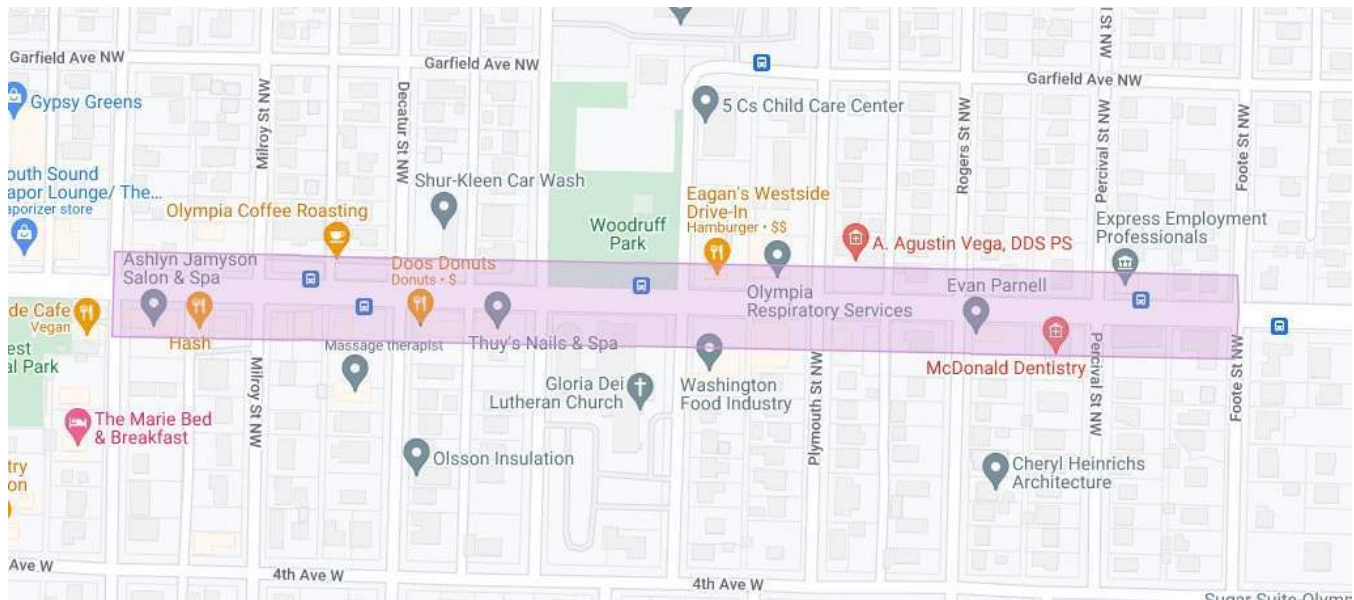
### Multi-Family Tax Exemption (MFTE)

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

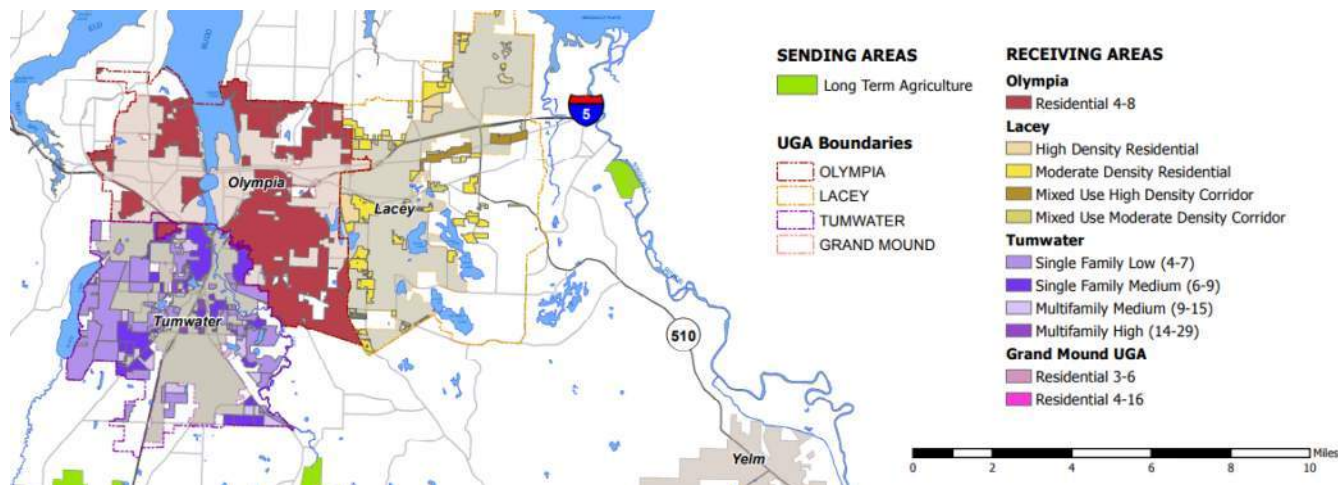
can have the unintended consequence of suppressing both low income and market rate housing development. However, if analysis shows that implementing such a program will not negatively impact housing development in the city, they intend to do so. The City already offers a density bonus of 1 additional 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.

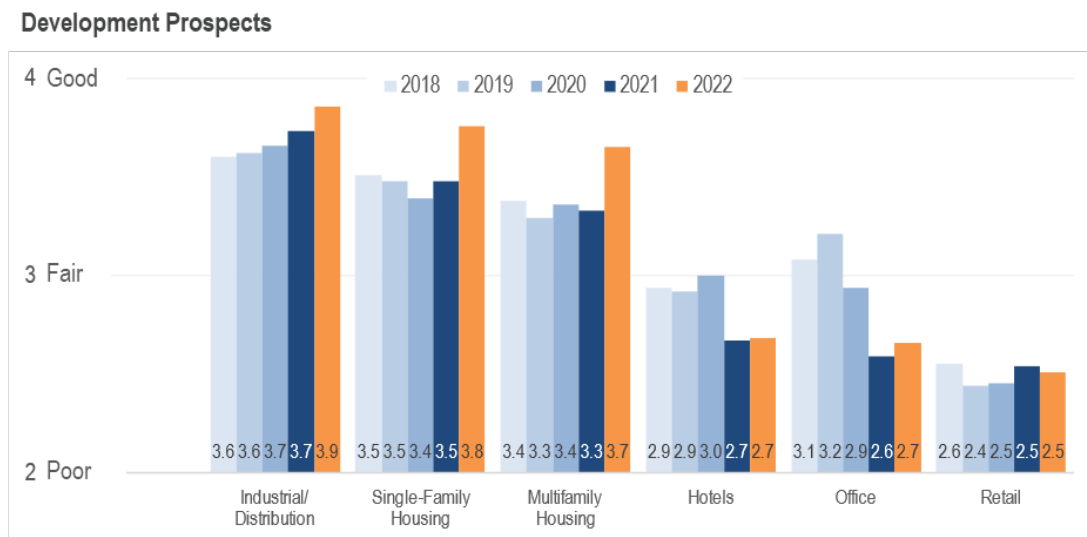
## Emerging Trends in Real Estate Development and Place Making

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.

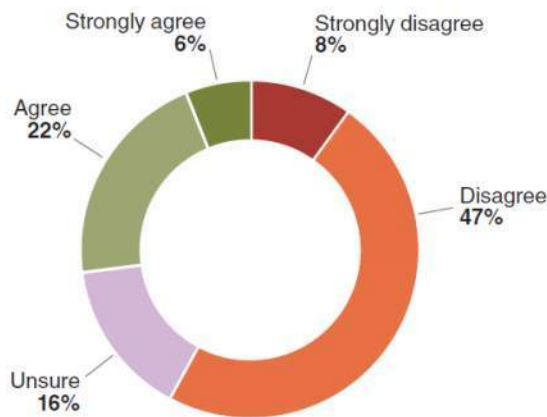
In addition to younger adults, seniors are also interested in moving to more walkable communities. Walkability has a positive impact on quality of life and continues to be in demand despite pandemic-related disruptions within the real estate industry.

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**

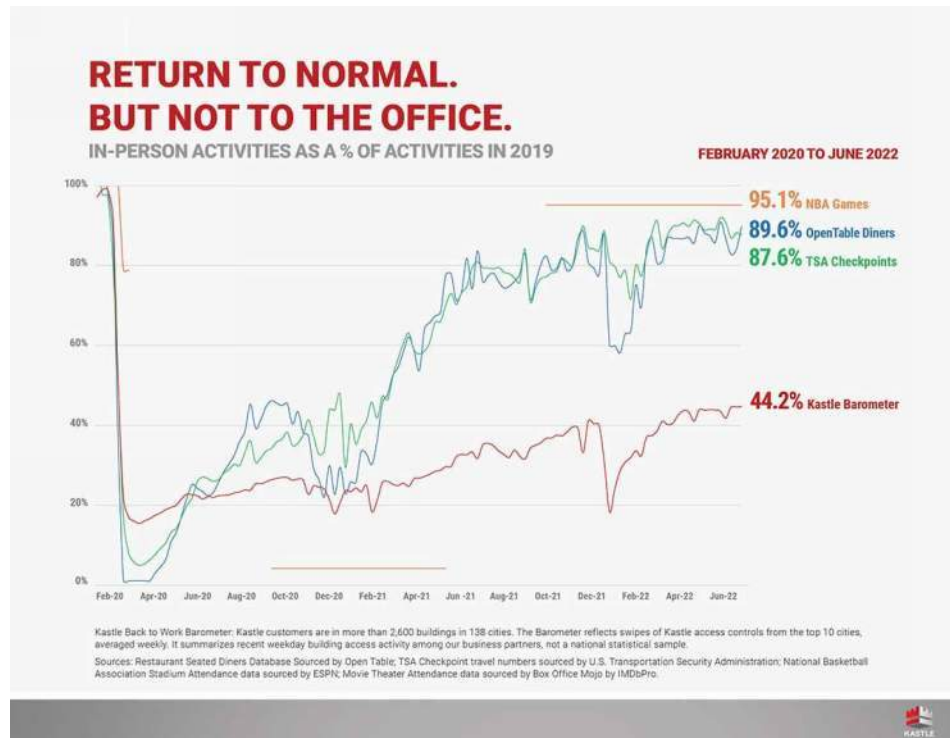


Source: ULI Emerging Trends 2022.

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.



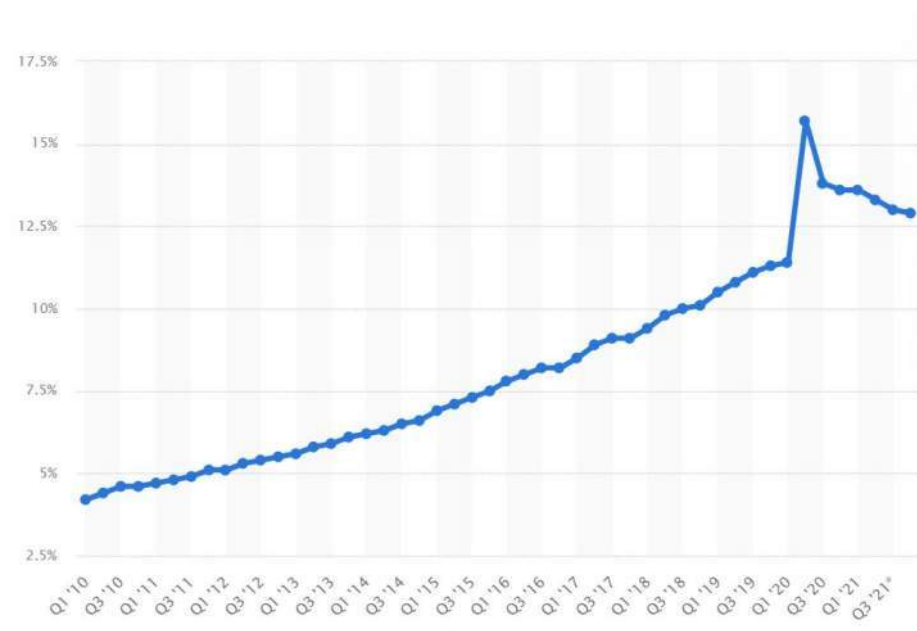
Figure 34. Kastle Back to Work Barometer



## 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.

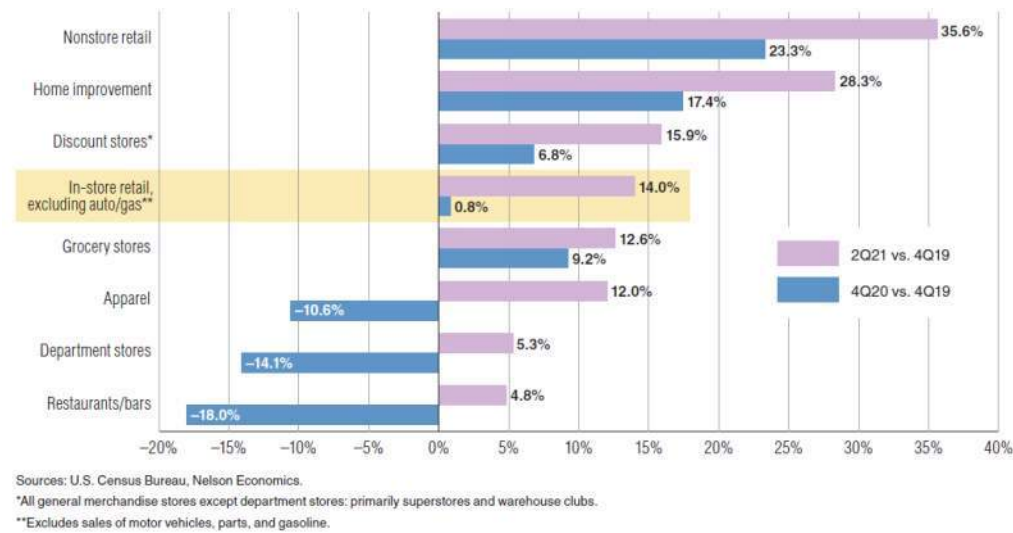
Figure 35. E-Commerce as a Percent of Total Retail Sales



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

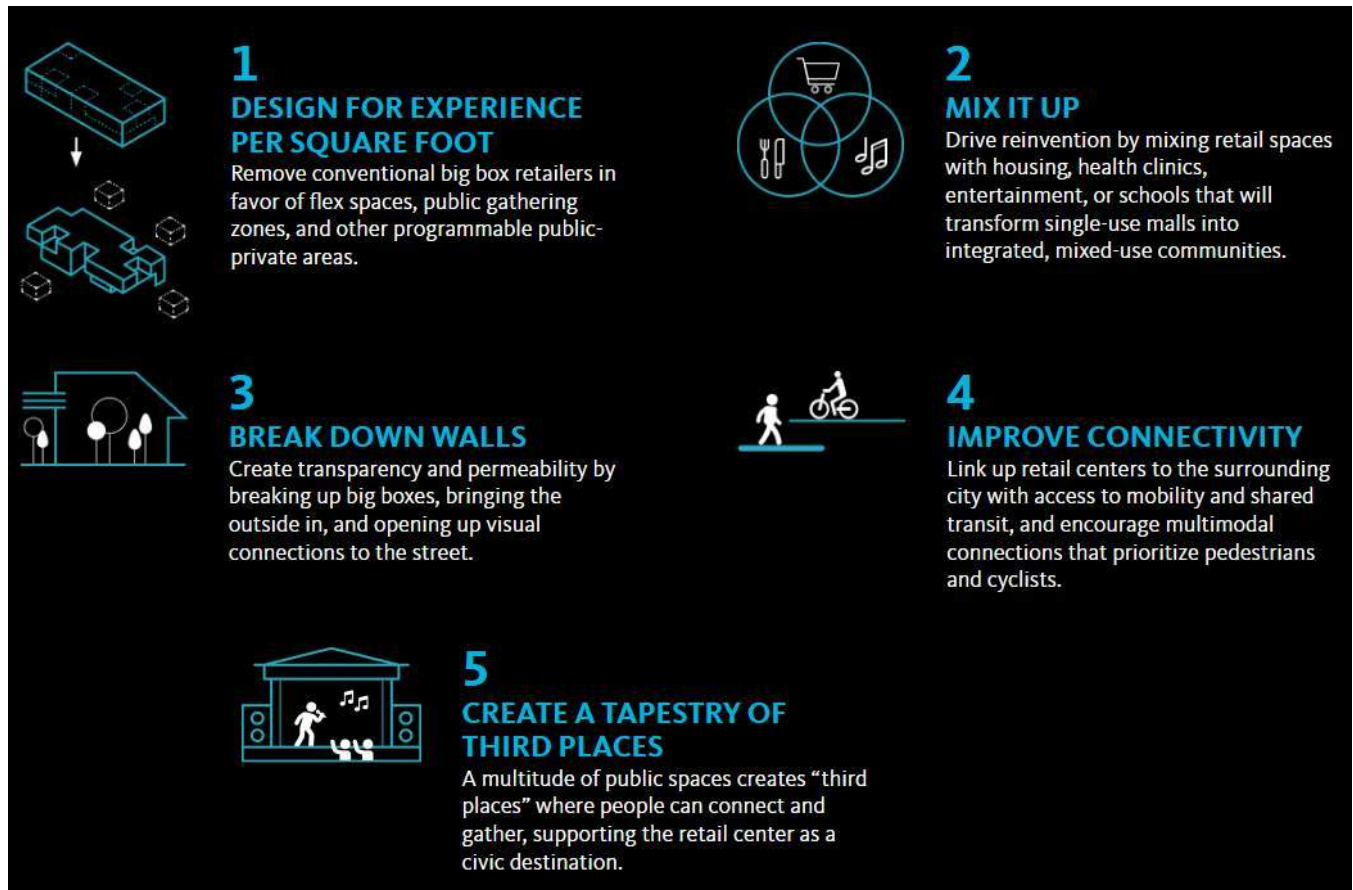


Source: US Census Bureau.

## 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.

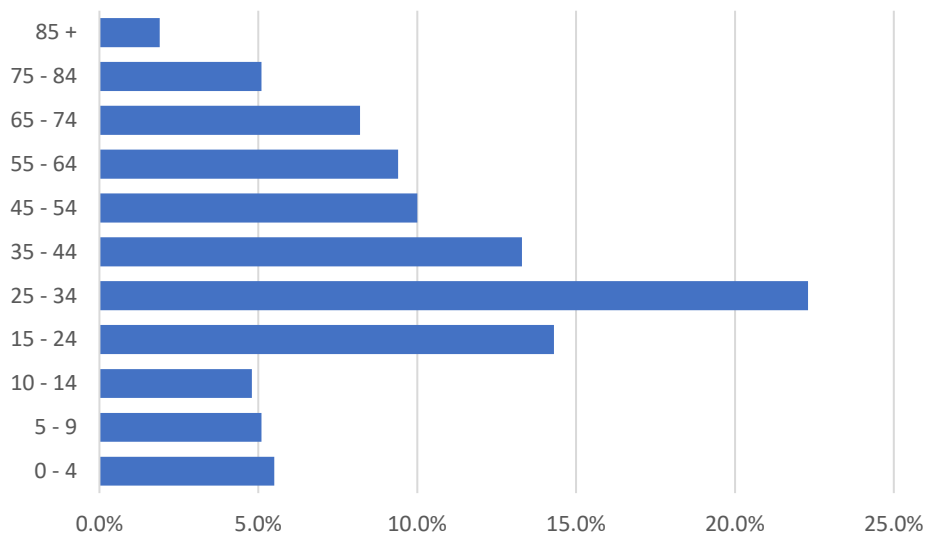
# Capital Mall Triangle Subarea

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.

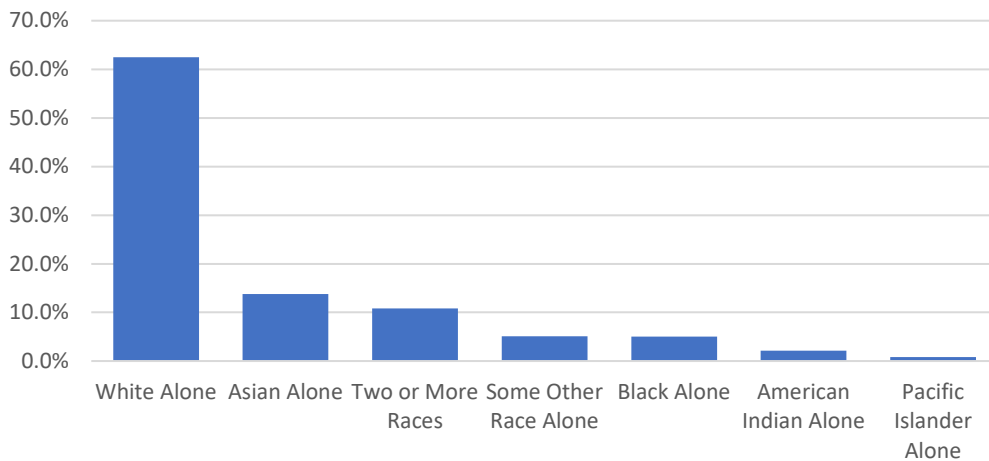
Figure 38. Age Distribution in the Olympia Capital Mall Triangle Subarea



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.

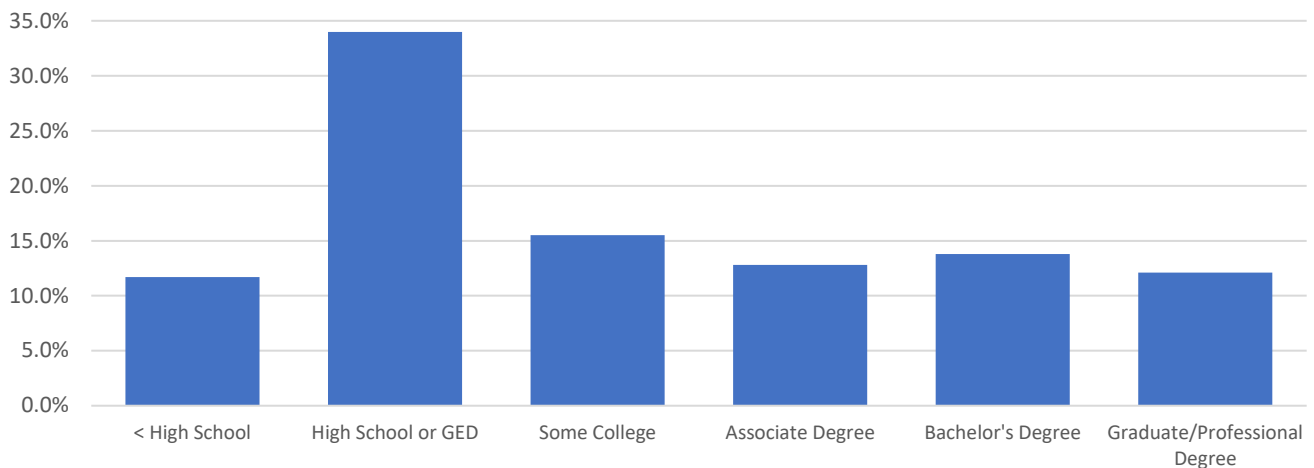
**Figure 39. Racial Distribution in the Capital Mall Triangle Subarea**



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.

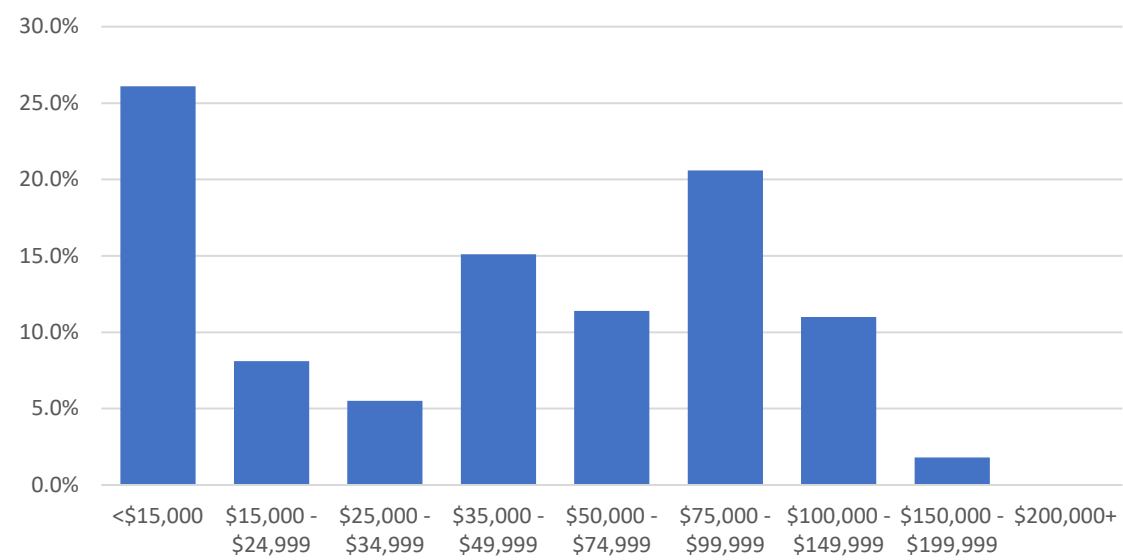
**Figure 40. Educational Attainment in the Capital Mall Triangle Subarea**



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.

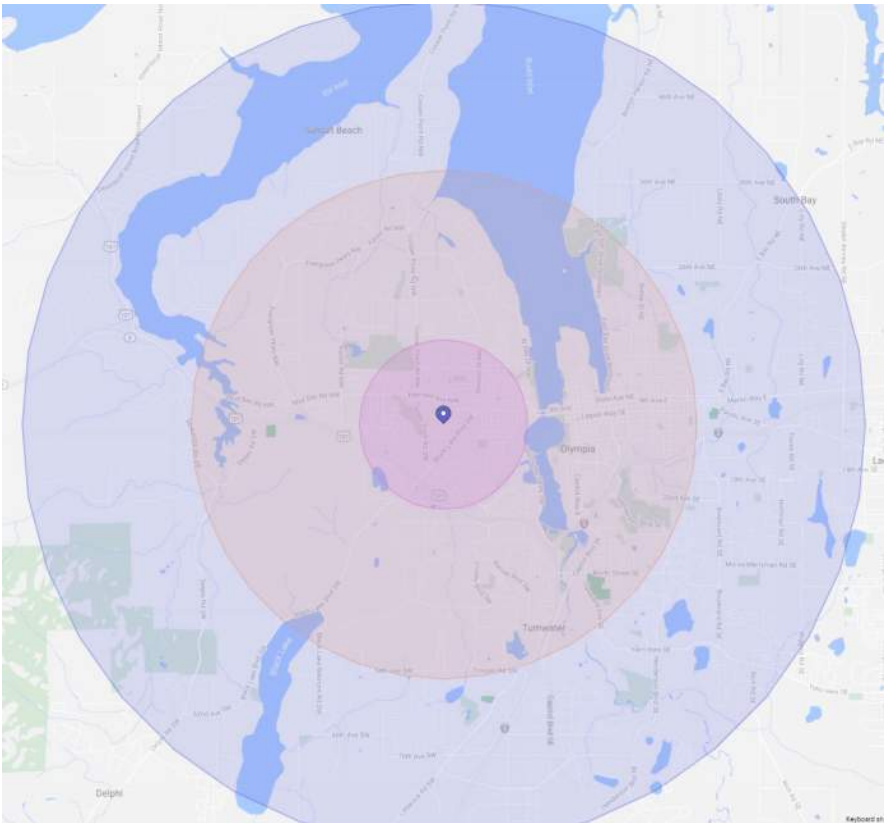
Figure 41. Distribution of Household Income in the Olympia Capital Mall Triangle Subarea



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
<b>2010</b>	10,633	45,197	89,455
<b>2020</b>	13,106	53,381	103,184
<b>2022</b>	13,266	54,297	105,513
<b>2027</b>	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**

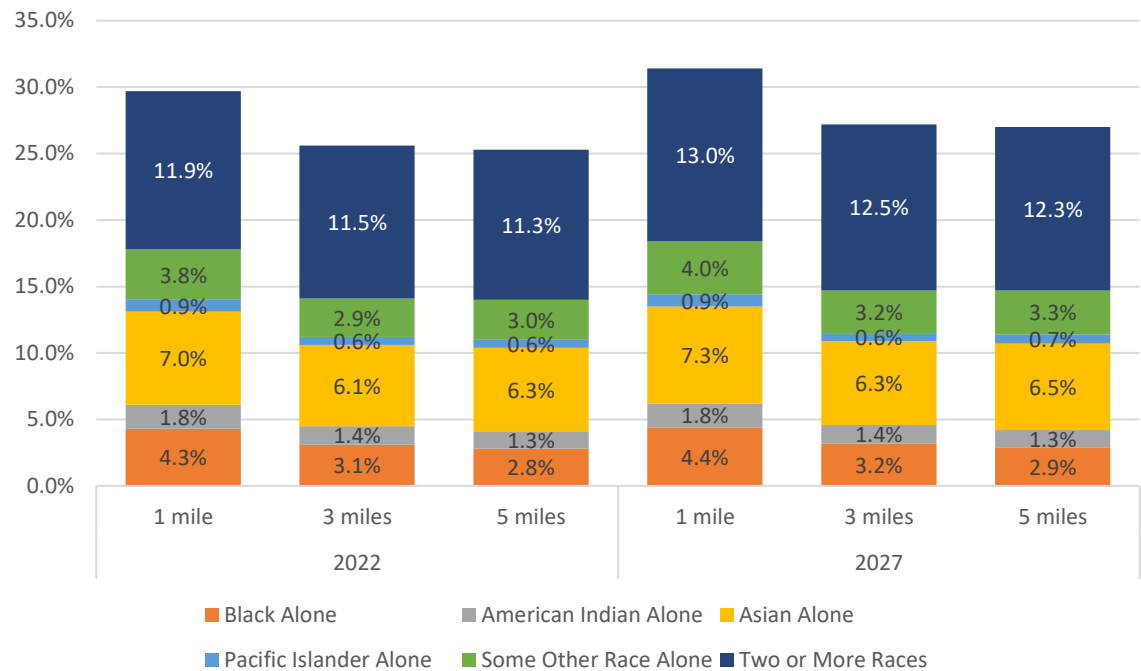
	Percent of Population, 25-34 Years Old		
	1 mile	3 miles	5 miles
<b>2010</b>	16.5%	16.1%	14.0%
<b>2022</b>	19.7%	17.8%	15.4%
<b>2027</b>	15.9%	16.4%	14.6%

*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.

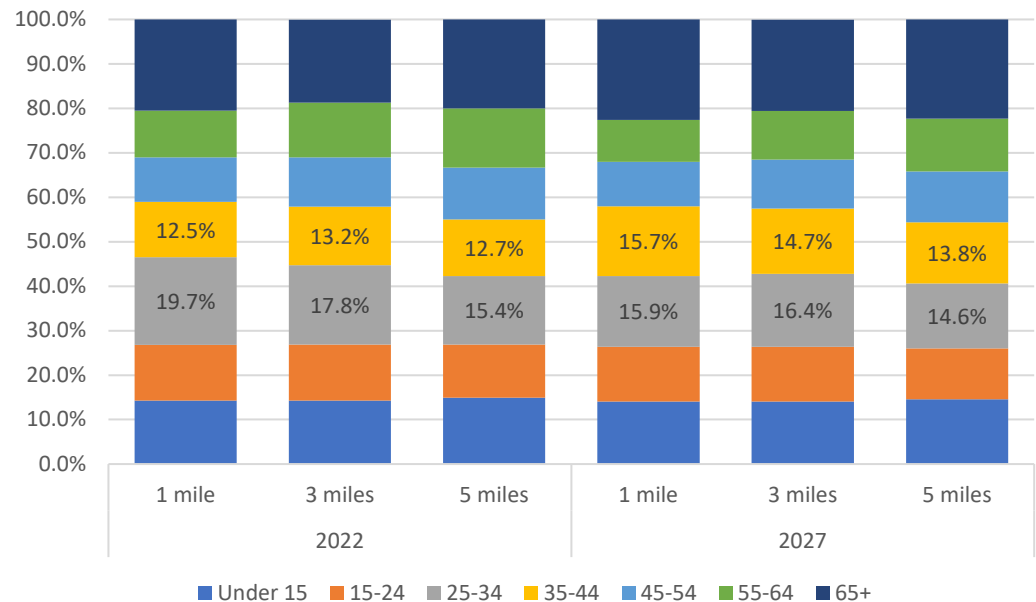
The population within one mile of the mall is less white than surrounding areas, with more Black, Asian, and Hispanic residents. That trend is expected to continue through 2027.

Figure 45. Share of Non-White Population by Race, 2022 and 2027



Source: Esri, US Census Bureau.

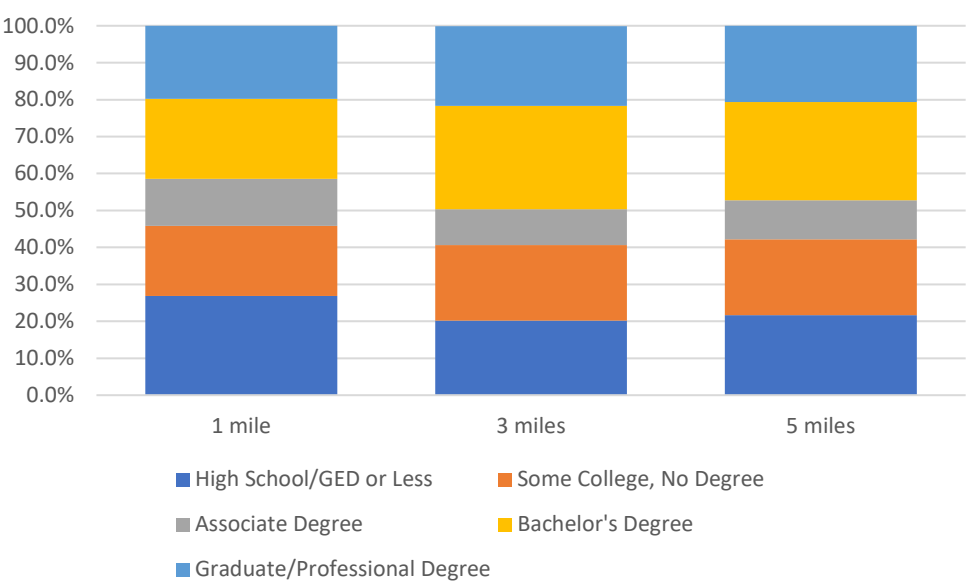
Figure 46. Share of Population by Age Group Near the Capital Mall, 2022 and 2027



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.

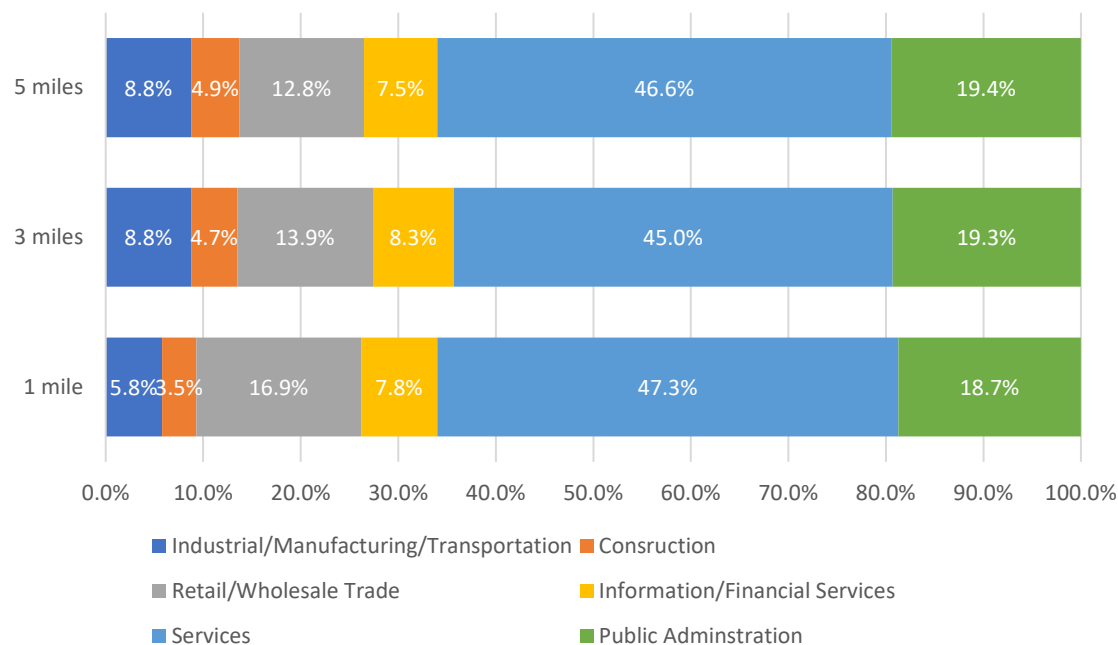
**Figure 47. Educational Attainment within 1, 3, and 5 Miles of the Capital Mall, 2022**



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

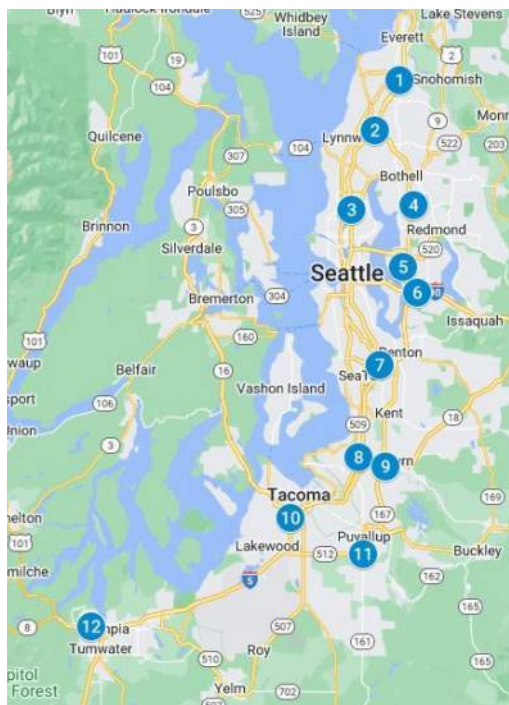


Source: Esri, US Census Bureau.

### 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.

- |                                      |  |
|--------------------------------------|--|
| <b>1</b> Everett Mall                | <b>7</b> Westfield Southcenter         |
| • 491,493 sq ft                      | • 698,135 sq ft                        |
| • Canyon Partners LLC                | • Unibail-Rodamco-Westfield            |
| <b>2</b> Alderwood Mall              | <b>8</b> The Commons at Federal Way    |
| • 592,943 sq ft                      | • 291,557 sq ft                        |
| • Brookfield Property REIT           | • Merlone Geier Partners               |
| <b>3</b> Northgate Station           | <b>9</b> The Outlet Collection Seattle |
| • 409,270 sq ft                      | • 923,331 sq ft                        |
| • Simon                              | • Washington Prime Group               |
| <b>4</b> The Village at Totem Lake   | <b>10</b> Tacoma Mall                  |
| • 400,000 sq ft                      | • 480,268 sq ft                        |
| • CenterCal Properties LLC           | • Simon                                |
| <b>5</b> Bellevue Square             | <b>11</b> South Hill Mall              |
| • 1,300,000 sq ft                    | • 613,084 sq ft                        |
| • Kemper Development Company         | • Carfaro                              |
| <b>6</b> The Marketplace at Factoria | <b>12</b> Capital Mall                 |
| • 370,546 sq ft                      | • 779,268 sq ft                        |
| • Kimco Realty Corporation           | • Pacific Retail Capital Partners      |

Note: There are no malls south of Olympia to Chehalis, west of Olympia to the coast, or east of Olympia to Eatonville.

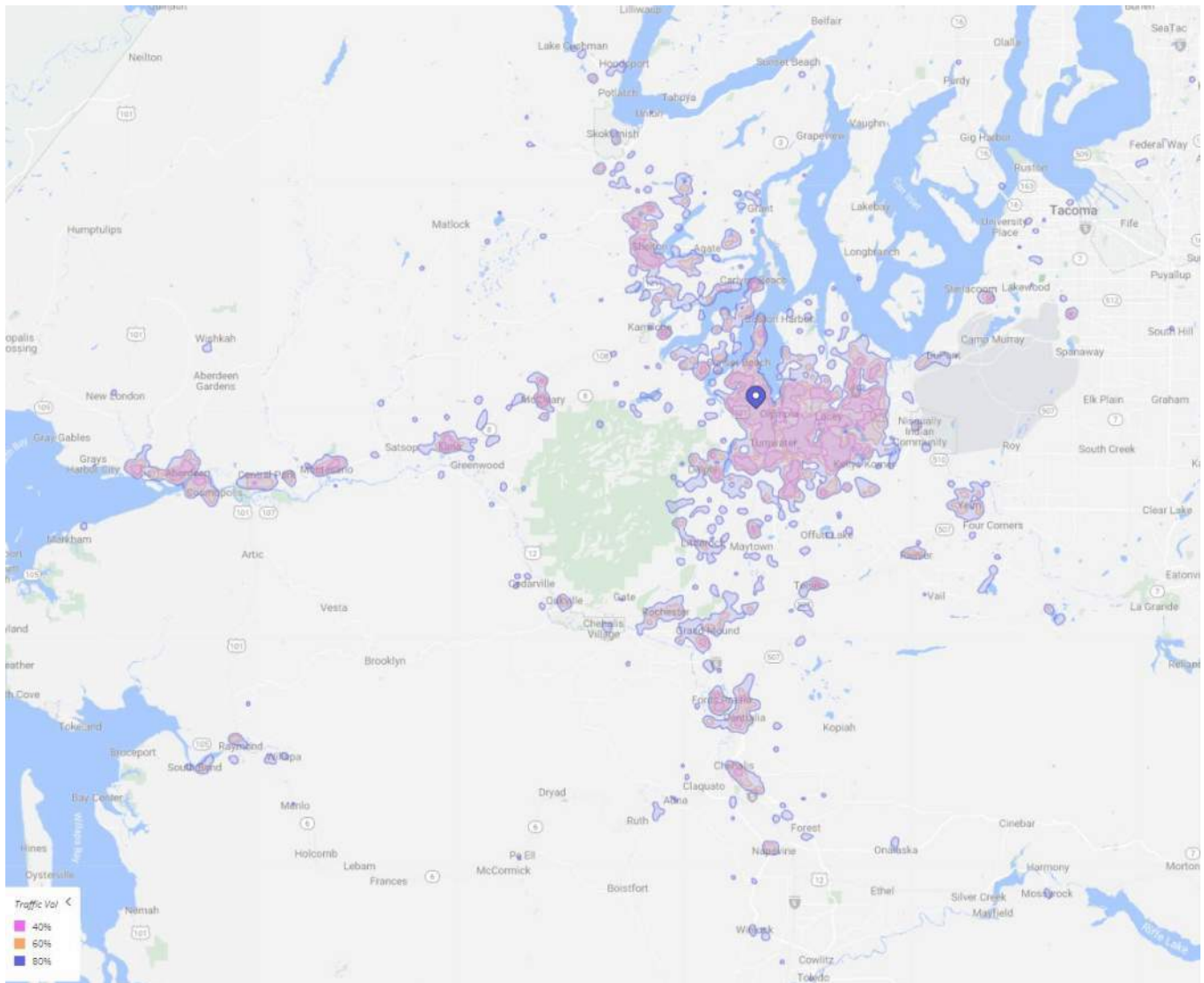
Source: CoStar, Leland Consulting Group.



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.

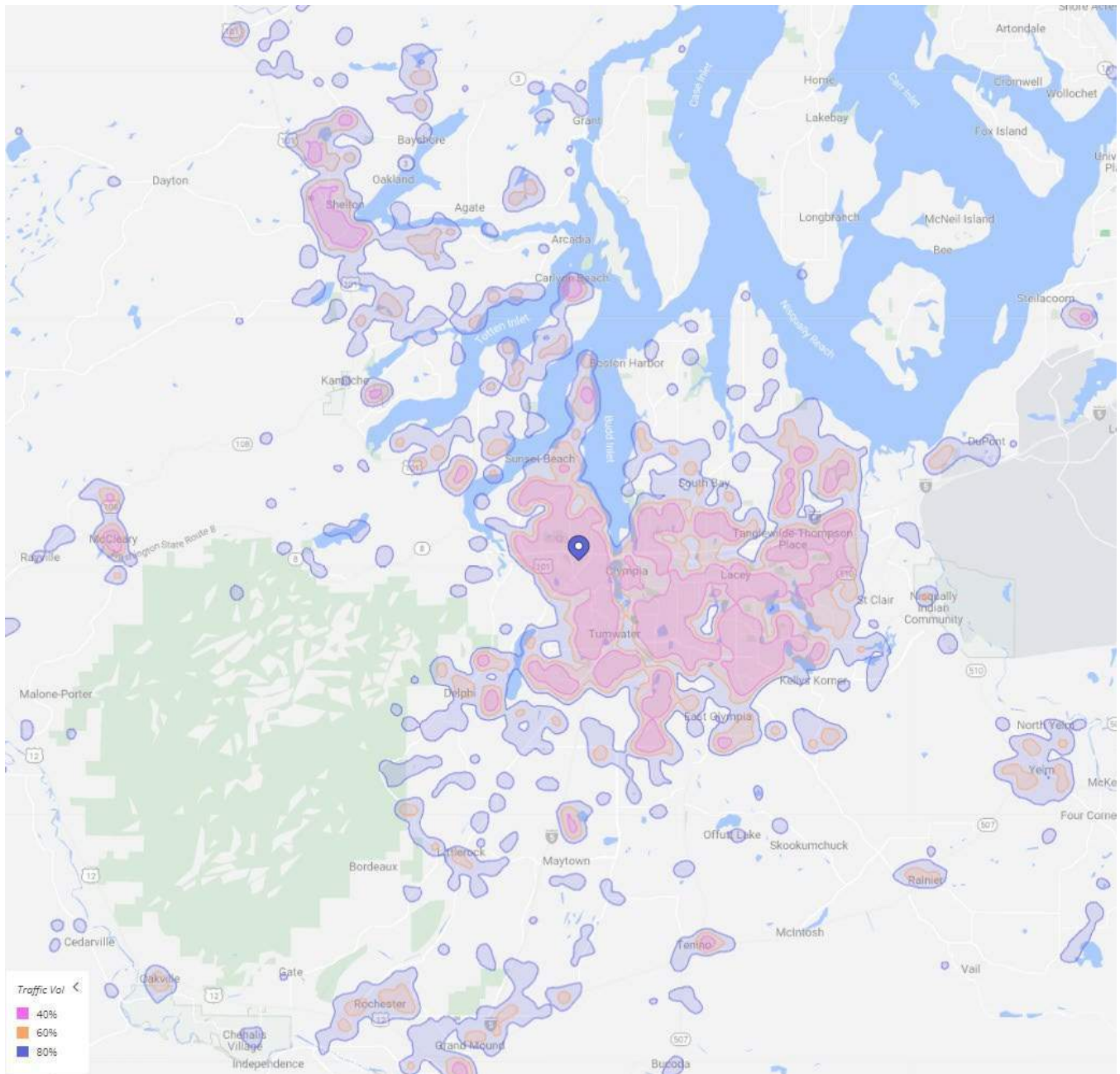
Figure 50. Olympia Capital Mall Trade Area by Visits in the Last 12 Months



Source: Placer AI



**Figure 51. Close-Up View of Primary Trade Area for Olympia Capital Mall**

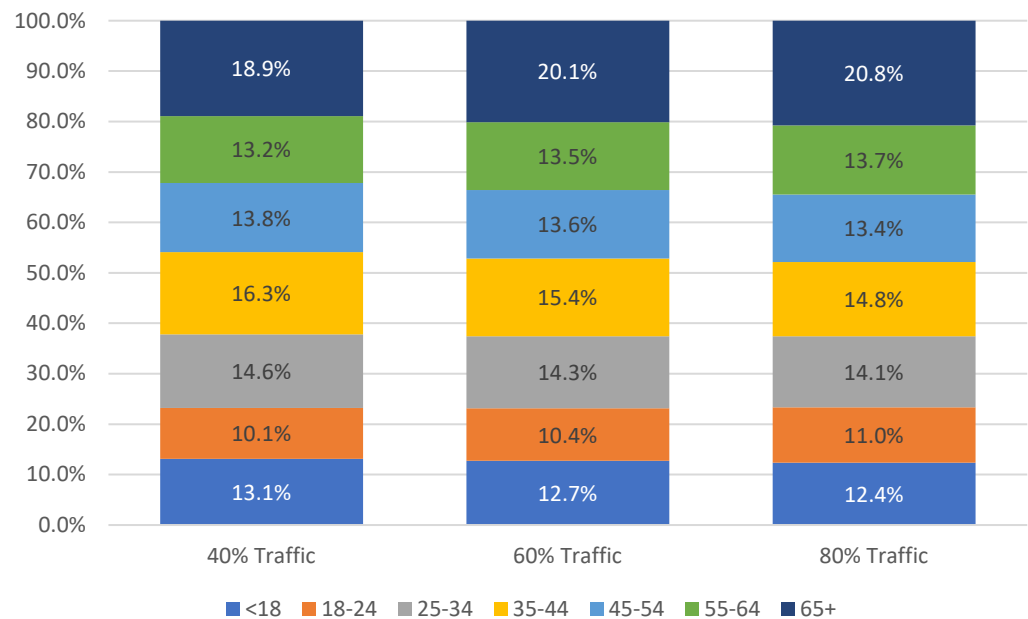


Source: Placer AI.

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.

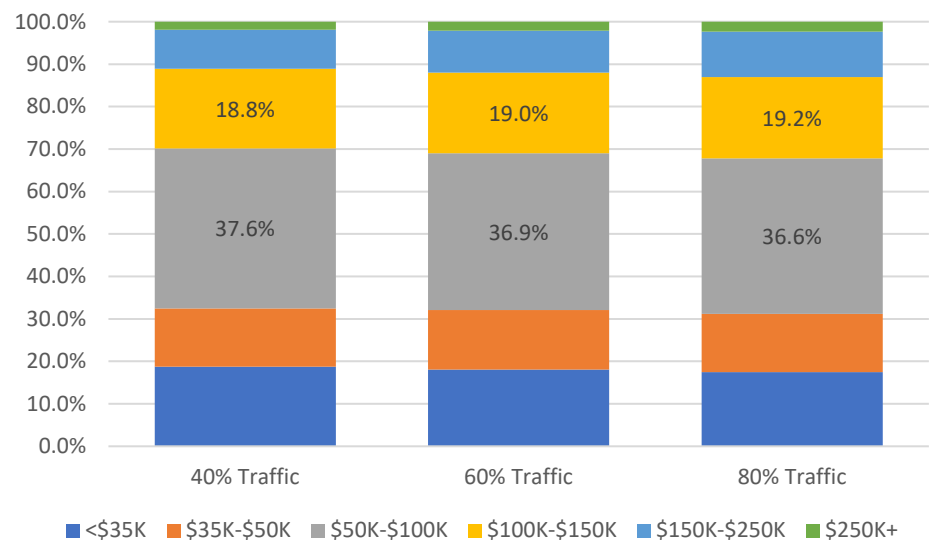
Figure 52. Capital Mall Visits by Age, Last 12 Months



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.

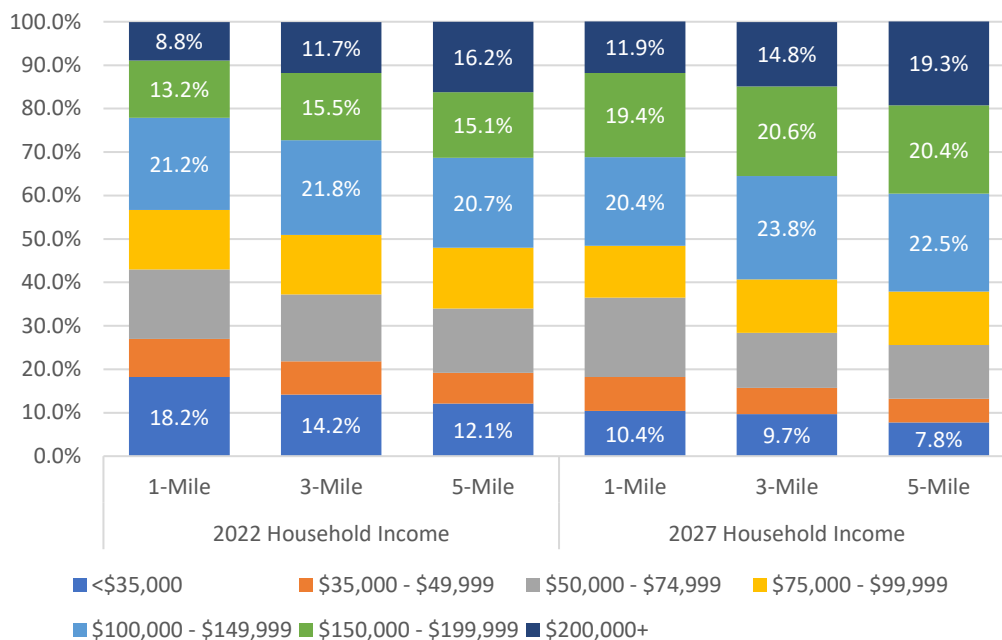
## Comparable Malls

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.

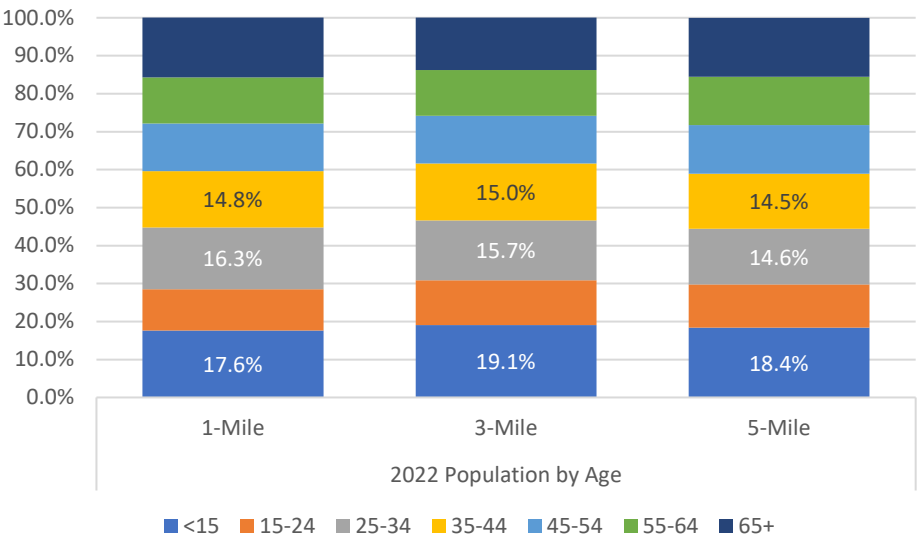
**Figure 56. Median Income within 1, 3, and 5 Miles of the Alderwood Mall, 2022 and 2027**



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%.

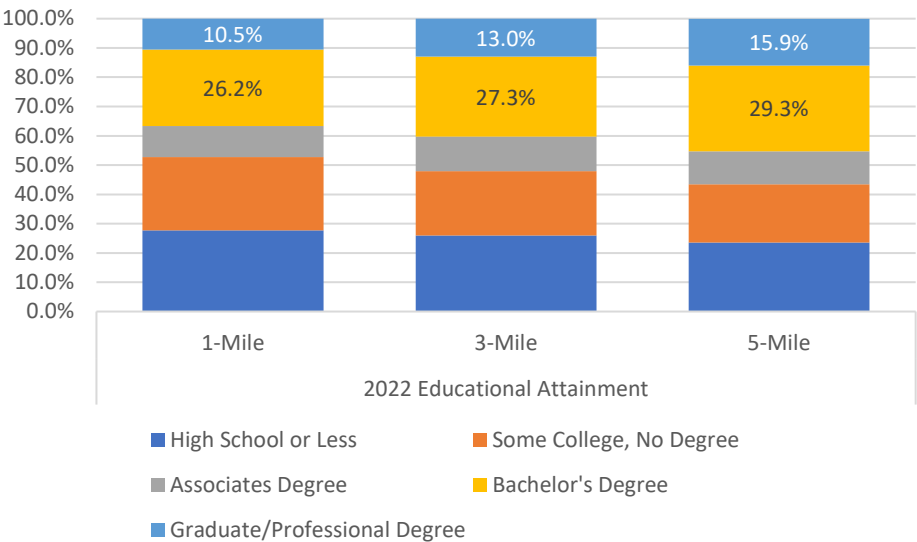
**Figure 57. Population by Age within 1, 3, and 5 Miles of the Alderwood Mall**



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.

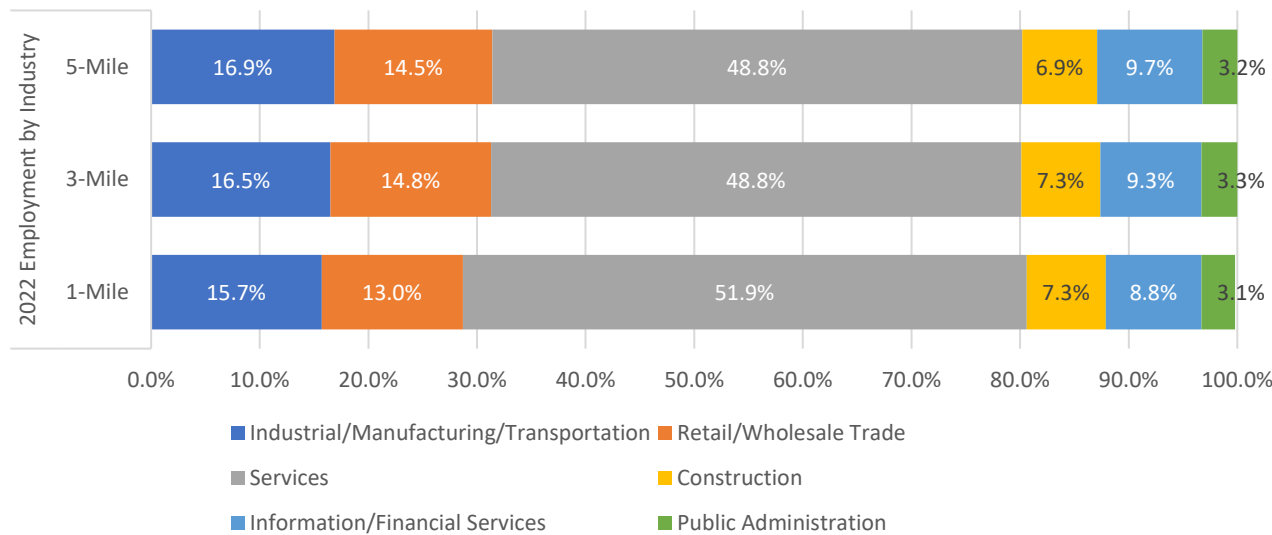
**Figure 58. Educational Attainment within 1, 3, and 5 Miles of the Alderwood Mall**



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**

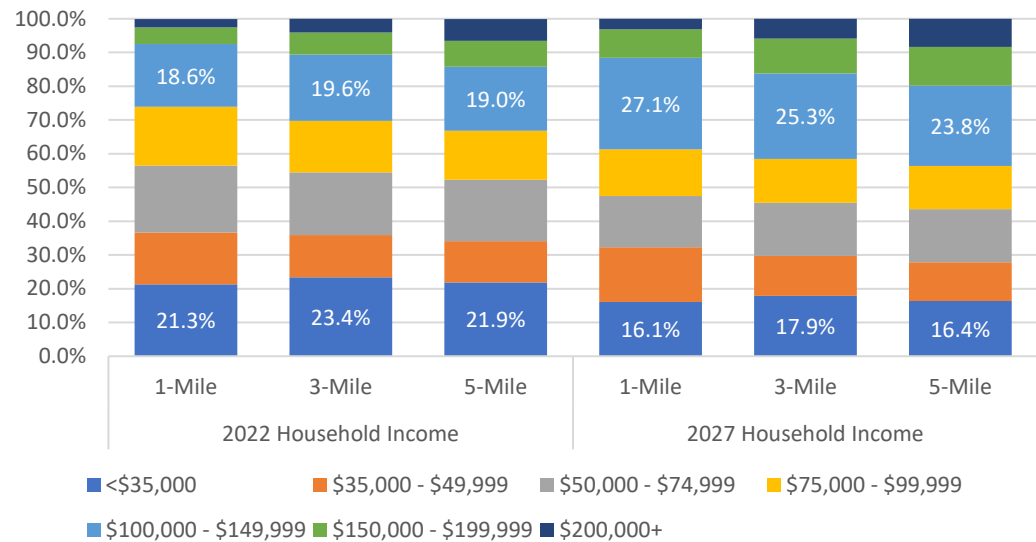


Source: Esri, US Census, LCG.

### 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**

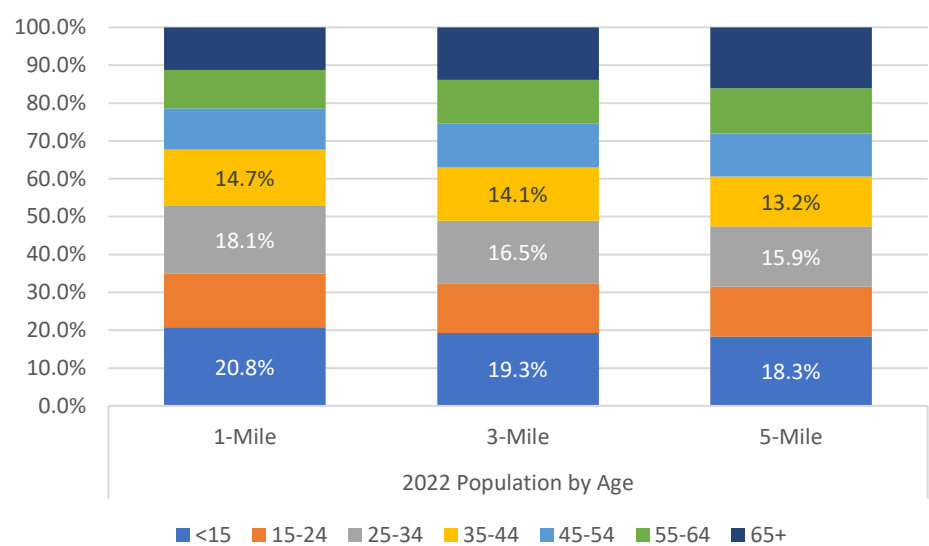


Source: Esri, US Census, LCG.



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.

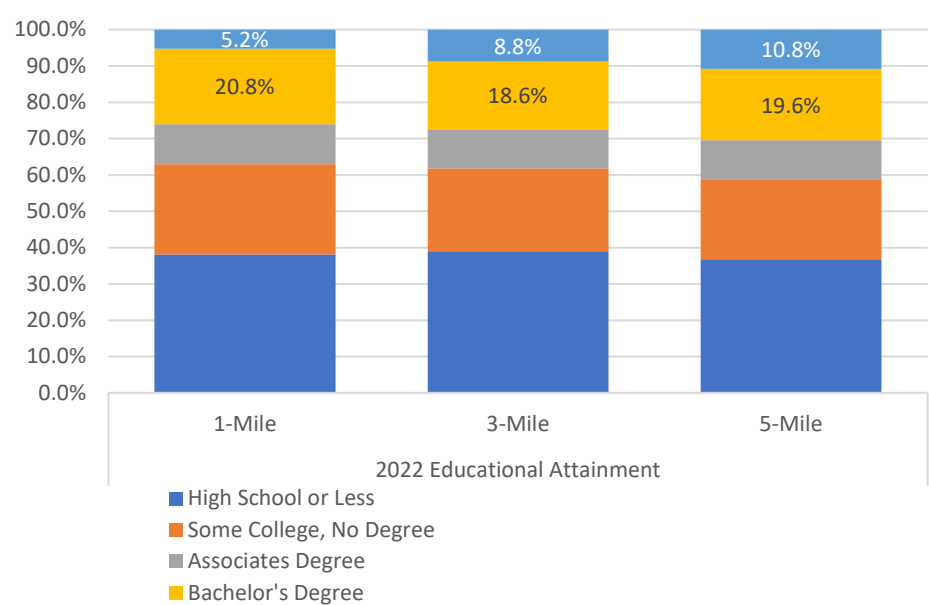
**Figure 61. Population by Age within 1, 3, and 5 Miles of the Tacoma Mall**



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.

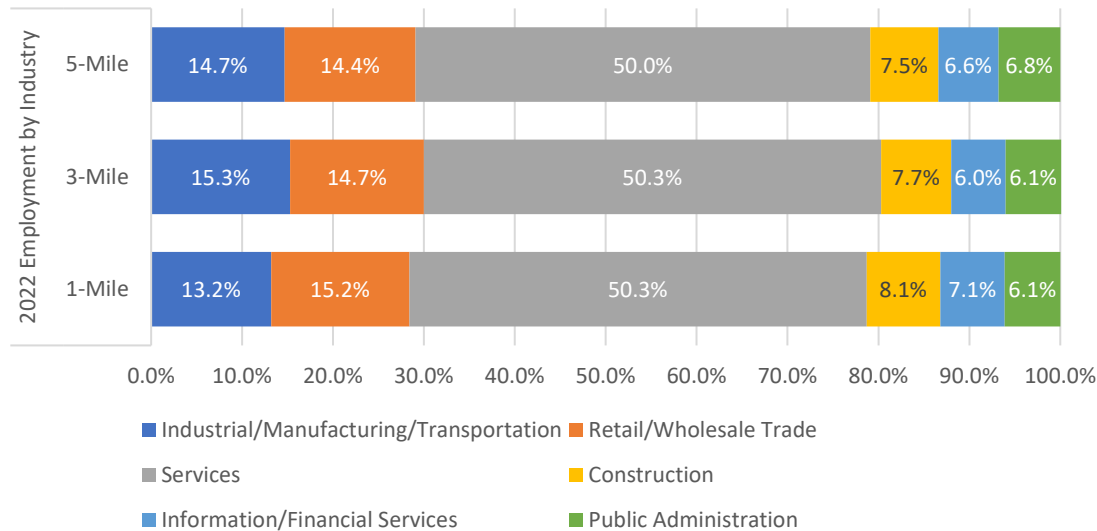
**Figure 62. Population over 25 by Educational Attainment within 1, 3, and 5 Miles of the Tacoma Mall**



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

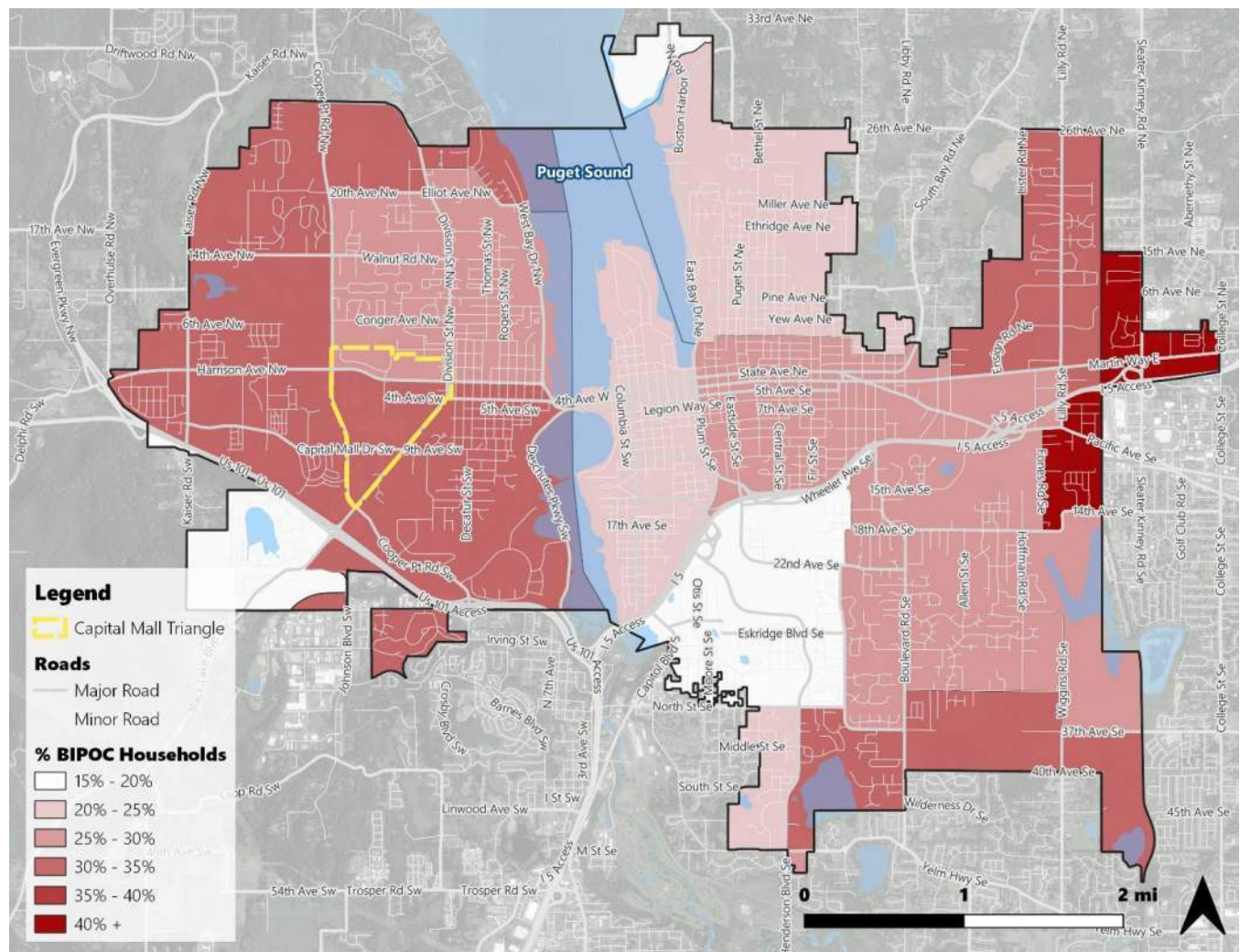
**Summary.** Between 2010 and 2020, the median household income in the census tract that includes the Capital Mall Triangle grew by 47.7%, putting it in the highest quantile category for income growth in Thurston County. Over that same period, home values in the Capital Mall Triangle subarea have decreased 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.

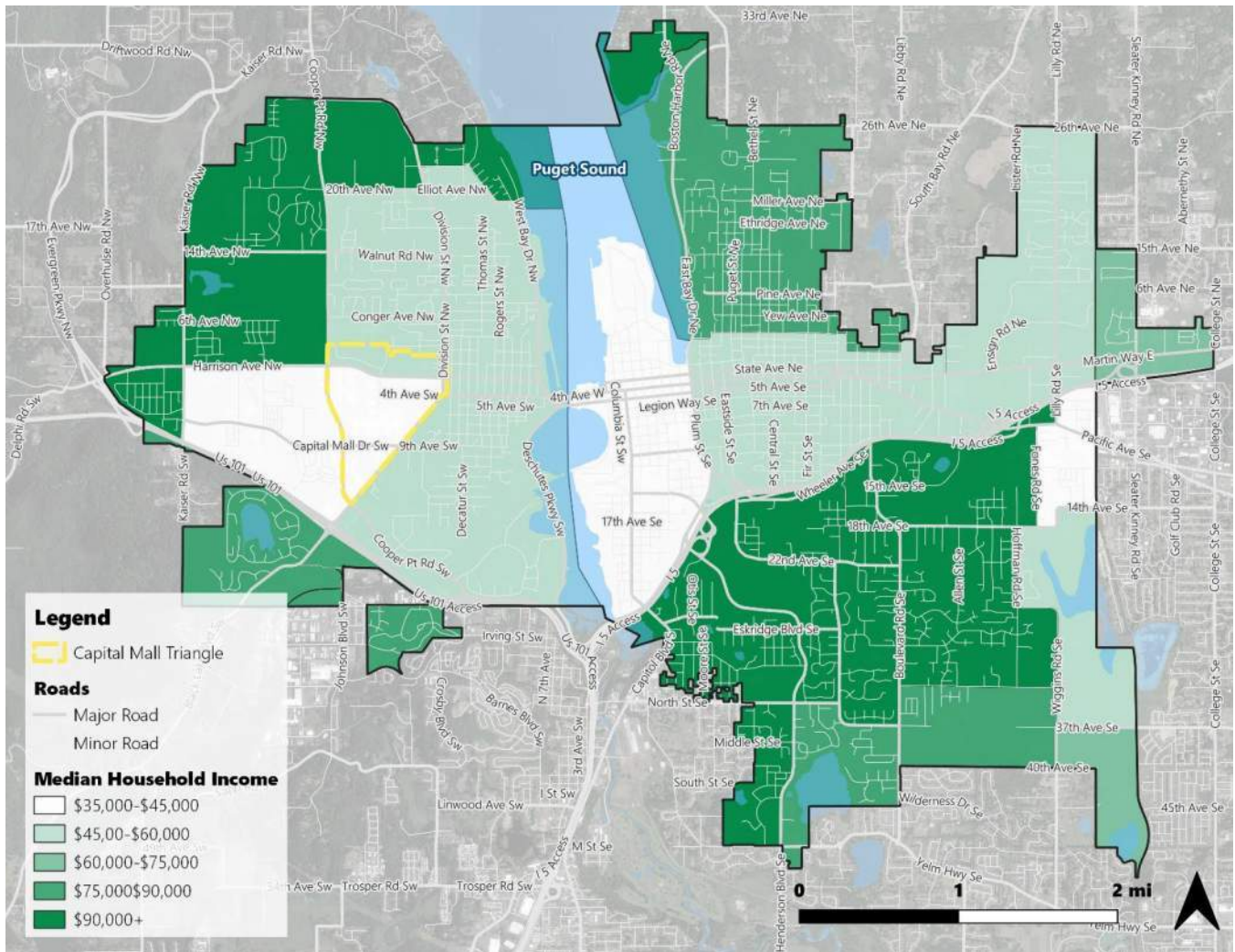
**Figure 64. Percent of BIPOC Households by Census Tract in Olympia**



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.

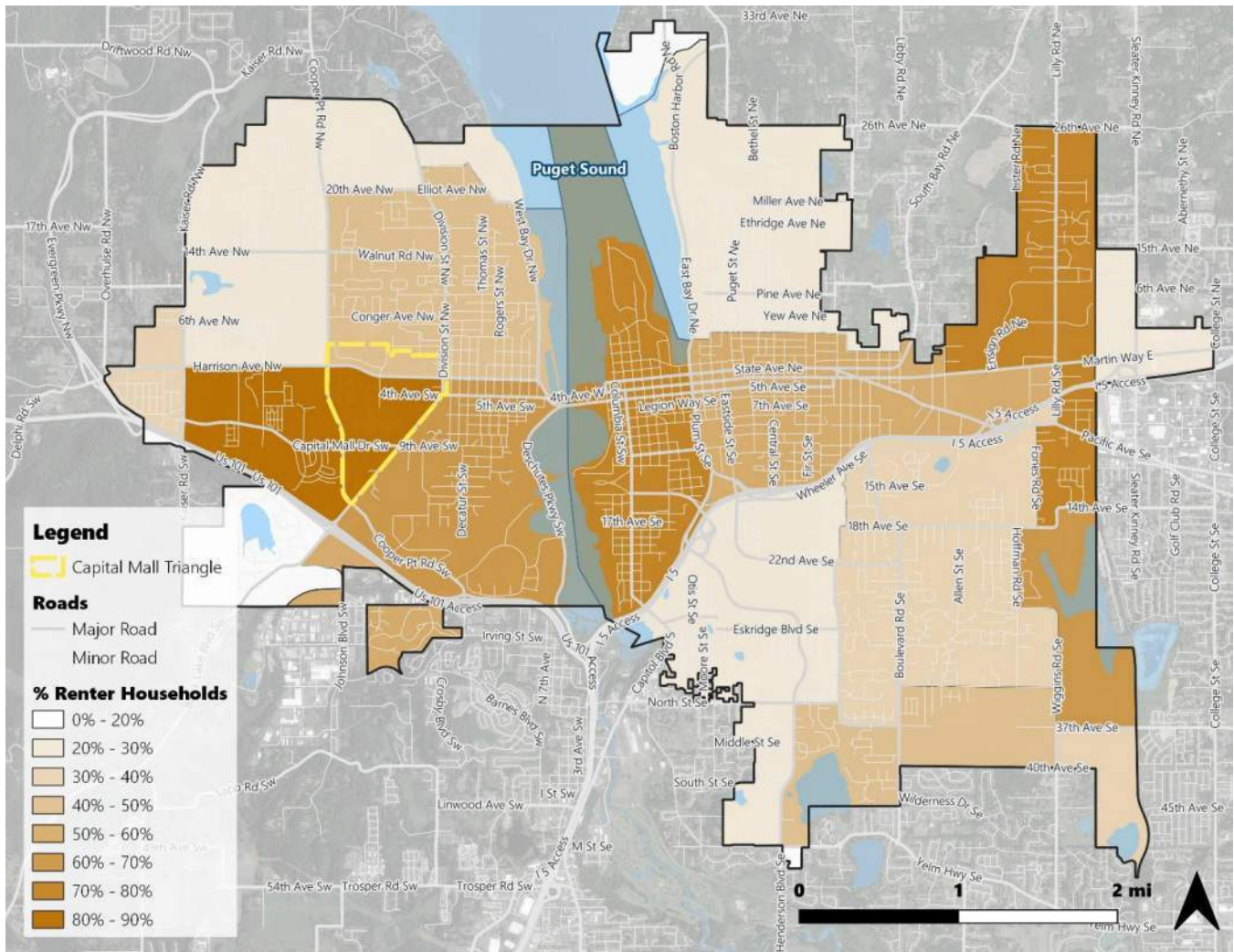
Figure 65. Median Household Income by Census Tract in Olympia



Source: US Census Bureau, LCG.



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.

**Legend**

**Roads**

- Major Road
- Minor Road

**% Limited English Proficiency**

- 0% - 2%
- 2% - 4%
- 4% - 6%
- 6% - 8%
- 8% - 10%
- 10% - 12%

**Capital Mall Triangle**

**Puget Sound**

**Seattle, Washington**

**Scale:** 0 1 2 mi

**North Arrow**

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.

## Capital Mall Triangle Subarea Plan - Appendix B Market Analysis



## 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

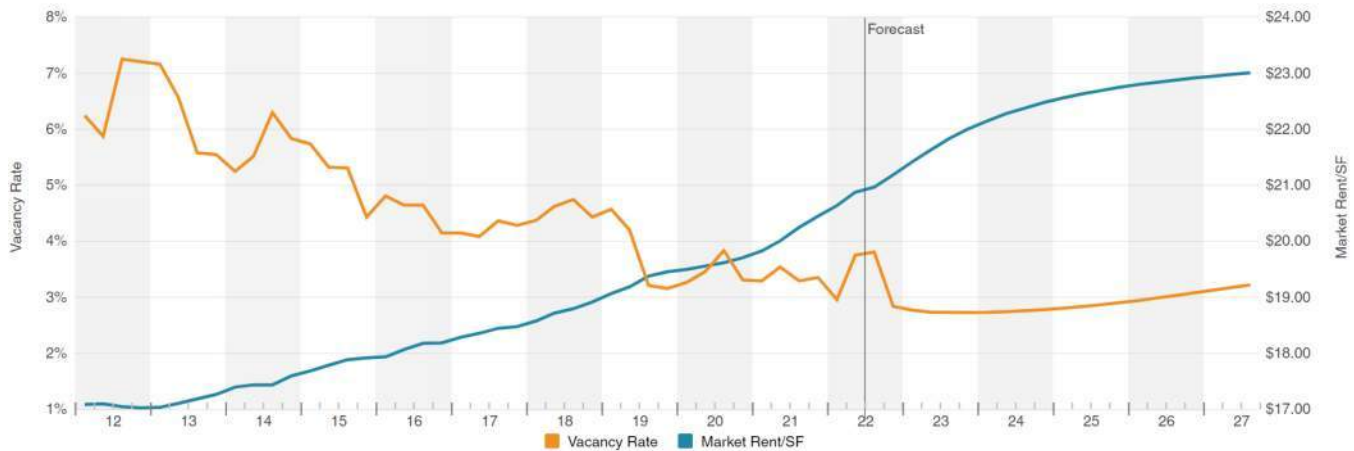
## Market Analysis and Development Forecast

### 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.

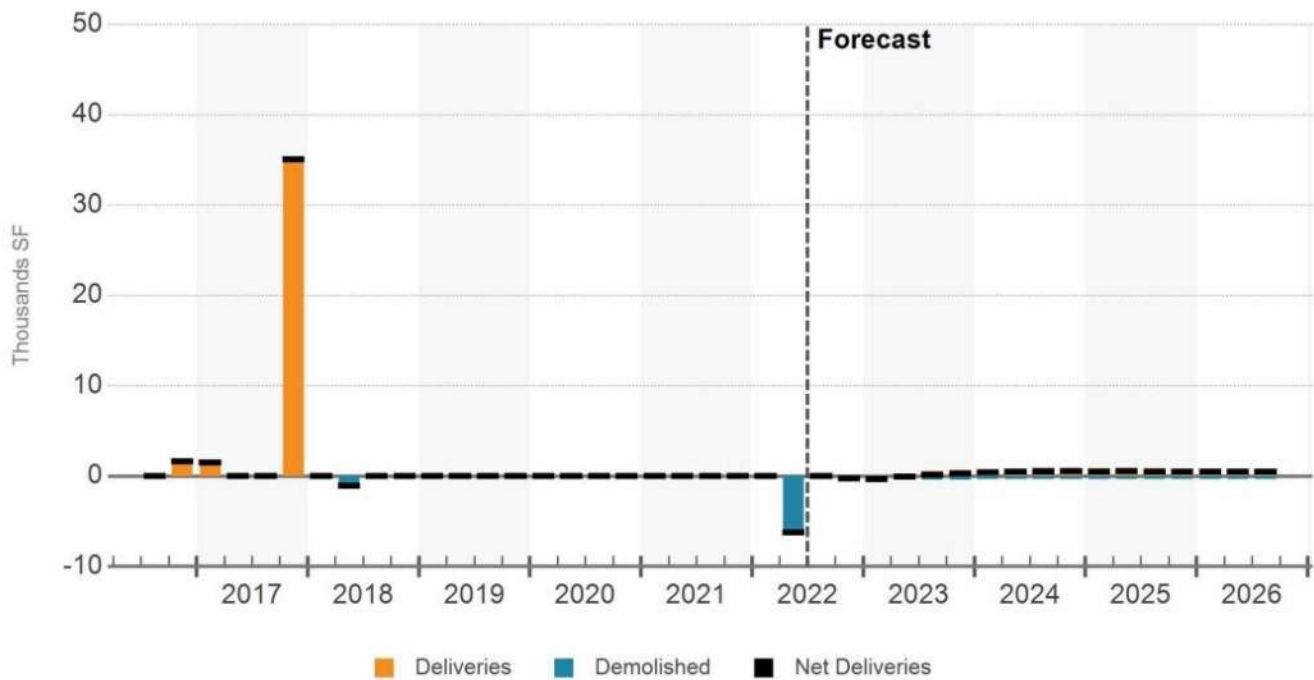
**Figure 68. Vacancy Rate and Market Rent per Square Foot in the Olympia Westside Retail Submarket**



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.

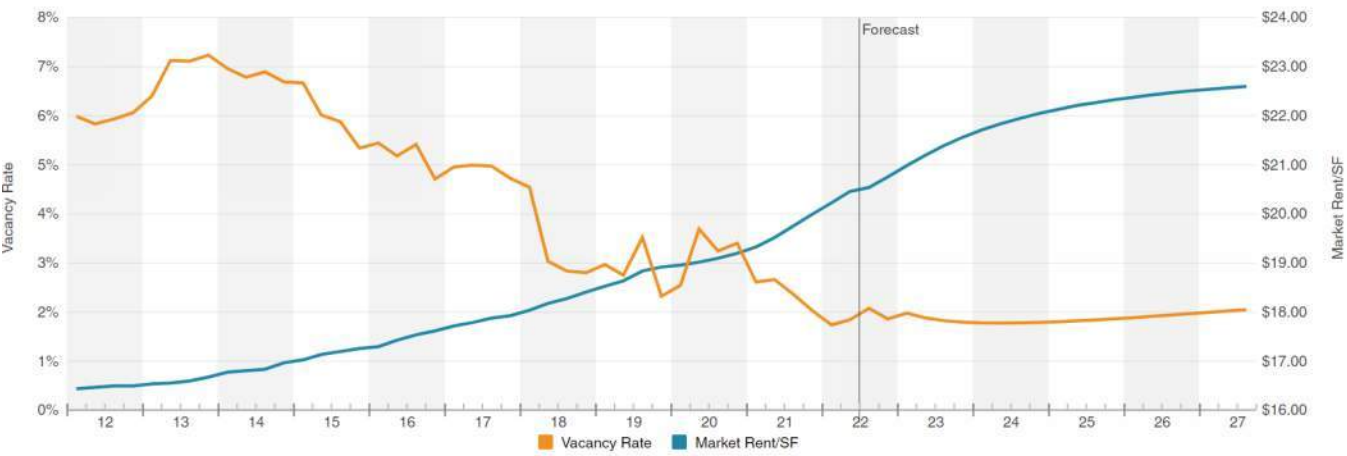
**Figure 69. Deliveries and Demolitions in the Olympia Westside Retail Submarket, 2016-2027**



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.

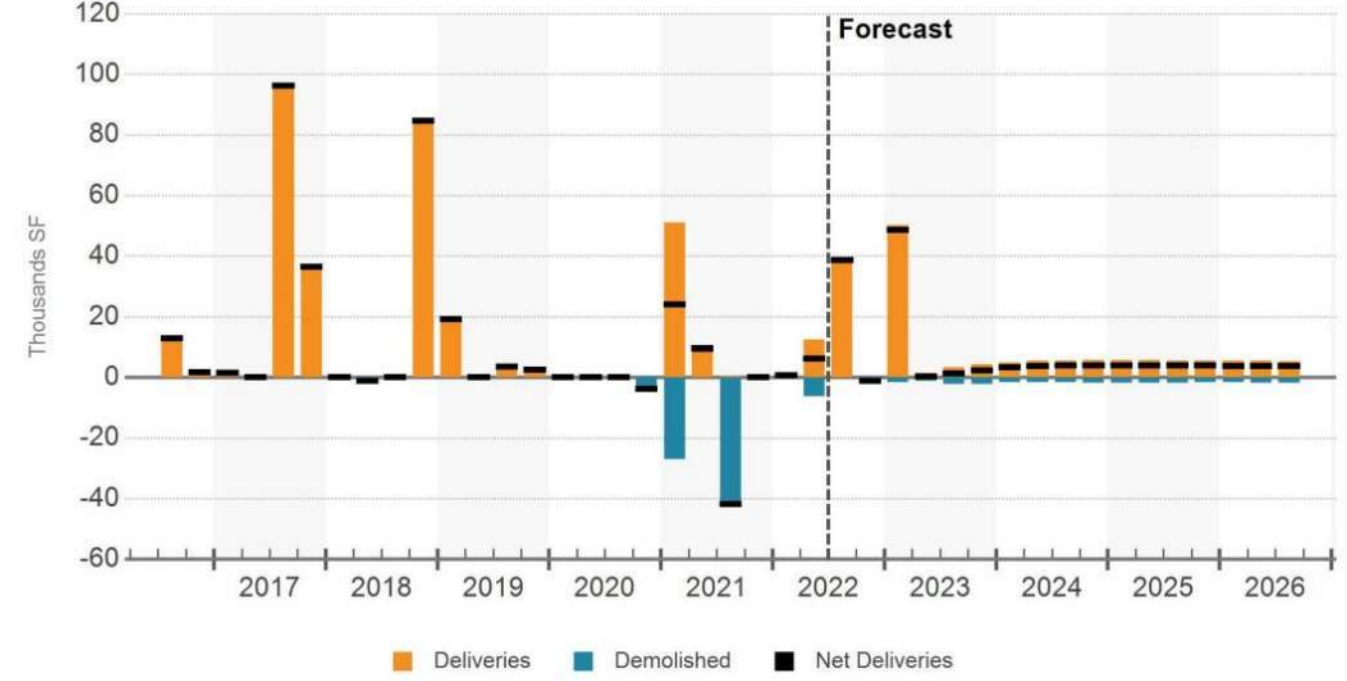
Figure 70. Vacancy Rate and Market Rent per Square Foot in the Olympia Market



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**

	<b>Demand</b>	<b>Supply</b>	<b>Unmet need</b>
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**

	<b>Demand</b>	<b>Supply</b>	<b>Unmet need</b>
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)

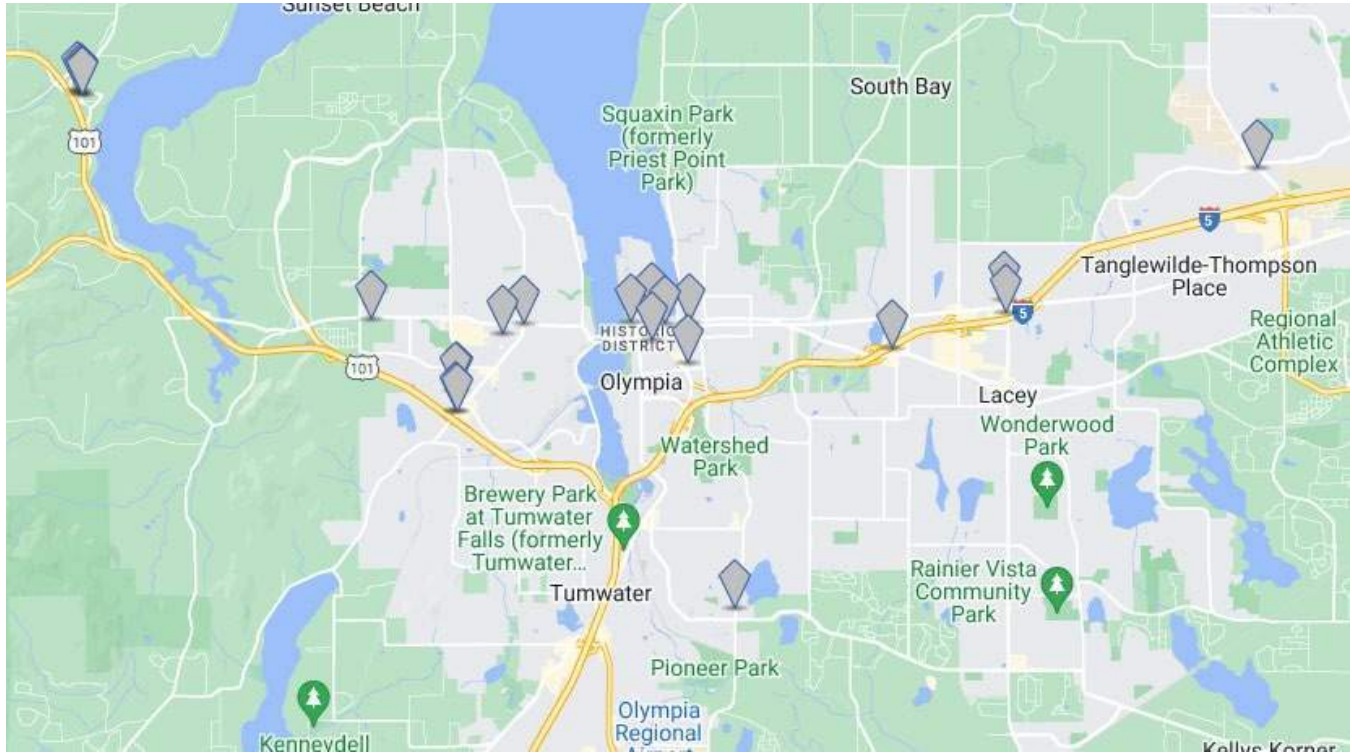
*Source: Placer AI, LCG.*

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.

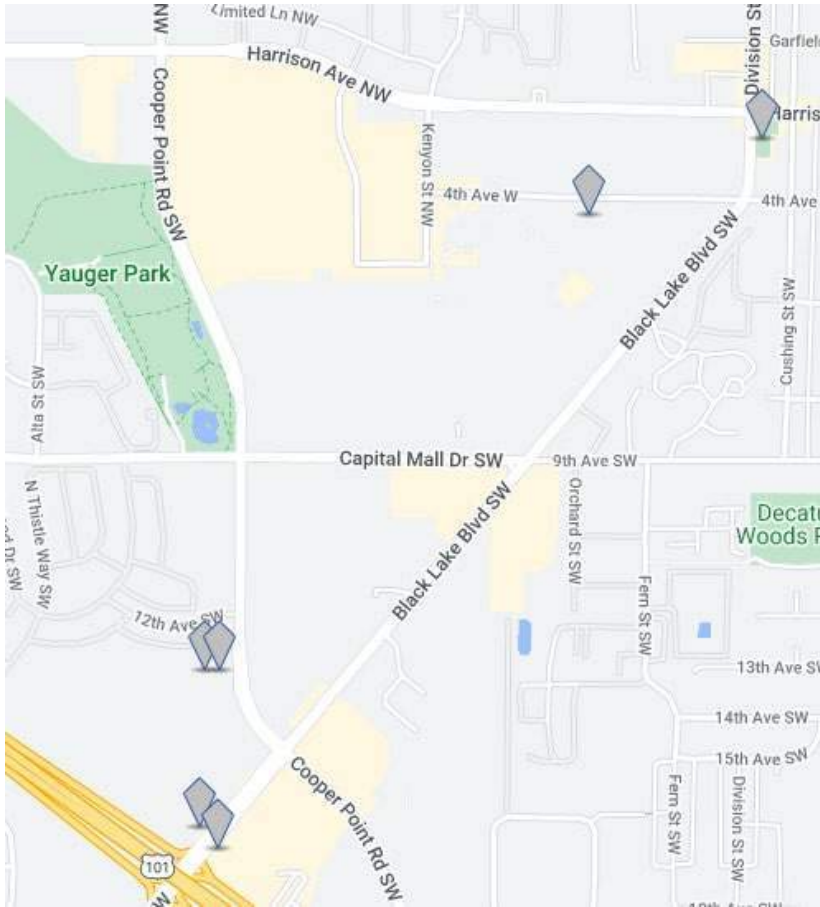
**Figure 72. Locations of New Retail Development in Olympia since 2010**



Source: CoStar.



Figure 73. Locations of Retail Built since 2010 Proximate to the Capital Mall Triangle Subarea

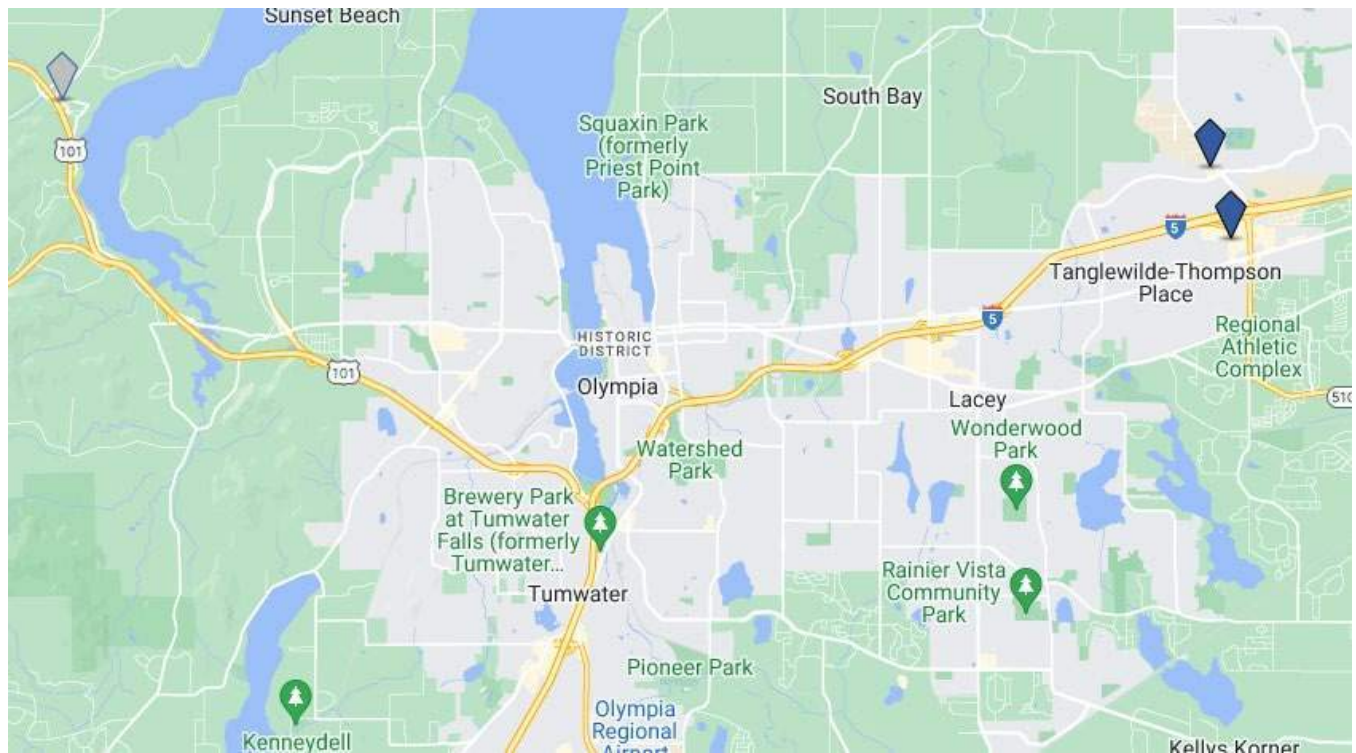


Source: CoStar.

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 4<sup>th</sup> 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.

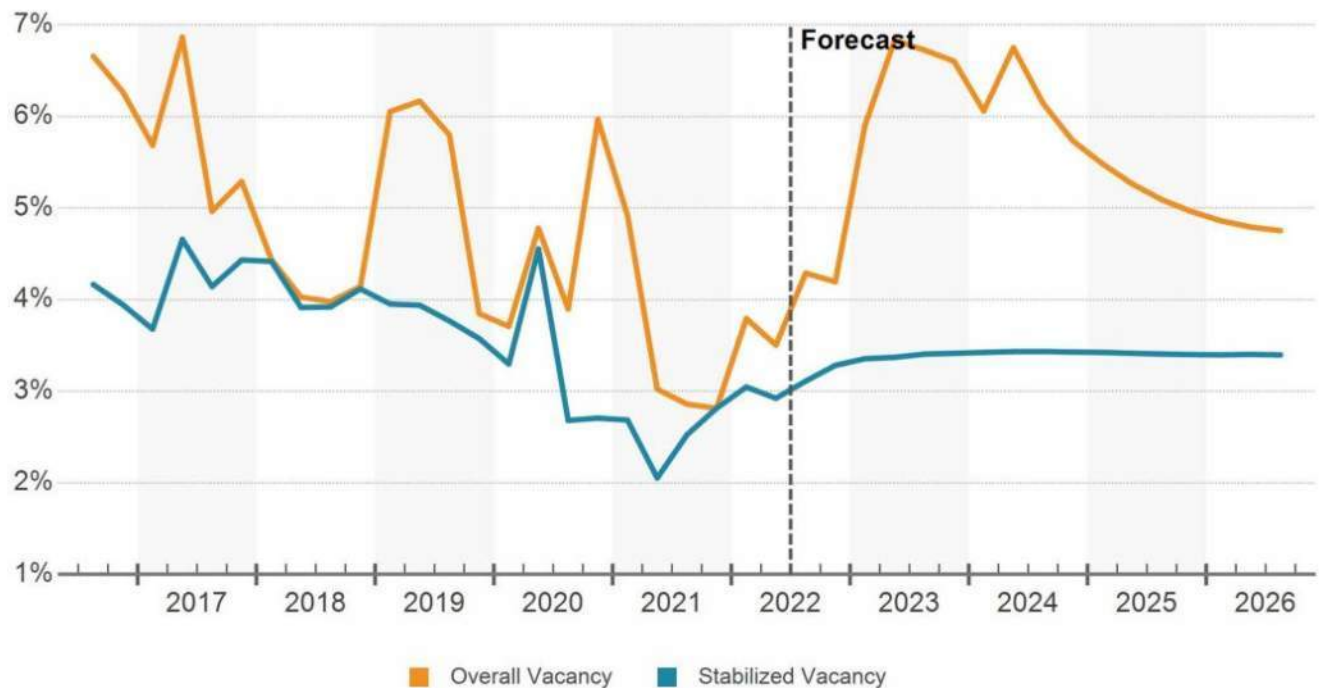
Together these properties will add 26,804 square feet of retail to Olympia.

# 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.

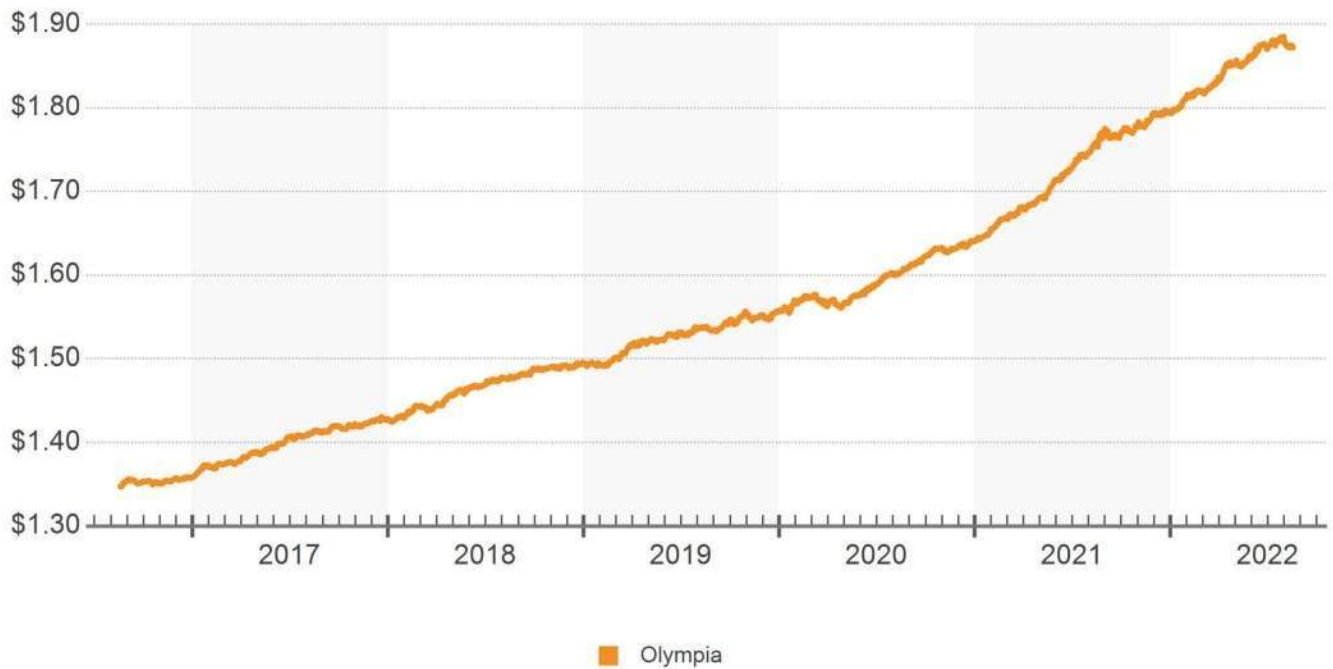
Figure 75. Multifamily Vacancy Rate in the Olympia Market



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.

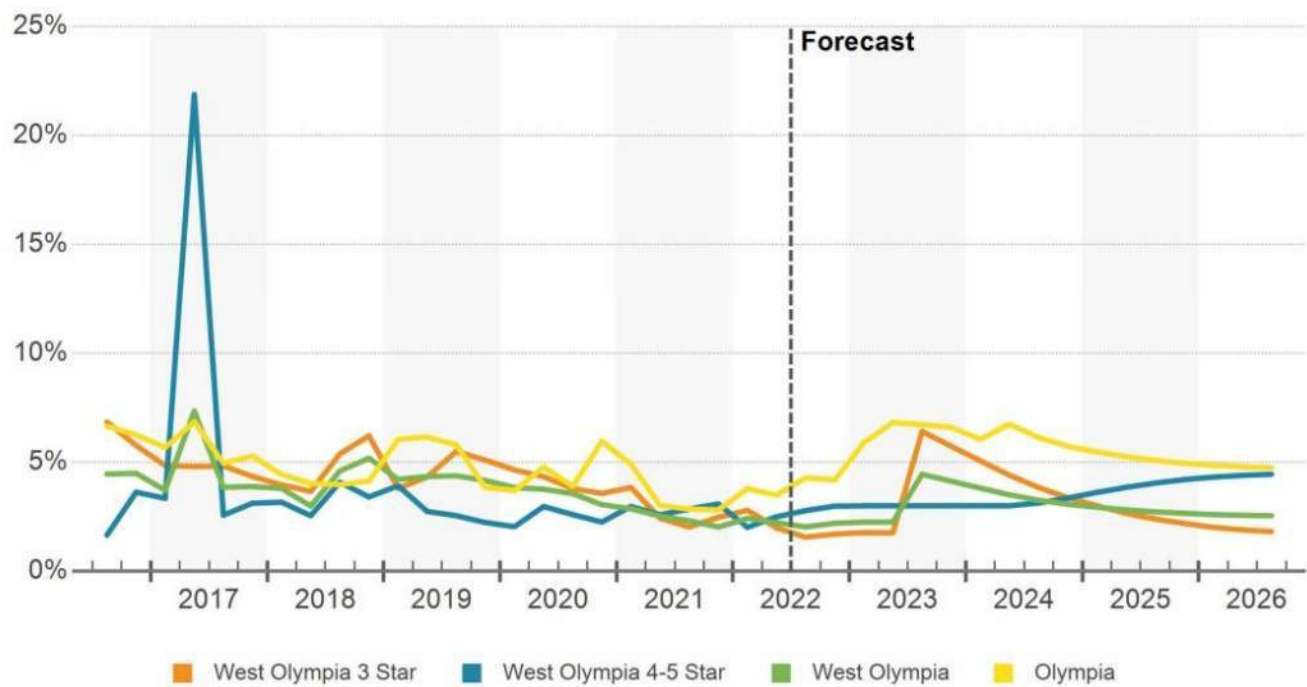
Figure 76. Asking Rent per Square Foot, Olympia Market



Source: CoStar

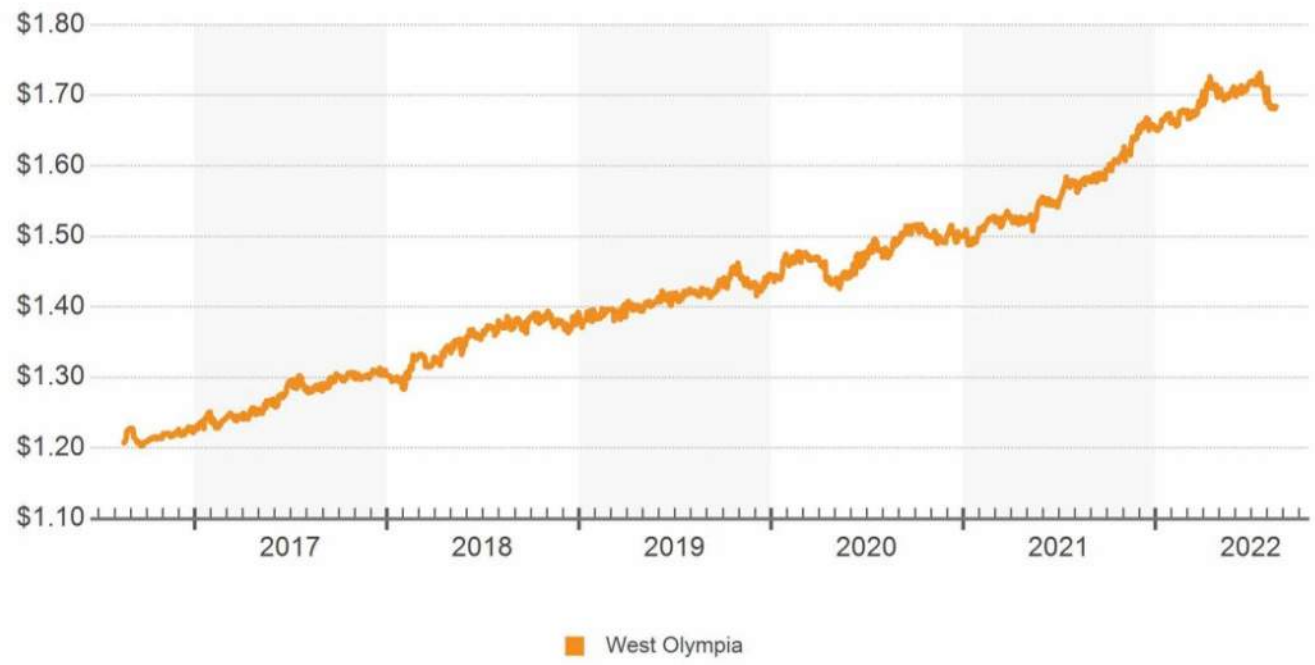
The vacancy rate in the West Olympia submarket is 1.9% as of Q3 2022, with no new units delivered in the last twelve months. The average asking rent for four- and five-star units is \$1,702 while the effective rent is \$1,694. The submarket average asking rent for all units is \$1,472. Asking rent has 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



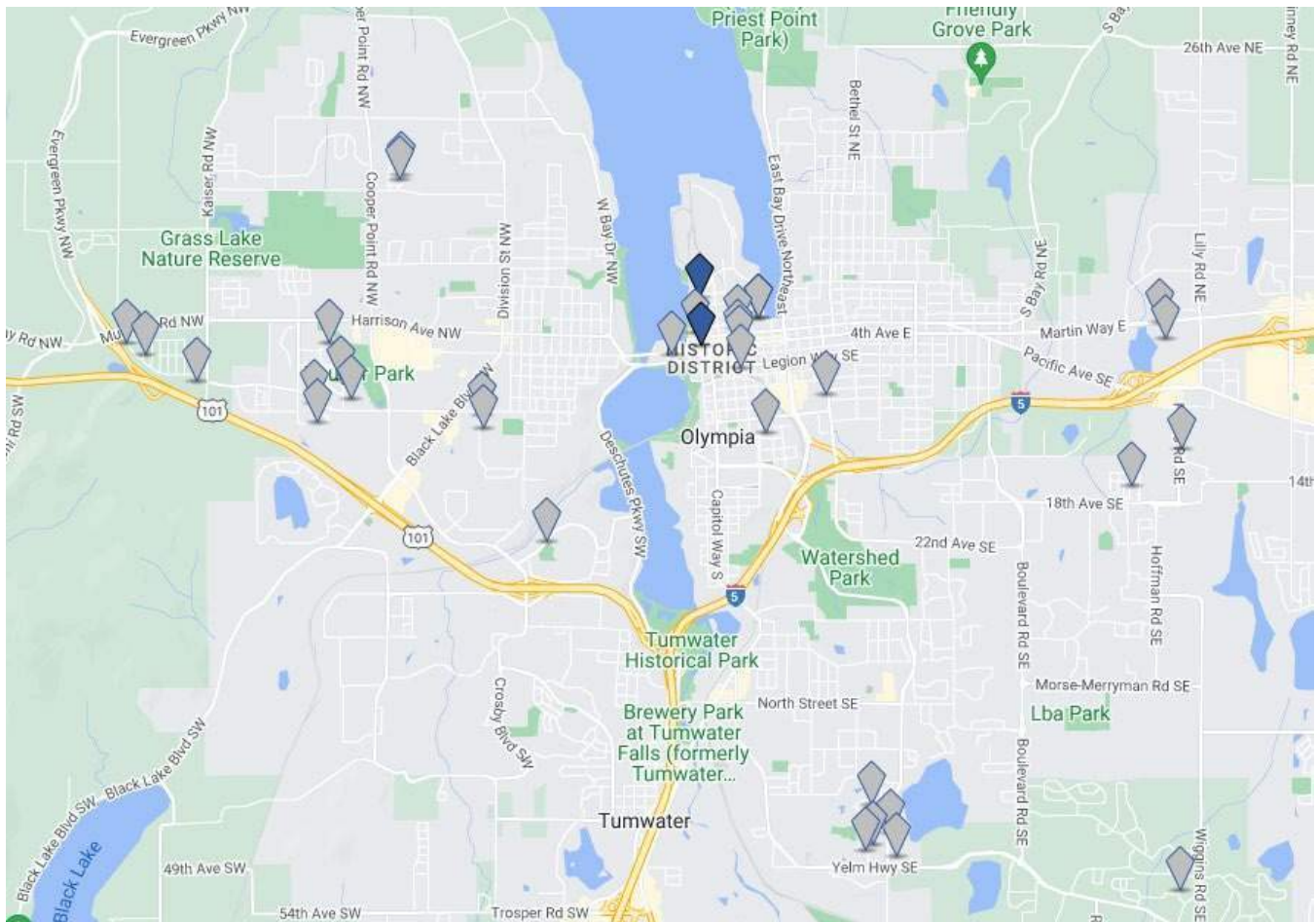
Source: CoStar



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
<b>Total</b>	<b>34</b>	<b>2,768</b>	<b>561</b>

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**



123-4<sup>th</sup> Apartments  
123 4<sup>th</sup> Avenue W  
138 Units built in 2016



Views on Fifth  
410 5<sup>th</sup> 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.

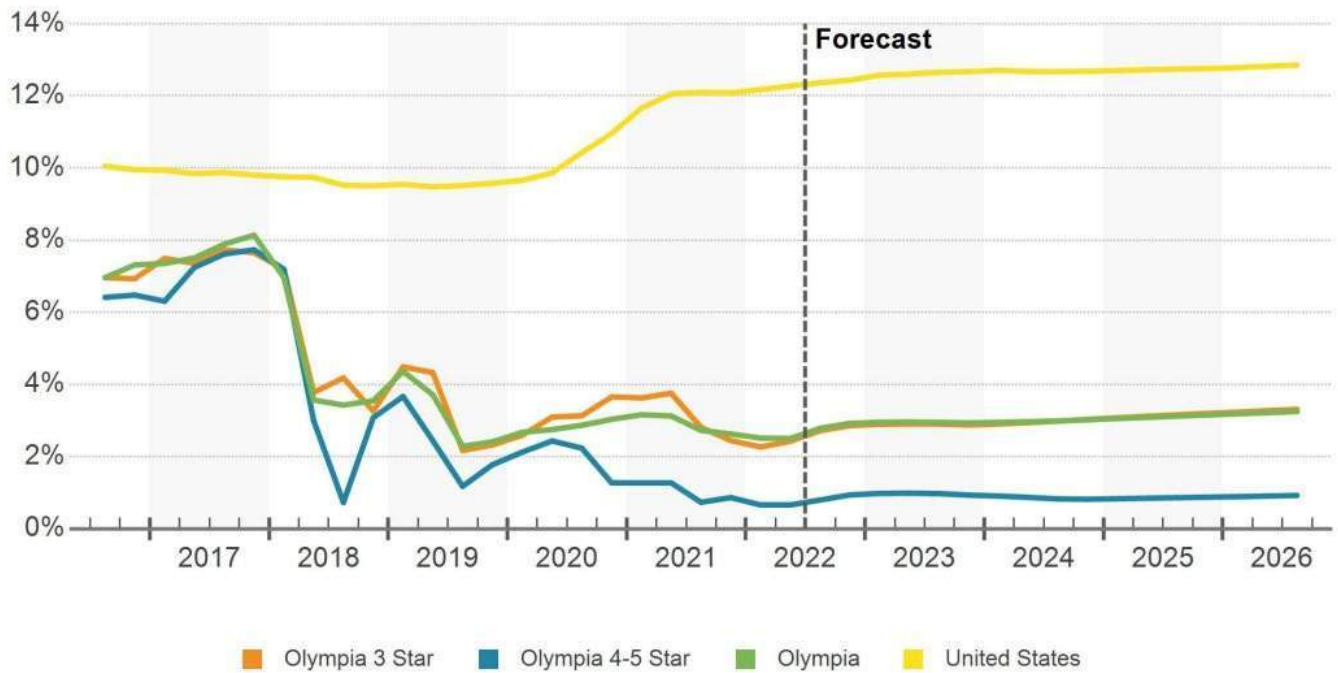
No new multifamily housing has been built in the Capital Mall Triangle subarea since 2000.

## Office

### Office Indicators in the Olympia Market and Westside Submarket

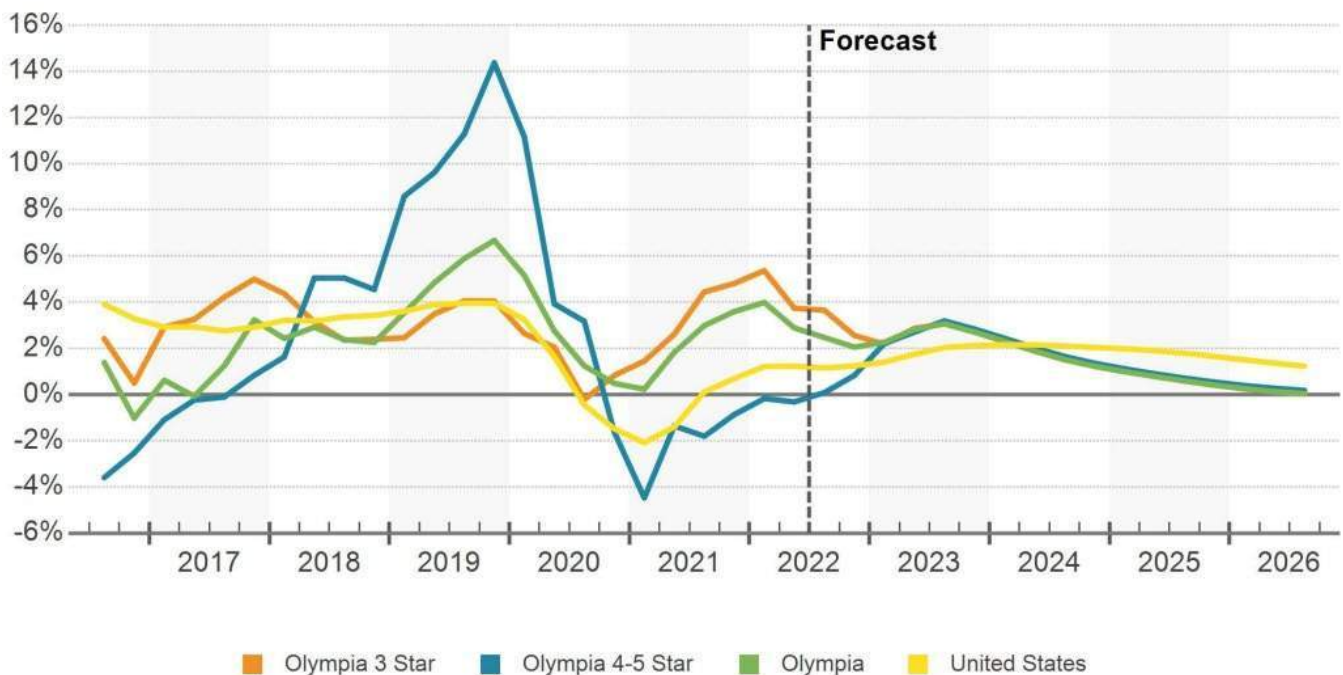
According to CoStar, the Olympia office market has an extremely low vacancy rate at 2.7%. This is largely due to the number of offices associated with the state government. While 43,000 square feet of office space has been added to the Olympia market over the past three years, there is currently no new 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

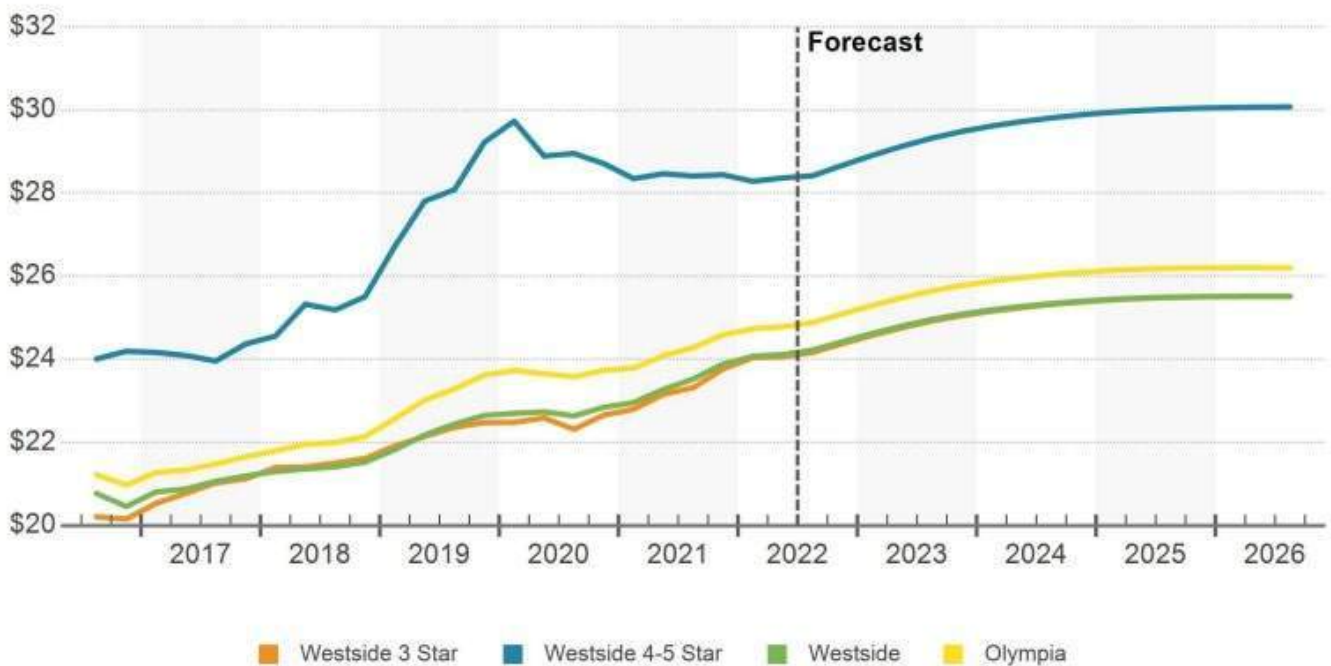
market rent per square feet is \$24.14, higher than the market average. The vacancy rate is especially low for 4- and 5-star properties in the submarket at 0.1% as of 3Q 2022. The vacancy rate for 3-star properties is 4.5%. No new office space has been built in the submarket since 2012.

**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**



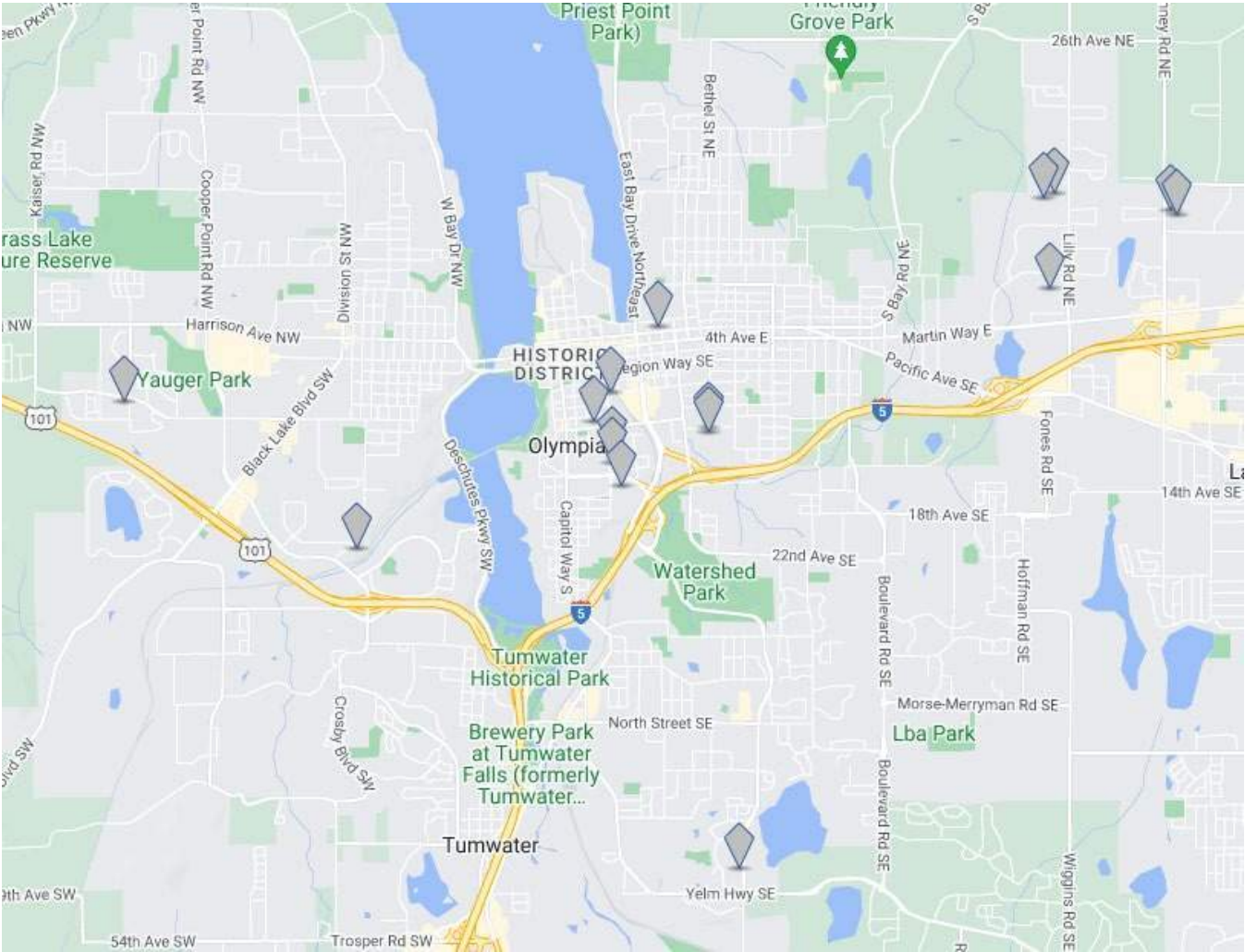
Source: CoStar.

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
<b>Total</b>	<b>16</b>	<b>546,721</b>	<b>129,183</b>

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.

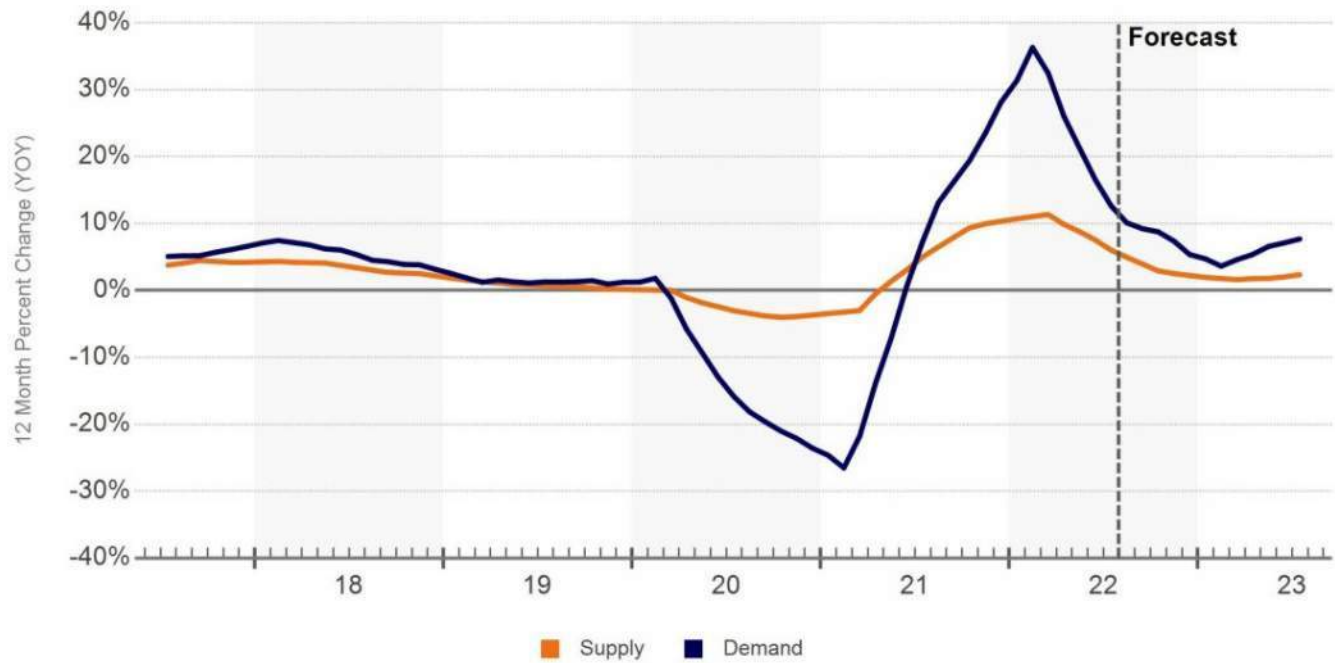


# Hospitality

## Hospitality Indicators in the Olympia-Tacoma Submarket

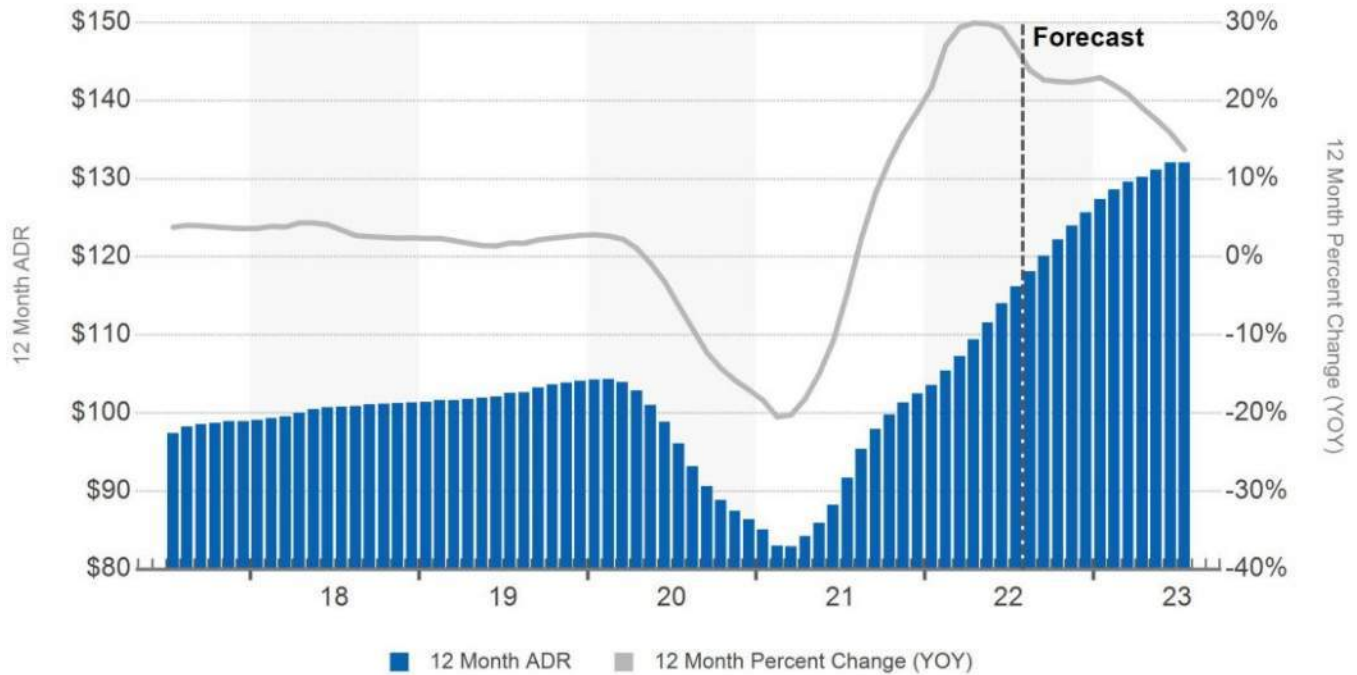
According to CoStar, the Olympia-Tacoma Submarket has 9,025 hotel rooms with an additional 124 currently under construction. 85 rooms have been added over the last twelve months. The submarket occupancy rate is 75.8% and the Average Daily Rate (ADR) is \$141.16. RevPAR is \$106.99.

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

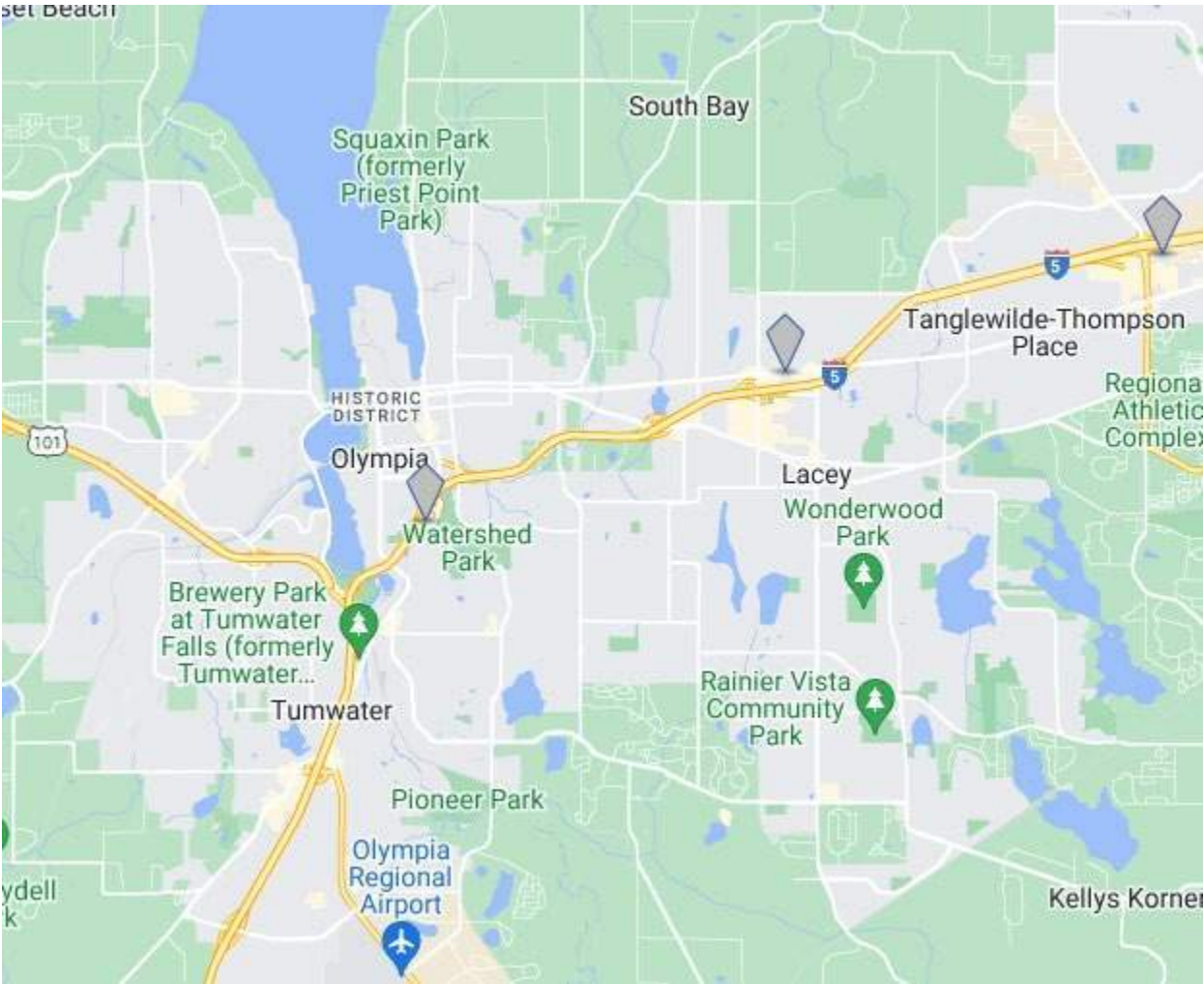


Source: CoStar.

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

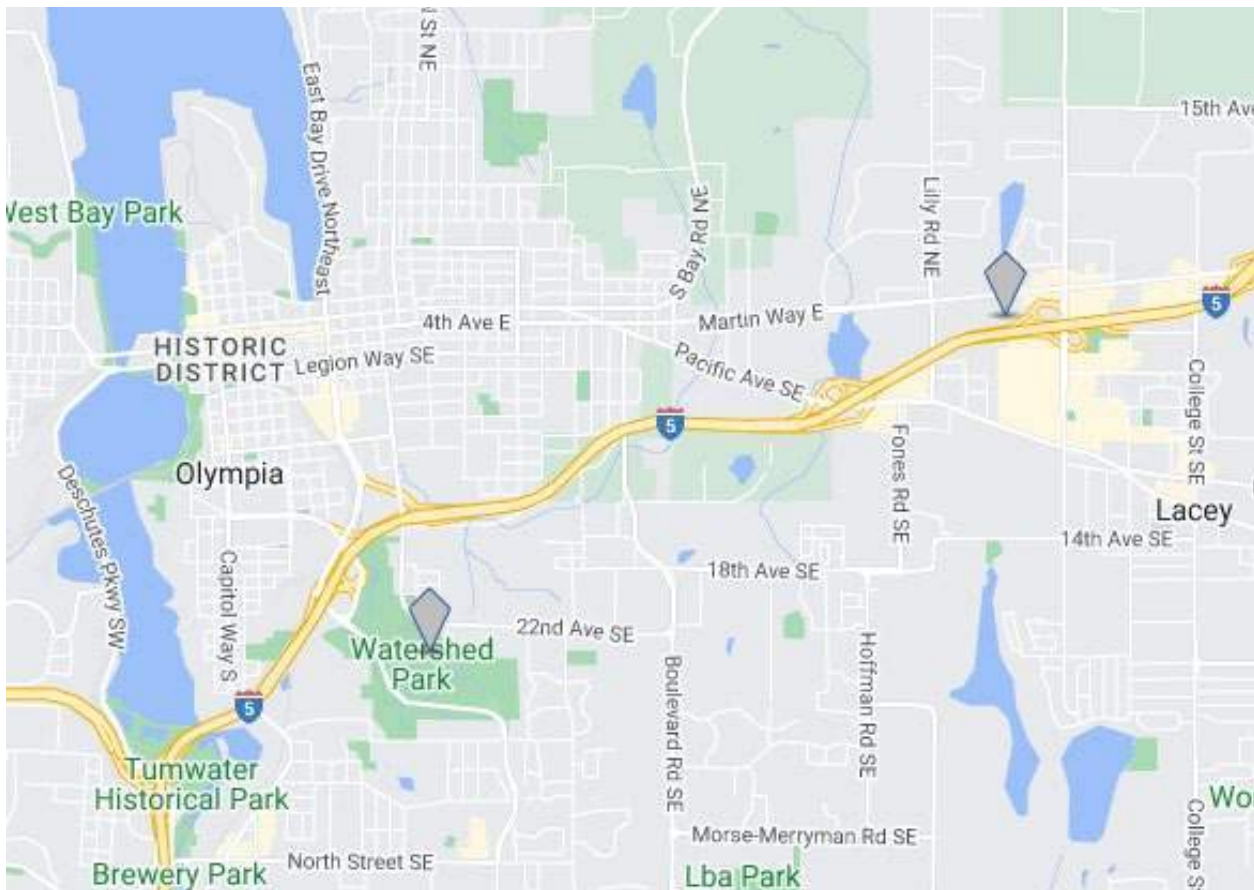
Figure 91. Locations of New Hotel Developments in Olympia Since 2010



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

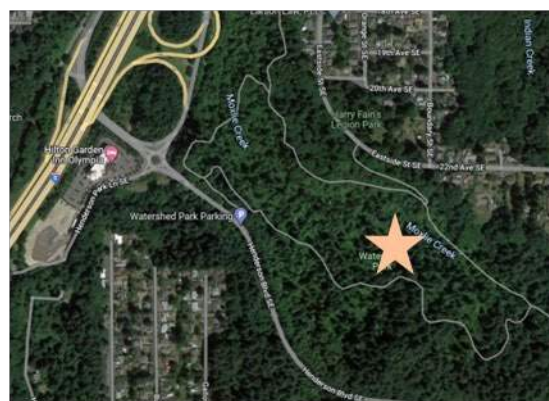


Source: CoStar.

**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

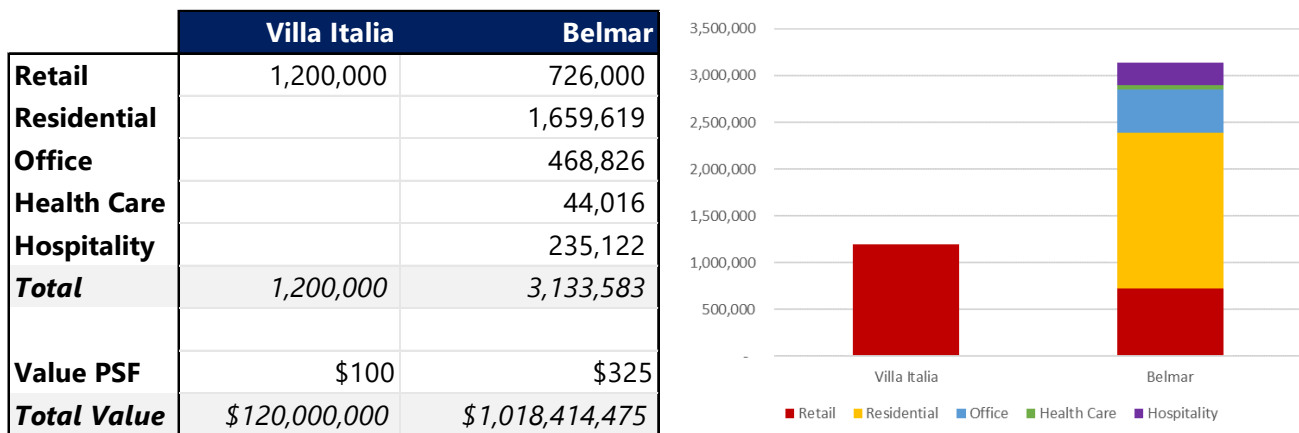


Figure 96. Belmar Master Plan.



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.

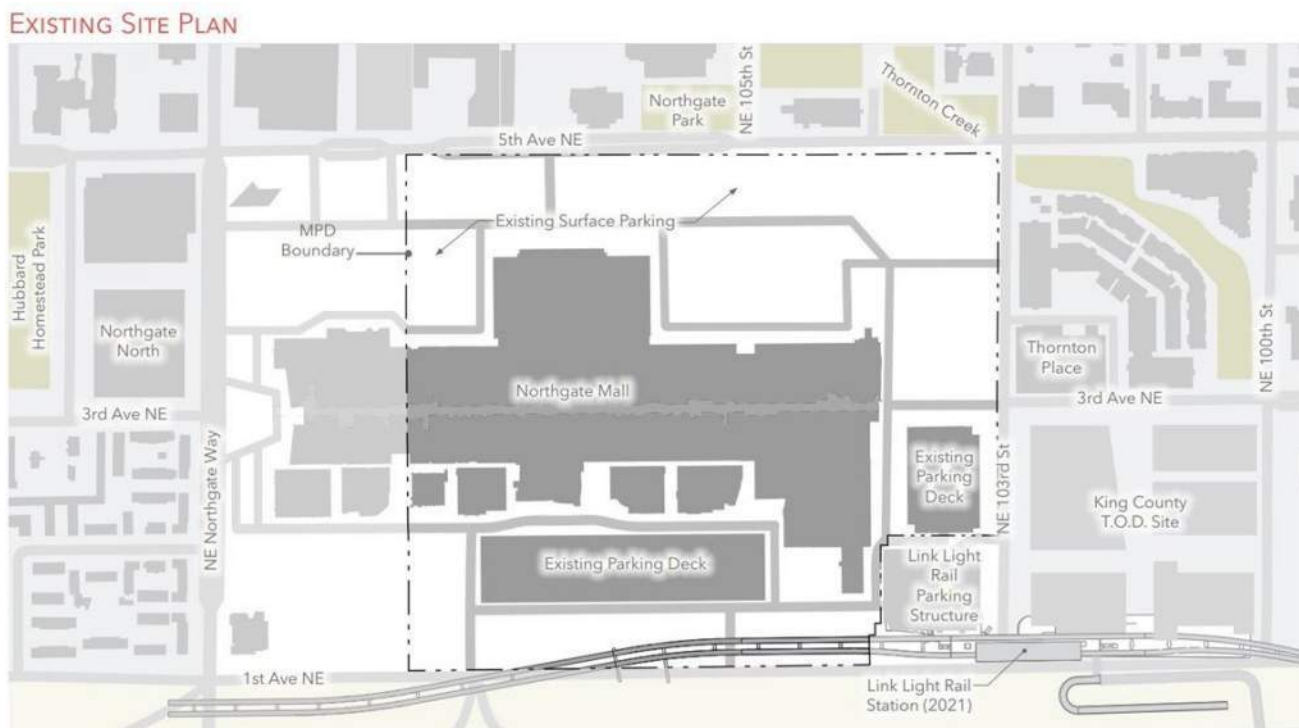


## Thornton Place/Northgate

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**



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 5<sup>th</sup> 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**



## Capital Mall Triangle Subarea Plan - Appendix B Market Analysis

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**



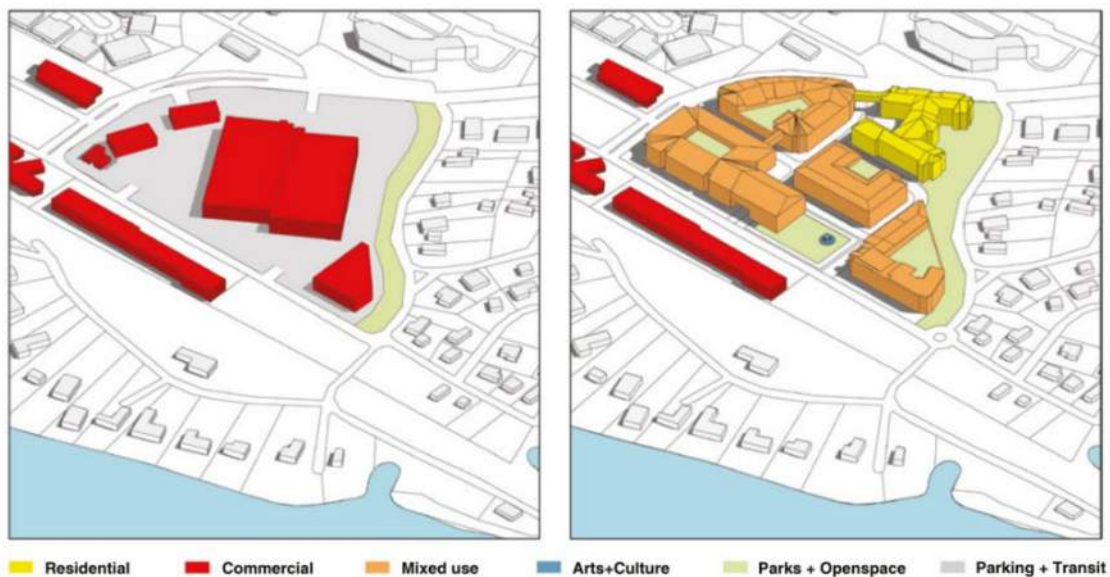
*Source: Twin Cities Business.*

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

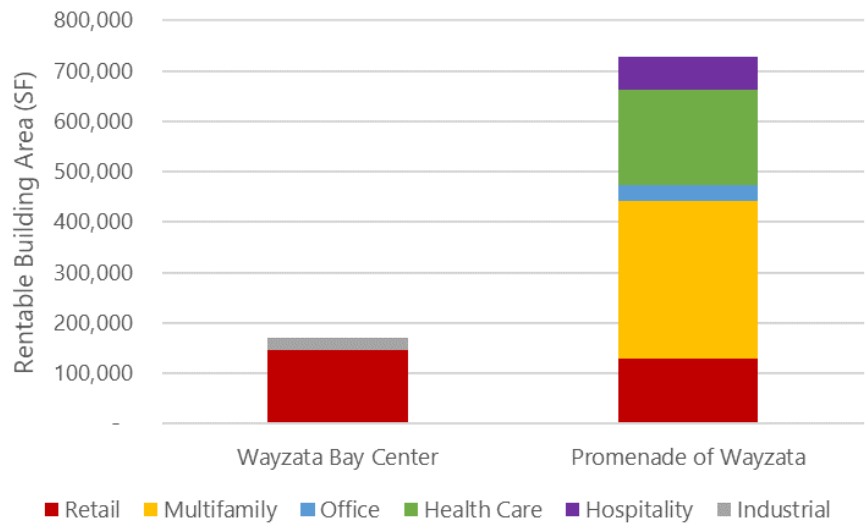


Source: June Williamson & Ellen Dunham-Jones, "Case Studies in Retrofitting Suburbia" (2021).

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.

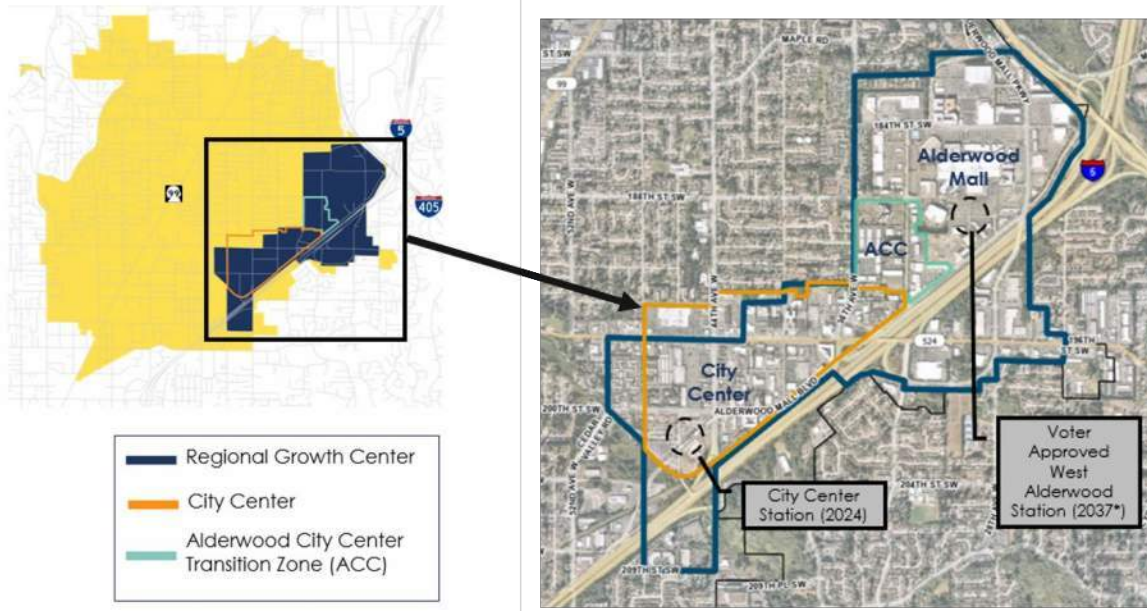
The City designated the Wayzata Bay Center as a Mixed-Use Downtown District in its comprehensive plan and approved the area as a Planned Unit Development. The City's parking code allows for off-site joint use parking based on parking needs at different times of day.

### 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 184<sup>th</sup> Street SW  
498 Units; Built 2022

	Effective Rent	Rent/SF
<b>Studio</b>	\$1,611	\$3.15
<b>1-Bed</b>	\$1,762	\$2.37
<b>2-Bed</b>	\$2,380	\$2.29
<b>3-Bed</b>	\$2,889	\$2.10
<b>Weighted Avg.</b>		\$2.35



**Avalon Alderwood Place**  
18602 Alderwood Mall Parkway  
328 Units; Built 2021

	Effective Rent	Rent/SF
<b>Studio</b>	\$1,742	\$3.28
<b>1-Bed</b>	\$2,004	\$2.62
<b>2-Bed</b>	\$2,789	\$2.53
<b>3-Bed</b>	\$3,107	\$2.42
<b>Weighted Avg.</b>		\$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.

## Capital Mall Triangle Subarea Plan - Appendix B Market Analysis

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

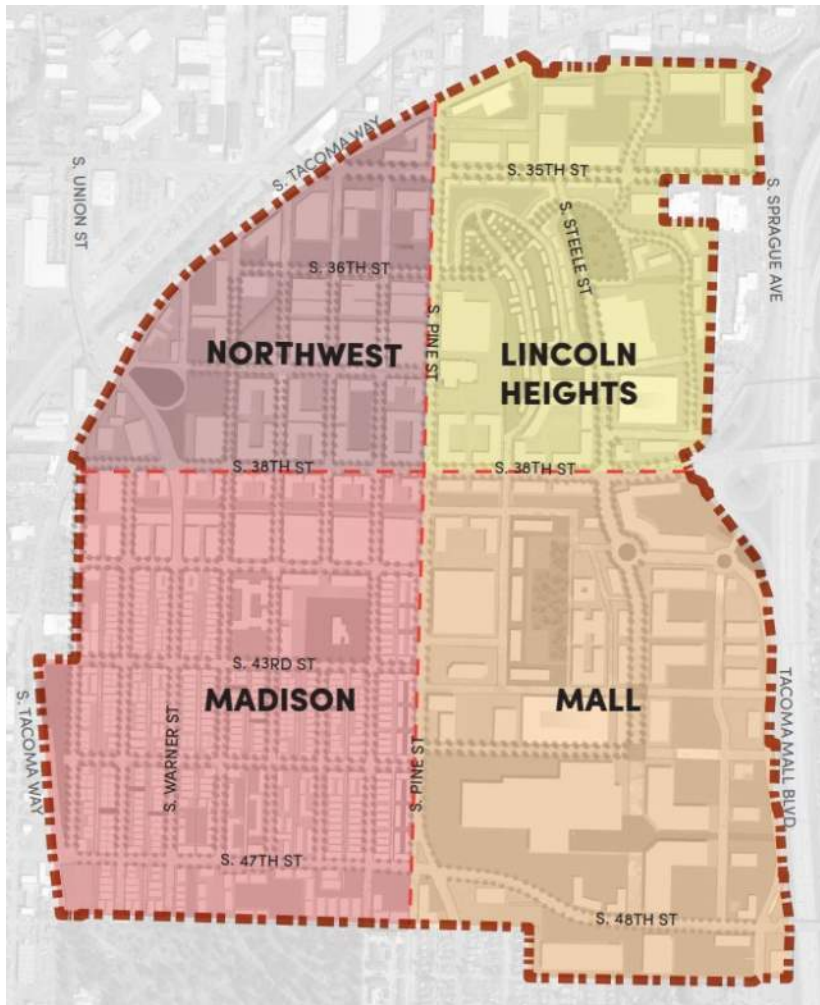


Source: City of Tacoma.

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**

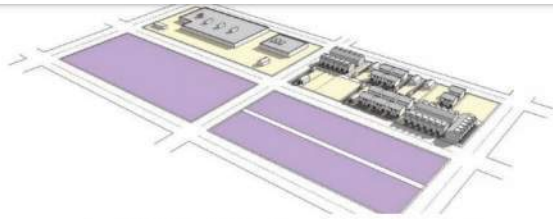


Figure UF-6. Madison District existing zoning scale transition sketch.



Figure UF-7. Madison District existing potential zoning scale transition sketch.

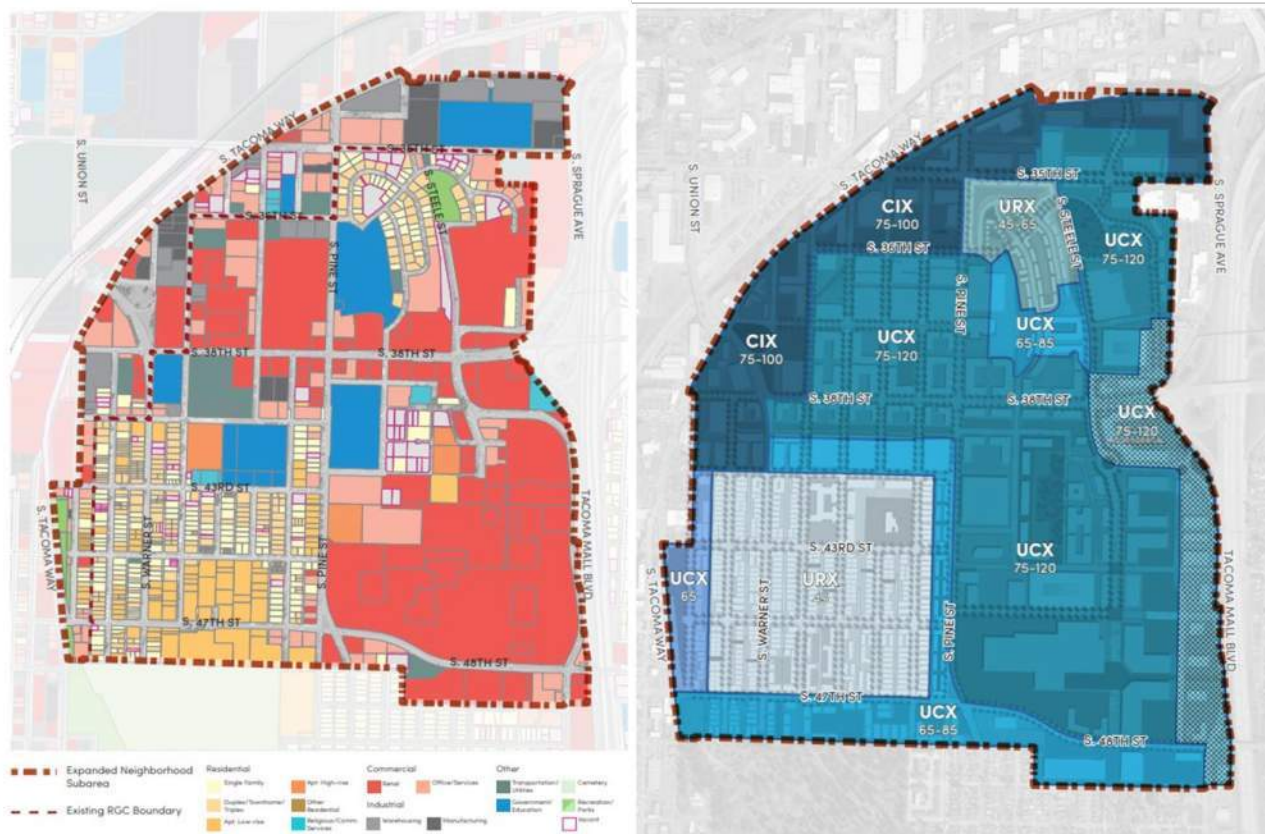


Figure UF-8. Madison District future potential zoning scale transition sketch.

*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

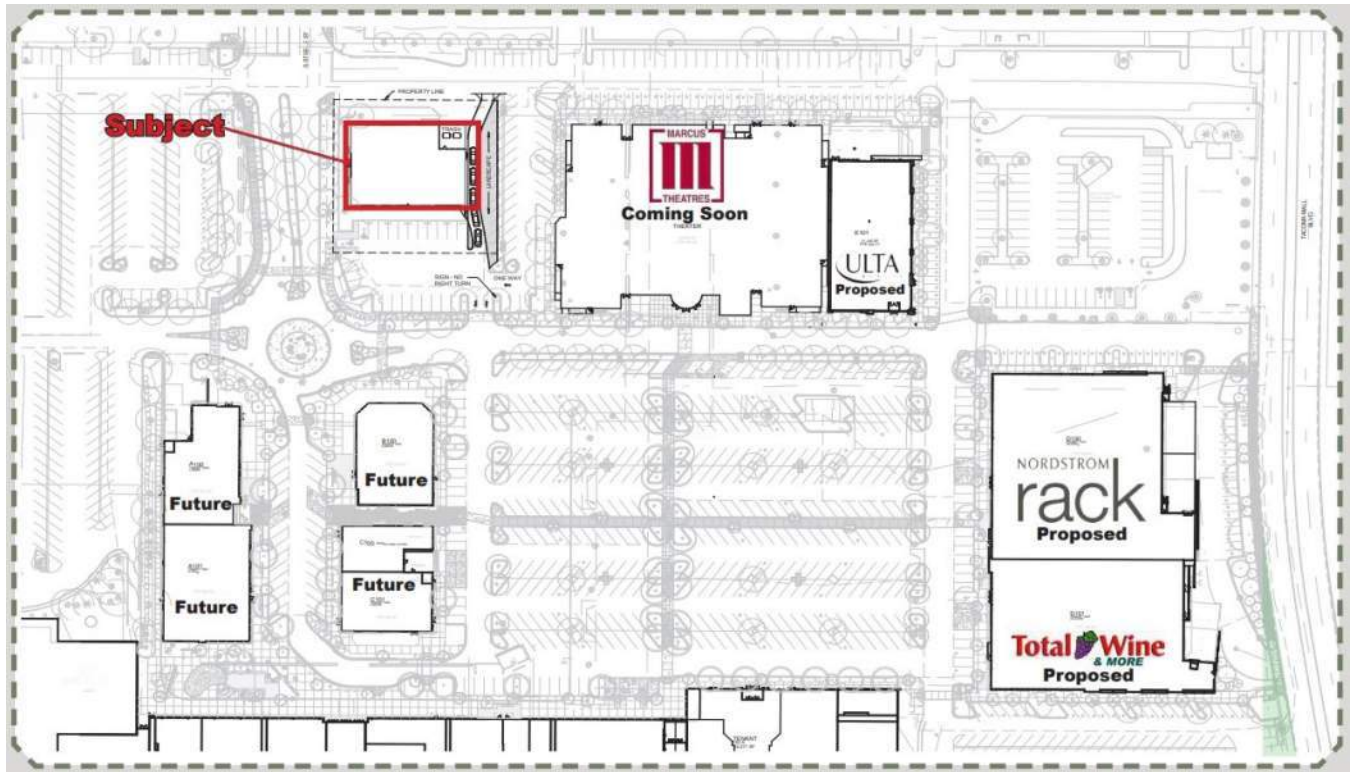


Source: City of Tacoma.

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://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.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
<b>Total</b>	<b>430,248</b>

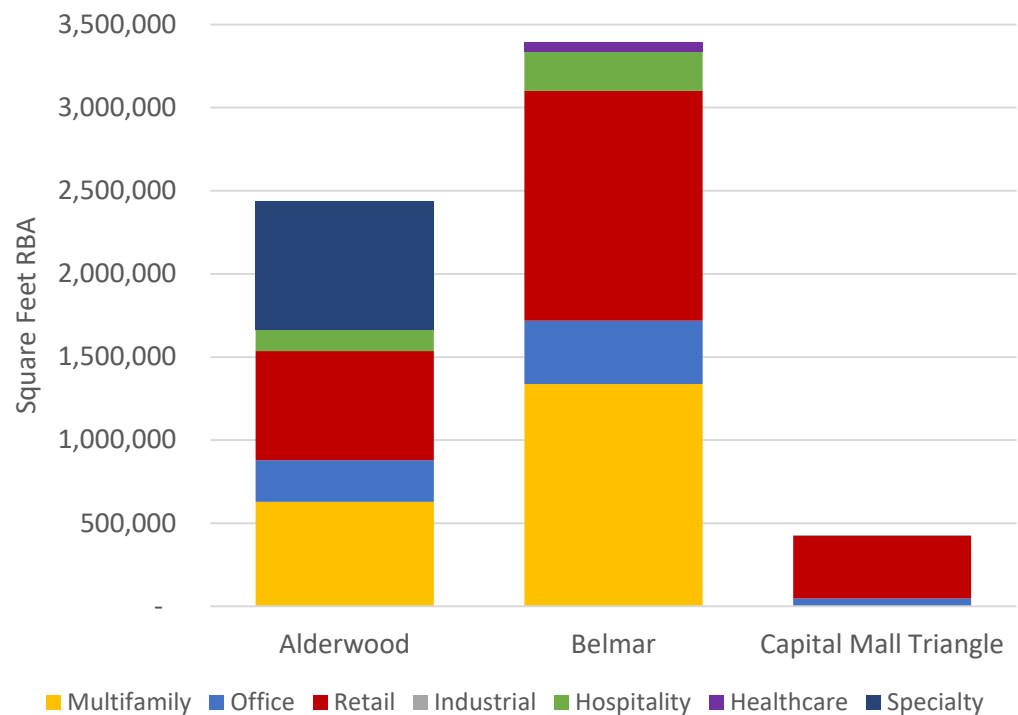
Note: RBA is rentable building area.

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		

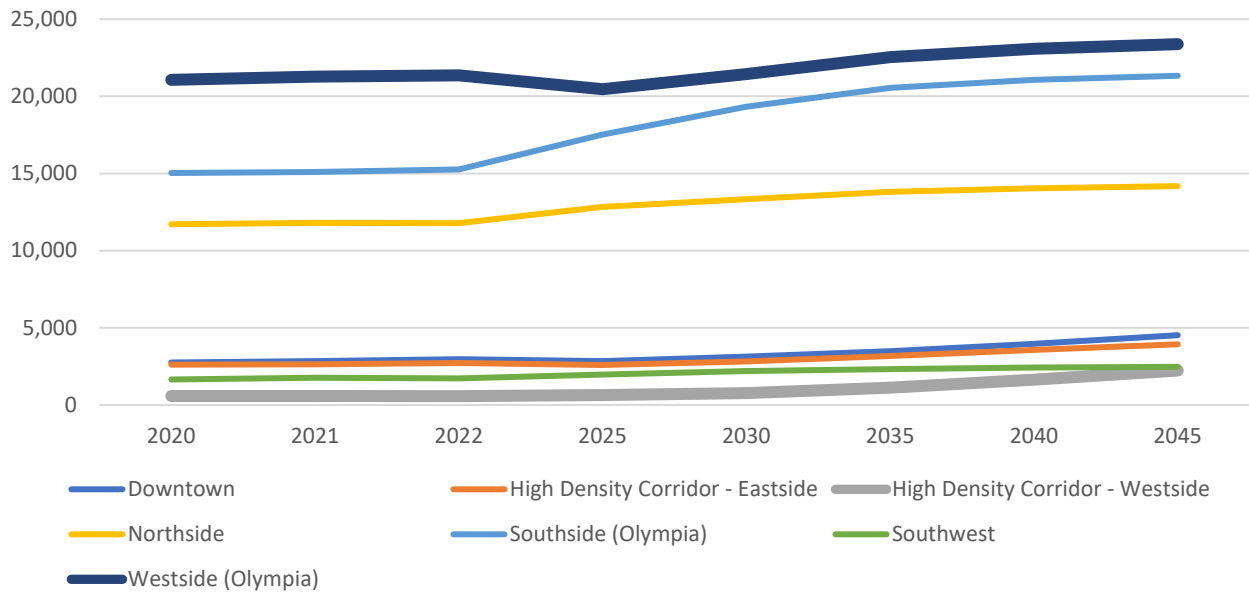
Source: LCG.

### 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

estimates 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

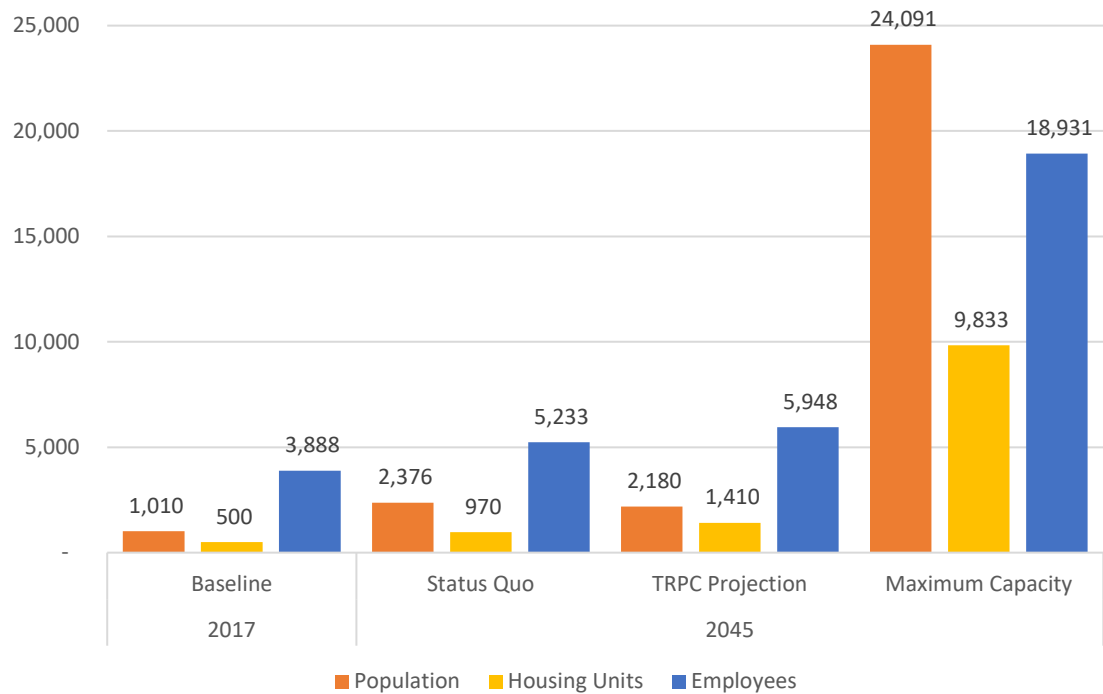
*Source: TRPC, LCG.*

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 4<sup>th</sup> 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.

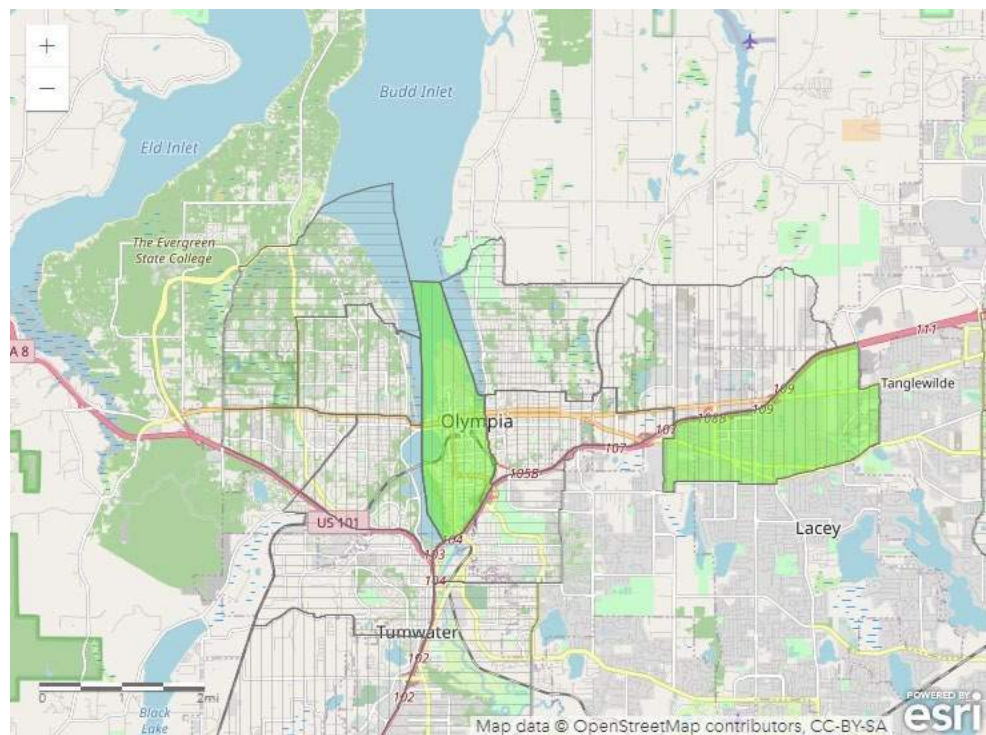
- **The City should apply the Tree Code exemption policies that are currently applied in Downtown to the Capital Mall Triangle subarea.** The City's sewer and tree ordinances add significantly to the cost of development and limit the amount of developable space in the subarea. Providing alternative options 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 C

## 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 are<sup>1</sup>:

- **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

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<sup>1</sup> 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**

<b>Impact on desired mixed-use development</b>				
Major positive impact				
Significant positive impact				
Positive impact				
Possible or unknown impact				
Key unknown policy				
	<b>Alternative 1 No Action</b>	<b>Alternative 2 West Olympia Hubs</b>	<b>Alternative 3 Deep Green</b>	
<b>Map</b>				
<b>Intent Summary</b>	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.	
<b>Land Use Actions</b>				
<b>HDC-4 Area</b>	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	
<b>HDC-3</b>				
Max Height (feet)	60	75	75	
Max Height w. Bonus	75		105	
Stories (High)	7	7	10	
<b>Parking</b>				
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
<b>Potential Strategies</b>			
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
<b>Transportation</b>			
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**

	<b>Alternative 1</b> No Action	<b>Alternative 2</b> West Olympia Hubs	<b>Alternative 3</b> Urban Sustainability
<b>Residential Minimum</b>	No Change	None	None
<b>Commercial Minimum</b>	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 Yaeger 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 **Error! Reference source not found.** 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.

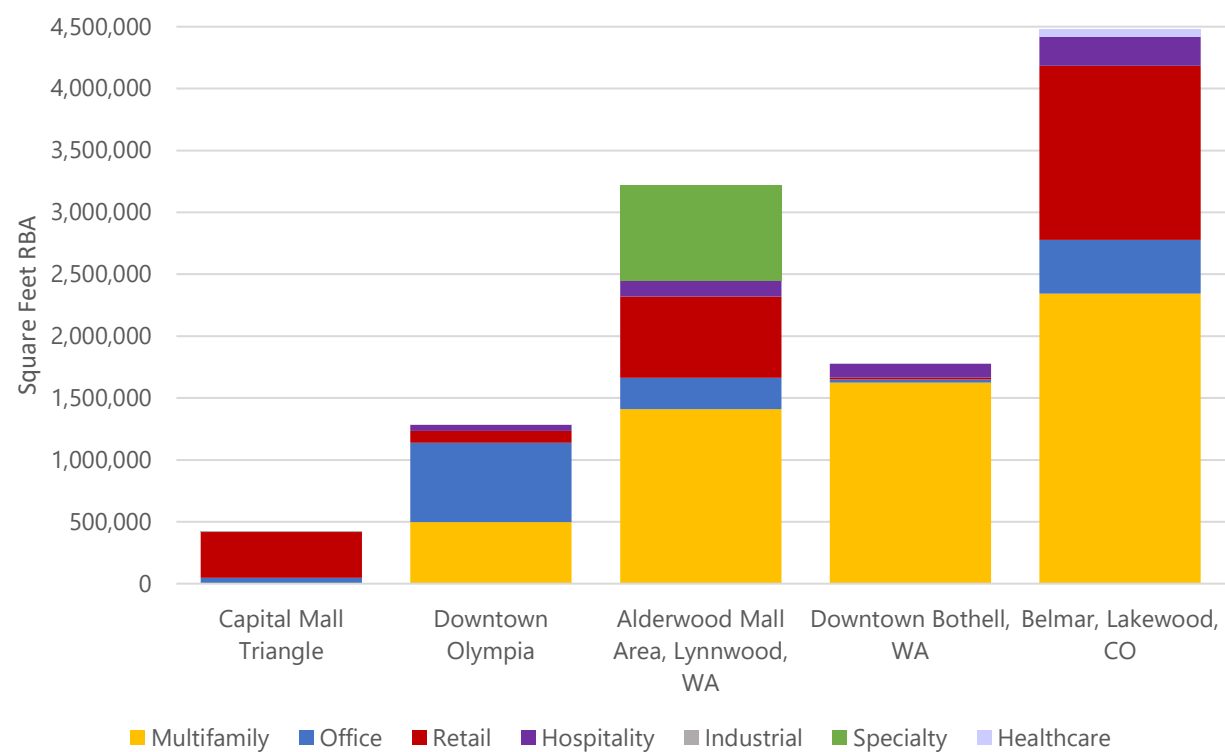
**Figure 2. Comparison Area Demographics**

	<b>Capital Mall Triangle</b>	<b>Downtown Olympia</b>	<b>Alderwood</b>	<b>Downtown Bothell</b>	<b>Belmar</b>
<b>Acres</b>	288	582	460	203	242
<b>Square Miles</b>	0.45	0.91	0.72	0.32	0.38
<b>Population 2022</b>	675	2,461	882	2,594	5,266
<b>Population Growth, 2010-2022</b>	5.8%	19.5%	2.3%	92.7%	13.8%
<b>Population Density, 2022 (pop. per sq. mi.)</b>	1,500	2,707	1,227	8,178	13,927
<b>Households 2022</b>	280	1,620	420	1,382	2,836
<b>People per Household 2022</b>	2.39	1.47	2.08	1.85	1.86
<b>Median Household Income 2022</b>	\$43,993	\$35,188	\$75,716	\$105,569	\$78,540
<b>% Bachelor's Degree or Higher</b>	26.4%	53.5%	39.4%	56.6%	53.2%

*Source: Esri; US Census, LCG.*

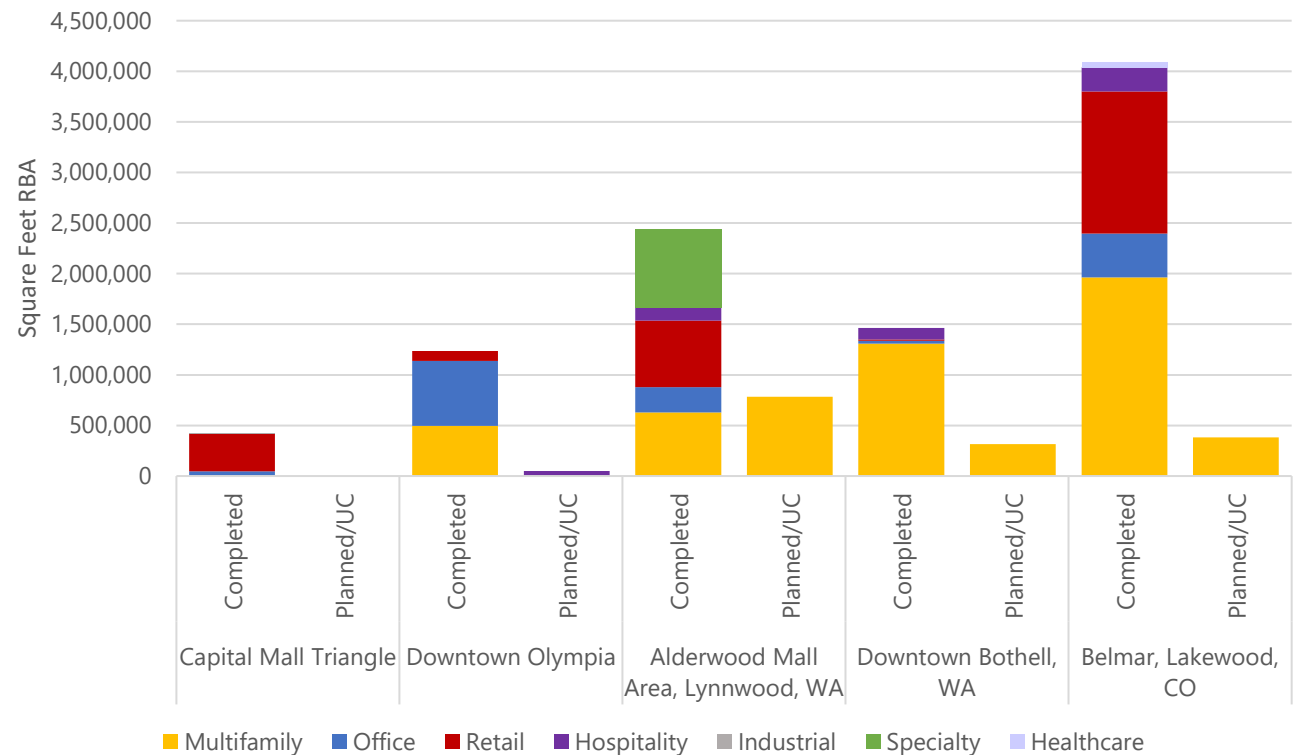
As shown in Figure 3 below, all of the comparison areas have seen significantly more development since 2000 than the Capital Mall Triangle, driven by multifamily housing development. Similarly, Figure 4 shows that all currently planned and under construction projects outside of Olympia are multifamily 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.

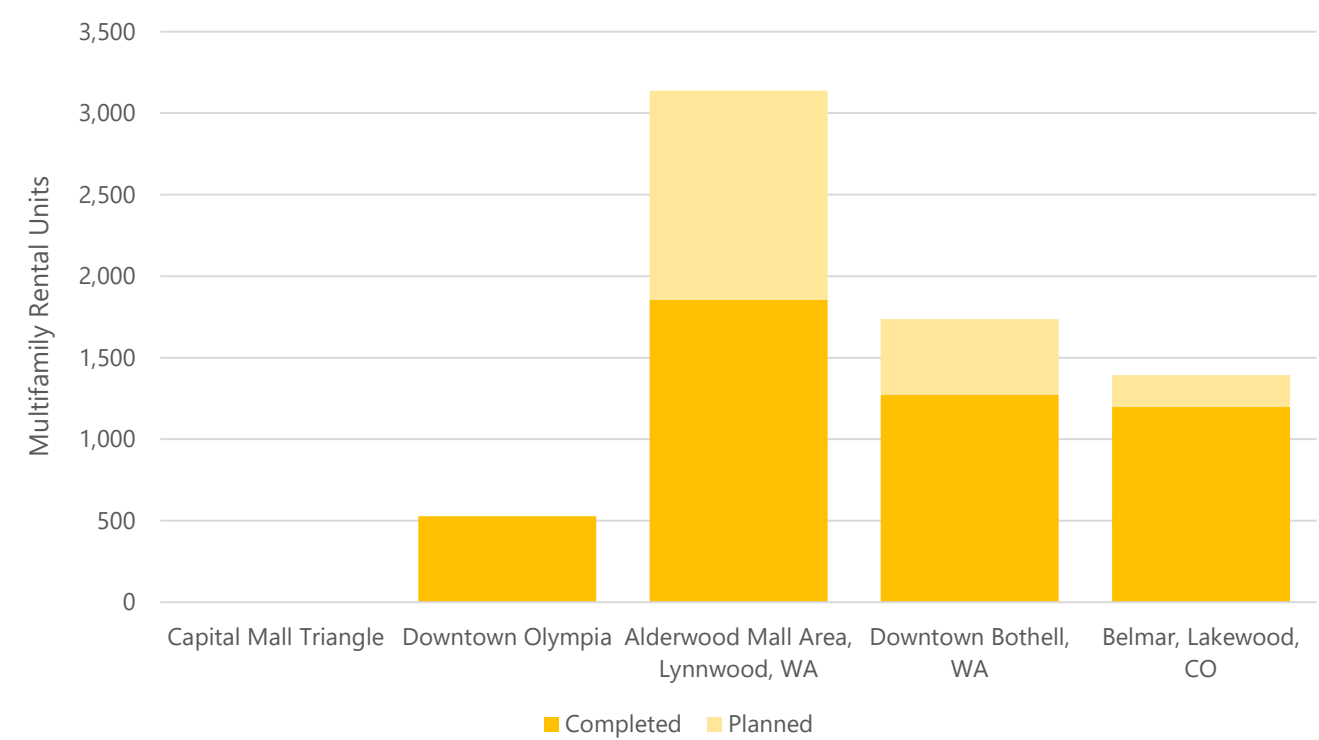
Figure 4. Square Feet of Rentable Building Area (RBA): Built Since 2000 and Currently in the Development Pipeline



Source: CoStar; Jefferson County, CO Assessor; LCG.

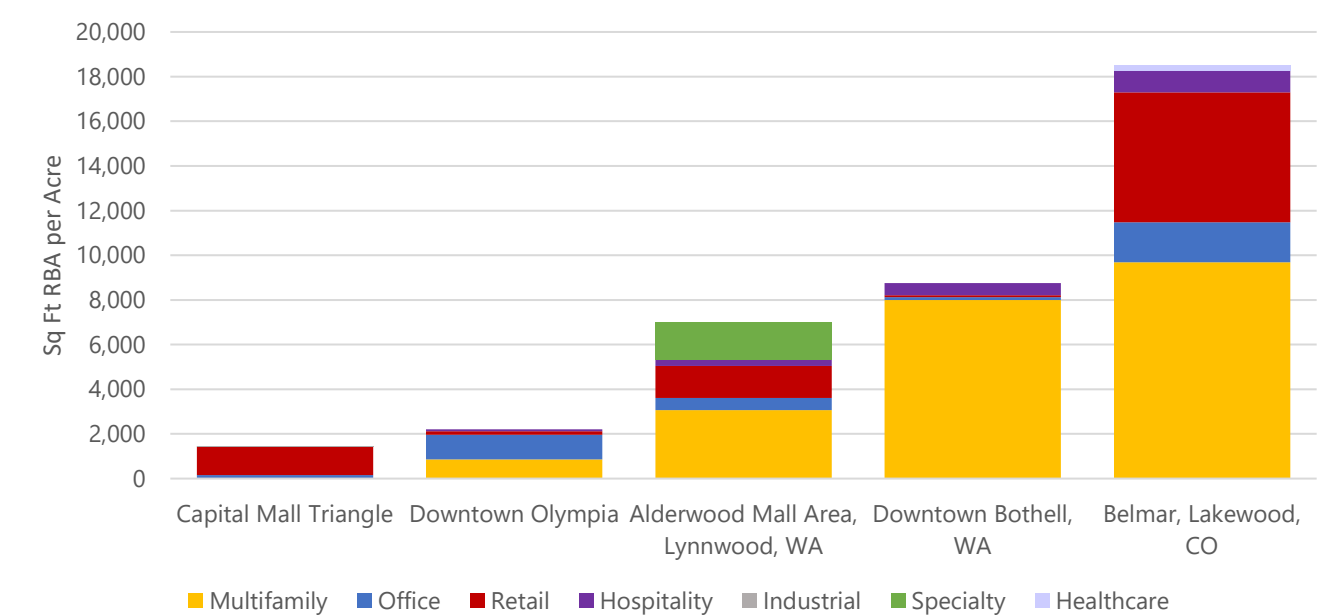
The three comparison areas have seen significantly more construction of multifamily units than either the Capital Mall Triangle or Downtown Olympia. 1,855 units have been built since 2000 in the Alderwood Mall Area in Lynnwood, and there are another 1,283 units currently planned or under construction. 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 5<sup>th</sup>, 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:

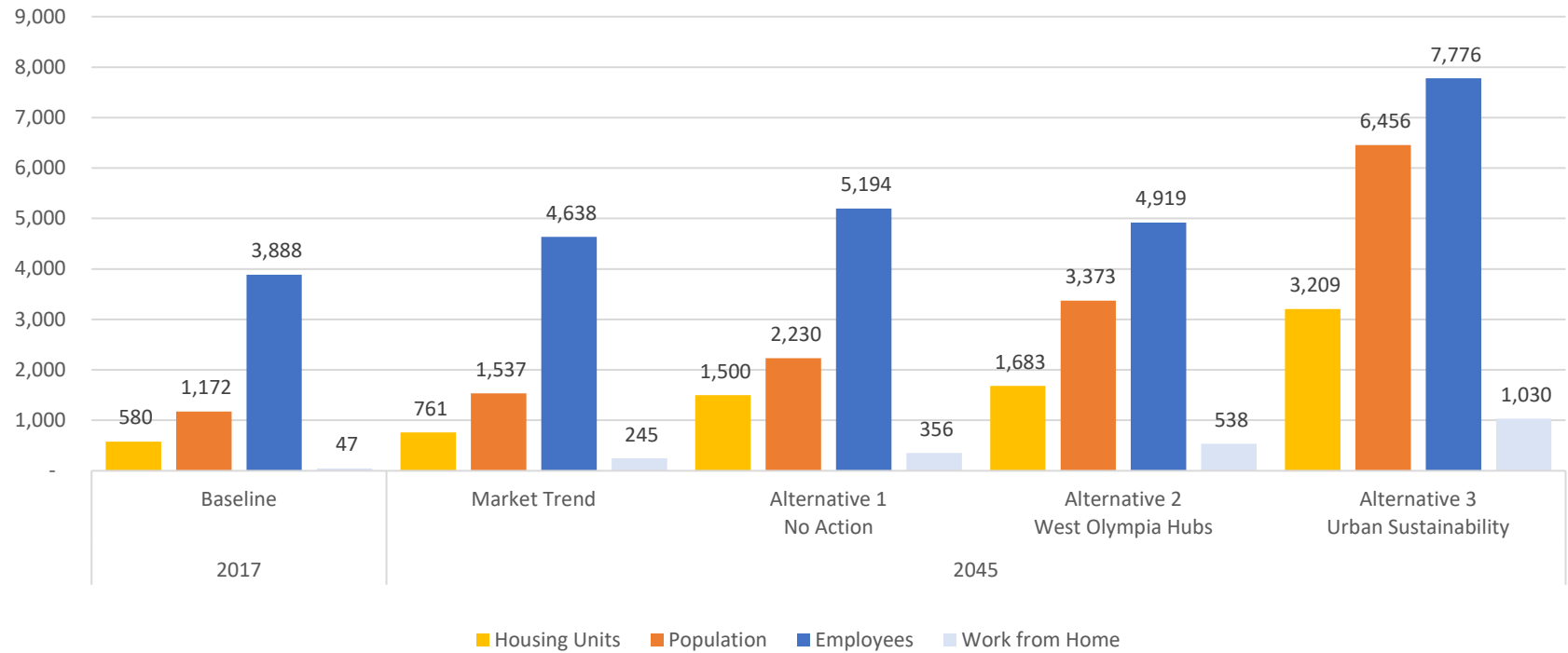
- The pace of development that has taken place in the Triangle between 2000 and 2022 will continue about as-is for the next two+ decades
- Some development projects that are planned or in the pipeline are also assumed to move forward.

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.

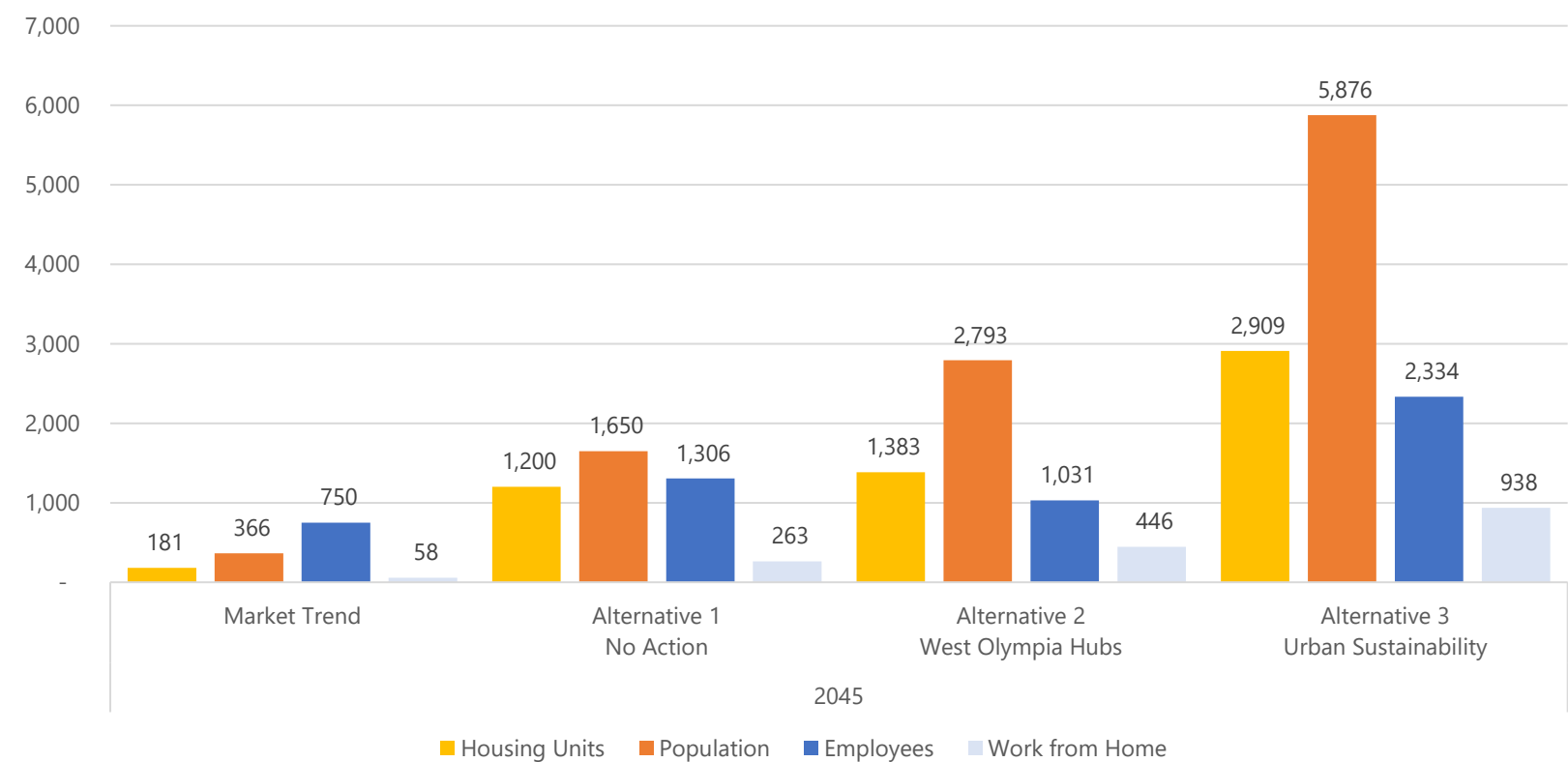
Assumptions about work from home are based on the percentage of the existing population that is employed and an average rate for remote work of 20%.

Figure 11. Expected Total Housing Units, Population, and Employees in the Capital Mall Triangle



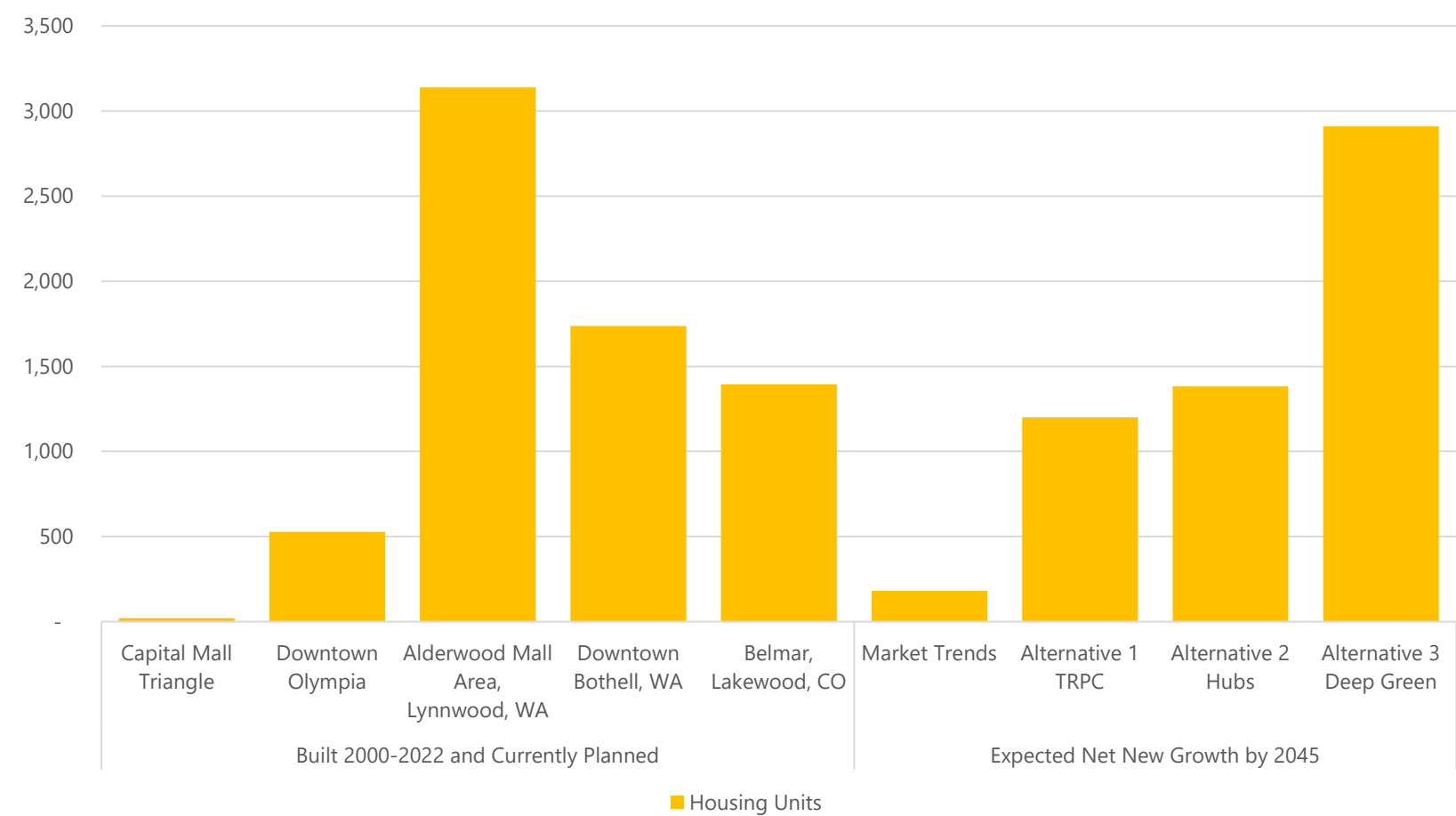
Source: TRPC; CoStar; Leland Consulting Group.

Figure 12. Net New Housing Units, People, and Employees Expected in the Capital Mall Triangle



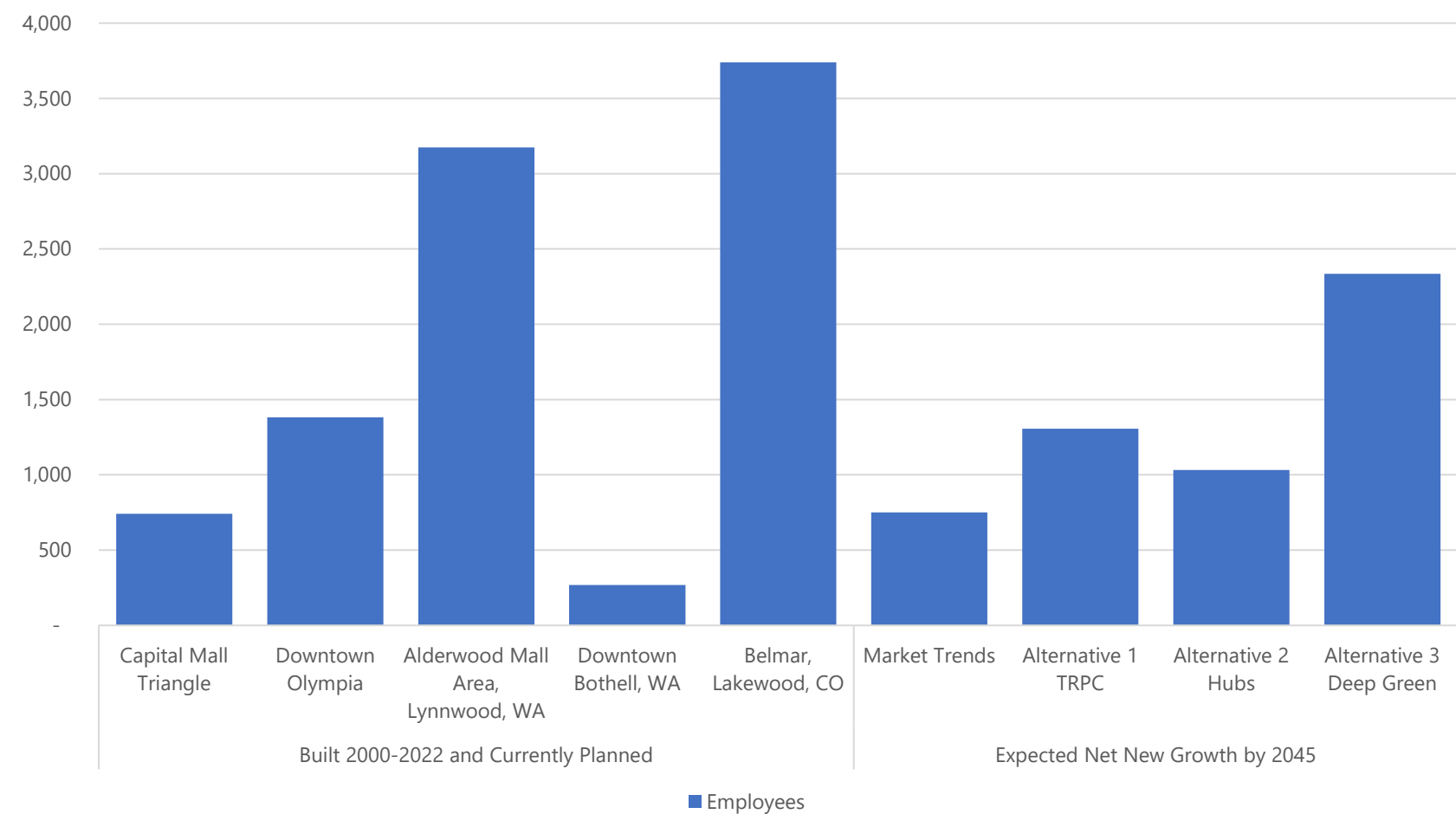
Source: TRPC; CoStar; Leland Consulting Group.

Figure 13. New Housing Built in Comparison Centers between 2000 and 2022 vs. Expected Net New Growth in DEIS Alternative Plans by 2045



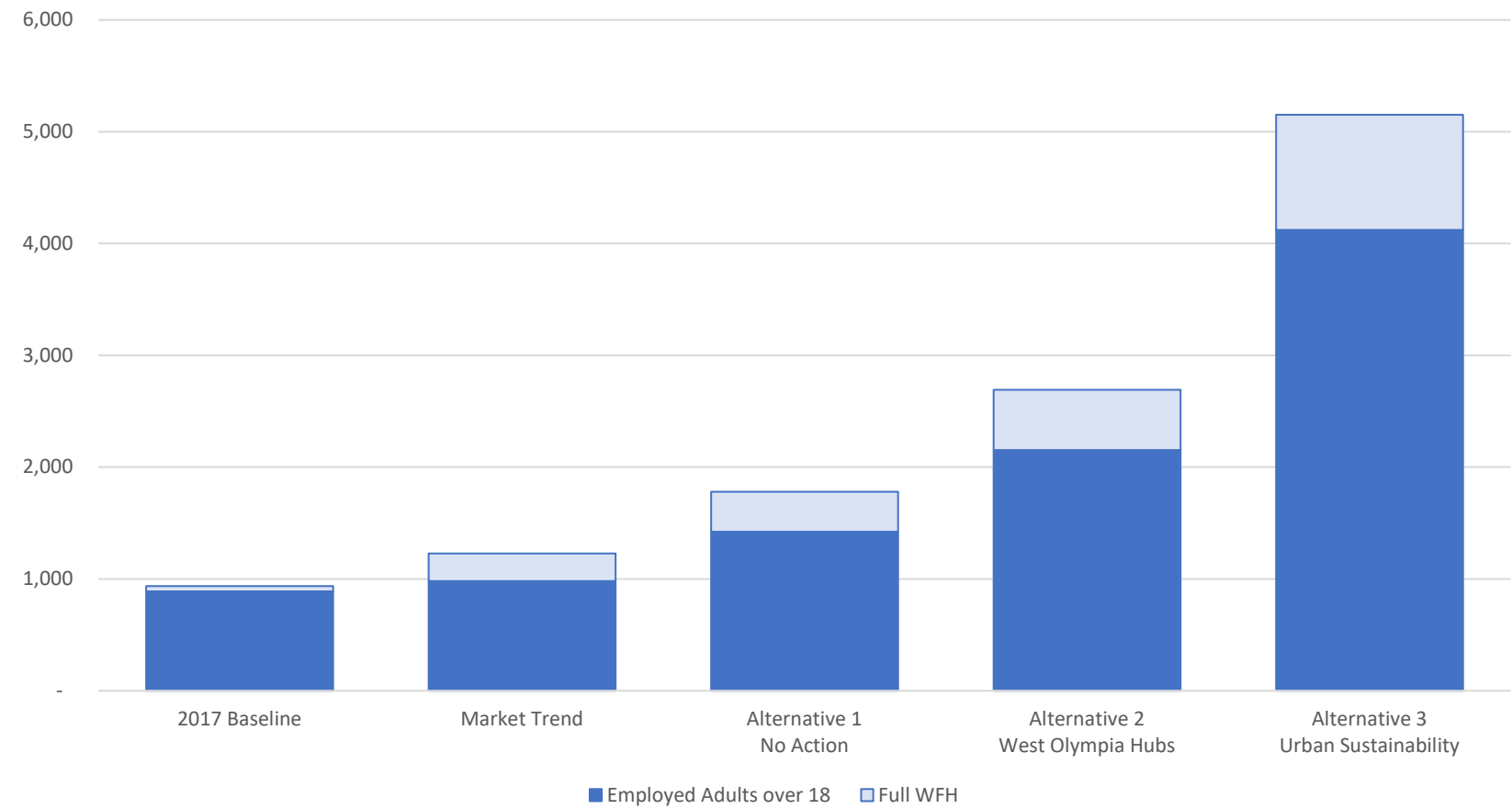
Source: TRPC; CoStar; Leland Consulting Group.

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**

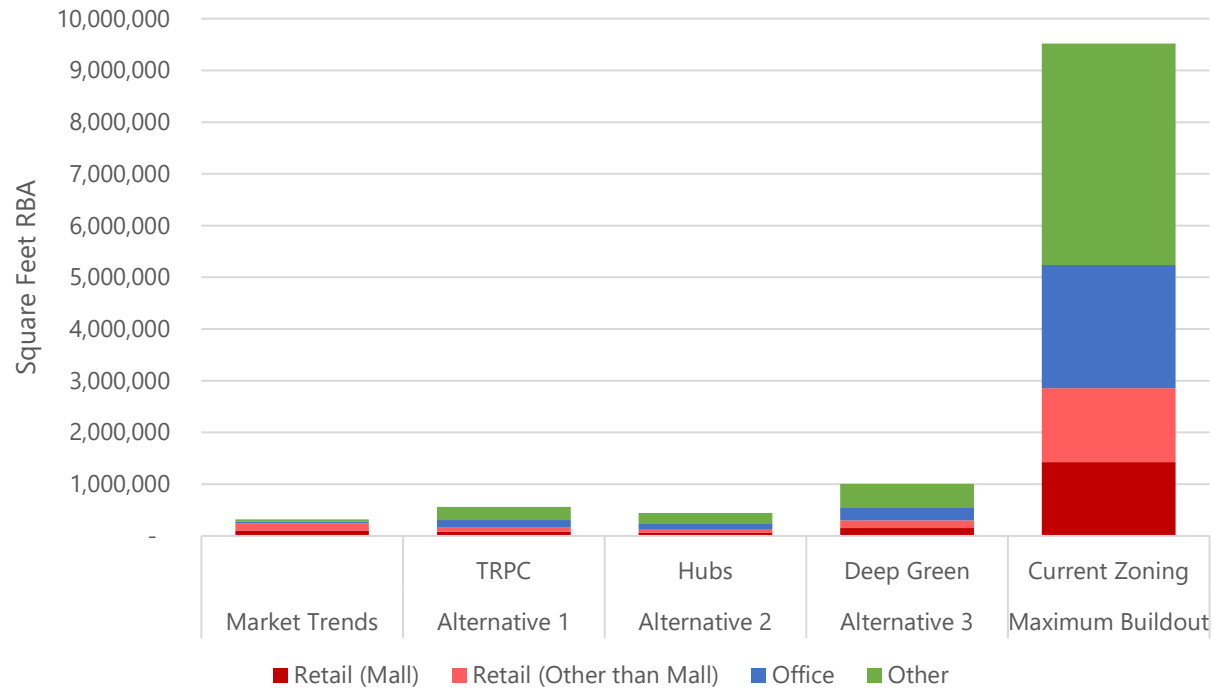
	Oly Triangle Percent Existing	Oly Triangle Percent Expected
Office	8%	25%
Retail (mall)	29%	15%
Retail (not mall)	47%	15%
Other	15%	45%

**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
<b>Total</b>	<b>181</b>	<b>322,686</b>	<b>1,200</b>	<b>561,692</b>	<b>1,383</b>	<b>443,502</b>	<b>2,909</b>	<b>1,003,738</b>	<b>15,150</b>	<b>9,518,495</b>

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:

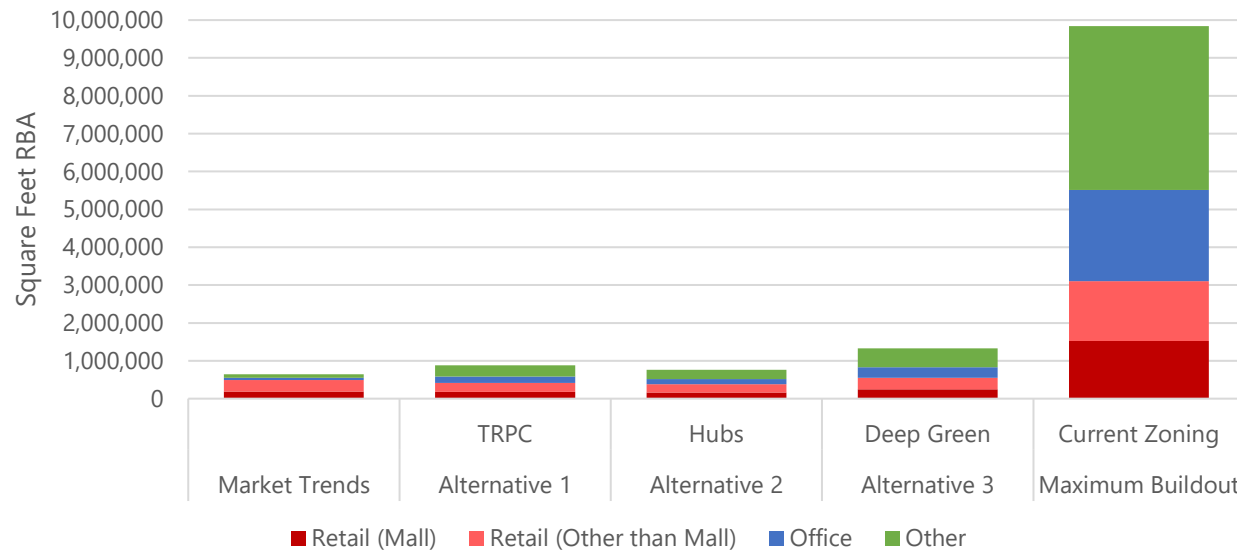
- Hospitality/Lodging
- Industrial
- Flex Space

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
<b>Total</b>	<b>761</b>	<b>645,372</b>	<b>1,780</b>	<b>884,378</b>	<b>1,963</b>	<b>766,188</b>	<b>3,489</b>	<b>1,326,424</b>	<b>15,730</b>	<b>9,841,181</b>

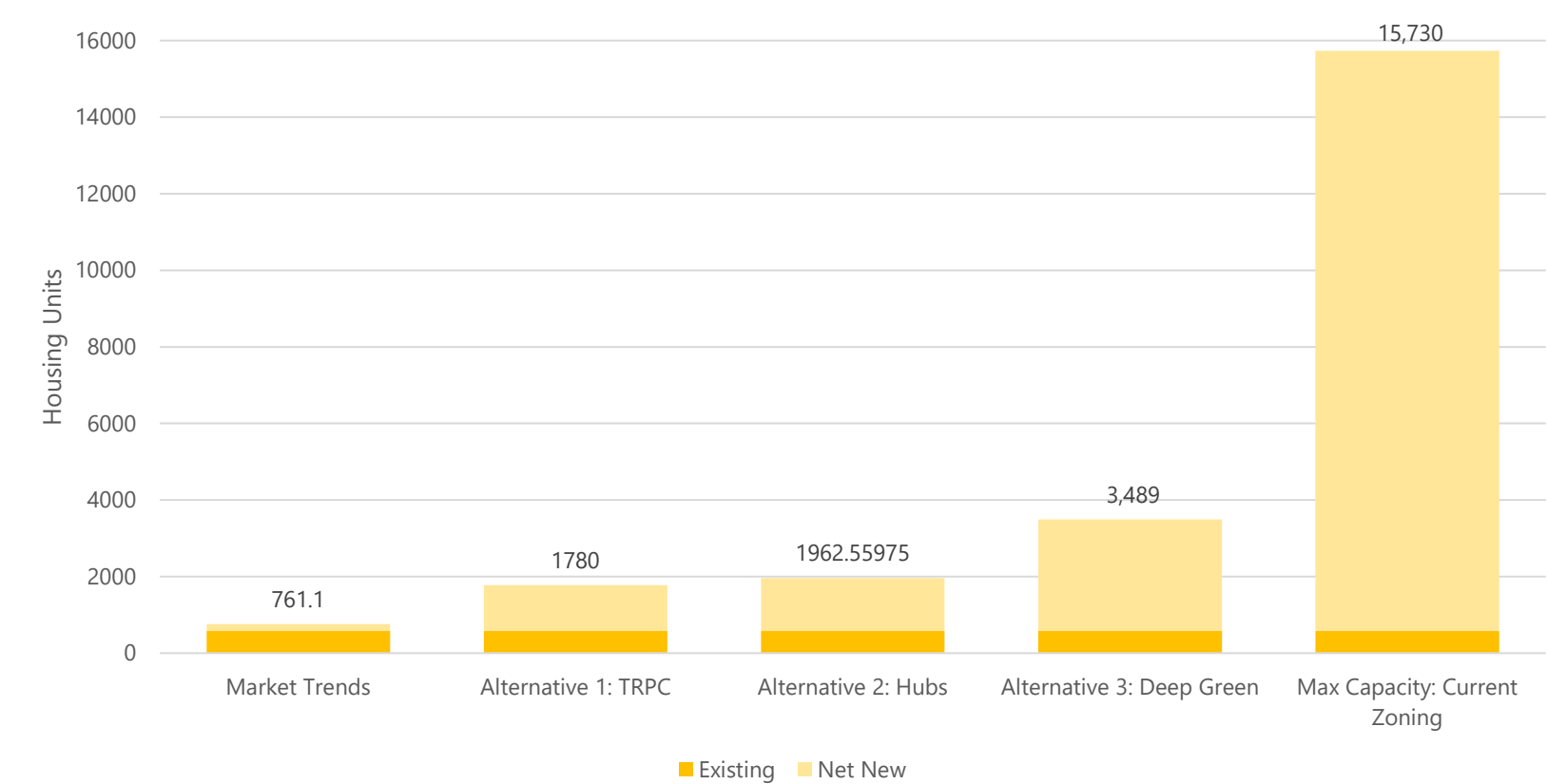
Source: LCG.

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		<i>See</i>				43			100.8				
Unbuildable (ROW, slope, stormwater)		0%		<i>TRPC</i>				35%			35%			35%	
Net Buildable Acres		3.2		<i>Buildable</i>				27.9			65.5			187.2	
Market Factor		100%		<i>Lands</i>				90%			60%			100%	
Developed Area by 2045		3.2		<i>Analysis</i>				25.1			39.3			187.2	
				<i>2021</i>											
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						2.01
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 D

## Engagement Report





# Olympia Capital Mall Triangle Subarea Plan Engagement Report

February 2, 2024



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## 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.



## 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.

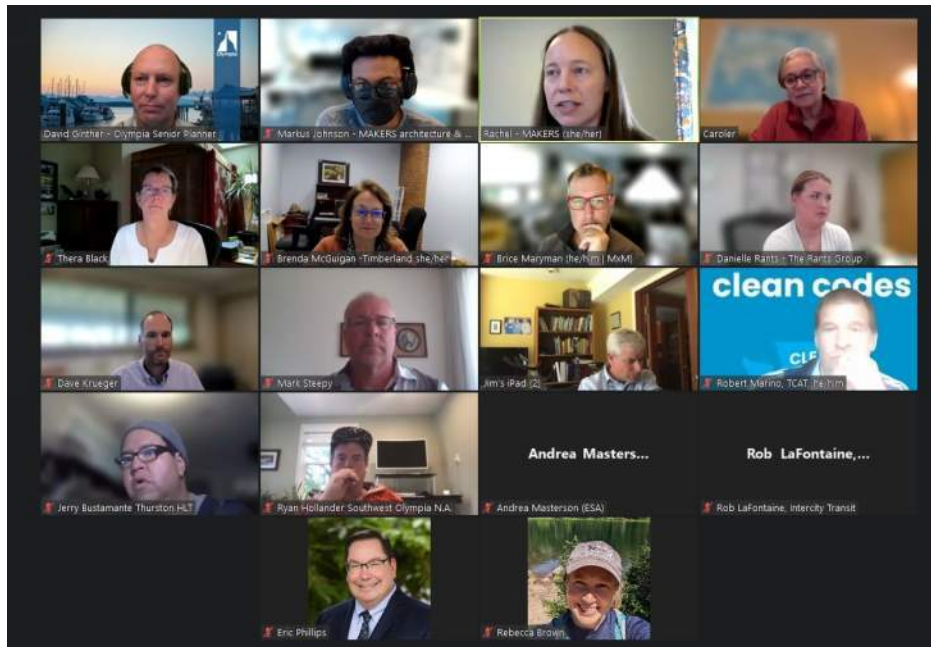
All participants felt Capital Mall, West Olympia Timberland Regional Library, and West Central Park are assets in the subarea that people in their neighborhoods regularly use. The project team also learned there is:

- 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 4<sup>th</sup> 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.

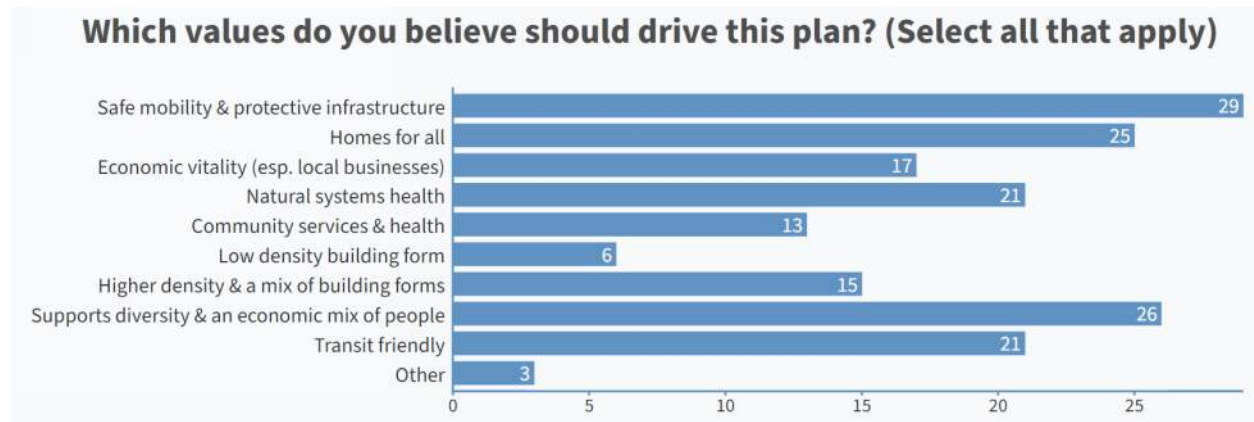
These themes arose during early open-ended questions and were confirmed in the concluding polls. One of the final confirmation polls was “In 20 years, what would be a successful outcome of this plan? (Select up to three),” where the top responses included:

- “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.

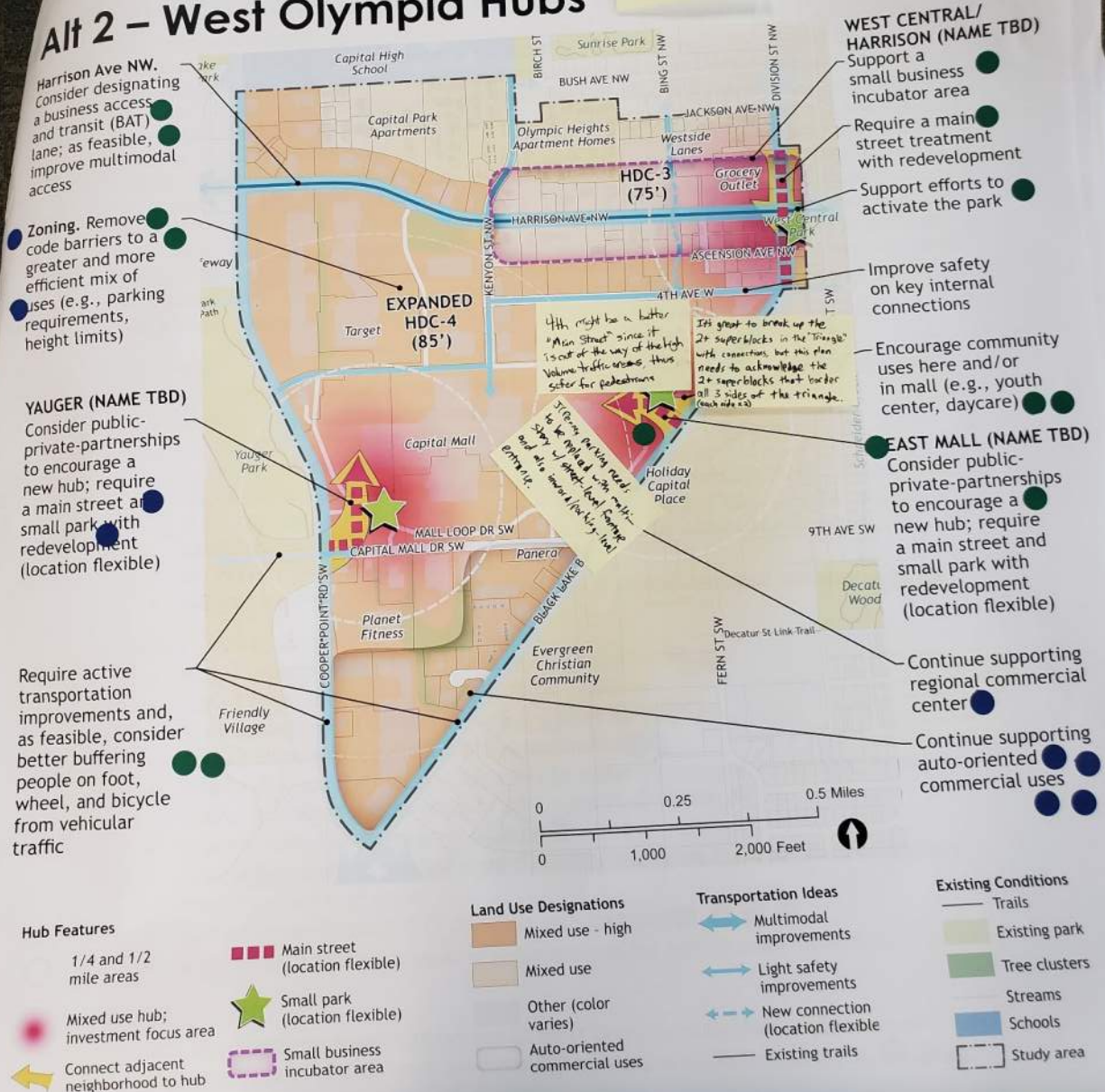






PRELIMINARY DRAFT 1/30/2023

## Alt 2 – West Olympia Hubs



## **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 4<sup>th</sup>
- Encourage groceries

#### **Physical improvements**

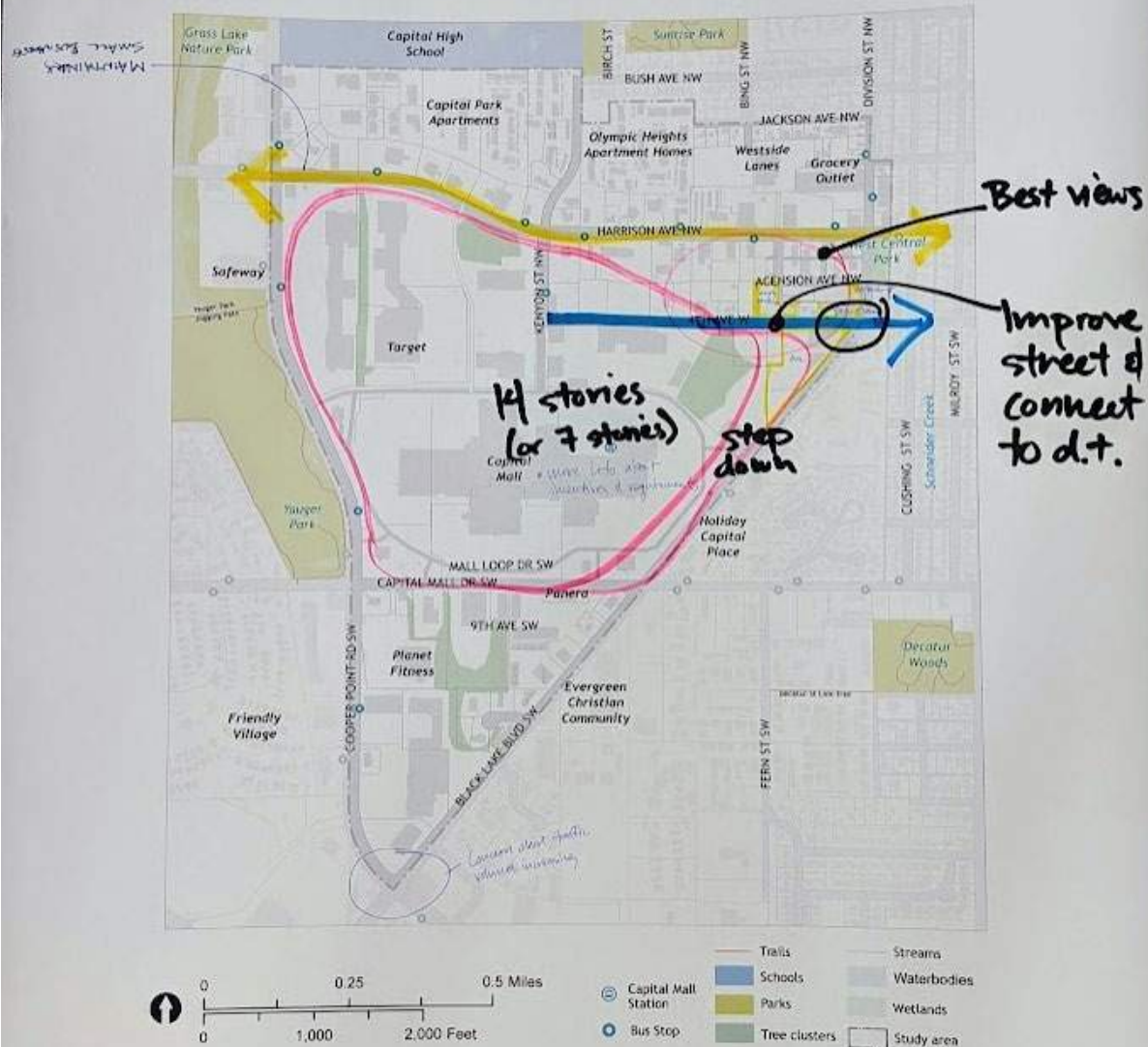
- Connect to downtown
- Improve 4<sup>th</sup> Ave street design

#### **Preferred Alternative Elements**

The in-person small group developed this map to illustrate proposals they felt should move forward into the preferred alternative.

# Preferred Alternative

MINIMIZE PEEKING?  
Go up by PEEKING



- Affordable, green building

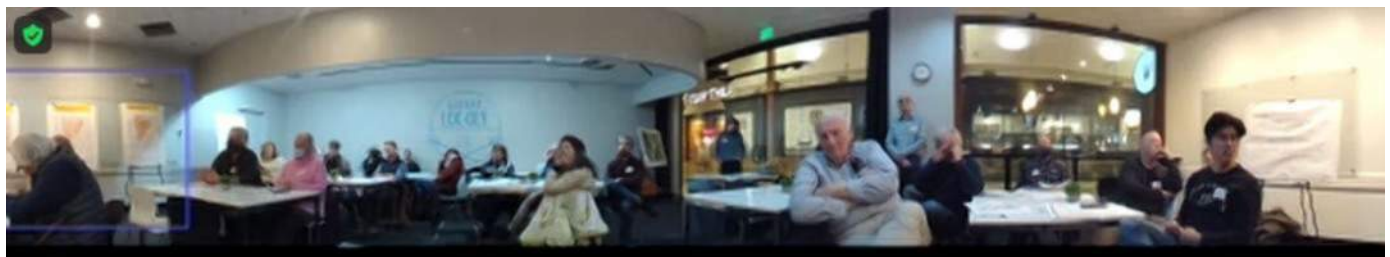
## Community Meeting 4

**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/>



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

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, RELATED TO  
THE CAPITAL MALL TRIANGLE SUBAREA PLAN**

**WHEREAS**, the City has adopted a Comprehensive Plan complying with the state Growth Management Act, RCW chapter 36.70A; and

**WHEREAS**, the Capital Mall Triangle Subarea is a 288-acre area that surrounds the Capital Mall and is bordered by Black Lake Boulevard on the east, Cooper Point Road on the west, and on the north by Capital High School and a low-density single family residential neighborhood, which are approximately two city blocks north of Harrison Avenue; and

**WHEREAS**, the Capital Mall Triangle Subarea 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 large parking lots accessed by a network of 5-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea; and

**WHEREAS**, the Capital Mall Triangle Subarea is designated by the Comprehensive Plan as an Urban Corridor and is singled out as one of three ‘focus areas’ for these corridors. The Comprehensive Plan states, *“In cooperation with landowners and others, the City will be focusing its planning efforts on three of these urban corridor ‘focus areas’, possibly in the form of a ‘master plan’ that addresses issues such as land use, infrastructure and design.”*; and

**WHEREAS**, the Capital Mall Triangle Subarea is one of the three areas in the City of Olympia with the High Density Neighborhoods Overlay. The Comprehensive Plan explains that the goal of this overlay is to *“Concentrate housing into three high-density Neighborhoods: Downtown Olympia, Pacific/Martin/Lilly Triangle; and the area surrounding Capital Mall.”*; and

**WHEREAS**, the Comprehensive Plan recommends the City work to *“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.”*; and

**WHEREAS**, the Comprehensive Plan states, *“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.”*; and

**WHEREAS**, consistent with the goals and policies of the Comprehensive Plan, the City has engaged in extensive subarea planning to guide the Capital Mall Triangle Subarea’s growth and redevelopment; and

**WHEREAS**, the purpose of Capital Mall Triangle Subarea planning process is to facilitate the transition of the subarea, as envisioned in the Comprehensive Plan, into a complete, vibrant, and economically viable urban neighborhood; and

**WHEREAS**, the Capital Mall Triangle Subarea plan will guide land use within the subarea and provide goals, policies, and recommended actions to facilitate the transition of the subarea consistent with the community's adopted vision; and

**WHEREAS**, on December 21, 2021, the City of Olympia entered into a grant agreement with the Washington State Department of Commerce to fund a subarea plan and a planned action environmental impact statement (EIS) for the Capital Mall Triangle Subarea; and

**WHEREAS**, the City of Olympia developed a Public Participation Plan for the development and review of the subarea plan and EIS; and

**WHEREAS**, the City used its Capital Mall Triangle Subarea Plan webpage for this planning proposal as a means of providing project information and updates to the public that was accessible at the public's convenience; and

**WHEREAS**, the City used the Parties of Record contact list for the Capital Mall Triangle Subarea Plan and the City's Enews publication as a means of providing project information and updates to the public throughout the planning process; and

**WHEREAS**, the City held public meetings and hearings as part of a coordinated Capital Mall Triangle Subarea public participation program throughout 2022, 2023, and 2024; and

**WHEREAS** the City issued E-Newsletters to all members subscribed to the Planning and Development listserv on March 31, 2022, June 29, 2022, October 11, 2022, October 24, 2022, January 25, 2023, March 30, 2023, May 3, 2023, June 7, 2023, September 28, 2023, February 5, 2024, February 26, 2024, and March 18, 2024; and

**WHEREAS** the City issued email updates to all Parties of Record for this planning process on March 18, 2022, March 31, 2022, June 29, 2022, August 2, 2022, September 30, 2022, October 21, 2022, January 25, 2023, March 27, 2023, May 3, 2023, June 7, 2023, September 28, 2023, October 19, 2023, February 5, 2024, February 26, 2024, and March 18, 2024; and

**WHEREAS** the City held public community meetings on October 20, 2022, February 2, 2023, September 20, 2023, October 18, 2023, October 25, 2023, and March 7, 2024; and

**WHEREAS** the City met with representatives of several business organizations on May 24, 2023, and held public business focused meetings on June 15, 2023, and October 12, 2023; and

**WHEREAS** the City convened a Stakeholder Work Group and held meetings on October 4, 2022, January 11, 2023, September 20, 2023, and November 28, 2023; and



**WHEREAS**, on June 23, 2022, the City entered into a Professional Services Agreement with Makers Architecture and Urban Design, for professional consulting services for the subarea plan and planned action EIS; and

**WHEREAS**, on September 12, 2022, the City completed an environmental checklist and submitted it to the Community Planning and Development Department of the City of Olympia for review; and

**WHEREAS**, on October 24, 2022, the City as lead agency issued a Determination of Significance for the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, the City as lead agency provided public comment opportunities through an EIS scoping period from October 24, 2022, to November 14, 2022; and

**WHEREAS**, the City conducted a community meeting on October 20, 2022, and provided notice to the community, including affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action, in compliance with RCW 43.21C.440; and

**WHEREAS**, the City provided a public comment period for the Draft Capital Mall Triangle Subarea Plan and draft planned action EIS from September 28, 2023, to October 30, 2023; and

**WHEREAS**, the City conducted public meetings on October 18, 2023, and October 25, 2023, to receive community input on the Draft Capital Mall Triangle Subarea Plan and draft planned action EIS; and

**WHEREAS**, on February 7, 2024, the Capital Mall Triangle Subarea Plan and Final Planned Action Environmental Impact Statement were sent to the Washington State Department of Commerce Growth Management Services as required by RCW 36.70A.106; and

**WHEREAS**, on February 8, 2024, the Capital Mall Triangle Subarea Plan and Final Planned Action Environmental Impact Statement were released to the public and placed on the project webpage; and

**WHEREAS**, on March 18, 2024, the Olympia Planning Commission received a briefing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing for the Capital Mall Triangle Subarea Plan was provided to all Parties of Record pursuant to Chapter 18.78 OMC, Public Notification; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing was provided to all Recognized Neighborhood Associations with the City of Olympia pursuant to Chapter 18.78 OMC, Public Notification, and Chapter 18.86 OMC, Neighborhood Association Recognition and Notification; and

**WHEREAS**, on March 22, 2024, notice of the Planning Commission public hearing was provided to all Parties of Record, all persons subscribed to the Planning and Development E-newsletter listserv, and all properties within 300 feet of the subarea boundary; and

**WHEREAS**, on March 22, 2024, a legal notice was published in The Olympian newspaper regarding the date of the Planning Commission’s public hearing on the subarea plan; and

**WHEREAS**, on April 1, 2024, the Planning Commission held a public hearing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on April 15, 2022, the Planning Commission deliberated on the Capital Mall Triangle Subarea Plan and forwarded a recommendation to the City Council to approve the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on May 9, 2024, the Land Use and Environment Committee received a briefing on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, on June 11, 2024, the Olympia City Council held a study session on the Capital Mall Triangle Subarea Plan; and

**WHEREAS**, the Proposed Amendments are consistent with the Olympia Comprehensive Plan and the Olympia Municipal Code; and

**WHEREAS**, the Proposed Amendments have been reviewed pursuant to the Comprehensive Plan Amendment process outlined in chapter 18.59 OMC; and

**WHEREAS**, the Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (December 2006) was reviewed and used by the City in objectively evaluating the proposed subarea plan; and

**WHEREAS**, Chapters 35A.63 and 36.70A RCW and Article 11, Section 11 of the Washington State Constitution authorize and permit the City to adopt this Ordinance;

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

**Section 1.** The attached Capital Mall Triangle Subarea Plan is hereby approved.

**Section 2. The City Clerk shall make** copies of the Capital Mall Triangle Subarea Plan available on the City of Olympia website.

**Section 3. Corrections.** The City Clerk and codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

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

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

**Section 6. Effective Date.** This Ordinance takes effect July 24, 2024.

---

MAYOR

ATTEST:

---

CITY CLERK

APPROVED AS TO FORM:

*Michael M. Young*  
\_\_\_\_\_  
DEPUTY CITY ATTORNEY

PASSED:

APPROVED:

PUBLISHED:



# Capital Mall Triangle Subarea Plan

**City of Olympia**

June 2024



Photo credit: Robert Vanderpool



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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.

## Participants

### City Council

Mayor Dontae Payne  
Mayor Pro-tem Yến Huỳnh  
Former Mayor Cheryl Selby  
Dani Madrone  
Clark Gilman  
Lisa Parshley  
Robert Vanderpool  
Jim Cooper

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Tobi Hill-Meyer  
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Leland Consulting Group  
Fehr & Peers  
MxM Landscape Architecture  
ESA

## 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
<b>Announcements of project details</b>	January – November 2023	624 recipients 1,500 recipients 1,603 recipients 1,600 recipients 2,800 recipients	▪ N/A
<b>Meetings with West Olympia Business Association</b>	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.
<b>Meeting with Thurston Chamber</b>	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.
<b>Meeting with Neighborhood Group</b>	July 2022	Burbank/Elliot Neighborhood Association	▪ Varied questions and comments but a general concern with safety, transportation, and housing affordability.
<b>Podcast interview with Mayor Selby</b>	July 2022	Mayor Selby does interview on Jim Greene's podcast (Greene Realty Group)	▪ N/A
<b>Meeting with mall ownership (x2)</b>	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
<b>Site visit and interview with three neighborhood associations</b>	August 2022	Southwest Neighborhood Association, Northwest Neighborhood Association, Burbank/Elliott Neighborhood Association	<ul style="list-style-type: none"> <li>▪ Concern about traffic safety and feeling unsafe walking from neighborhood to Capital Mall area</li> <li>▪ Safe multimodal connections throughout adjacent neighborhoods that connect to the mall area</li> <li>▪ Street trees and/or a green buffer from main arterials</li> <li>▪ More community services like daycares and more places like West Central Park</li> </ul>
<b>Presentations to local groups</b>	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"> <li>▪ Presented project background and goals</li> <li>▪ Discussed project schedule and how to get involved</li> <li>▪ Different groups prioritized different things, but overall, there was a general agreement with project goals</li> </ul>
<b>Interview with ownership of shopping centers</b>	September 2022	Owner of shopping center that includes Goodwill and owner of shopping center that includes Five Guys	<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>
<b>Stakeholder Work Group meeting 1</b>	October 2022	Stakeholder Work Group	<ul style="list-style-type: none"> <li>▪ Major themes include livable neighborhoods, transportation, housing, local businesses, and climate change</li> <li>▪ Participated in polling exercises and each member of group got an opportunity to speak on their own top priorities/ideas</li> <li>▪ What was appreciated about the Capital Mall Triangle area was that it is amenity rich and convenient shopping area</li> </ul>

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

Event	Date	Audience	What we learned
<b>SEPA scoping comment period</b>	October 2022	~3,800 recipients 97 comments received	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Interest in meeting housing needs, including addressing concerns about people experiencing homelessness</li> <li>▪ 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.</li> <li>▪ Interest in improving walking, rolling (i.e., using a wheelchair, stroller, or small wheeled device), and biking connections and experience</li> <li>▪ Concerns about transportation congestion and parking with growth</li> <li>▪ Interest in sustainable, resilient, green development</li> <li>▪ Interest in trees and parks/open space</li> <li>▪ Interest in business vitality</li> </ul>
<b>Meeting with agencies and committees</b>	November 2022	InterCity Transit, Olympia Planning Commission, & Land Use and Environment Committee	<ul style="list-style-type: none"> <li>▪ Concerns, comments, and questions generally were about affordable housing, displacement, equity, environmental impacts, and impacts on adjacent neighborhoods and on the transportation system.</li> </ul>
<b>Stakeholder Work Group meeting 2</b>	January 2023	Stakeholder Work Group	<ul style="list-style-type: none"> <li>▪ Shared draft alternatives in presentation</li> <li>▪ Provided opportunity for the group to ask questions on sections they wanted more information on</li> <li>▪ General agreement amongst group not to give up on outdoor public space</li> <li>▪ Concern about if new streets would add cars. Group reiterates interest in walking and biking connections</li> <li>▪ Open discussion on the name for Alternative 3</li> </ul>

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

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

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



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

# Background

# 02

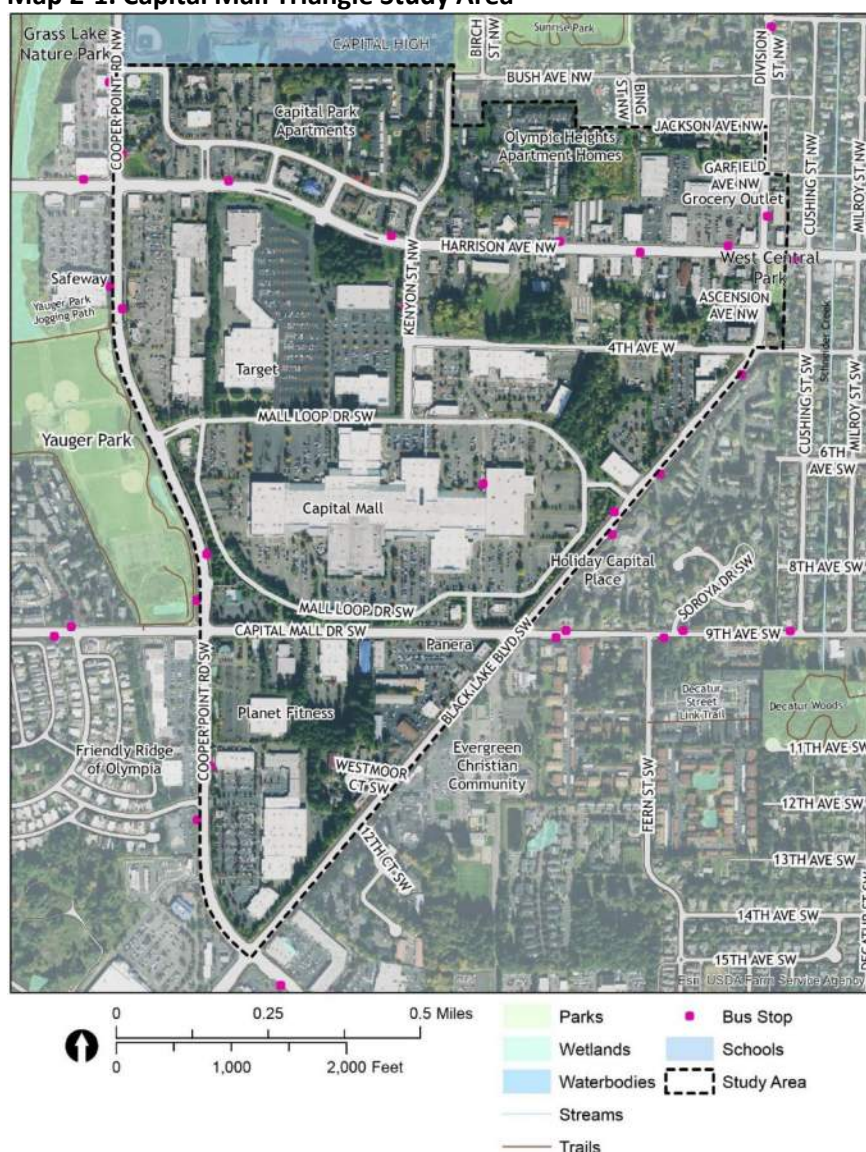




# Study Area

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**

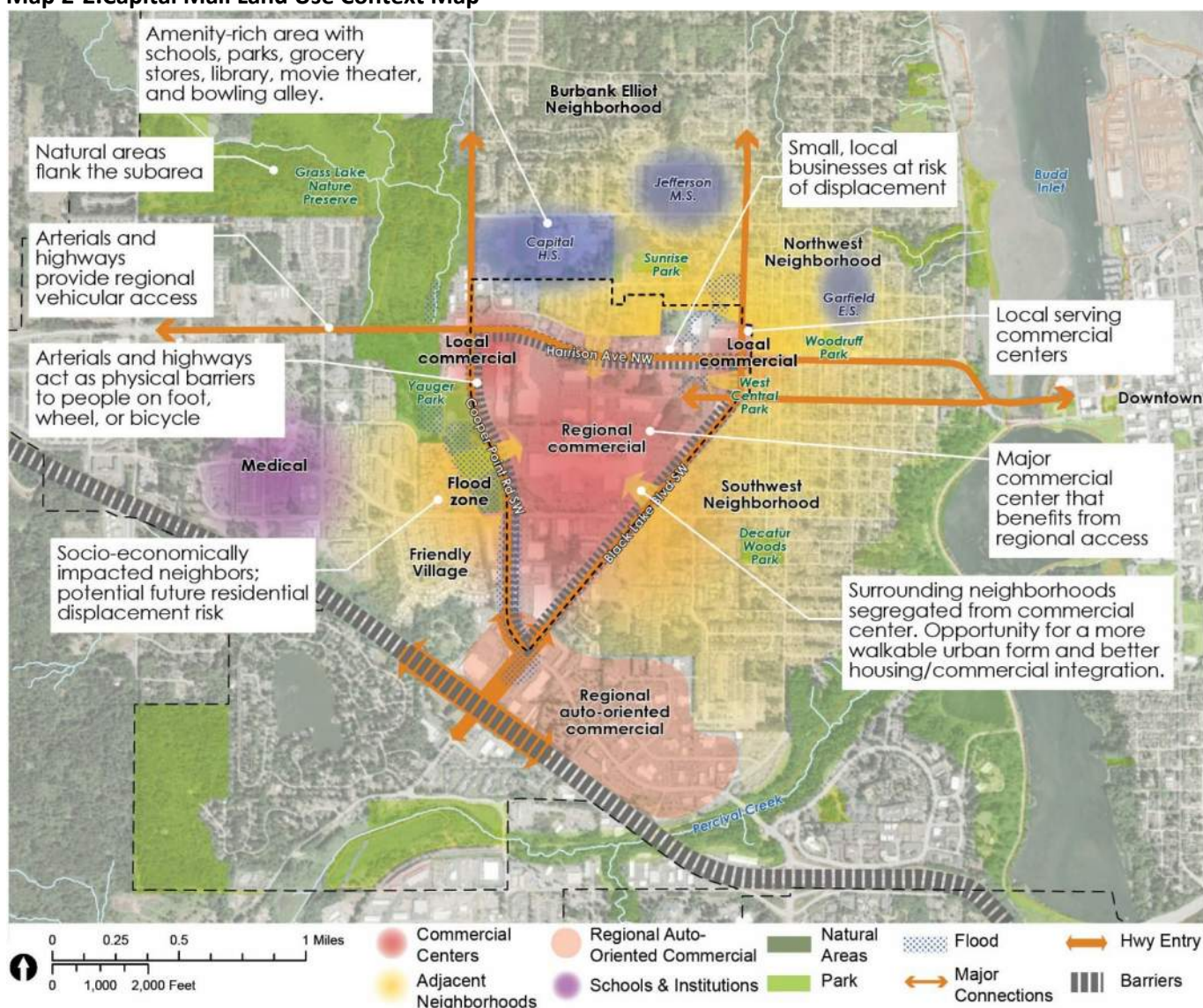


Source: City of Olympia, MAKERS, (2022)

# 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)



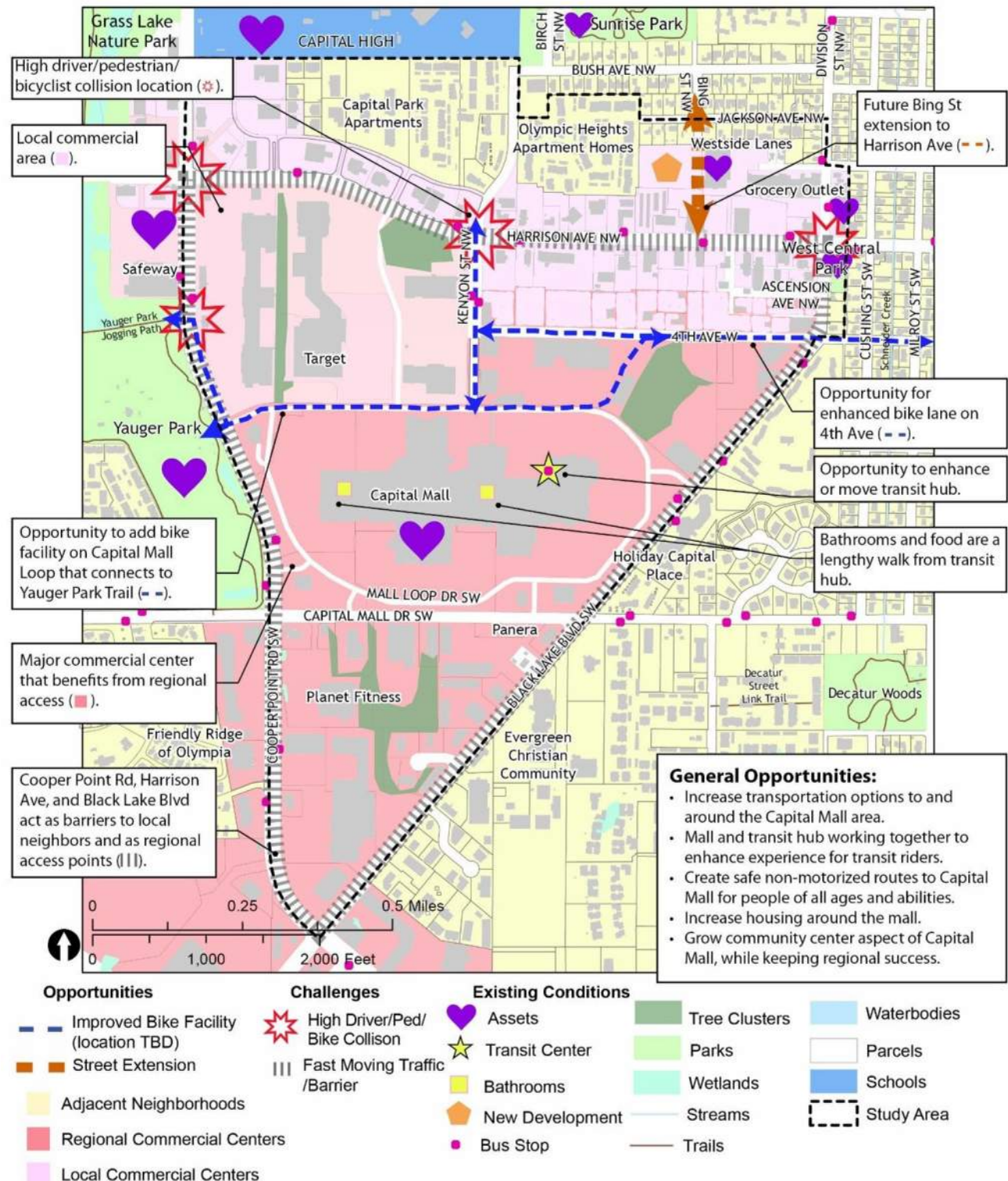
## Assets

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/rollable<sup>1</sup> 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.




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<sup>1</sup> “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

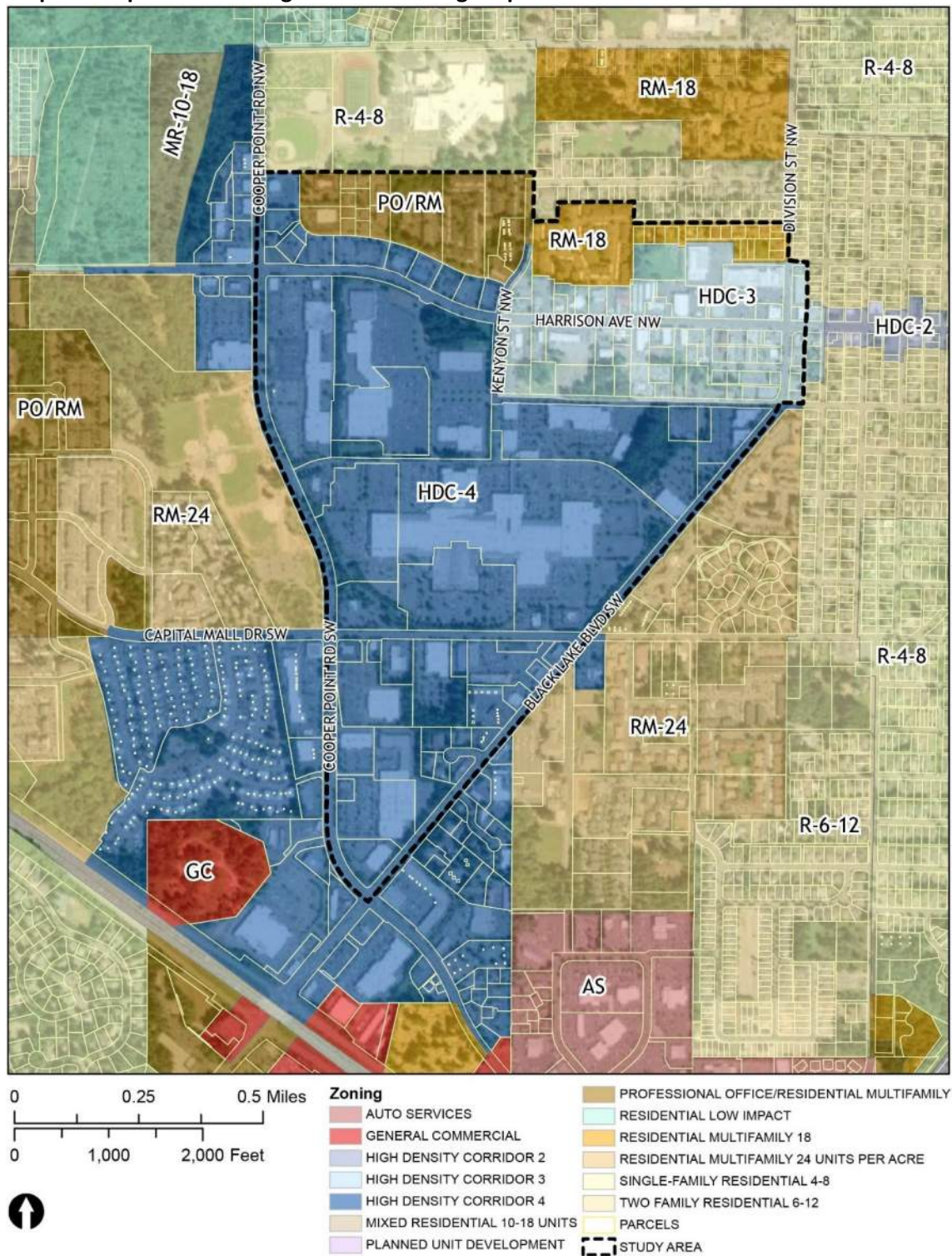
The zoning for the subarea (see **Map 2-4**) includes High Density Corridor 3 (HDC3), High Density Corridor 4 (HDC4), Professional Office/Residential Multifamily (PO/RM), Residential Multifamily 18/acre (RM18), and zone transition standards that increase setbacks and upper story stepbacks and decrease 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**



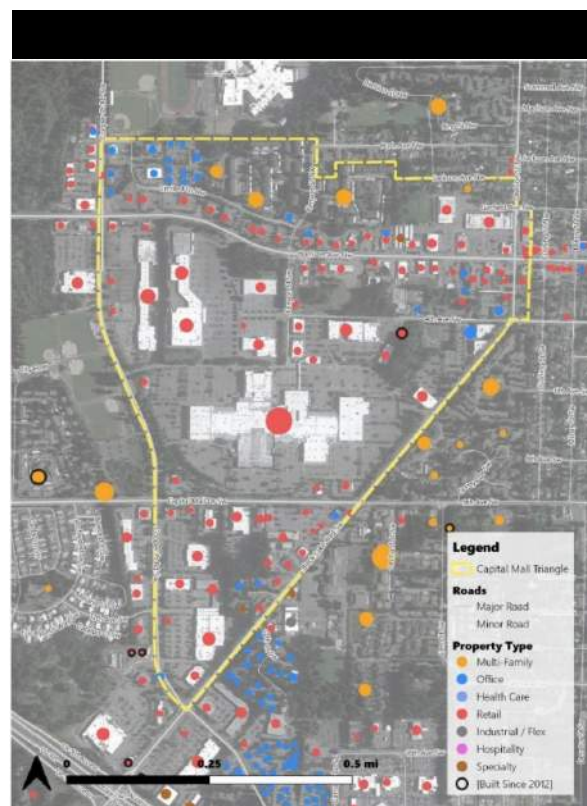
Source: MAKERS (2022)

# 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*).



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





## Climate and Equity

## 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



## 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.

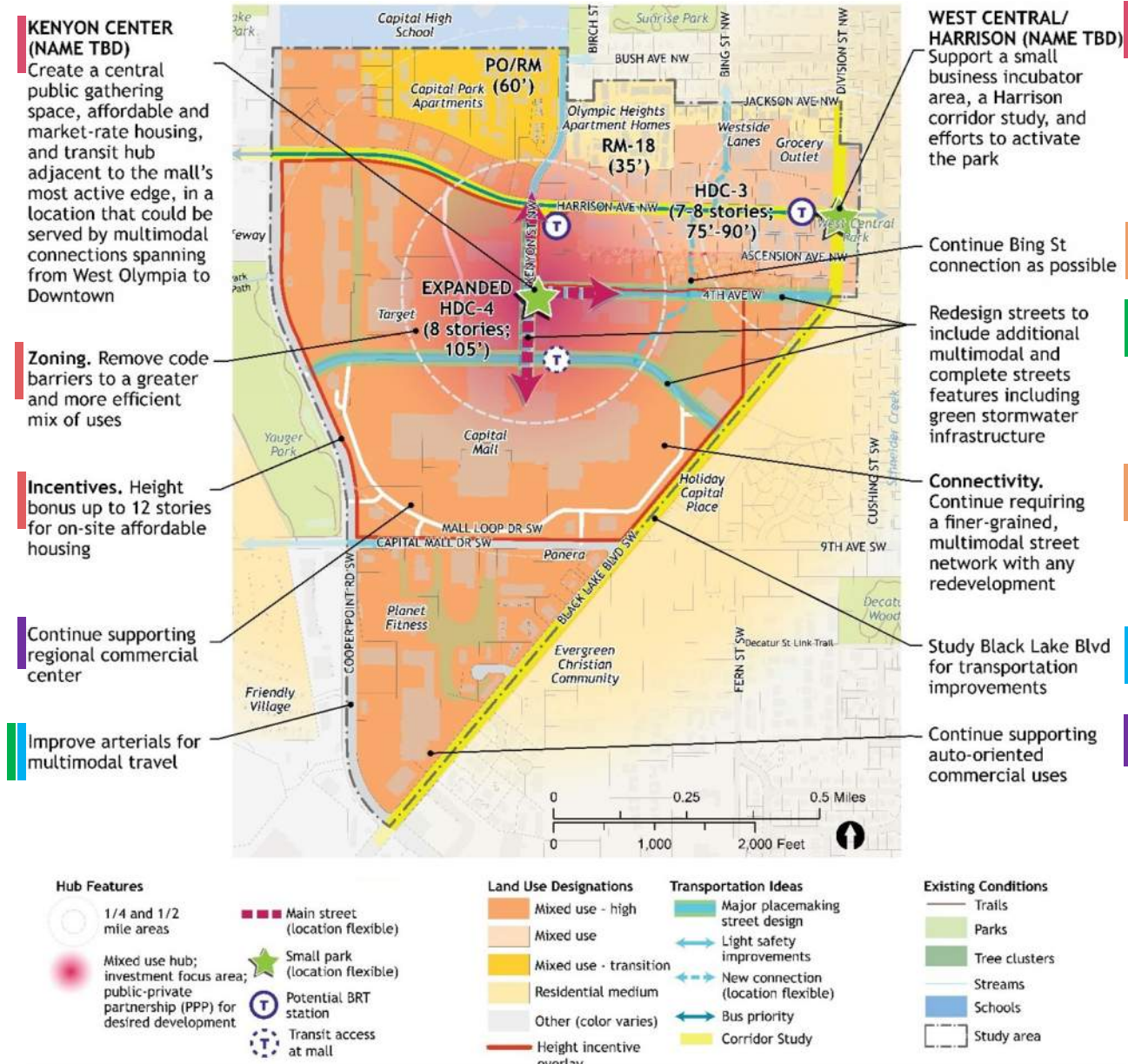
**1. Catalyze the evolution of the Triangle through focused public investment in community space.** Remove regulatory barriers and partner with property owners to catalyze opportunity site redevelopment. Target public investment in public, people-focused, community-facing infrastructure, which in turn 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 <sup>2</sup>	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.
<b>LAND USE ACTIONS</b>		
HDC-4 area height	60' – 75' (6-7 stories)	<b>Base:</b> 105' (8 stories)  <b>Incentive:</b> 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)	<b>Base:</b> 75' (7 stories)  <b>Incentive:</b> 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 the area located between Cooper Point Road, Black Lake Boulevard, and Harrison Avenue through a city-wide regulation change adopted in June 2023.	Apply existing City code as amended in June 2023
Commercial parking Notes: 1) A minimum of one ADA parking space is required in situations where no	Retail parking requirement: 3.5 per 1,000 sq. ft. Office parking requirement: 3.5 per 1,000 sq. ft.	Retail parking range: 0 to 3.5 per 1,000 sq. ft. Office parking range: 0 to 3.5 per 1,000 sq. ft.

<sup>2</sup> As of January 2024



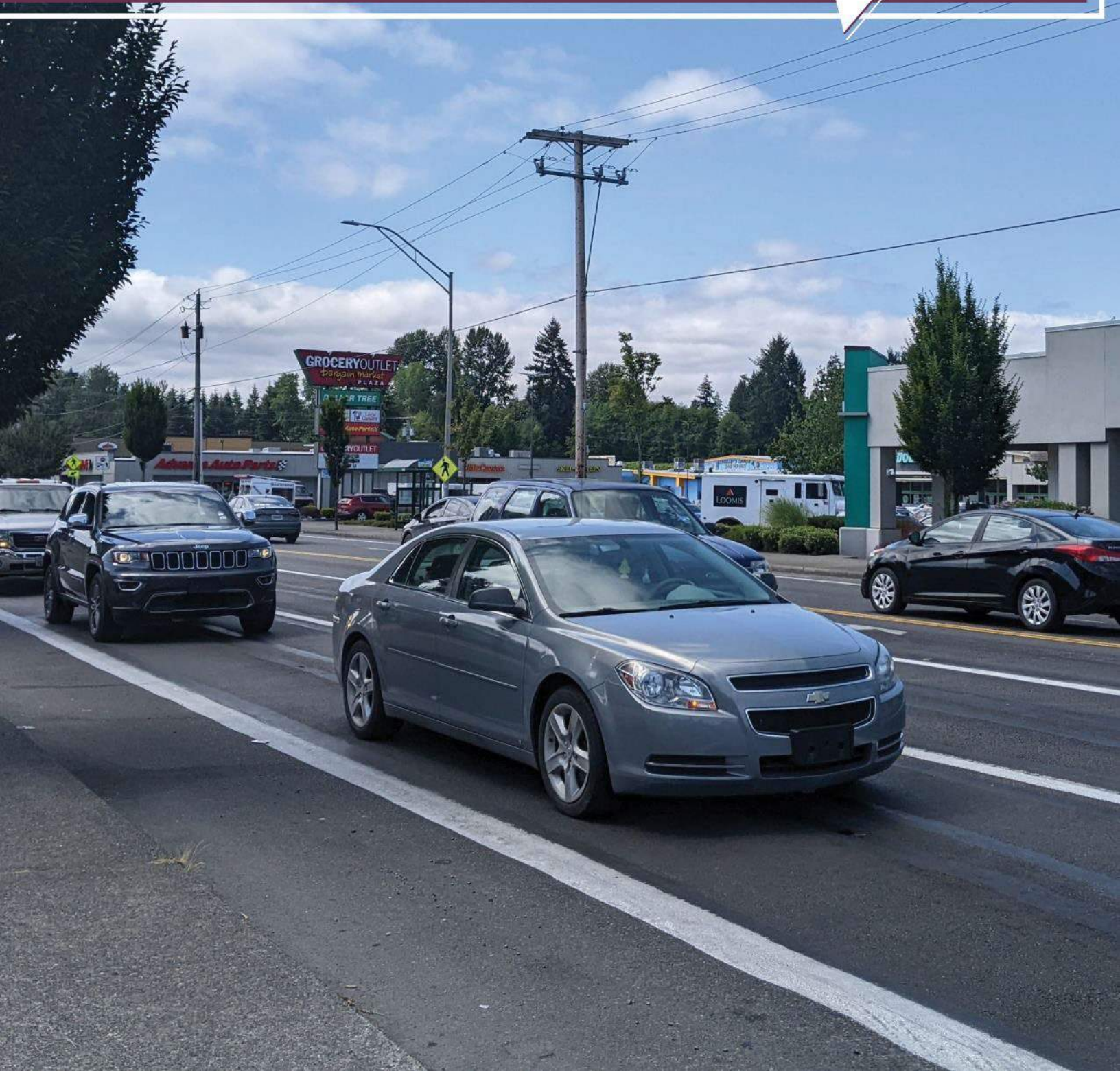
TOPIC	CURRENT CONDITIONS <sup>2</sup>	SUBAREA PLAN RECOMMENDATION
standard parking spaces are provided. 2) These parking changes are to apply only within the Capital Mall Triangle Subarea.	Shopping Center parking requirement: 4.5 per 1,000 sq. ft.  Restaurant parking requirement: 10 per 1,000 sq. ft.	Shopping Center parking range: 0 to 4.5 per 1,000 sq. ft.  Restaurant parking range: 0 to 10 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
<b>STRATEGIES</b>		
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 <sup>2</sup>	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
<b>TRANSPORTATION</b>		
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.
<b>2045 HOUSING AND EMPLOYMENT</b>		
Total housing units by 2045	761 (Market Trend) 1,500 (TRPC)	2,749
Total employees by 2045	5,194	5,298
<b>PUBLIC INVESTMENT</b>		
Likely investment levels	Minimal, including TMP 20-year projects	Moderate plus  Invest in public space in the Kenyon Center, with complete streets, possibly on Kenyon and 4 <sup>th</sup> Avenue (depending on eventual location of the center), 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 4<sup>th</sup> 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 (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.

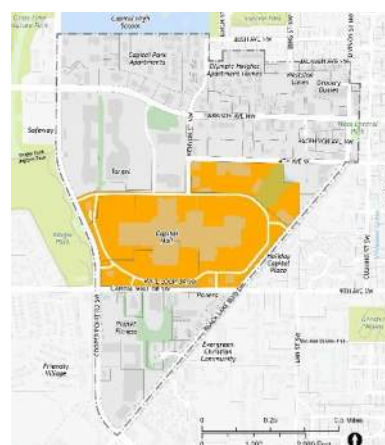


*Figure 4-1. Affordable housing height bonus overlay area (red outline).*

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, an area generally in the vicinity of Kenyon Street NW around 4<sup>th</sup> 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 is in the generally vicinity of Kenyon Street NW, 4<sup>th</sup> 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 4<sup>th</sup> 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. 4<sup>th</sup> Avenue shared use path, landscape, and low impact development (green stormwater infrastructure) conceptual vision.*



### LU-14 First come first serve catalyst sites

Adopt code language that supports up to three first come first serve public-private partnership catalyst projects and tie them to funding sources (e.g., **LU-11** Tax Increment Financing). Projects are expected to be streetscapes with mini-plazas, stormwater, and planned transportation improvements. These are in unspecified locations and distinct from the **LU-13** Kenyon Center catalyst projects. Interested developers can partner with the City—in up to three locations—to share costs for elements that provide public benefit.



*Figure 4-7. Typical street standard option for new essential streets. Some of the first new developments could make use of public funding to meet street requirements.*

## 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 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 4<sup>th</sup> 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 3.0 of the Housing Action Plan, a height incentive is provided to affordable housing developments located within 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 4<sup>th</sup> 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.

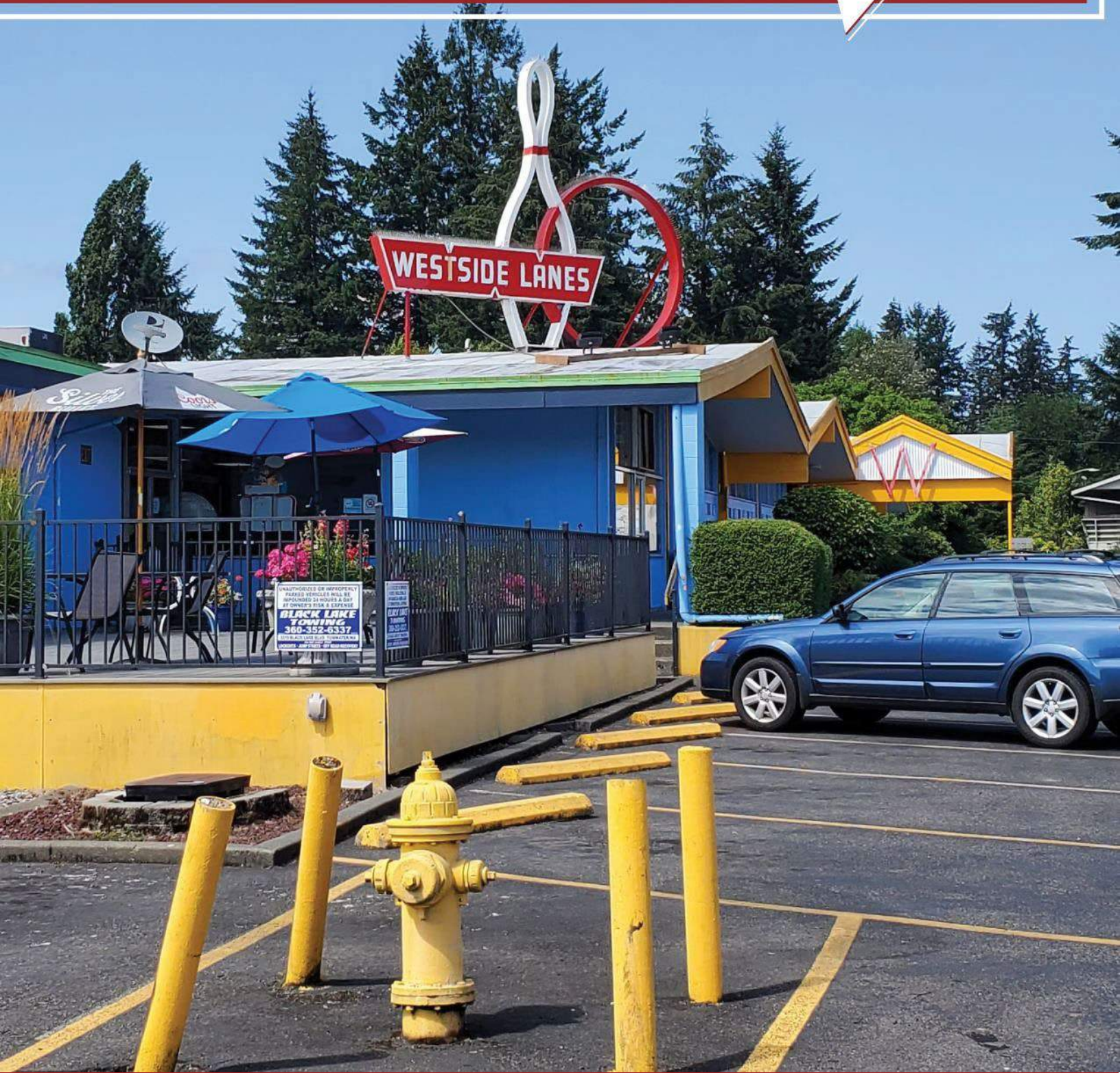
**LU-21 Expand housing supply by streamlining the development process.**

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.

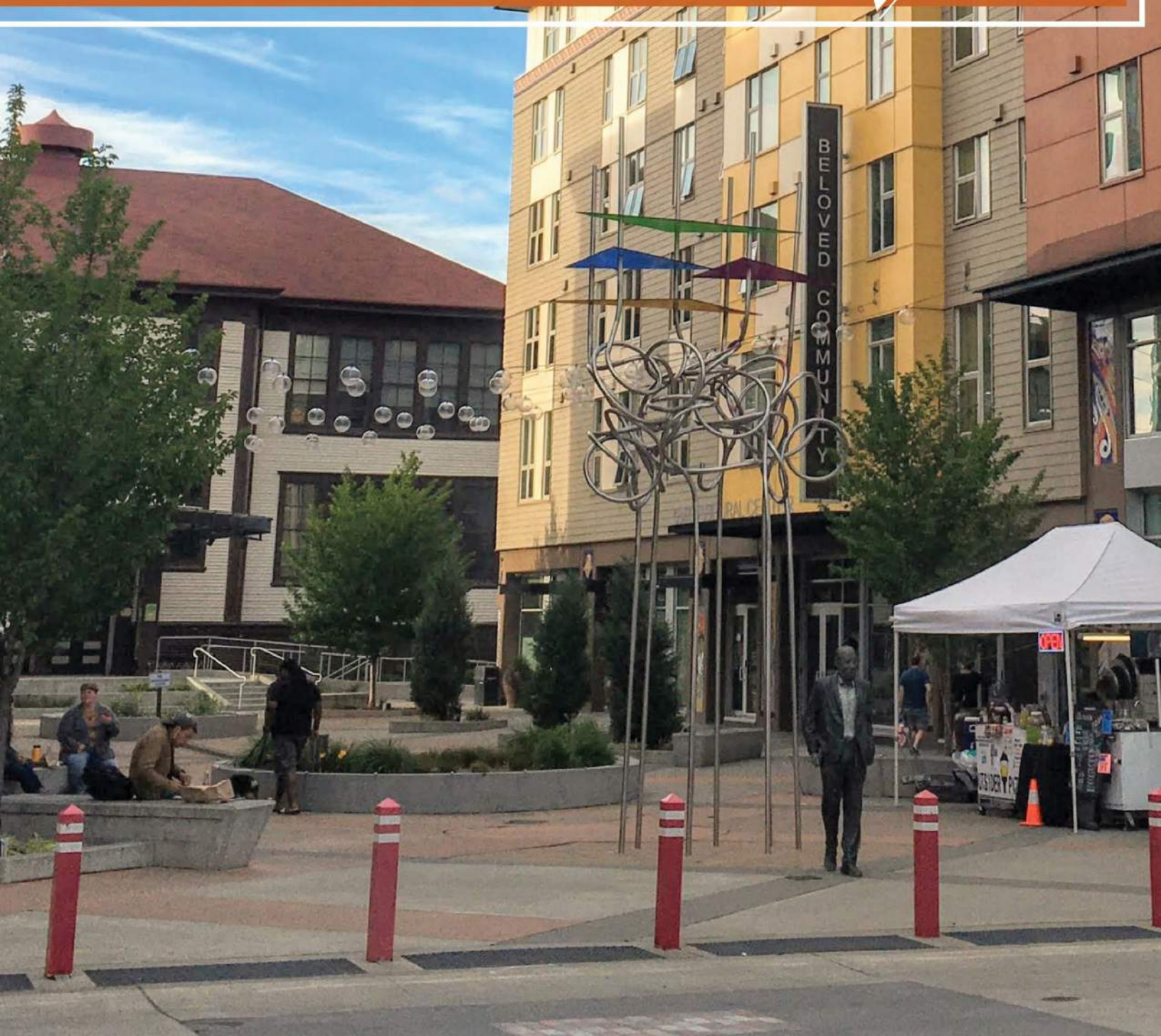
**ED-12 Local hiring ordinances**

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.

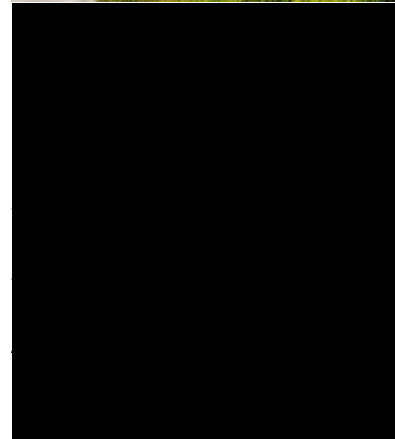
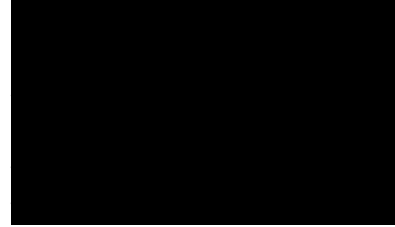


*Figure 6-2. Neighborhood hubs—through people-friendly streetscapes and parks—provide places for people to gather.*

**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.
- 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.



**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.

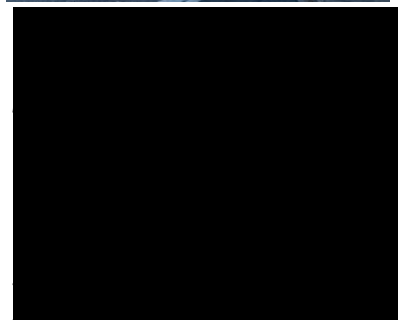
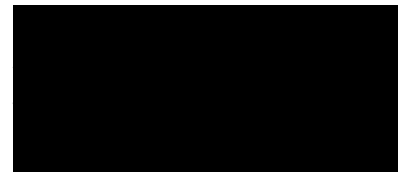
Note that an urban plaza is already required with redevelopment north of the mall. In addition, purposeful, planned public investment in strategic places (see **Catalyst Sites**) is an opportune way to meet multiple public benefits, including significant park and community space as part of development.

### 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.

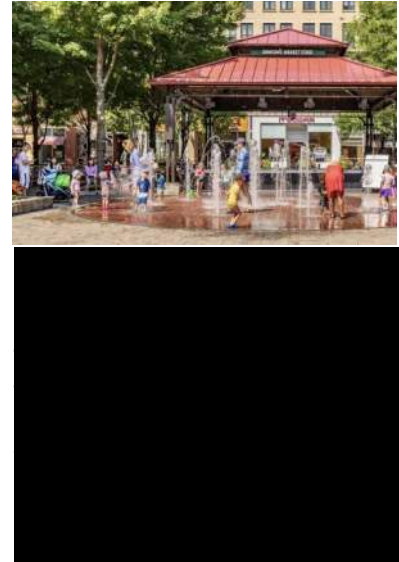


**DC-5 Small parks/plazas**

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.



## 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-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-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-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-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-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-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.

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.



## 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.

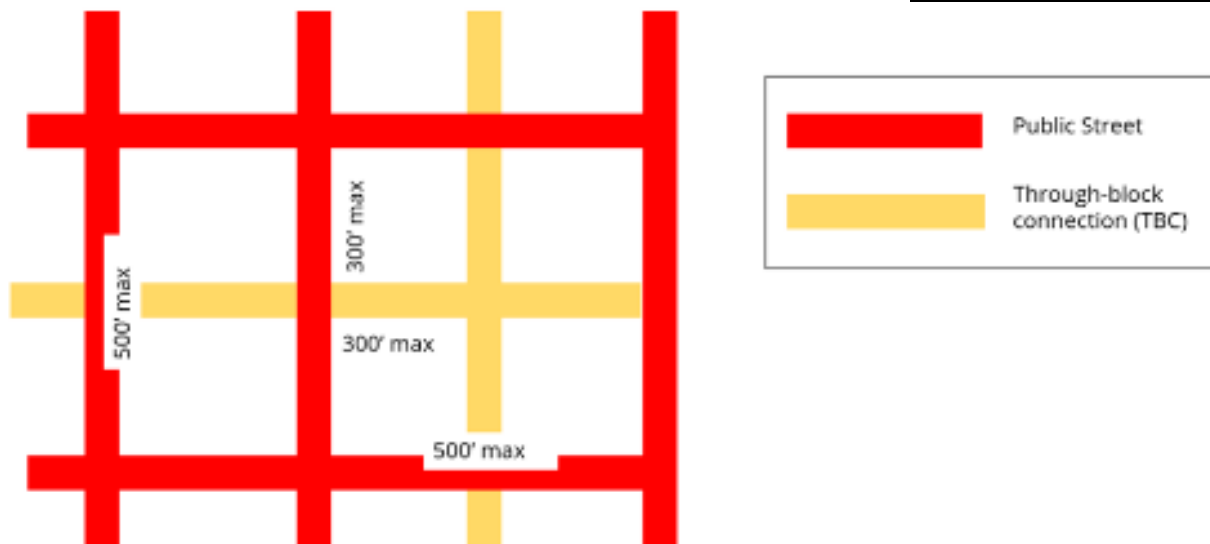
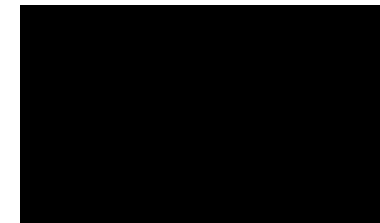
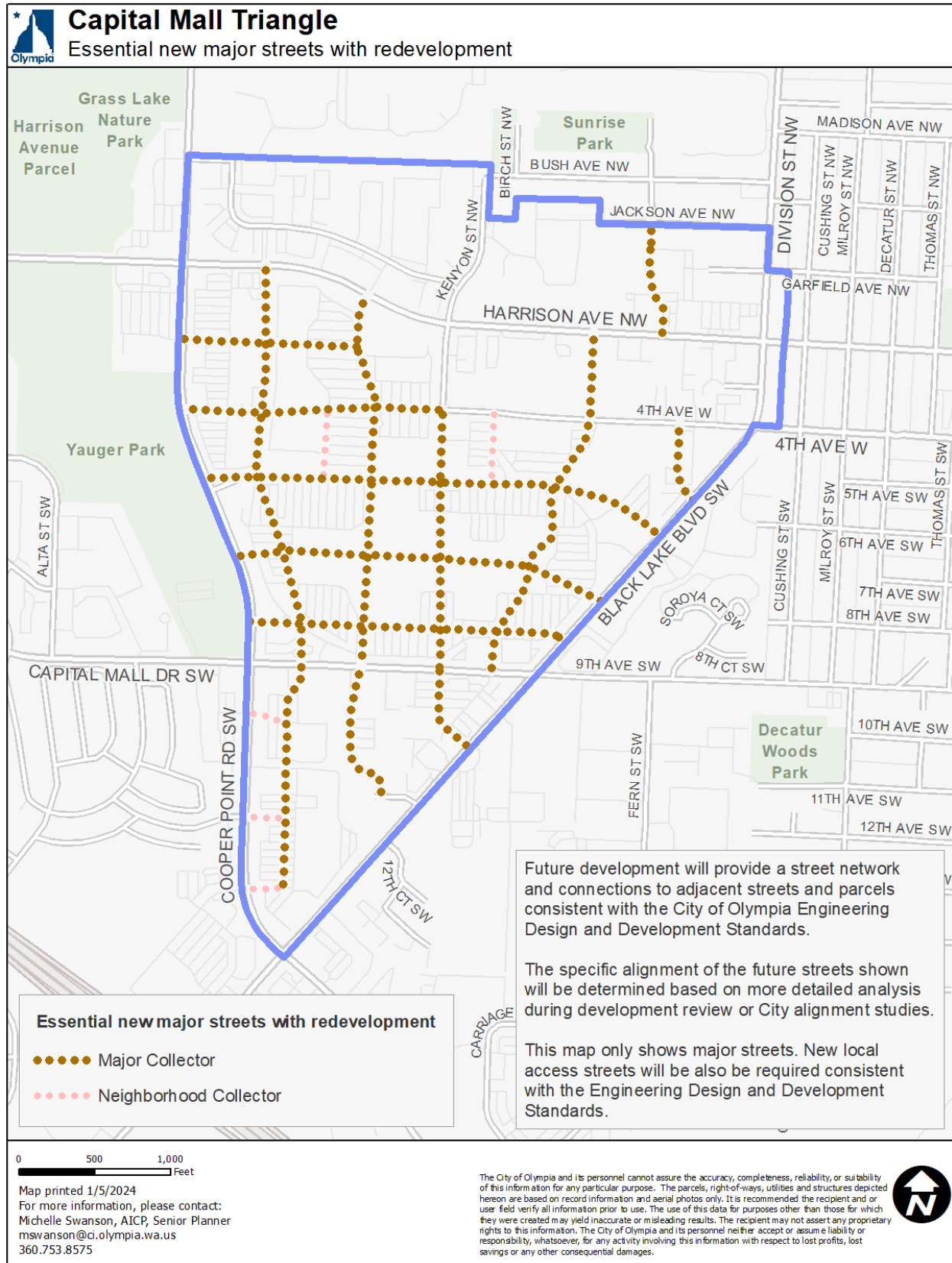


Figure 7-3. Potential essential street and through-block connection spacing requirements



Map 7-4. Essential New Streets Required with Development

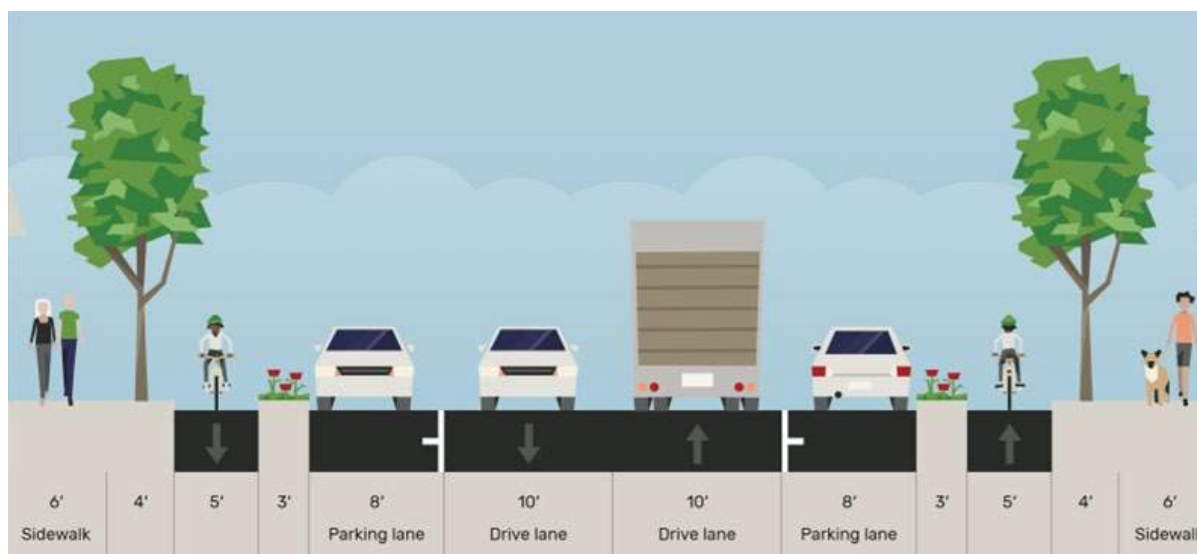


Source: City of Olympia (2024)

**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 <sup>th</sup> 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 <b>Catalyst Sites: LU-13</b> Kenyon Center plaza and street upgrades).	Multimodal	<b>Beyond 2045</b>
2	Capital Mall Drive/9 <sup>th</sup> Avenue SW	Additional placemaking improvements west and east of the Triangle to connect neighbors more comfortably	Multimodal	<b>New project</b>
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	<b>20-year plan</b>
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 <b>Map 7-2.</b> ).	Pedestrian	<b>20-year plan</b>
5	Harrison Avenue and Division Street Pedestrian Safety Improvements	Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety	Pedestrian	<b>20-year plan</b>
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	<b>20-year plan</b>
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	<b>20-year plan</b>

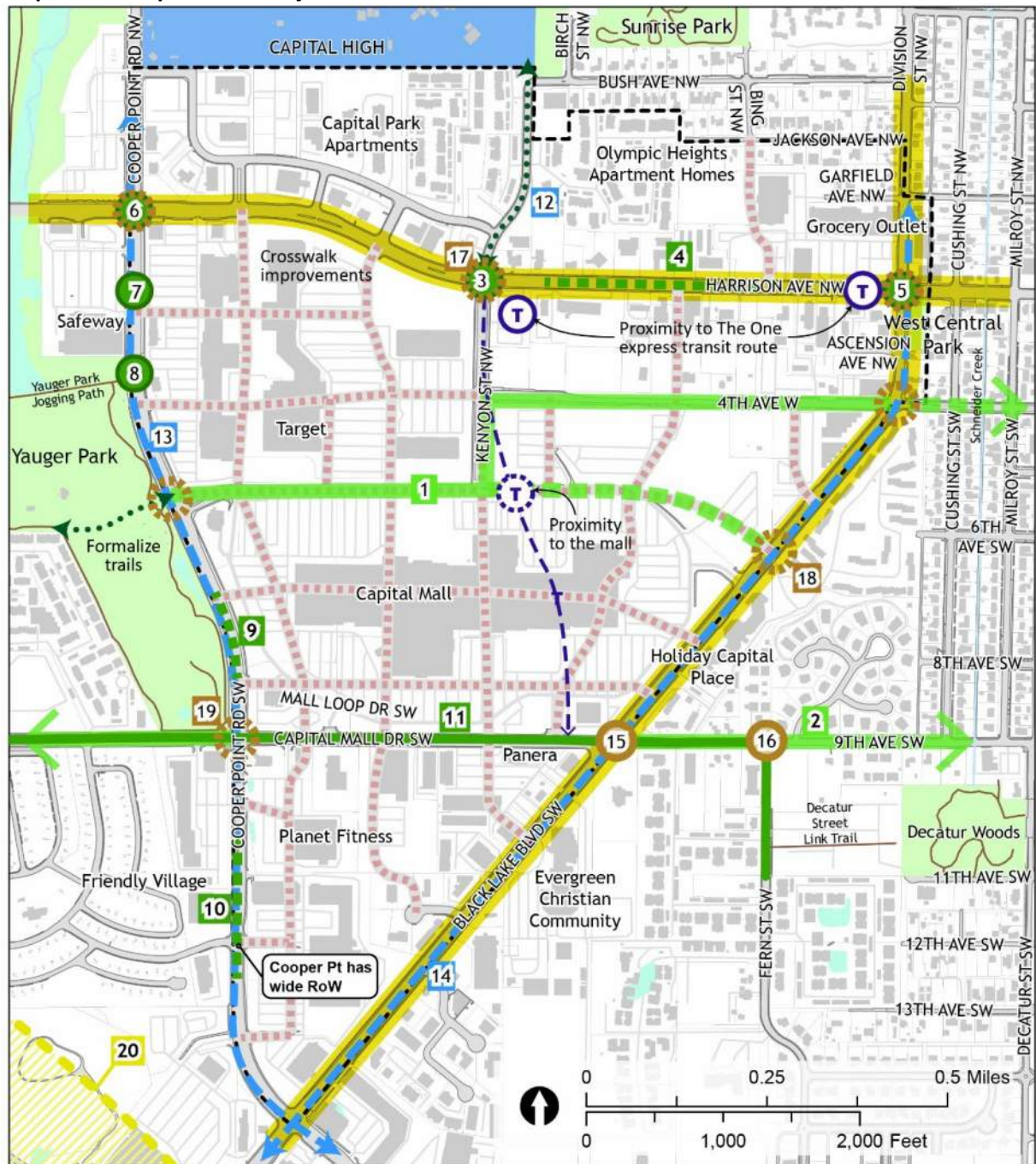


Project ID	Project Name	Description	Mode Priority	TMP
8	Cooper Point Road and Skate Park Pedestrian Safety Improvements	Monitor recent improvements to the RRFB at the Cooper Point Road and Skate Park crosswalk. Improve if needed.	Pedestrian	20-year plan
9	Cooper Point Road north of Capital Mall Drive 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 <sup>th</sup> Avenue SW/Capital Mall Drive/9 <sup>th</sup> Avenue SW between Kaiser Road SW and Fern Street SW and along Fern Street between 9 <sup>th</sup> Avenue SW and the 11 <sup>th</sup> 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 <sup>th</sup> Avenue and Black Lake Boulevard Roundabout	Construct a roundabout at 9 <sup>th</sup> Avenue and Black Lake Boulevard	Multimodal	20-year plan
16	9 <sup>th</sup> Avenue and Fern Street Roundabout	Construct a roundabout at 9 <sup>th</sup> 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	<b>Beyond 2045</b>
19	Cooper Point Roundabouts	Consider designing and constructing roundabouts on Cooper Point Road SW at Capital Mall Drive SW and Mall Loop Drive.	Multimodal	<b>Beyond 2045</b>
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	<b>20-year plan</b>

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 4<sup>th</sup> 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.

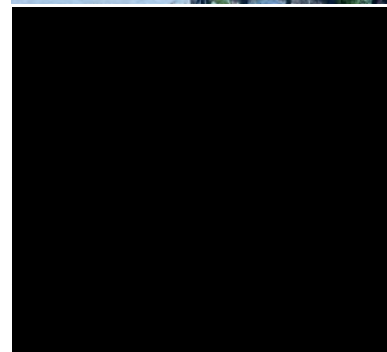
Also see **Catalyst Sites** and **Development Incentives** for reasons why coordinated and/or public-private investments for large costs like stormwater infrastructure—that also improves public health and safety—can spur desired development. Consider coordinating stormwater management activities between 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.



## 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-13, 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

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

#### Priorities

<b>H</b>	High priority
<b>M</b>	Medium priority
<b>L</b>	Low priority

#### Cost Estimate

<b>\$</b>	Less than \$100,000
<b>\$\$</b>	\$100,000 - \$1,000,000
<b>\$\$\$</b>	\$1,000,000 – 10,000,000
<b>\$\$\$\$</b>	Greater than \$10,000,000

#### Responsible Parties and Other Acronyms

<b>BAT</b>	Business access and transit
<b>CPD</b>	Community Planning and Development
<b>CC</b>	City Council
<b>ED</b>	Economic Development
<b>Frontage</b>	Street, landscape strip, and sidewalk improvements required with development
<b>HH</b>	Housing and Homelessness
<b>IT</b>	Intercity Transit
<b>MFTE</b>	Multifamily Tax Exemption
<b>MOG</b>	Mall ownership group
<b>OPD</b>	Olympia Police Department
<b>OSD</b>	Olympia School District
<b>PAR</b>	Parks, Arts & Recreation
<b>PO</b>	Property owners
<b>PC</b>	Planning Commission
<b>PW</b>	Public Works
<b>TIF</b>	Tax increment financing
<b>TSP</b>	Transit signal priority
<b>TDM</b>	Transportation demand management
<b>TDR</b>	Transfer of development rights
<b>TMP</b>	Transportation Master Plan
<b>CFP</b>	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
<b>Land Use &amp; Development</b>						
<b>LU-1</b> Reduce subarea parking minimums	S	H	<b>CPD</b> , PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>LU-2</b> Increase max height of HDC-4 area	S	L	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-3</b> Increase max height of HDC-3 area	S	L	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-4</b> Adjust upper floor setback requirements	S	L	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-5</b> Encourage mass timber construction	S	M	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-6</b> Zoning for residential uses	S	H	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-7</b> Add minimum density to zones	S	M	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-8</b> Affordable housing height bonus	S	H	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>LU-9</b> Urban neighborhood tree code application	S	H	<b>CPD</b>	\$	Public	
<b>LU-10</b> Monitor MFTE program	S	H	<b>CPD</b> , PC, CC	\$	Public	
<b>LU-11</b> Tax increment financing (TIF) area	S	H	<b>CPD</b> , 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
<b>LU-12</b> Focus on catalyst sites	S	H	<b>CPD</b> , ED, MOG, PC, CC	\$	Public (e.g., TIF), private	Must take place for catalyst site partnerships to occur ( <b>LU-13 - LU-15</b> ).
<b>LU-13</b> Kenyon Center plaza and street upgrades	M	H	<b>CPD</b> , ED, HH, MOG, PC, CC	\$\$\$	Public (e.g., TIF), grant	Dependent on coordination with property owners ( <b>LU-12</b> ) and funding source identification, including <b>LU-12</b> , <b>LU-11</b> , and TMP/CFP and associated impact fee updates ( <b>T-10 - T-12</b> ). See <b>Table 9-2. Catalyst Projects Rough Cost Estimates</b> .
<b>LU-14</b> First come first serve catalyst sites	S	H	<b>CPD</b> , ED, HH, MOG/PO, CC	\$\$\$	Public (e.g., TIF), grant	Same as above
<b>LU-15</b> Community benefits/ development agreements	O	H	<b>CPD</b> , ED, MOG/PO, PC, CC	\$	Public, private	Mechanism for implementing joint catalyst site improvements ( <b>LU-13</b> and <b>LU-14</b> )
<b>LU-16</b> Strategic land purchases	O	M	<b>ED</b> , HH, CPD, CC	\$\$\$	Public, grant	This action can aid <b>LU-17</b> and <b>LU-18</b> implementation.
<b>LU-17</b> Partnerships with affordable housing providers	O	H	<b>HH</b> , ED	\$\$	Public, grant	When possible, include affordable housing projects in catalyst site and development agreement projects ( <b>LU-13 - LU-15</b> ).
<b>LU-18</b> Anti-displacement programs	S-L	H	<b>HH</b> , ED, CPD	\$-\$\$	Public, grant	
<b>LU-19</b> Height incentives for affordable housing	S	H	CPD	\$	Public	
<b>LU-20</b> Donate or lease land to affordable housing providers	S-L	H	HH, CC	\$	Public	
<b>LU-21</b> Streamline development process	S	H	CPD, CC	\$	Public	Adoption of a planned action ordinance

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

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
<b>ED-10</b> Construction disruption assistance	S-L	H	<b>PW</b> , ED	\$	Public, grant	Offer alongside applicable transportation projects ( <b>T-10 - T-12</b> )
<b>ED-11</b> Commercial tenant protections	S	M	<b>ED</b>	\$	Public, grant	
<b>ED-12</b> Local hiring ordinances	S	M	<b>ED</b>	\$	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						
<b>DC-1</b> Main street designations	S	H	<b>CPD</b> , PC, CC, PW	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>DC-2</b> High visibility corner designations	S	M	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>DC-3</b> Parks performance metric	M	M	<b>PAR</b>	\$	Public	Approach with next Parks, Arts & Recreation Plan update
<b>DC-4</b> Significant community gathering space	S	H	<b>CPD</b> , PAR, PC, CC	\$	Public, private	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ). Implemented through the <b>LU-13</b> Kenyon Center public investments catalyst projects.
<b>DC-5</b> Small parks/plazas	S	H	<b>CPD</b> , PAR, PC, CC	\$	Public, private	Same as above. Primarily implemented through the <b>LU-14</b> First come first serve catalyst sites.
<b>DC-6</b> Public space design	S	H	<b>CPD</b> , PAR, PC, CC	\$	Public	Same as above
<b>DC-7</b> Yauger Park connection	M	H	<b>PAR</b> , PW	\$\$	Public, grant	
<b>DC-8</b> Community recreation center	S-L	H	<b>ED</b> , 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
<b>DC-9</b> Expanded library	S-M	M	CC	\$\$	Public	
<b>DC-10</b> Swimming pool	S-M	M	<b>PAR</b> , regional partners	\$\$\$\$	Public, grant	Regional Aquatic Center location is undetermined and will be informed by regional partners.
<b>DC-11</b> Support daycare location in the subarea	S-L	H	<b>CPD</b>	\$	Public, grant	
<b>DC-12</b> Residential building design for social connection	S	H	<b>CPD</b> , PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>DC-13</b> Residential open space	S	H	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>DC-14</b> Design for air/noise quality	S	L	<b>CPD</b> , PC, CC	\$	Public	Same as above
<b>DC-15</b> Coordinated school planning	S-L	H	<b>CPD</b> , OSD	\$	Public	
<b>DC-16</b> After school programs	M	H	<b>CPD</b> , OSD, PAR	\$	Public, grants	See related action <b>DC-10 Community recreation center</b> .
<b>DC-17</b> Crime Prevention through Environmental Design (CPTED)	S	M	<b>CPD</b> , OPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, , DC-14, DC-15</b> ), street and connectivity standards ( <b>T-2 - T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>DC-18</b> Emergency Services	M-L	M	<b>PAR</b> , <b>PW</b> , <b>CPD</b> , CC	\$-\$\$	Public	
<b>DC-19</b> Public art	S-L	M	<b>PAR</b> , <b>PW</b> , <b>CPD</b> , CC	\$-\$\$	Public, grants	



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						
<b>T-1</b> Regional access	S-L	H	<b>PW</b> , CPD, PC, CC	\$	Public	Include policy support for regional access in the Comprehensive Plan and TMP
<b>T-2</b> Essential streets and through-block connections	S	H	<b>PW</b> , CPD, PC, CC	\$	Public, grant	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), other street and connectivity standards ( <b>T-3</b> and <b>T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>T-3</b> Street classifications and design	S	H	<b>PW</b> , CPD, PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ), other street and connectivity standards ( <b>T-2</b> and <b>T-4</b> ), and LID requirements ( <b>UN-5</b> ).
<b>T-4</b> Enhanced bike parking	S	H	<b>CPD</b> , PW, PC, CC	\$	Public	Adopt alongside zoning and development code updates ( <b>LU-1 - LU-8, ED-9, DC-1, DC-2, DC-4, DC-5, DC-13, DC-14, DC-15, DC-17</b> ) and other street and connectivity standards ( <b>T-2</b> and <b>T-3</b> ).
<b>T-5</b> Harrison Avenue corridor study	M or O	H	<b>CPD</b> , PW, IT, ED, PC, CC	\$	Public, grant	Coordinate economic development ( <b>ED-6</b> ) and transportation planning for Harrison. Coordinate with Intercity Transit's BRT planning. Related <b>T-11</b> capital project 17 Harrison Avenue Roundabouts.
<b>T-6</b> Transit hub location	S	H	<b>IT</b> , 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
<b>T-7</b> Black Lake Boulevard corridor study	O	H	<b>PW</b> , WSDOT, IT	\$	Public, grant	
<b>T-8</b> Transit signal priority	O	H	<b>IT</b> , PW	\$	Public, grant	Coordinate with IT's The One BRT planning
<b>T-9</b> Subarea micromobility feasibility study	S	H	<b>PW</b> , IT, CPD	\$	Public, grant	Coordinate with IT's The One BRT planning
<b>T-10</b> TMP 20-year projects	S-L	H	<b>PW</b>	\$- \$\$\$\$	Public, grant	
<b>T-11</b> TMP projects beyond 2045	M-L	M	<b>PW</b>	\$- \$\$\$\$	Public, grant	With next TMP update
<b>T-12</b> New transportation projects	O	H	<b>PW</b> , CPD, ED	\$	Public	With next TMP update
<b>T-12.1</b> 4 <sup>th</sup> Ave W – Kenyon St – Mall Loop Dr Multimodal Placemaking and Safety	O	H	<b>CPD</b> , PW, ED	\$\$\$	Public, grant, private	Public project and frontage requirements. See <b>Table 9-2. Catalyst Projects Rough Cost Estimates.</b>
<b>T-12.2</b> Capital Mall Dr/9 <sup>th</sup> Ave SW	O	H	<b>PW</b>	\$\$\$	Public, grant, private	Public project and frontage requirements
<b>T-12.3</b> Capital High School Connection	O	H	<b>PW</b>	\$\$\$	Public, grant, private	Public project and frontage requirements
<b>T-12.4</b> Cooper Point Rd Bicycle Facilities	O	M	<b>PW</b>	\$\$\$	Private, public, grant	Frontage requirements and/or public project
<b>T-12.5</b> Black Lake Boulevard Bicycle Facilities	O	M	<b>PW</b>	\$\$\$	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						
<b>UN-1</b> Coordinated planning	S-L	H	<b>PW</b> , CPD, ED	\$	Public	
<b>UN-2</b> Management Plan updates	S-L	H	<b>PW</b> , CPD	\$	Public	
<b>UN-3</b> Strategic public infrastructure	S-L	H	<b>PW</b> , CPD, ED	\$- \$\$\$\$	Public, grants, private	
<b>UN-4</b> Regional stormwater facilities	O	H	<b>PW</b> , CPD, ED	\$- \$\$\$\$	Public, grants, private	Coordinate with catalyst sites and development incentives actions ( <b>LU-12</b> - <b>LU-16</b> )
<b>UN-5</b> Low Impact Development	S and O	H	<b>PW</b> , CPD	\$	Public, grants, private	LID frontage requirements alongside other code updates. Also see <b>T-3</b> street standards.
<b>UN-6</b> In-Lieu Fee Mitigation Program	L	L	PW	\$	Public, grants	
<b>UN-7</b> Stormwater Transfer Control Program	S	M	PW	\$	Public	Mechanism to fund stormwater facilities in the Triangle
<b>UN-8</b> Community-Based Public-Private Partnerships	O	H	<b>PW</b> , ED, HH, CPD	\$	Public, grants, private	Ecology grants for CBOs to use green stormwater solutions
<b>UN-9</b> Public investment in urban tree canopy	O	H	<b>PW</b> , Climate, CPD	\$	Public, grants, private	Coordinate with <b>UN-5</b> Low Impact Development
<b>UN-10</b> New building electrification	S	H	<b>Climate</b> , CPD, PC, CC	\$	Public, grants	Citywide code update, implemented with private development
<b>UN-11</b> Deep energy retrofits	S-L	H	<b>Climate</b> , CPD, PC, CC	\$	Public, grants	Citywide effort
<b>UN-12</b> Cool/green/blue roofs	M	M	<b>Climate</b> , 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
<b>UN-13</b> Embodied/low-carbon building materials	S	M	Climate, CPD, PC, CC	\$	Public, grants	Coordinate with <b>ED-5</b> Building and façade improvement program and <b>ED-6</b> Harrison Ave corridor planning
<b>UN-14</b> Public EV charging	O	H	<b>CPD</b> , PW, Climate	\$	Public, grants, private	Look for opportunities with redevelopment and streets projects
<b>UN-15</b> 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
<b>Half-acre Catalyst Public Park.</b> 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		
<b>4<sup>th</sup> Ave Streetscape Retrofit (300 linear feet).</b> 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
<b>Half New Street (300 linear feet).</b> 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

# Appendices

## Capital Mall Triangle Subarea Plan



**City of Olympia**

February 2024





# Appendix A

## Existing Conditions Report



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

**EXISTING CONDITIONS REPORT  
FINAL DRAFT FEBRUARY 2024**

*Prepared by:*  
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# ACKNOWLEDGEMENTS

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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

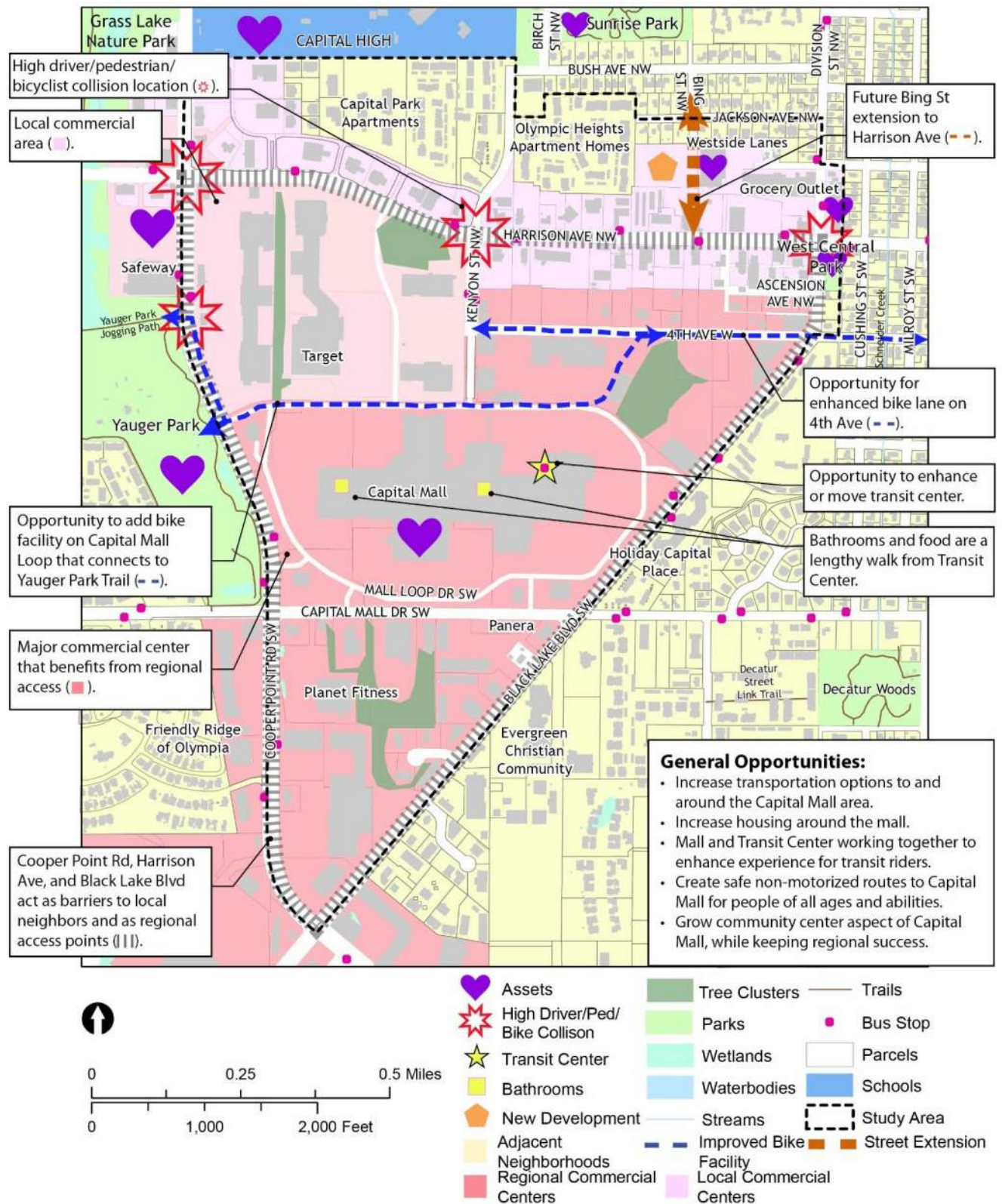
While each chapter in the report explores a unique aspect of the study area, some recurring themes cut across chapters. A short summary of these overarching themes and key findings associated with each of the topics is included below.

*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 4<sup>th</sup> 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, 4<sup>th</sup> 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).

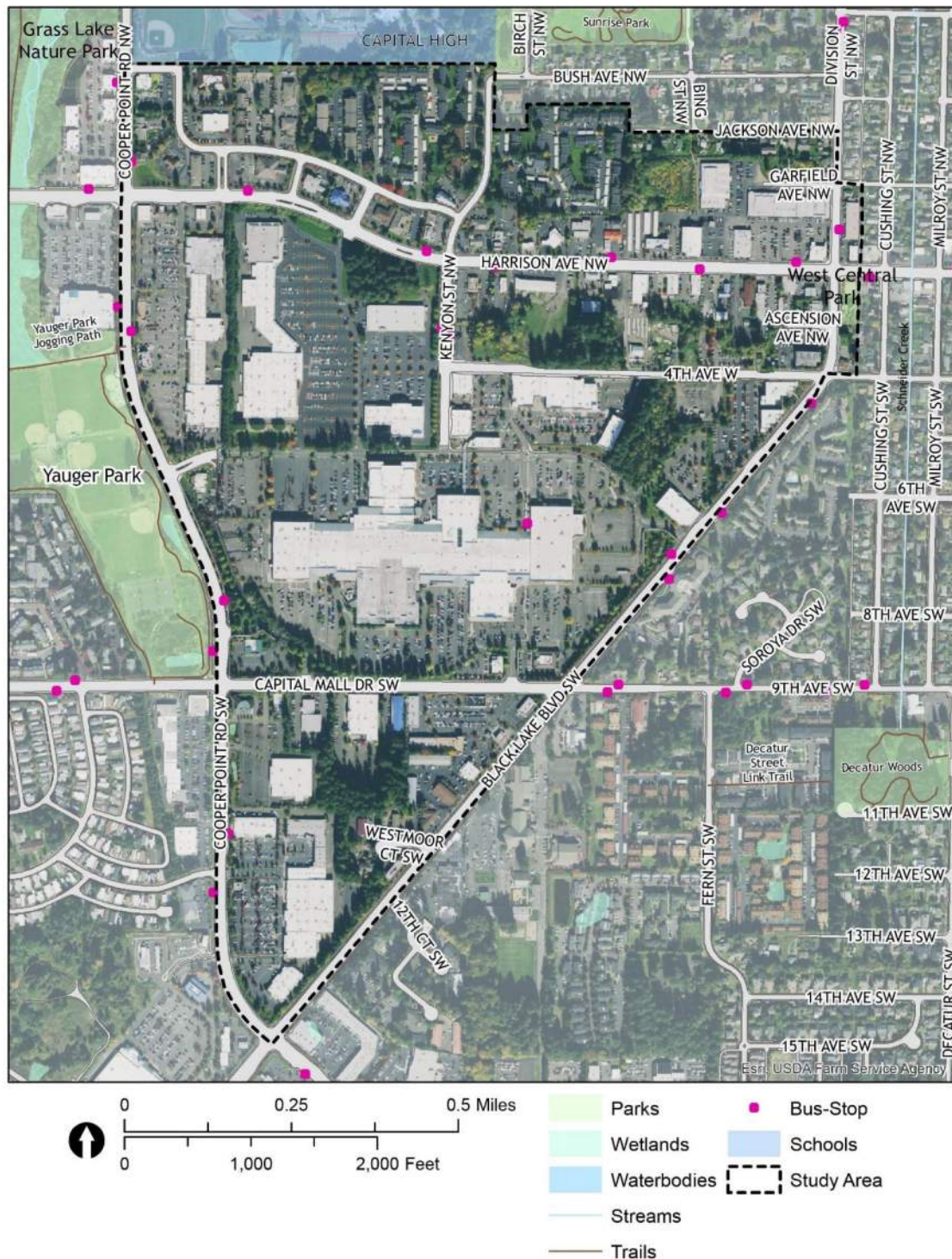




# SECTION 1. INTRODUCTION

## 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.

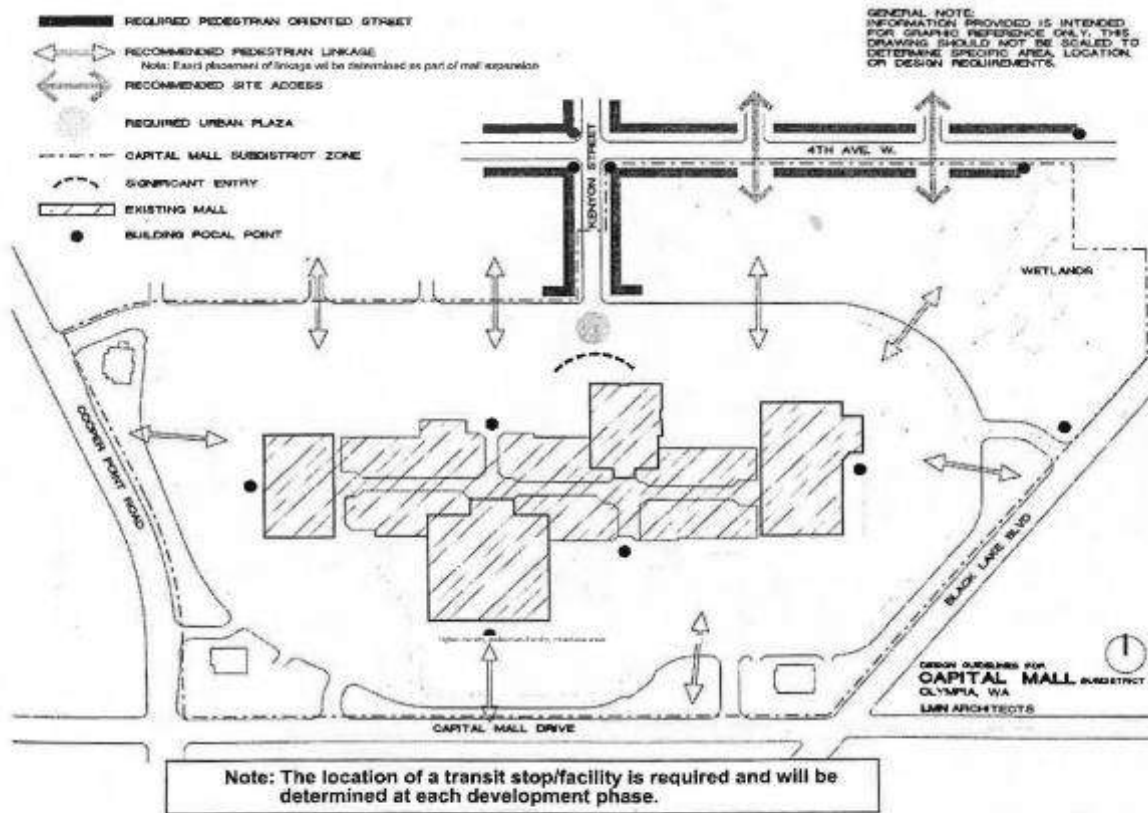
- PT13.1 Consider increasing allowed densities in the downtown core and along parts of the urban corridors, while maintaining lower densities in the periphery of the City.
- PT13.4 Promote infill in close-in neighborhoods and increased land-use density in activity centers and downtown to reduce sprawl, 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.

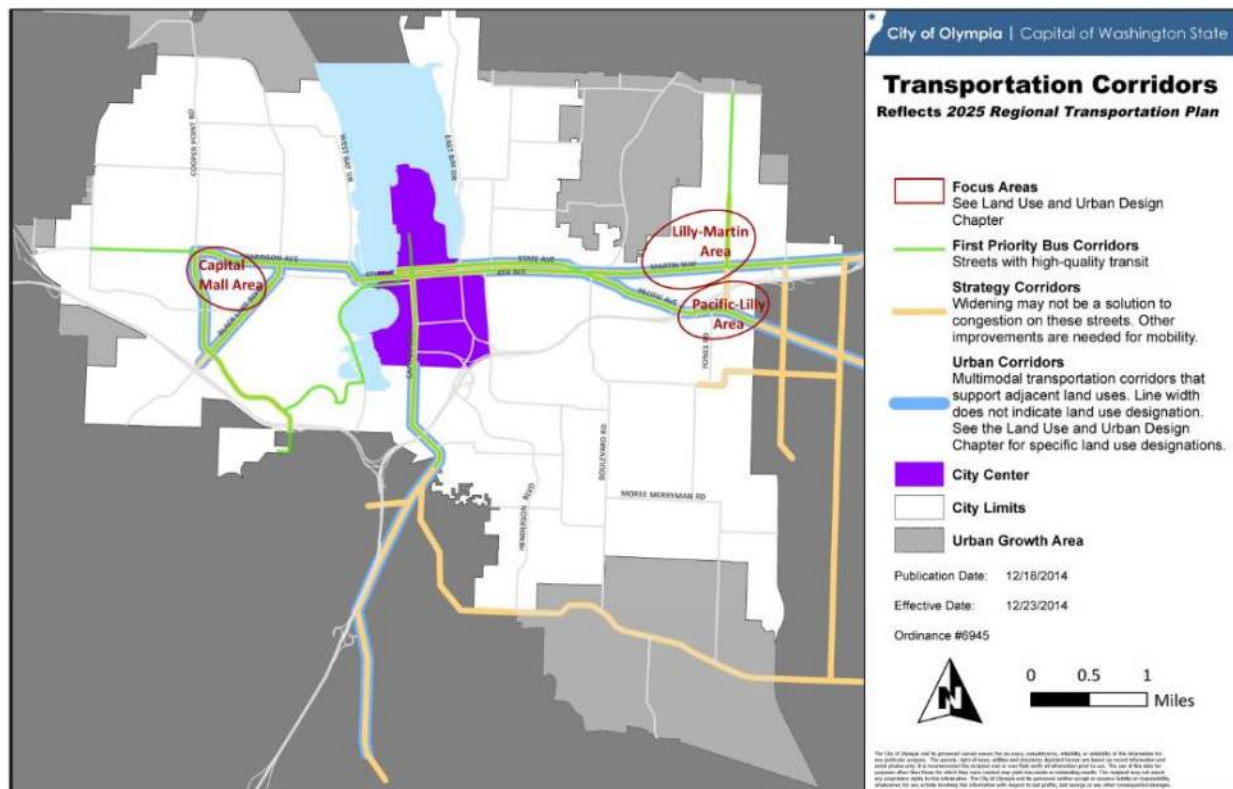
NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.  
SOURCE: City of Olympia, *Comprehensive Plan* (2014)

#### 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).*



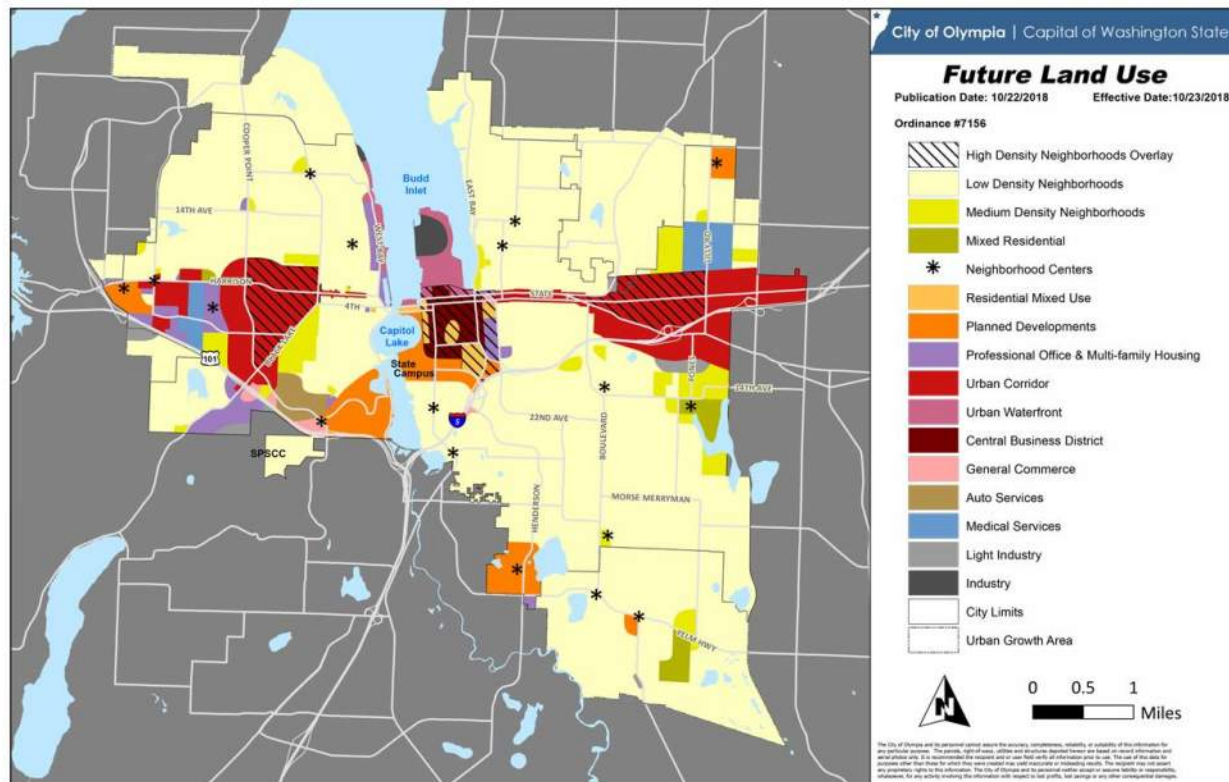
NOTE: The above map does NOT reflect the subarea boundary or the zone district boundary.

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**

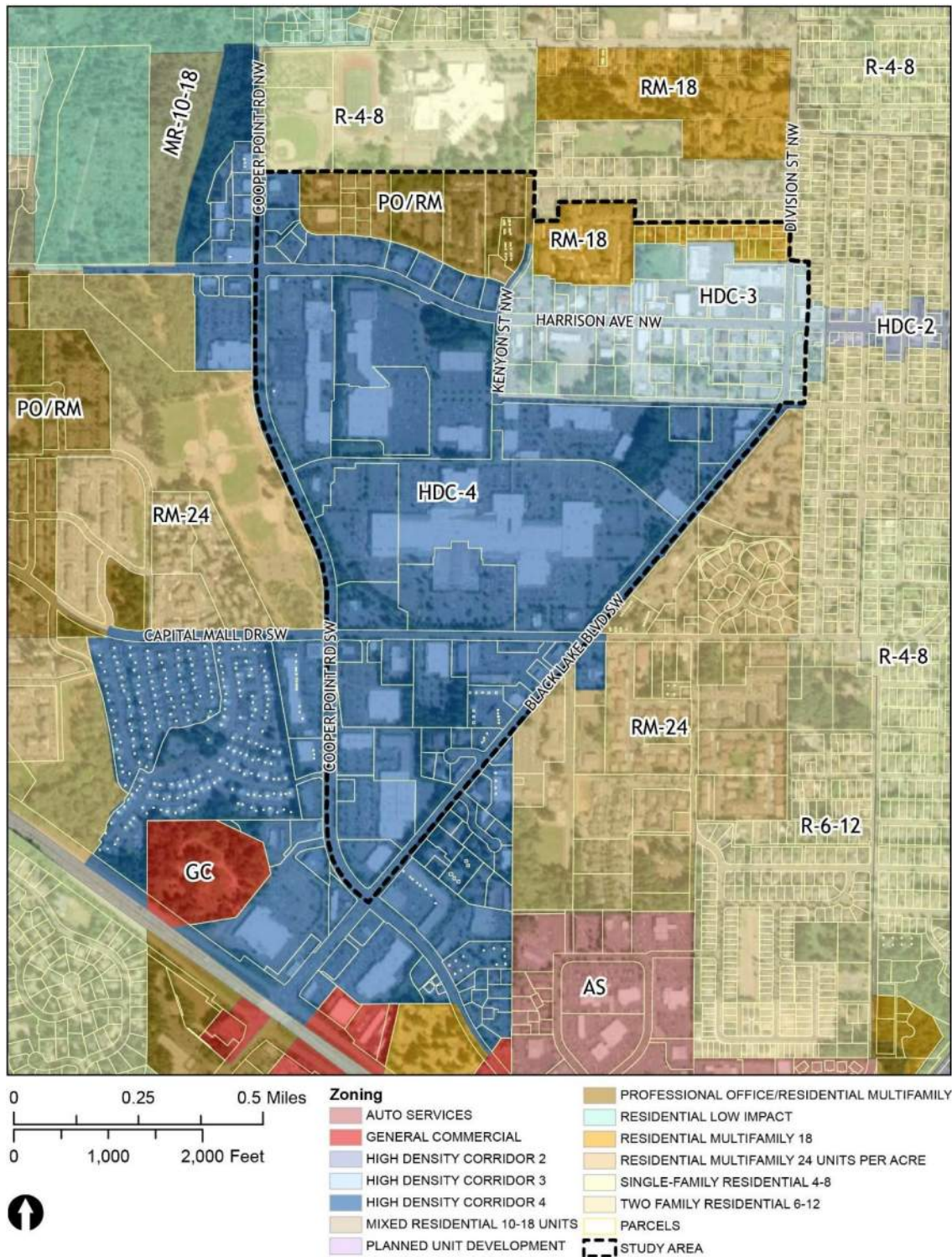
<b>FUTURE LAND USE DESIGNATION</b>	<b>PRIMARY USE<sup>1</sup></b>	<b>RESIDENTIAL DENSITY<sup>2</sup></b>	<b>BUILDING HEIGHTS<sup>3</sup></b>	<b>ESTIMATED ACREAGE<sup>4</sup></b>	<b>PERCENTAGE OF UGA<sup>5</sup></b>
Low-Density Neighborhoods (LDN)	Single-family Residential	Up to 12 units per acre	2 to 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	Mixed Use	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	Commercial	Minimum 7 units per acre	3 to 4 stories	375 ac.	2%
		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 (1/4) 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 <a href="#">18.130</a>	0-10' See <a href="#">18.130</a>	10' maximum, if located in a High Density Corridor; 10' minimum otherwise.	10'
Rear Yard Setback	10' minimum; See exceptions at <a href="#">18.06.080</a> tables	10' minimum; See exceptions at <a href="#">18.06.080</a> tables	10' minimum; See exceptions at <a href="#">18.06.080</a> tables	10' except: 15' for multifamily
Side Yard Setback	No Minimum; See exceptions at <a href="#">18.06.080</a> tables	No Minimum; See exceptions at <a href="#">18.06.080</a> tables	No minimum on interior, 10' minimum on flanking street; See exceptions at <a href="#">18.06.080</a> tables	5' except: 10' along flanking streets; See exceptions at <a href="#">18.04.080</a> 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
	<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 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>	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 <a href="#">18.06.100(B)</a> )	Building Floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> )	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see <a href="#">18.06.100(B)</a> and OMC Figure 6-3).	Minimum Open Space: 25% for multifamily; 500 SF/space for mobile home park
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>Shopping Center: 4.5 spaces per 1,000 feet GLA (in properties over 400,000 SF)</p> <p>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</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 properties over 400,000 SF)</p> <p>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</p> <p>Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space per 5,000 SF; 1 short</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 properties over 400,000 SF)</p> <p>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</p> <p>Offices: 3.5 motor vehicle spaces per 1,000 SF; 1 long term bike parking space</p>	



	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
<b>Total</b>		<b>293.7</b>

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

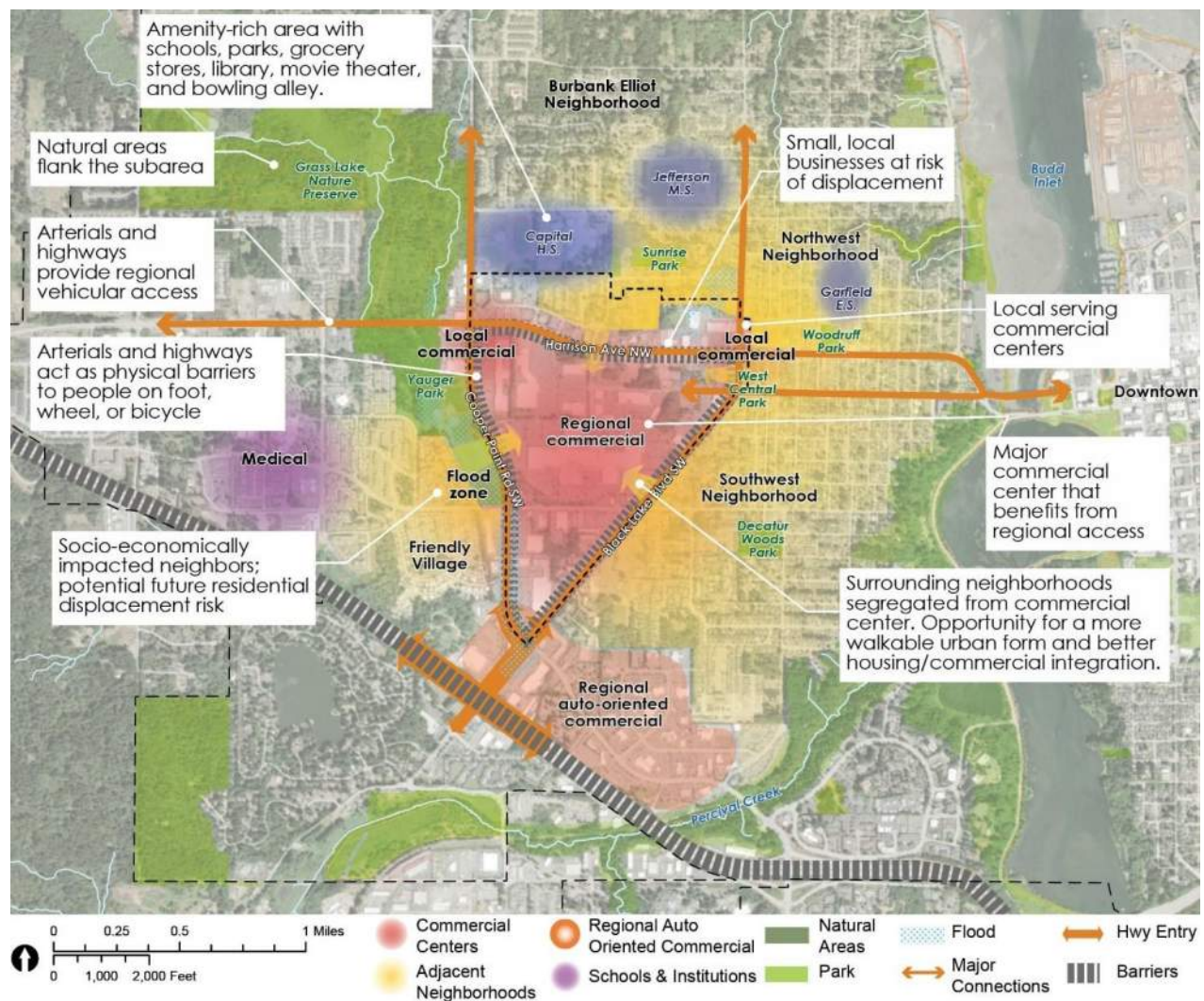
**Strategy T1.** Set land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.

- **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.

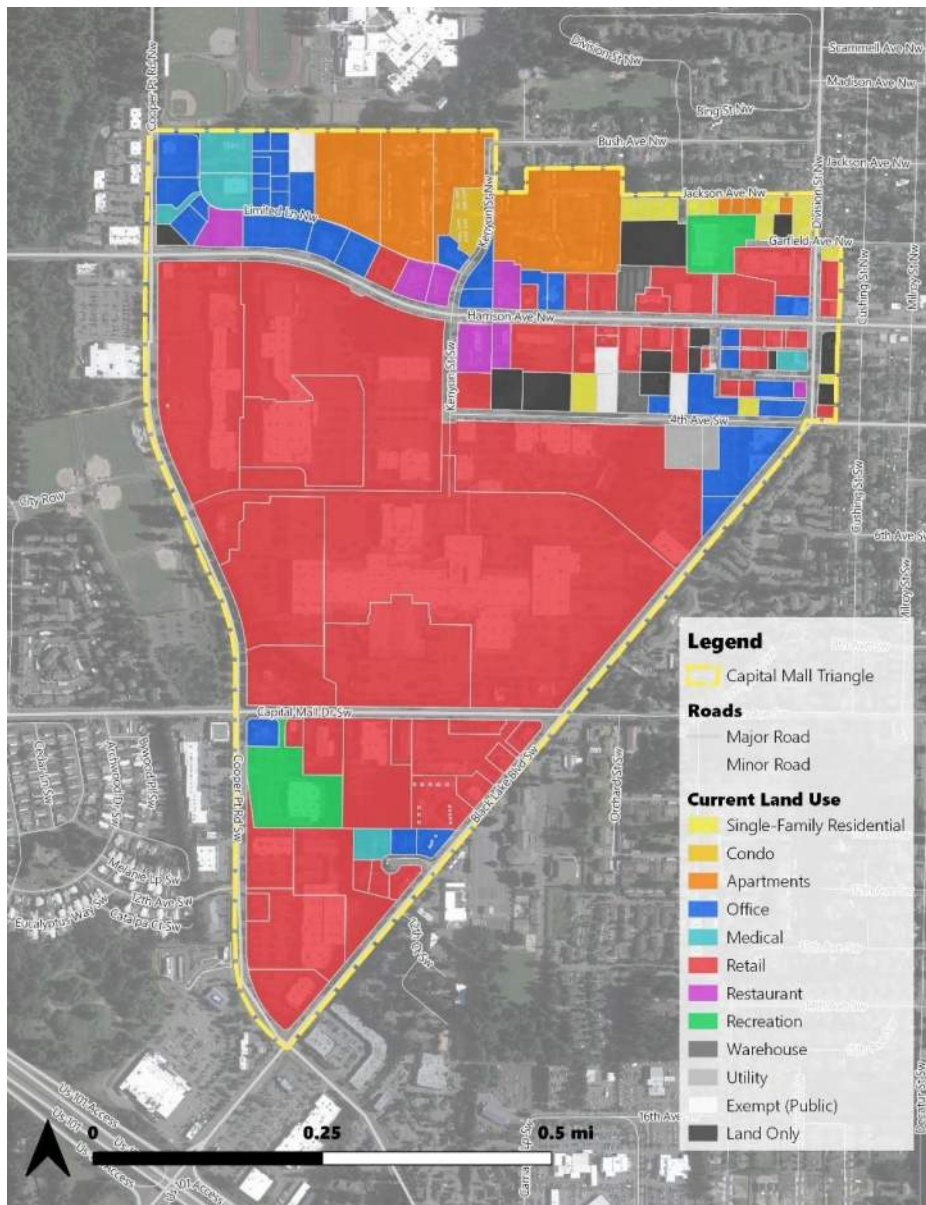


SOURCE: MAKERS (2022)

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**

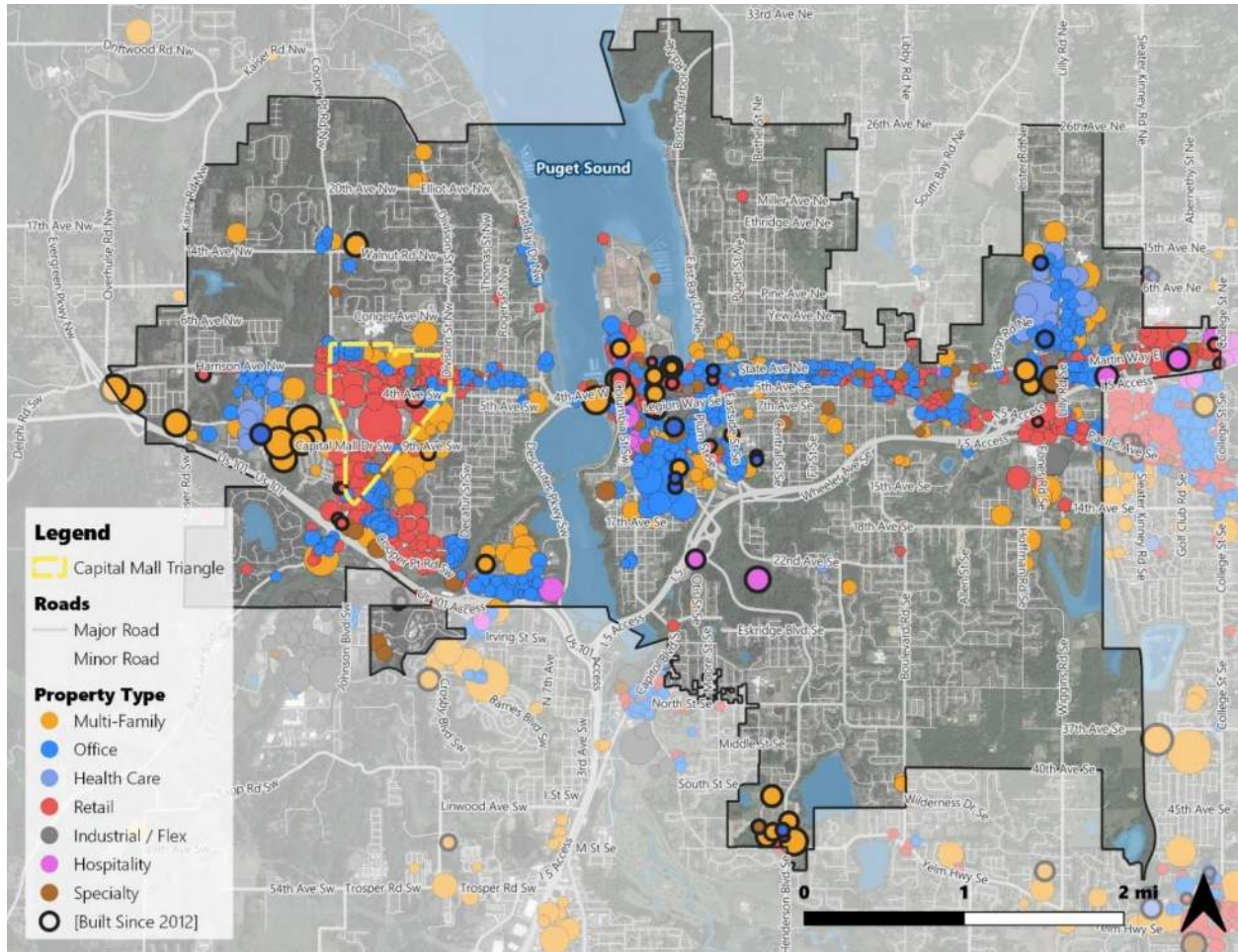
**TABLE 2-3 Current Land Uses in the Capital Mall Triangle**

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 4<sup>th</sup> and Ascension Avenues (\$300,000 construction project in Olympia's Storm and Surface Water Plan)
- Two parcels west of the future stormwater pond along 4<sup>th</sup> 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
- Yaeger 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

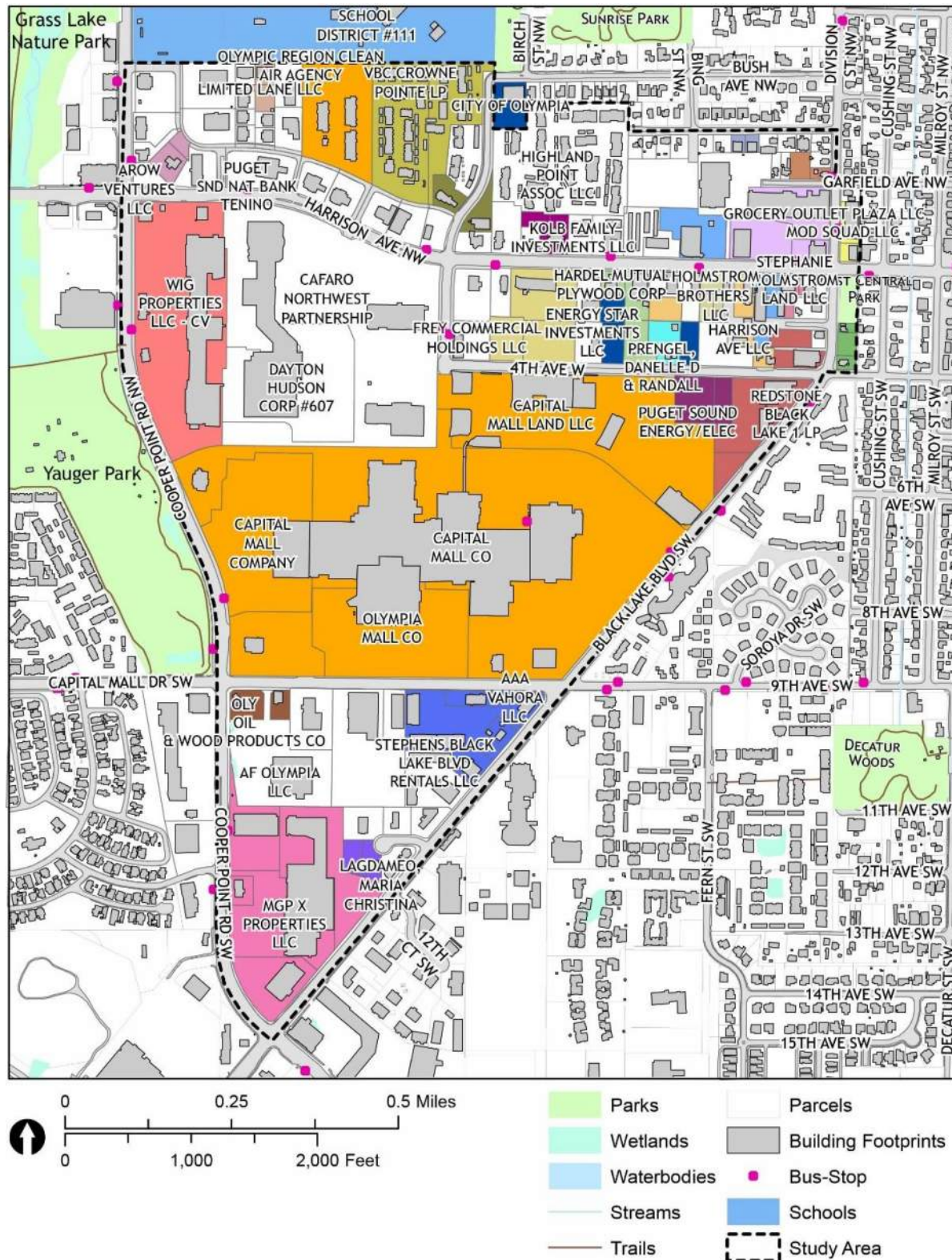
Utility-related:

- Puget Sound Energy's West Olympia Substation is on the south side of 4<sup>th</sup> 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

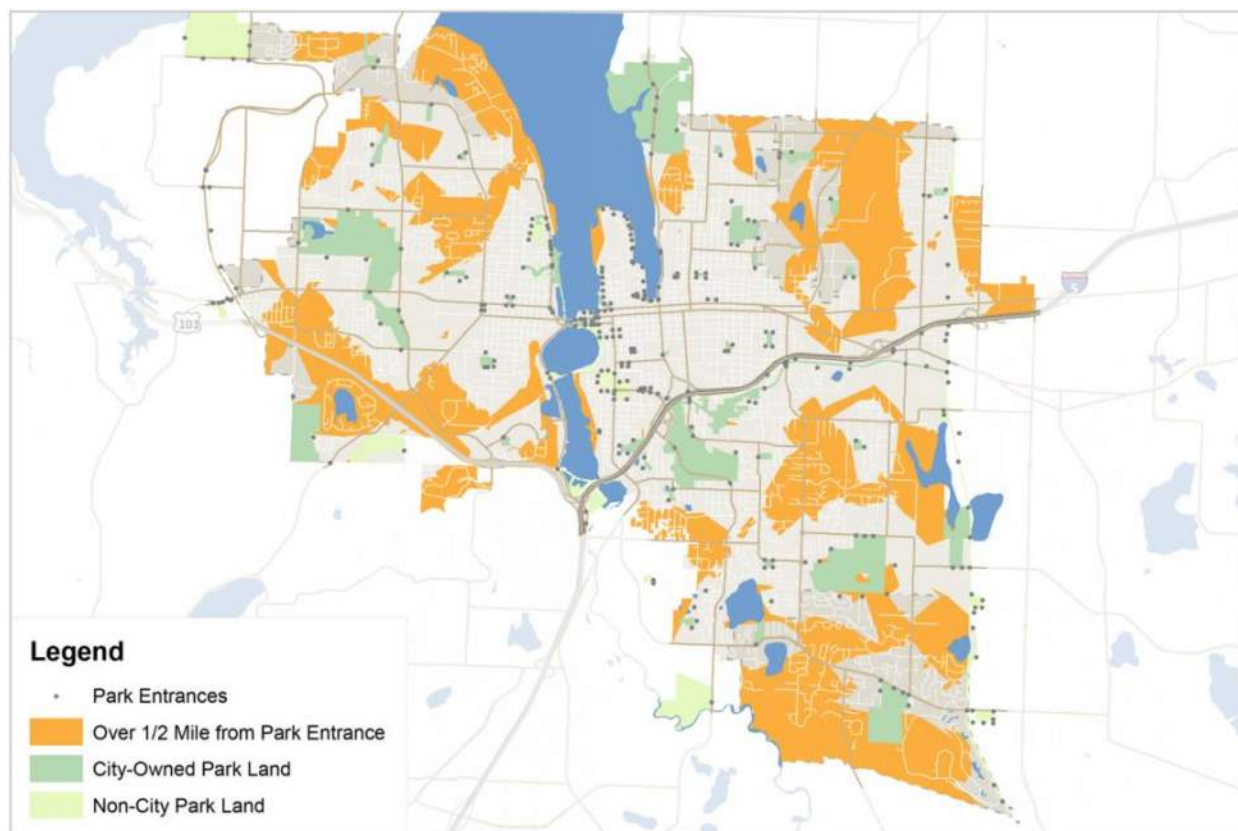
The City of Olympia uses the following performance metrics ([Parks, Arts, & Recreation Plan](#)):

- **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.

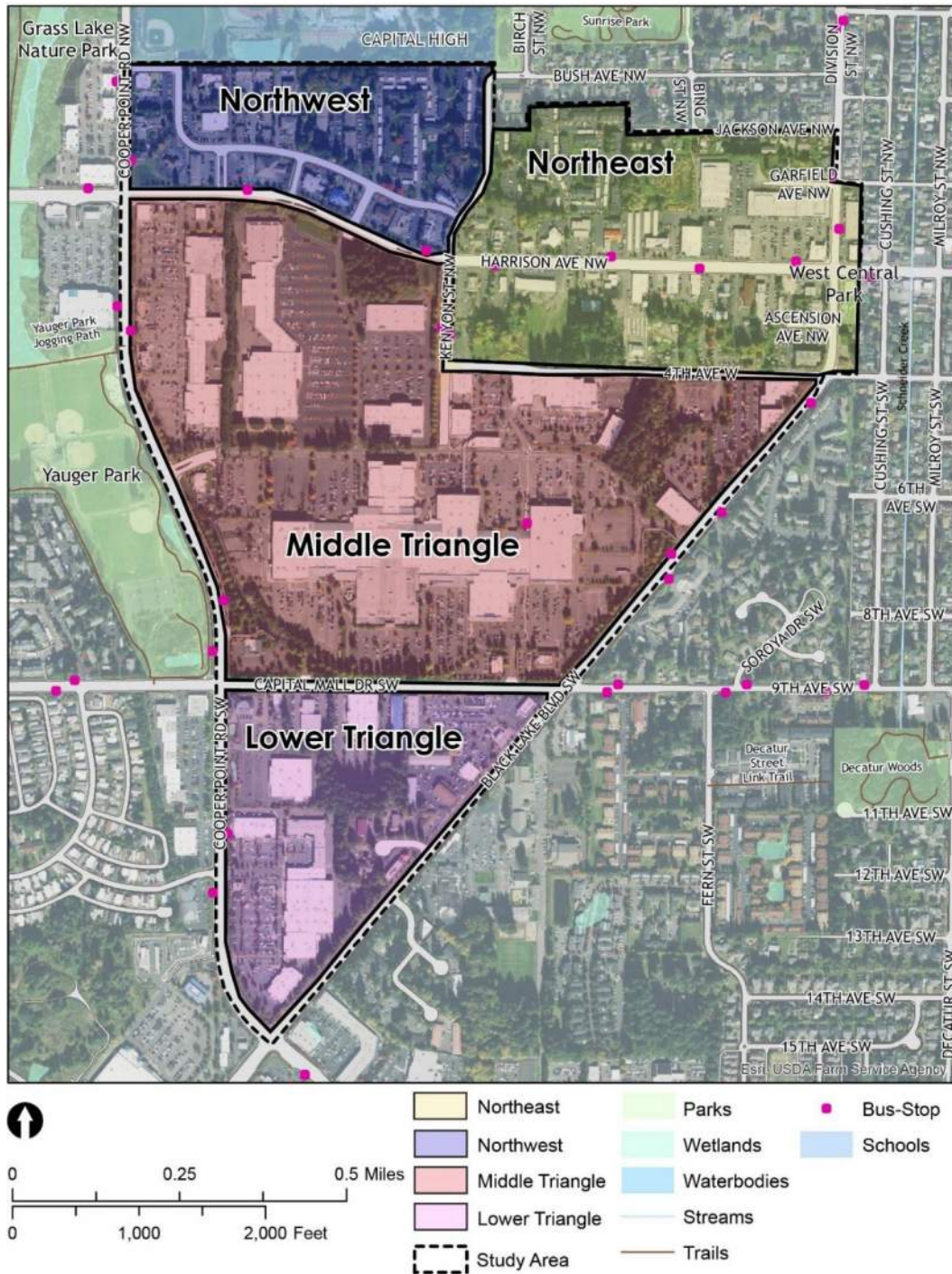
SOURCE: City of Olympia, [Parks, Arts, & Recreation Plan](#) (2022, pg. 77)

#### 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.

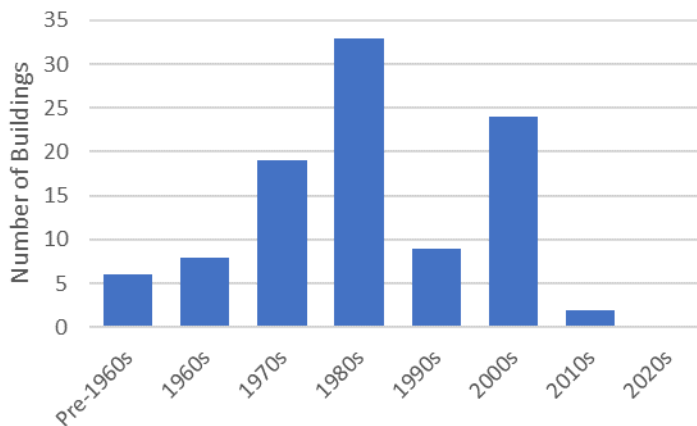


SOURCE: Google (2019)

**EXHIBIT 2-19** Parking Lot of Shopping Plaza in the Lower Triangle

## AGE OF BUILDINGS

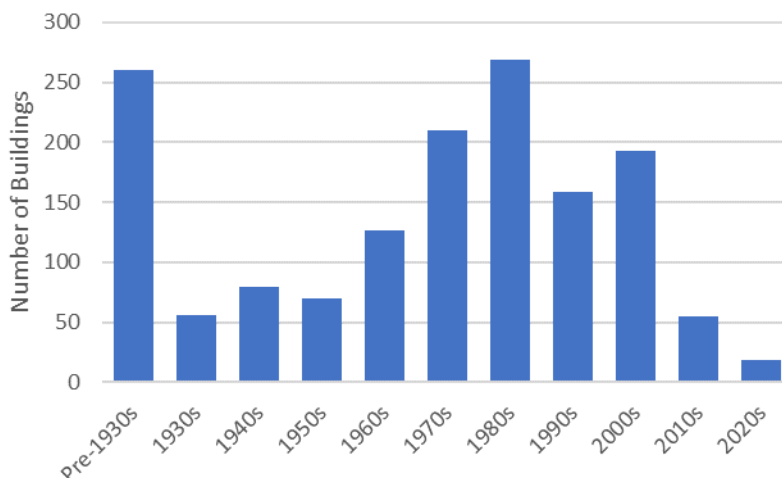
According to CoStar, the average year built for buildings within the Capital Mall Triangle subarea is 1985. The average year built for multifamily properties in the subarea is 1987 while the average vintage of retail buildings is 1983. Most of the construction in the subarea occurred in the 1970s, 1980s, 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.

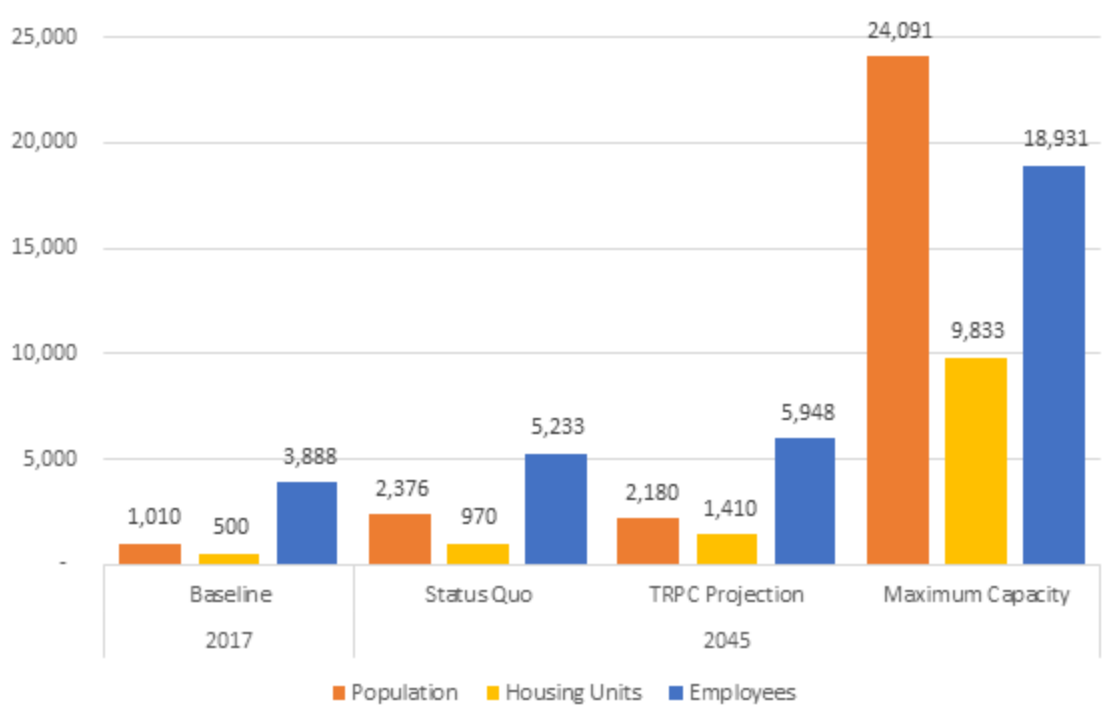
**Hypothetical Maximum Capacity.** This method applies greater intensity redevelopment to the full 121.5 acres of developable land TRPC identifies in their buildable lands method.

**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:

- 4<sup>th</sup> 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 4<sup>th</sup> Avenue
- Cooper Point Drive and Capital Mall Drive

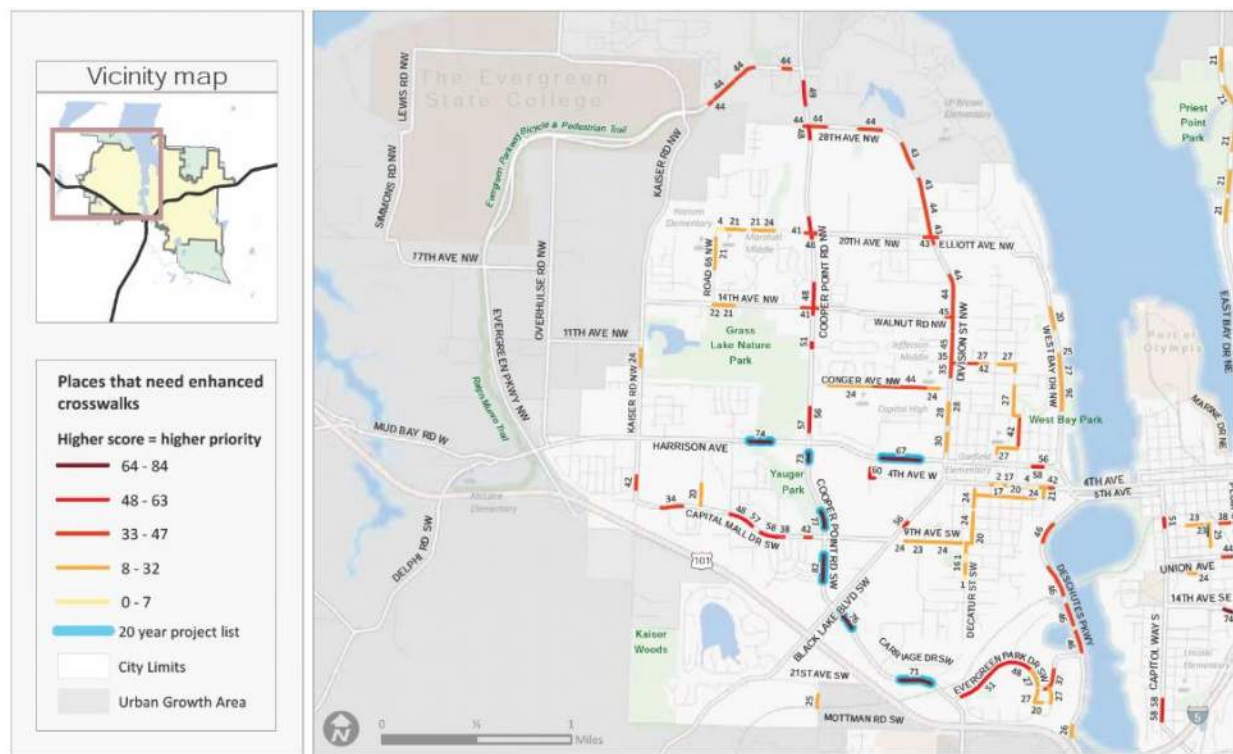
- Black Lake Boulevard and Capital Mall Drive
- 9<sup>th</sup> Avenue and Fern Street

Of the roundabouts listed above, the intersections of Black Lake Boulevard and Capital Mall Drive and 9<sup>th</sup> 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:

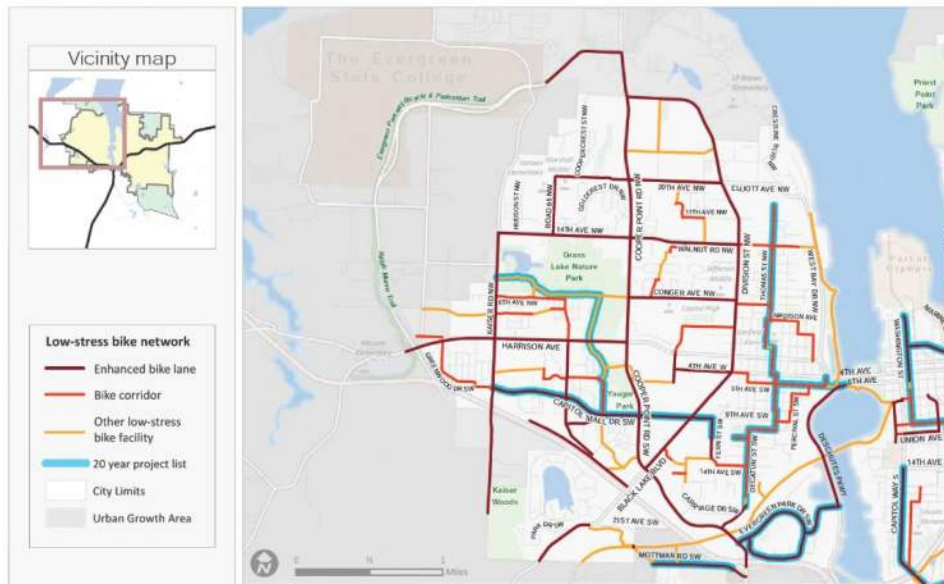
- Cooper Point Road and Harrison Avenue
- Harrison Avenue and Kenyon Street
- Harrison Avenue and Division Street
- Cooper Point Road at the Skate Park

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.



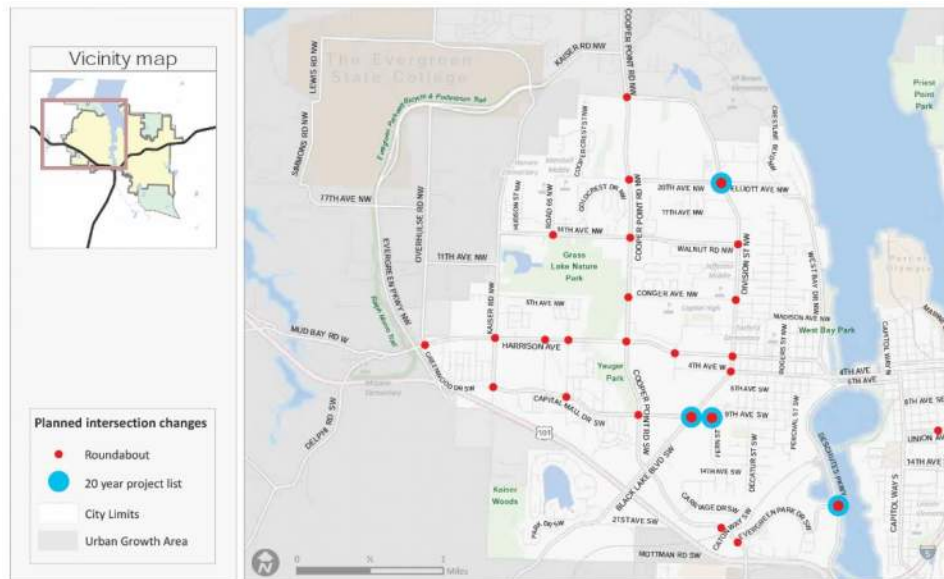
SOURCE: Transportation Master Plan (TMP), 2021

**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 4<sup>th</sup> 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. 4<sup>th</sup> 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. 4<sup>th</sup> 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.

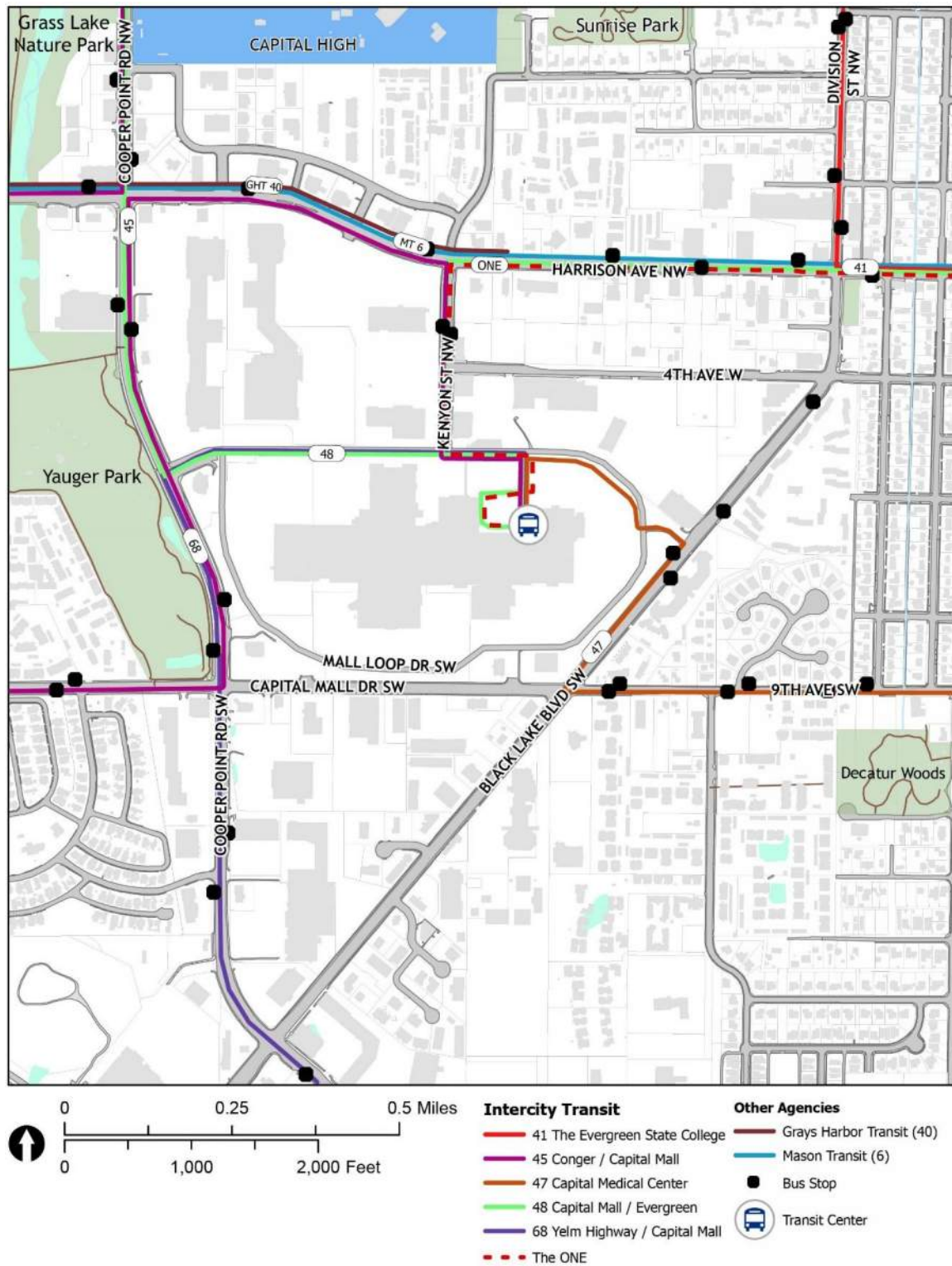
It should also be noted that Harrison Avenue, Black Lake Boulevard and Cooper Point Road are all listed in the Comprehensive Plan (2021) as priority bus corridors. However, currently there is no transit service on Black Lake Boulevard south of 9<sup>th</sup> Avenue. Overall, the Subarea has relatively 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
<b>Intercity Transit</b>			
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
<b>Mason Transit</b>			
6	Shelton to Olympia	60-minute	5:30AM – 6:30PM
<b>Grays Harbor Transit</b>			
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, 4<sup>th</sup> 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.





SOURCE: Fehr &amp; 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 4<sup>th</sup> 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 <sub>2</sub> e)	Transportation-Related Emissions (MTCO <sub>2</sub> 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, 4<sup>th</sup> 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.

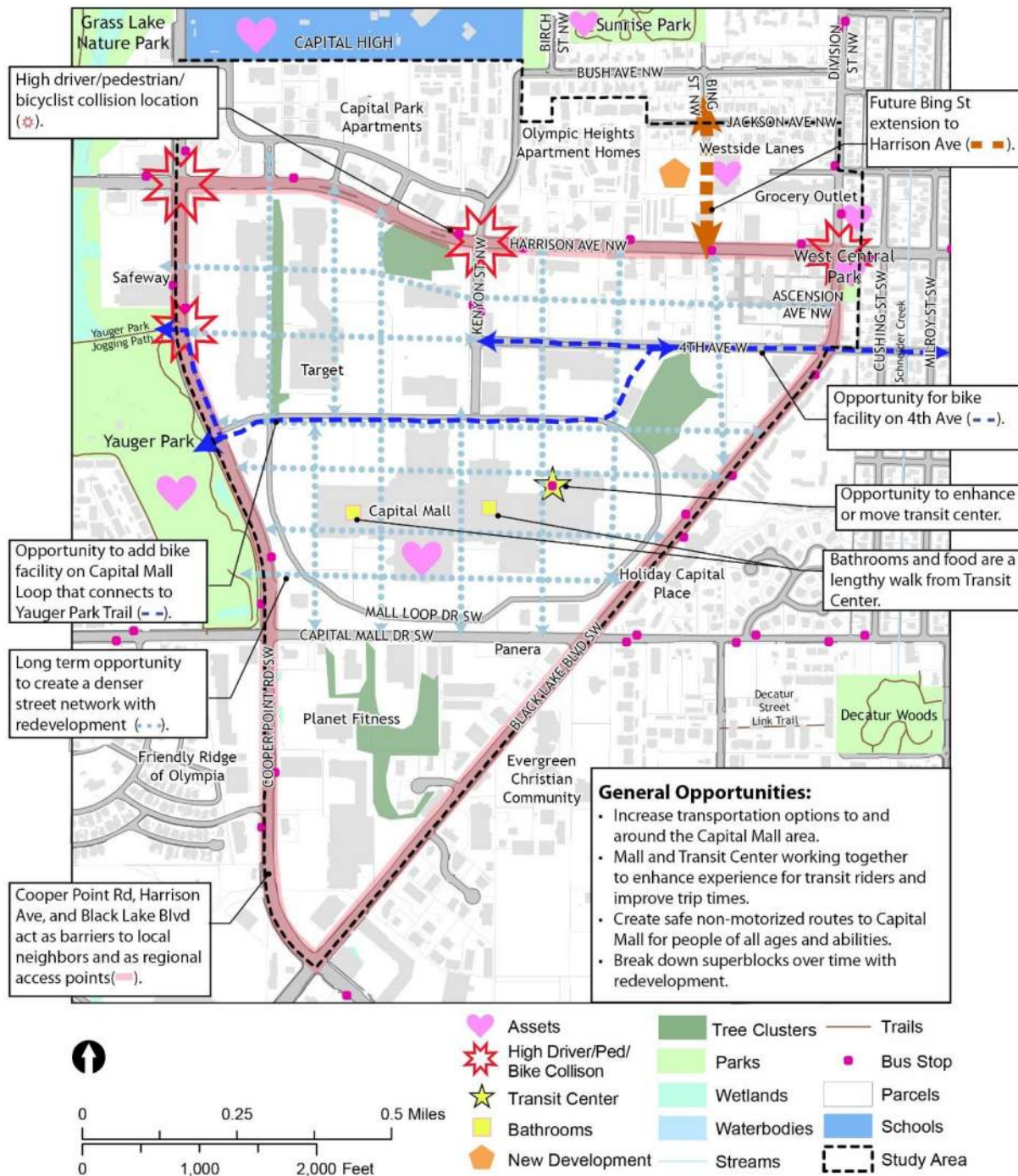


EXHIBIT 3-8 City of Olympia Capital Mall Triangle Subarea

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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

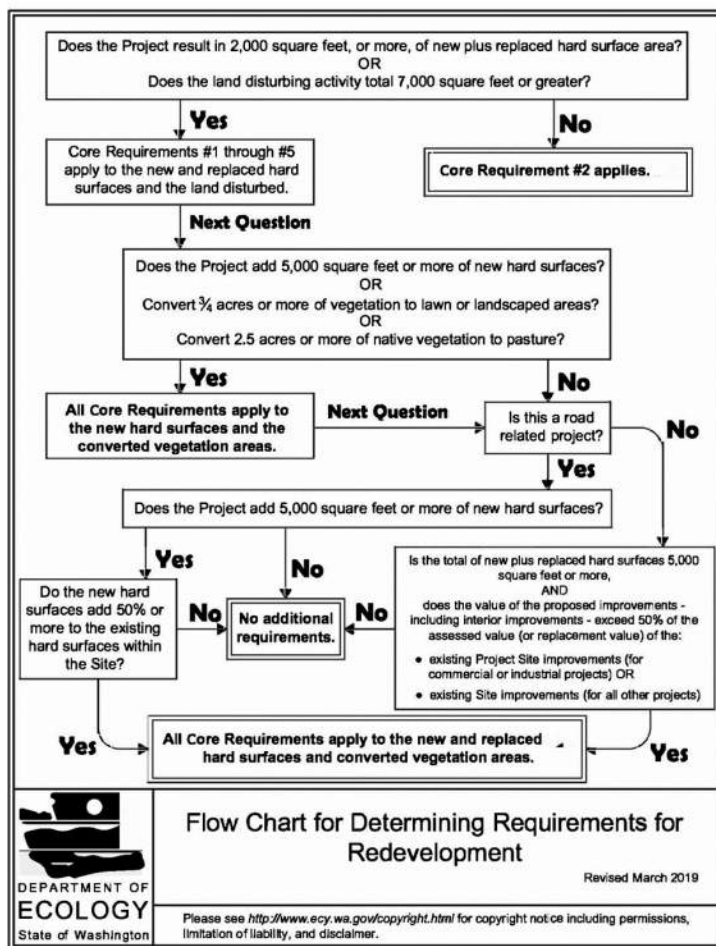
The City's DDECM identifies core requirements and provides guidance on the measures necessary to control the quantity and quality of stormwater produced by new development and redevelopment in the city. The DDECM applies to all private and public development, including transportation projects, within 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

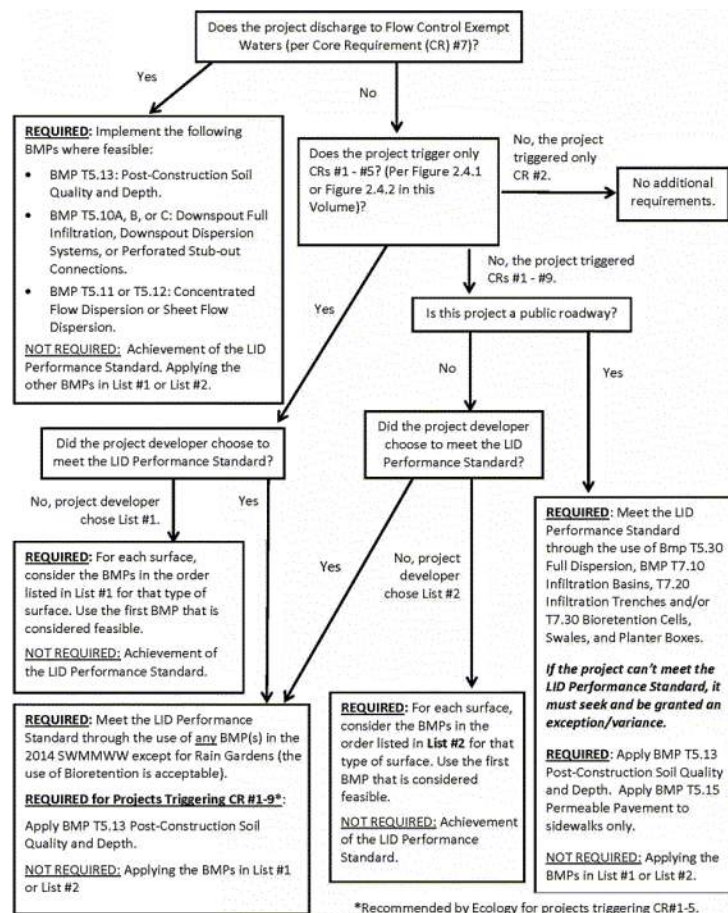


pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration. They provide a combination of runoff treatment and flow control benefits. Examples include bioretention facilities, rain gardens, vegetated rooftops, and permeable pavement.

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 B

## Market Analysis



# 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

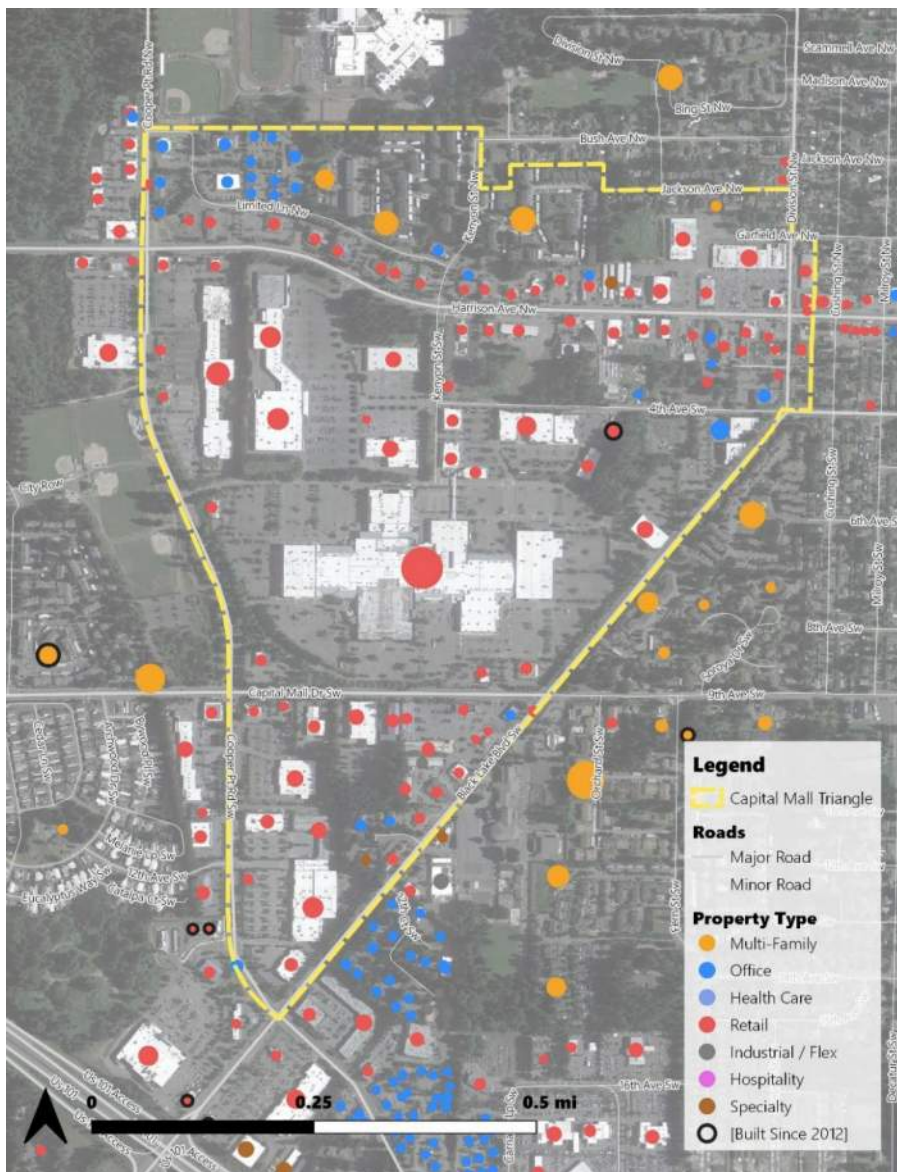


Housing affordability for a variety of income levels, climate resilience, and economic prosperity are central to the City's vision for the site.

## 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

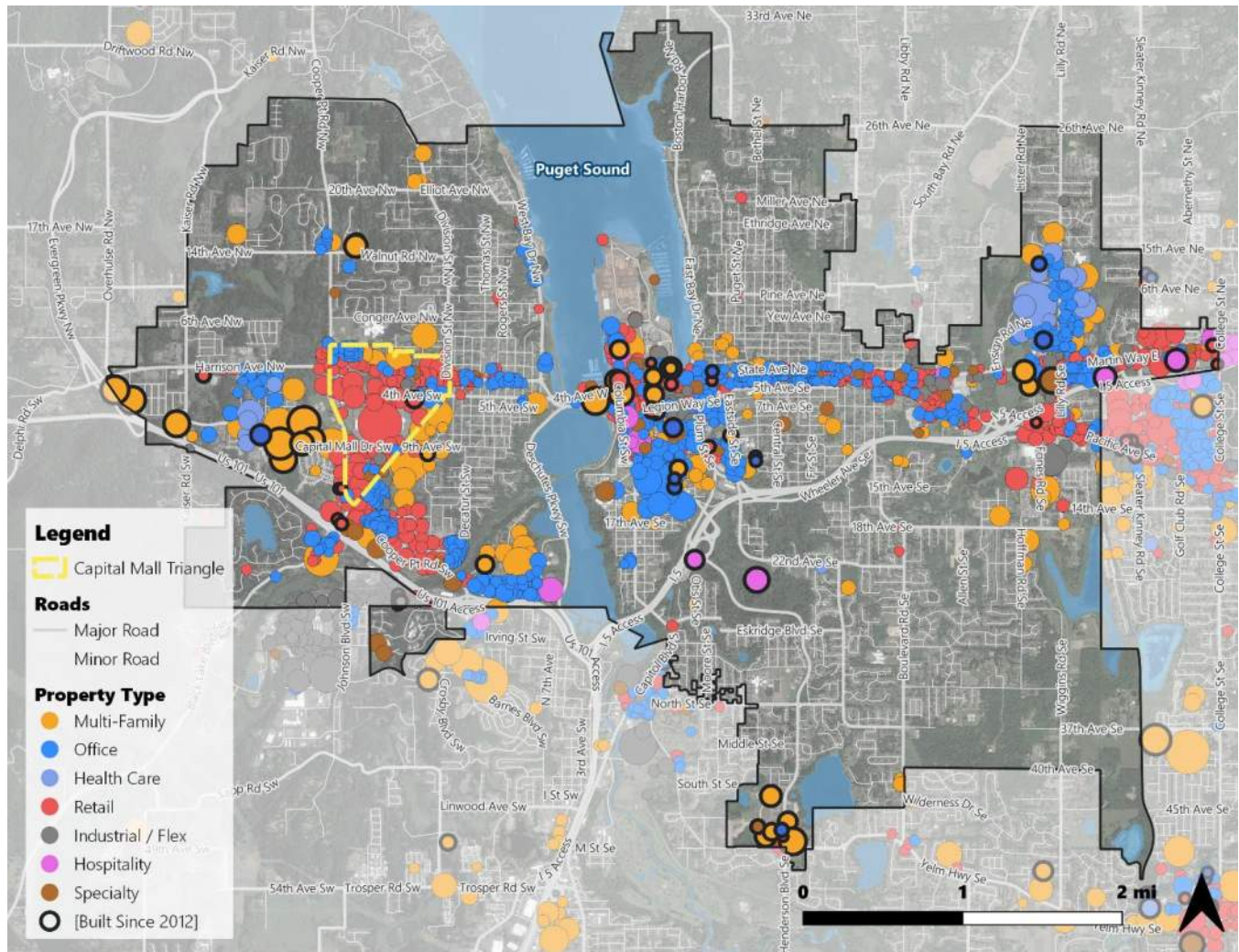


*Note: Circle size correlates with rentable building area, in square feet.*

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**



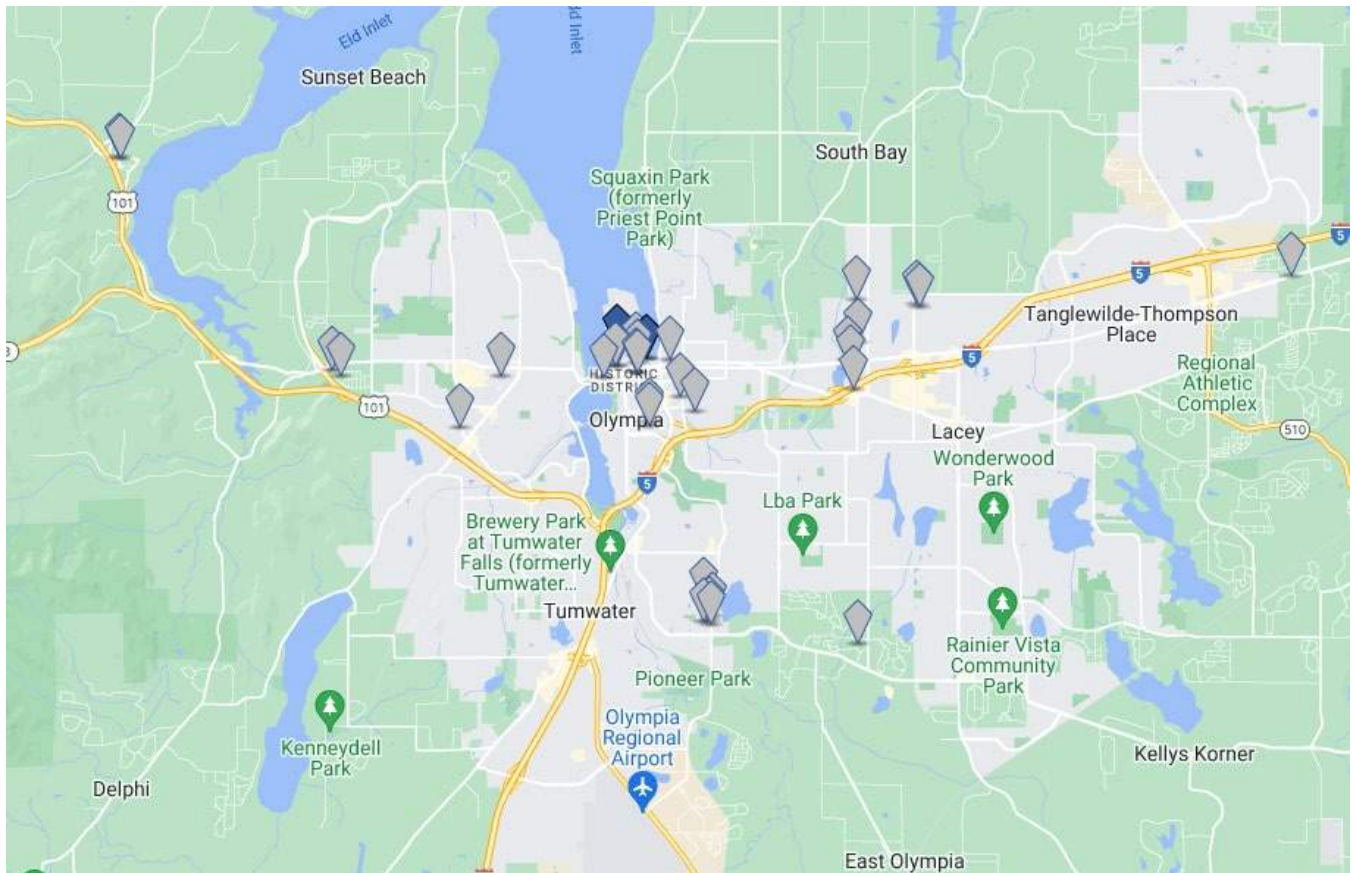
Note: Circle size correlates with rentable building area, in square feet.

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.

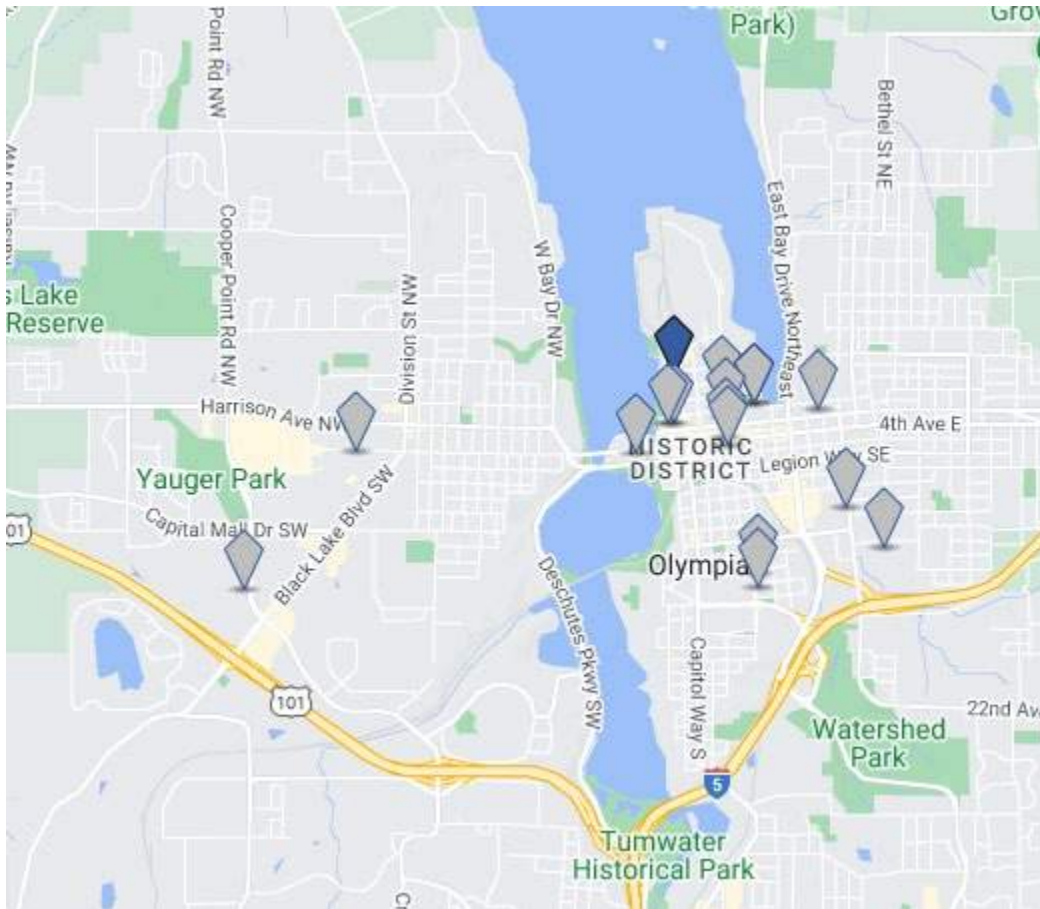


Figure 3. Development in Olympia between 2017 and 2022



Source: CoStar.

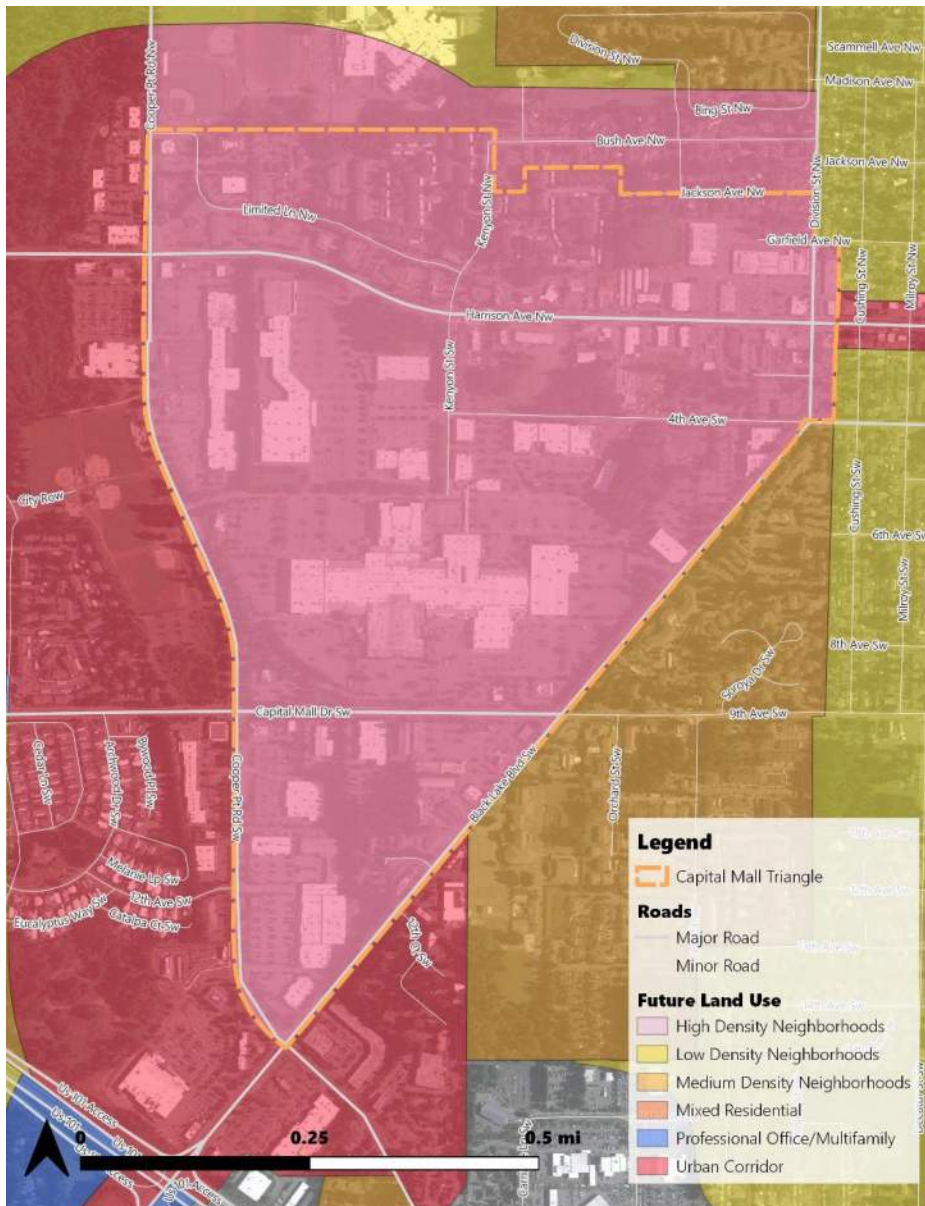
Figure 4. Development in the Capital Mall Triangle and Downtown Olympia, 2017-2022



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.

Figure 5. 2018 Future Land Use Map of Olympia's West Side

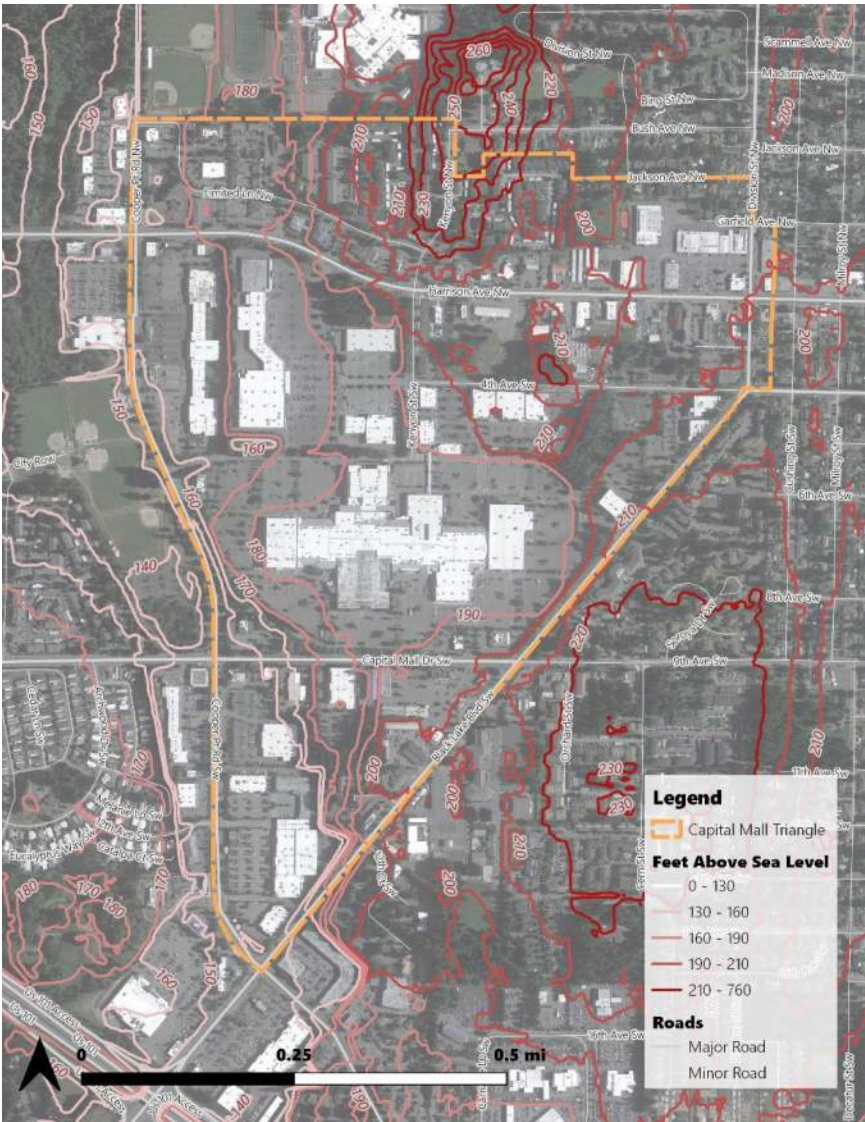


Source: City of Olympia, LCG.

The topography of the Capital Mall Subarea does not feature significant changes in elevation, but it does generally slope downward, with Yaeger 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><b>Strengths</b></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><b>Weaknesses</b></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 &amp; 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 &amp; 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><b>Opportunities</b></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><b>Threats</b></p> <p>City or SEPA regulations (<a href="#">RCW 43.21C.420</a>) 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

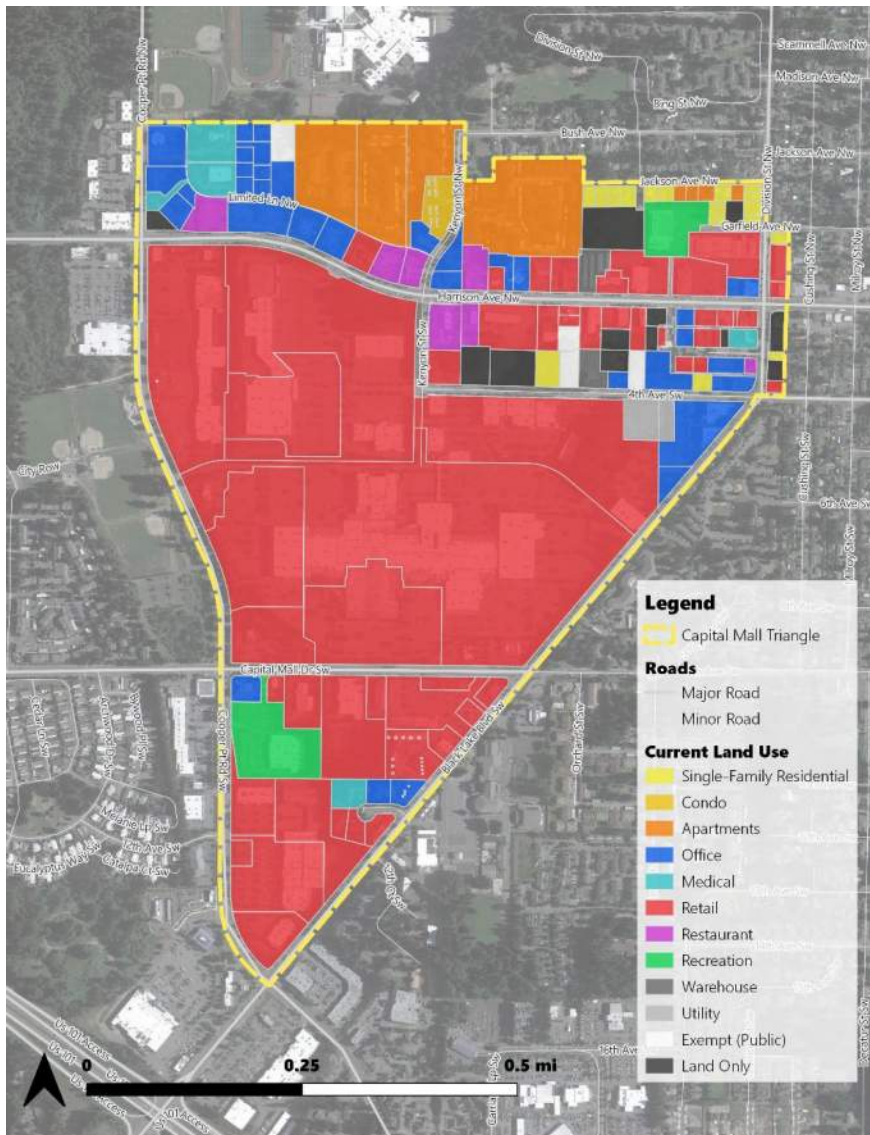
As shown in Table 1 below, the Olympia Capital Mall Triangle subarea currently contains 1.8 million square feet of commercial area as well as 493 housing units. There are 344,995 square feet (7.9 acres) of vacant land, mainly concentrated in the northern portion of the subarea. Retail space accounts for 76% of building area in the Olympia Capital Mall Triangle.

**Table 1. Current Land Uses in the Olympia Capital Mall Triangle**

<b>Type</b>	<b># of Units</b>	<b>Square Feet RBA</b>
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.

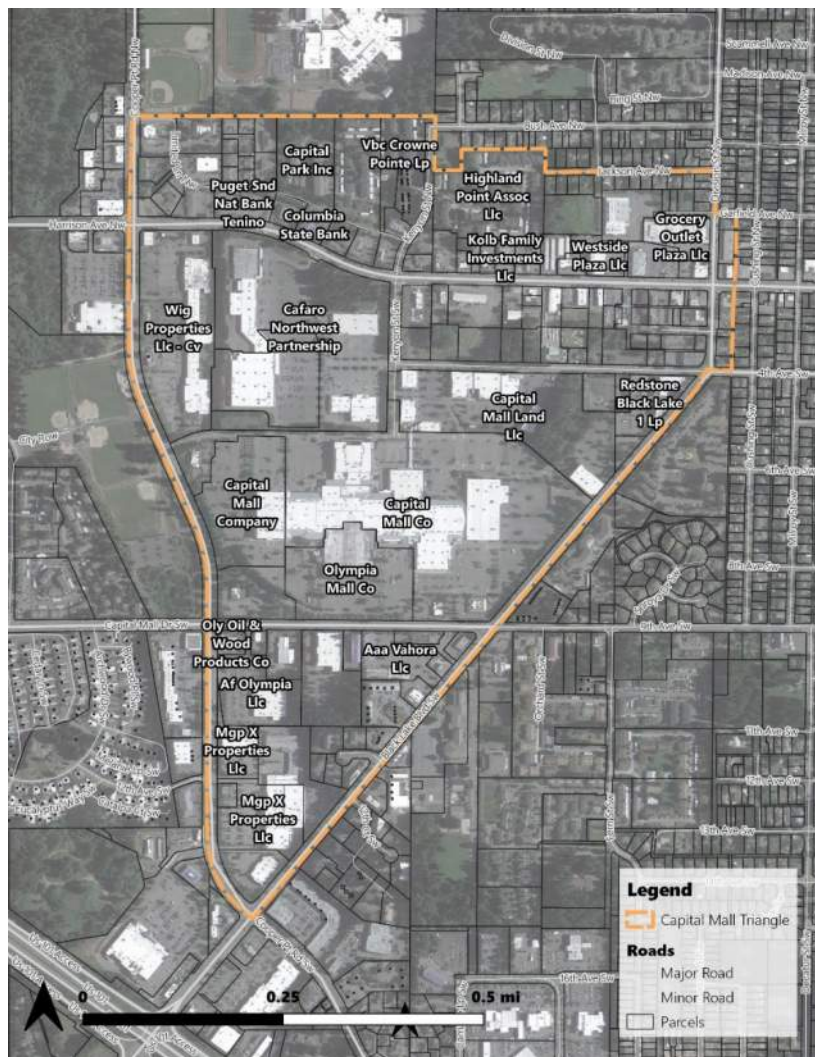
## Major Property Owners

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.



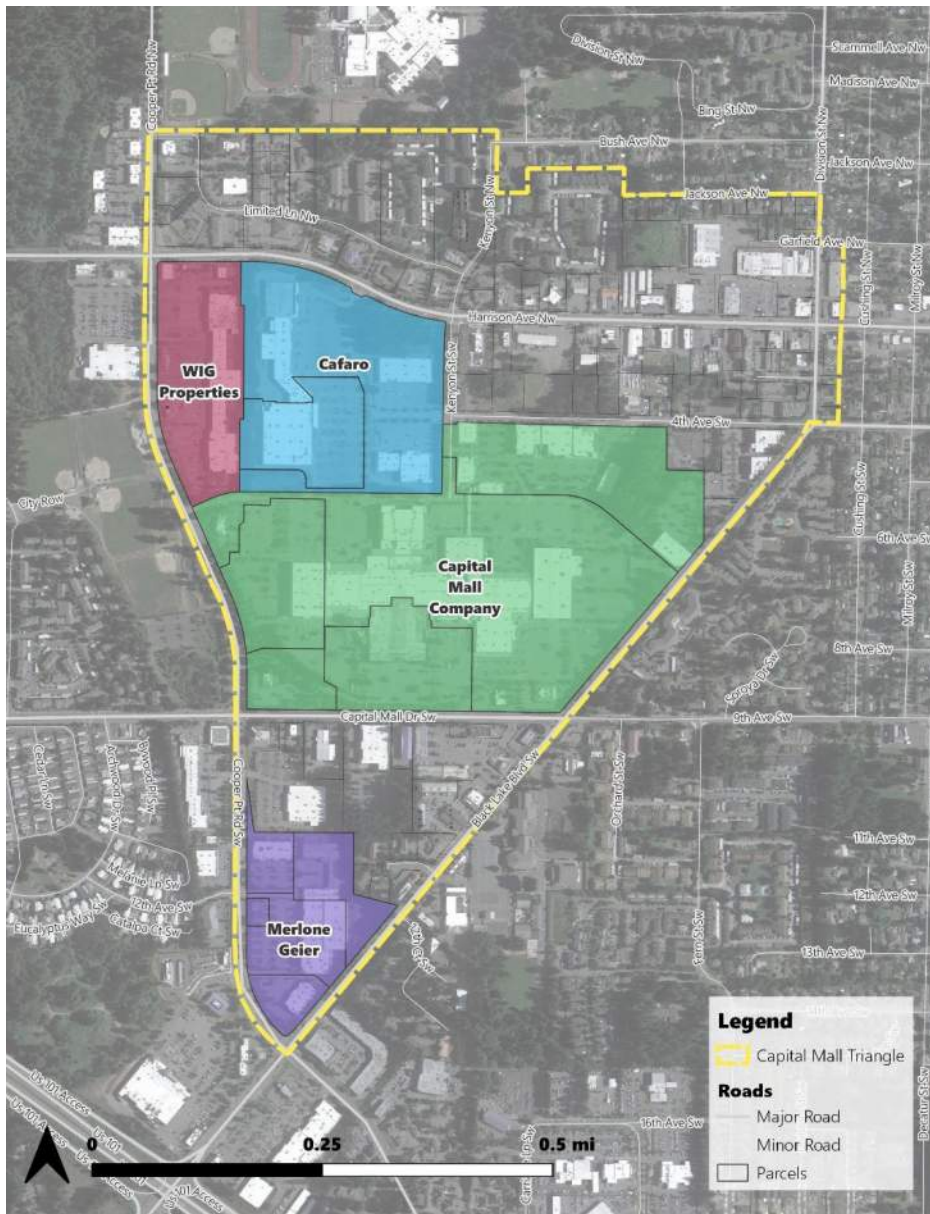
Figure 8. Major Property Owners in the Olympia Capital Mall Triangle



Source: City of Olympia, LCG.



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.

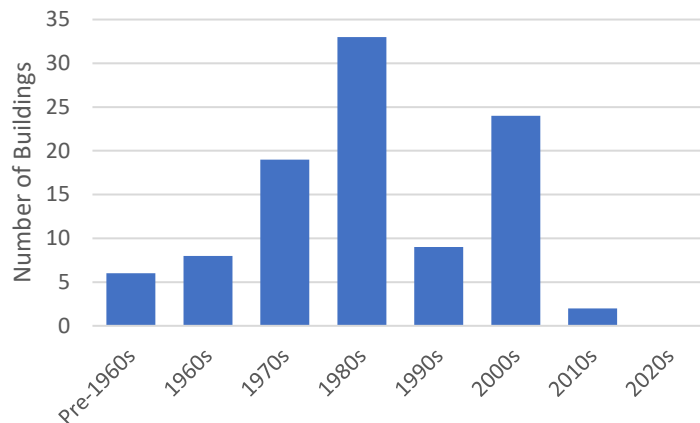
The representative from Cafaro interviewed by LCG was supportive of the plan for the subarea, particularly the Planned Action EIS element, which will save them time and money if they decide to redevelop their property. Cafaro is currently working on redeveloping some of their larger mall sites in the 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.

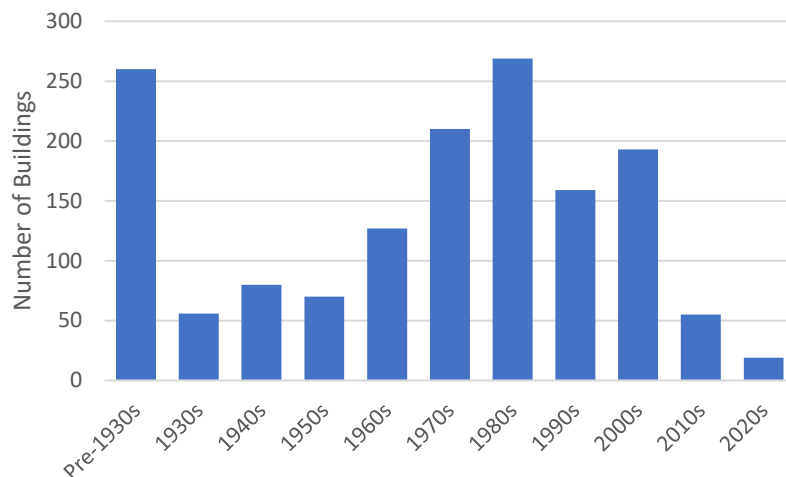
**Figure 11. Distribution of Commercial Building Ages in the Capital Mall Triangle Subarea**



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**

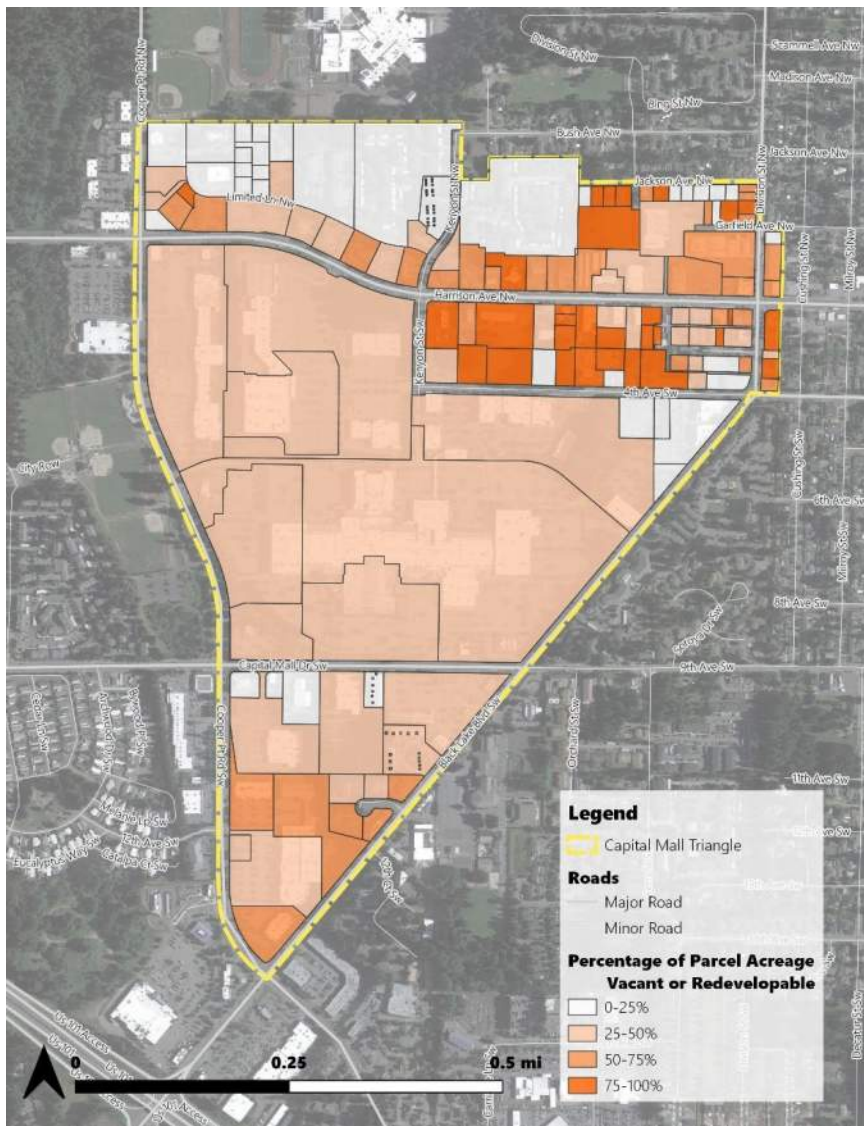


Source: CoStar, LCG.

## 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.

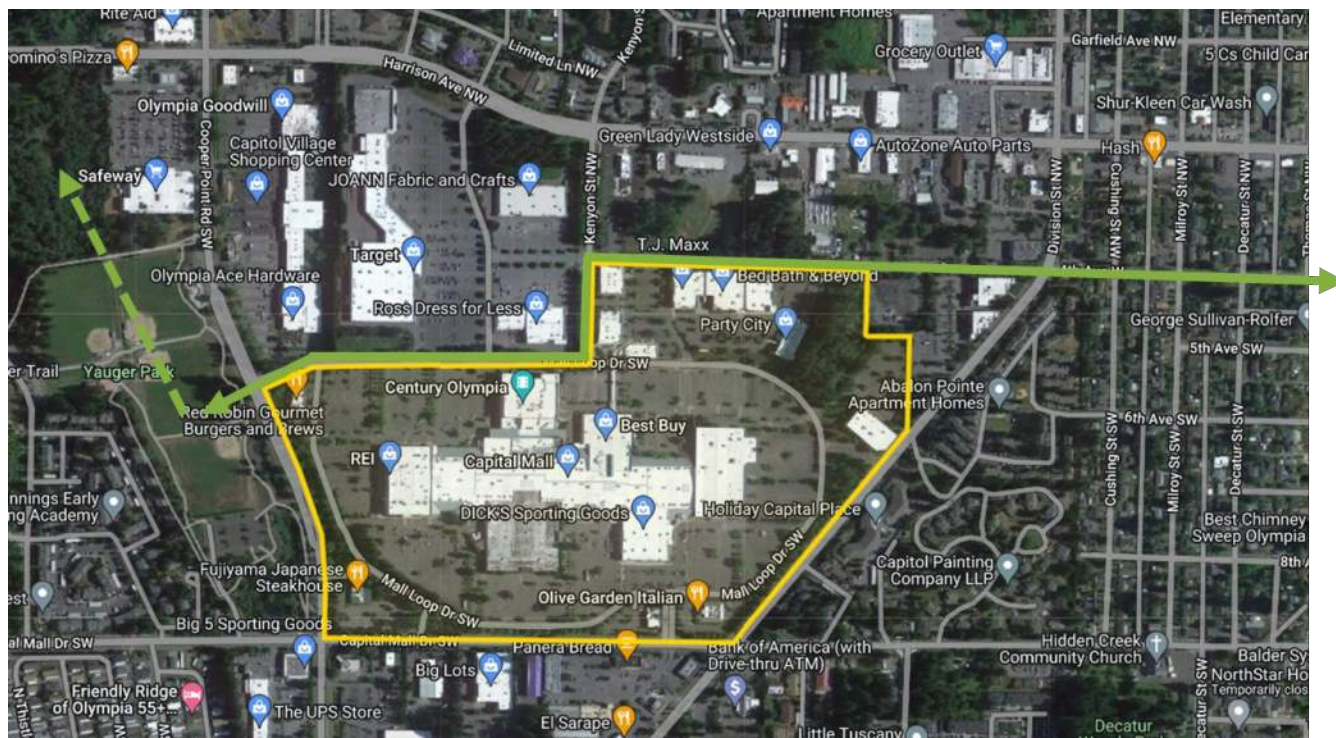


LCG used these TRPC estimates for redevelopment potential by parcel to determine the maximum capacity of the subarea with a planning horizon year of 2045. See the **Potential Development Alternatives** section for additional methods to estimate capacity.

## 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 4<sup>th</sup> 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**

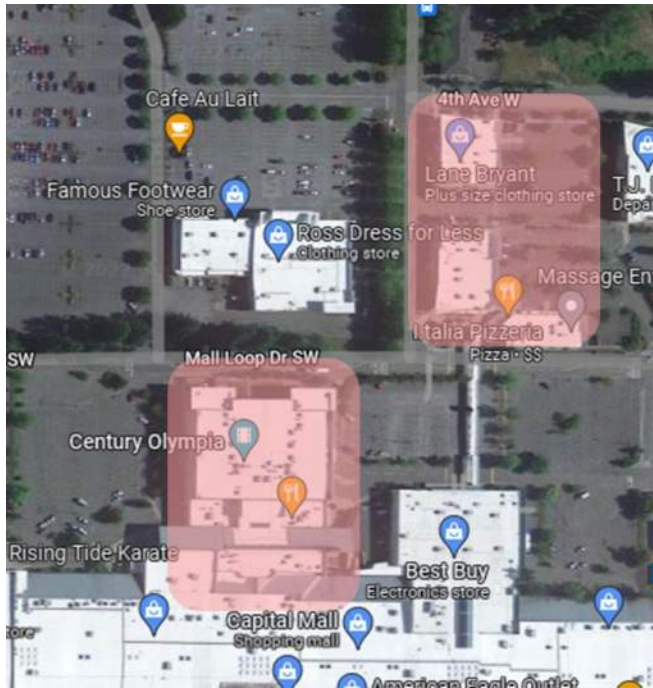


Source: LCG.

### 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

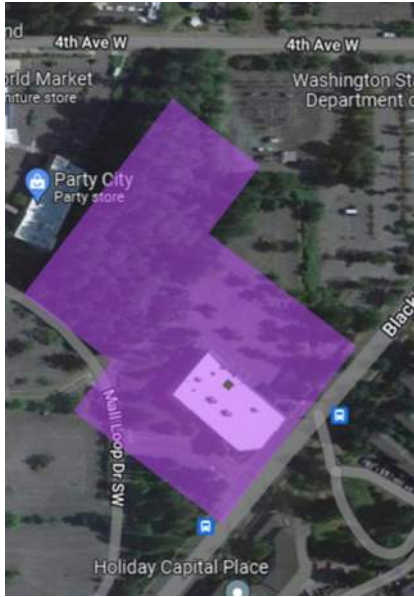


Source: LCG.

#### 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**



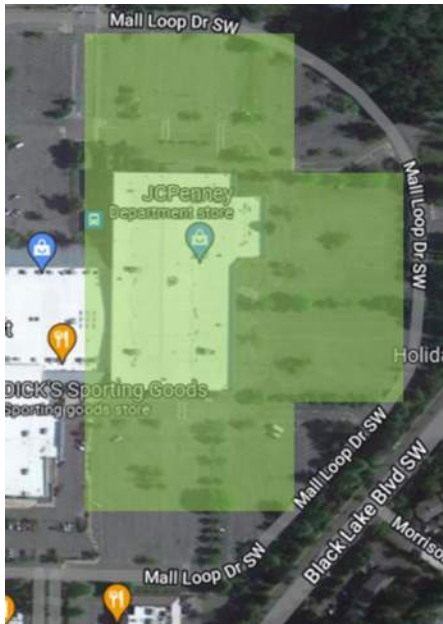
*Source: LCG.*

### **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 55<sup>th</sup> percentile nationally and 42<sup>nd</sup> 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**

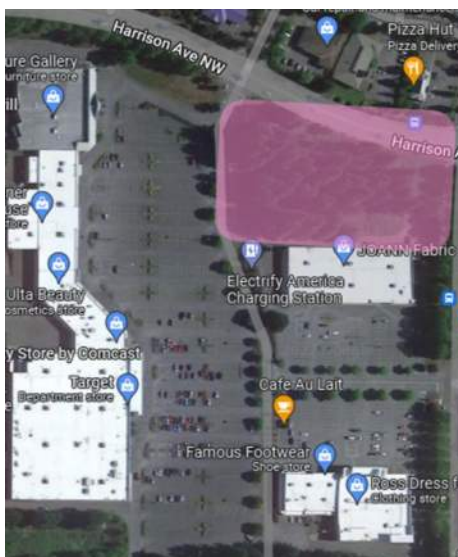


Source: LCG.

### **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.

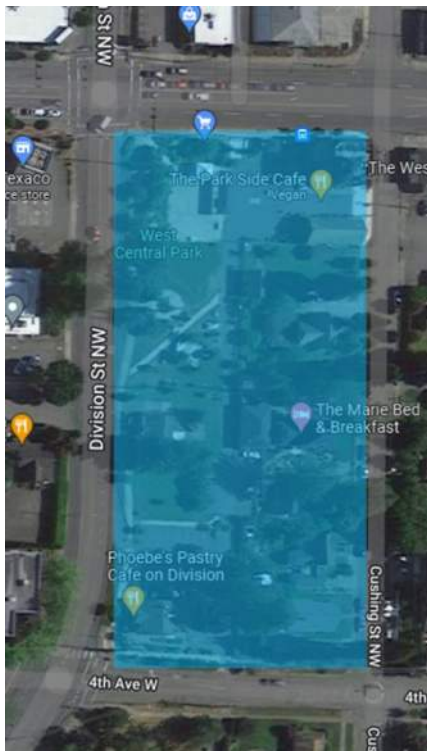


## Opportunity Site 7: West Central Park

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



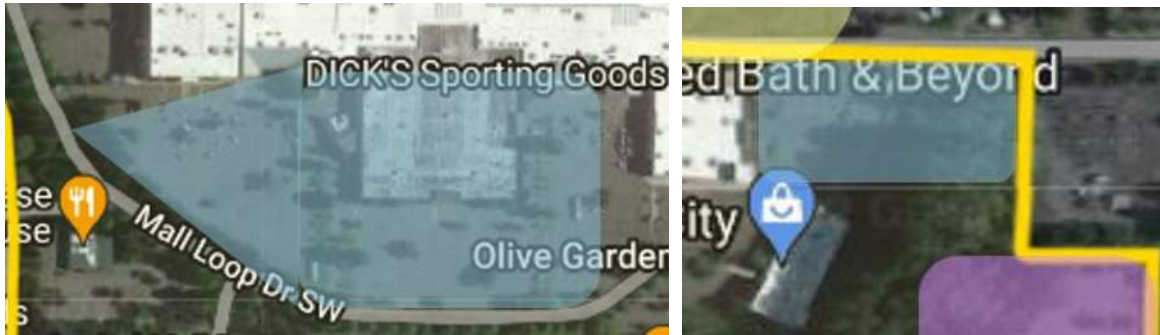
Source: LCG.

## 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



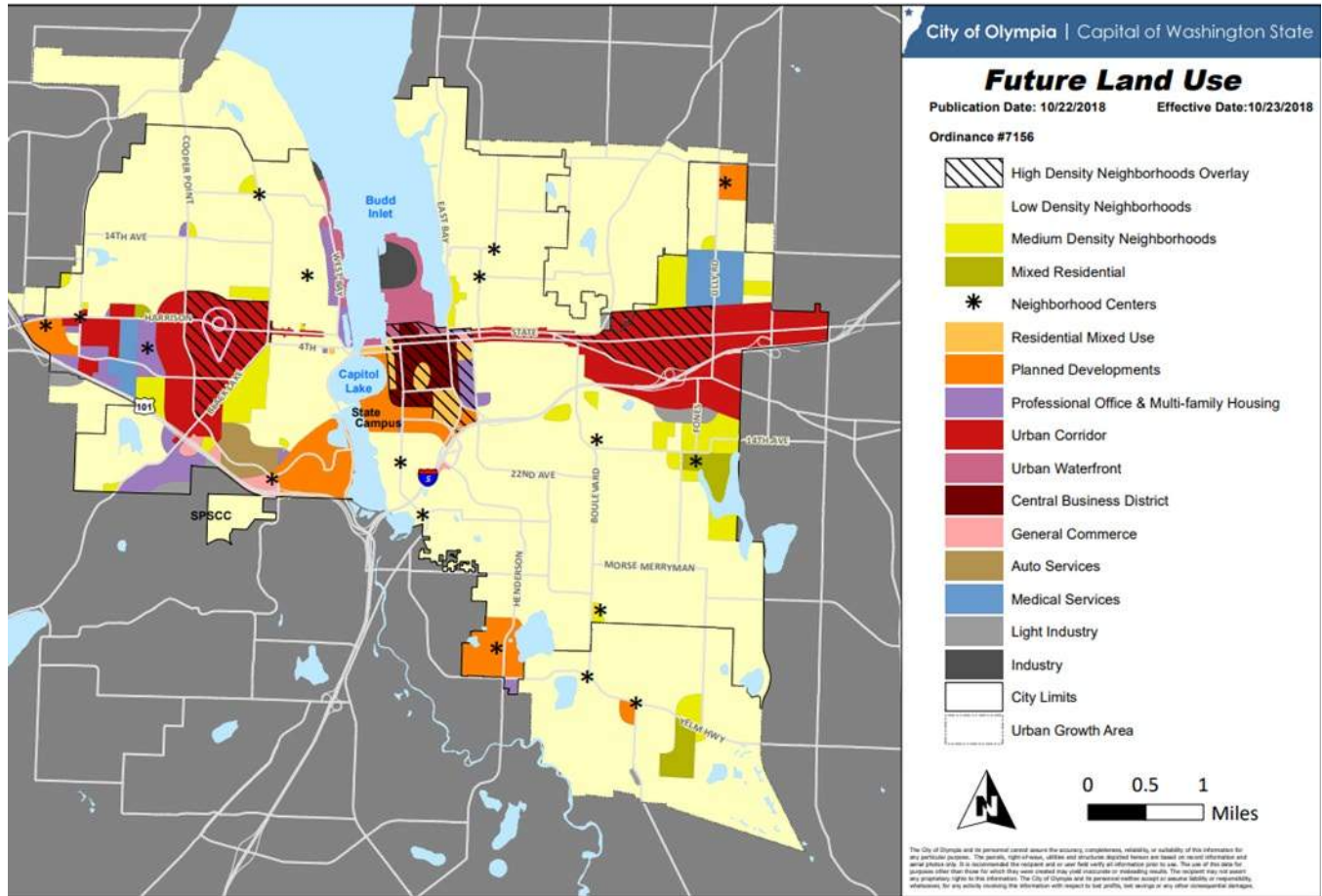
Source: LCG.

## 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

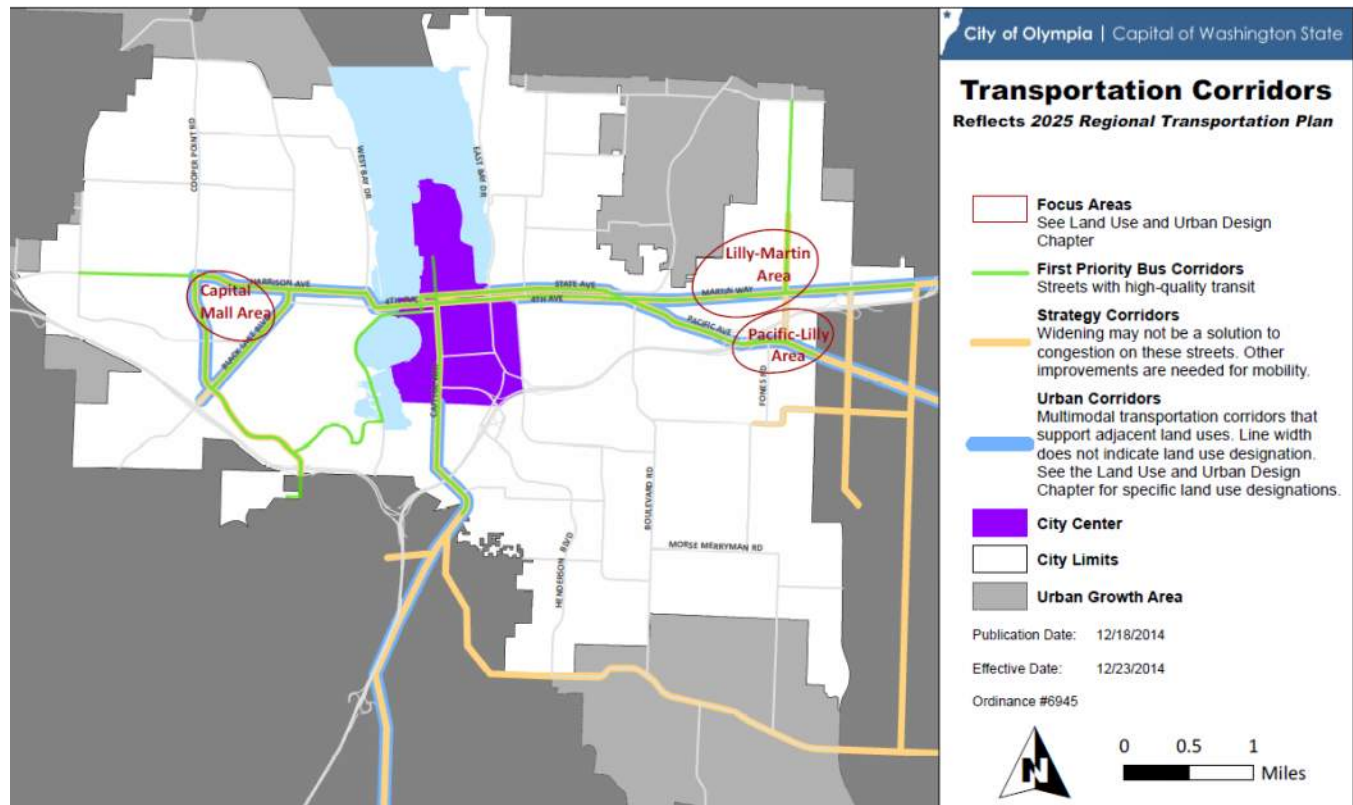


Source: City of Olympia.

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

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
<b>Purpose</b>	<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>
<b>Setbacks</b>	<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>
<b>Maximum Building Height</b>	<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>
<b>Parking Requirements</b>	<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>	<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>

	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
<b>Total</b>		<b>293.7</b>

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.***

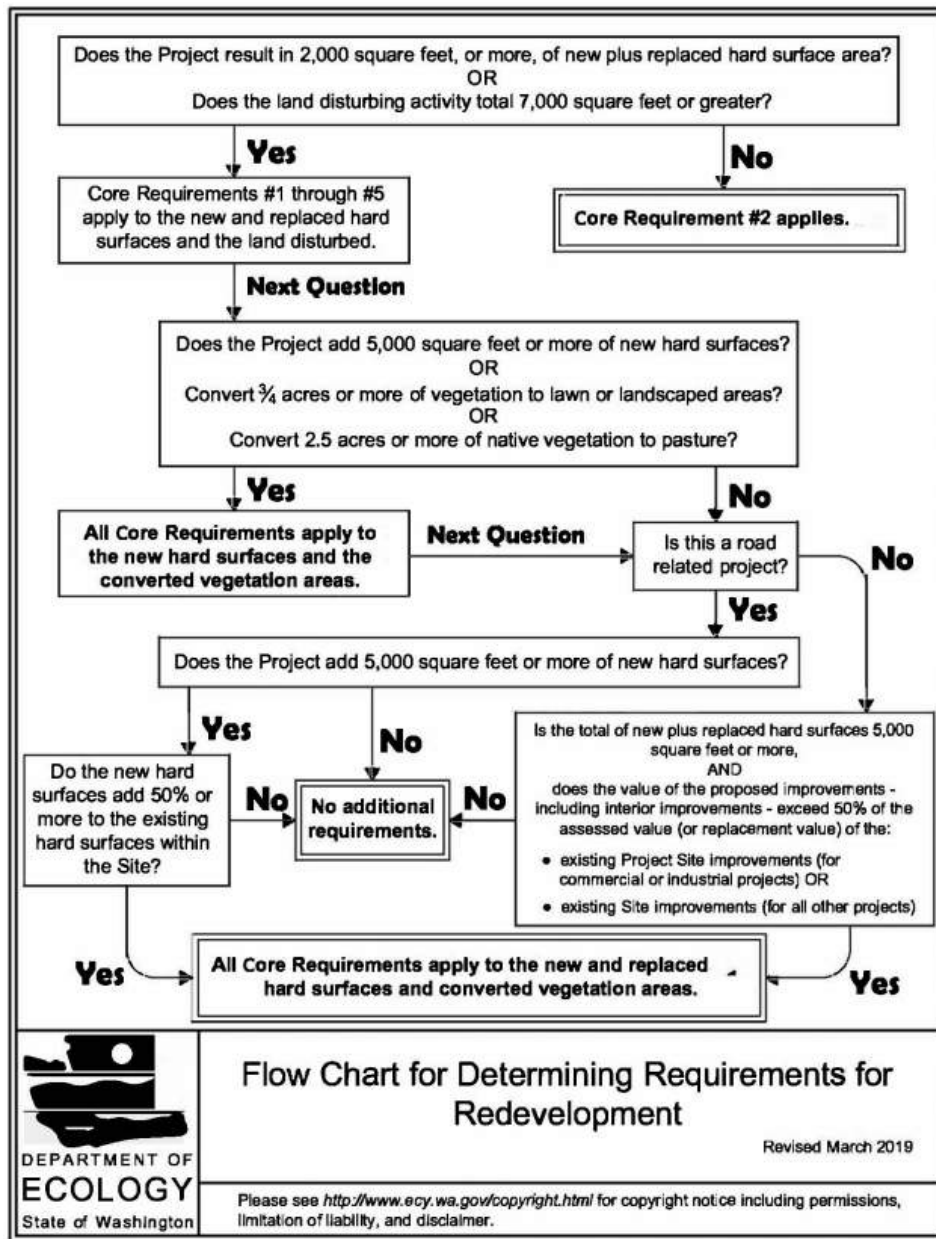
The flow chart in Figure 26 below can be used to determine which core requirements apply to a specific project. The five core requirements that typically apply to redevelopment projects include:

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:

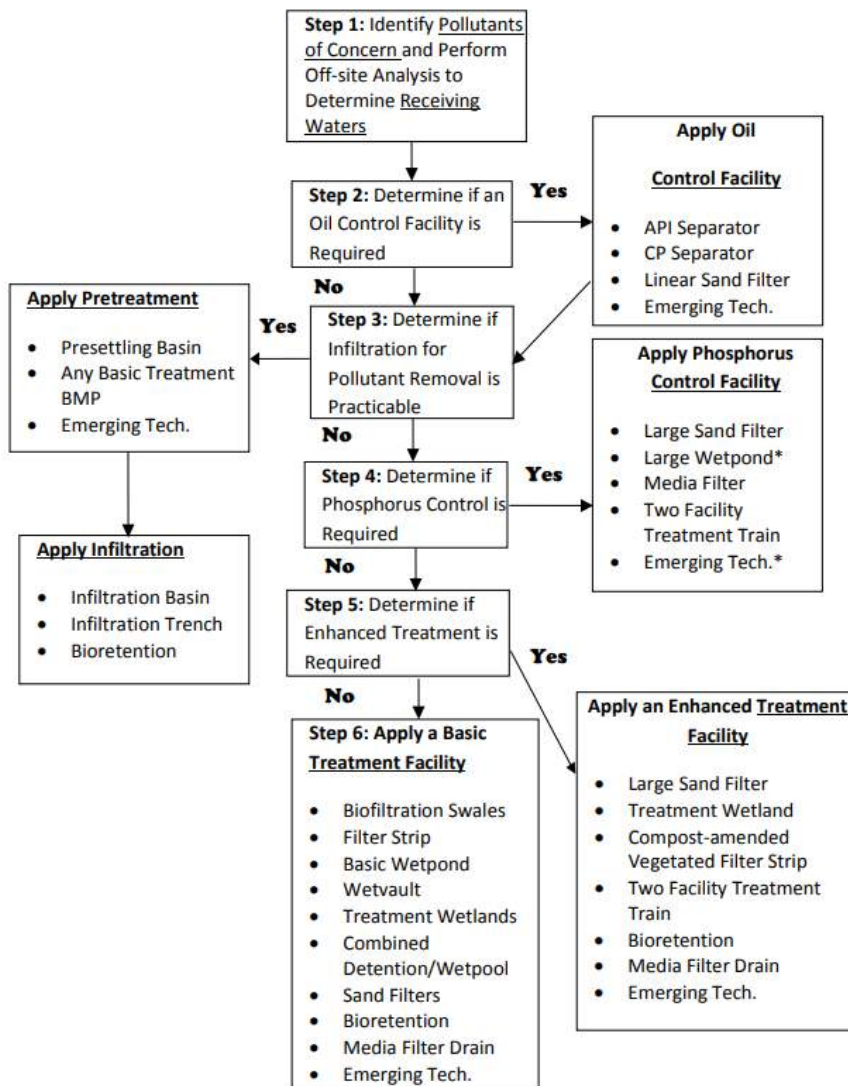
- Westside Stormwater Conveyance Design and Construction (\$3.37 million) – new stormwater infrastructure to address flooding at the intersection of Cooper Point Road and Black Lake Boulevard.
- Ascension and 4<sup>th</sup> Avenue Pond Construction (\$300,000) – new stormwater facility on City-owned land between 4<sup>th</sup> 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**

<b>PROJECTS OR ACTIVITIES FOR WHICH TREE PLANS ARE REQUIRED</b>	
<b>ACTIVITY or PROJECT</b>	<b>LEVEL (see manual)</b>
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).

<b>DBH</b>	<b>Tree Units</b>	<b>DBH</b>	<b>Tree Units</b>	<b>DBH</b>	<b>Tree Units</b>
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.

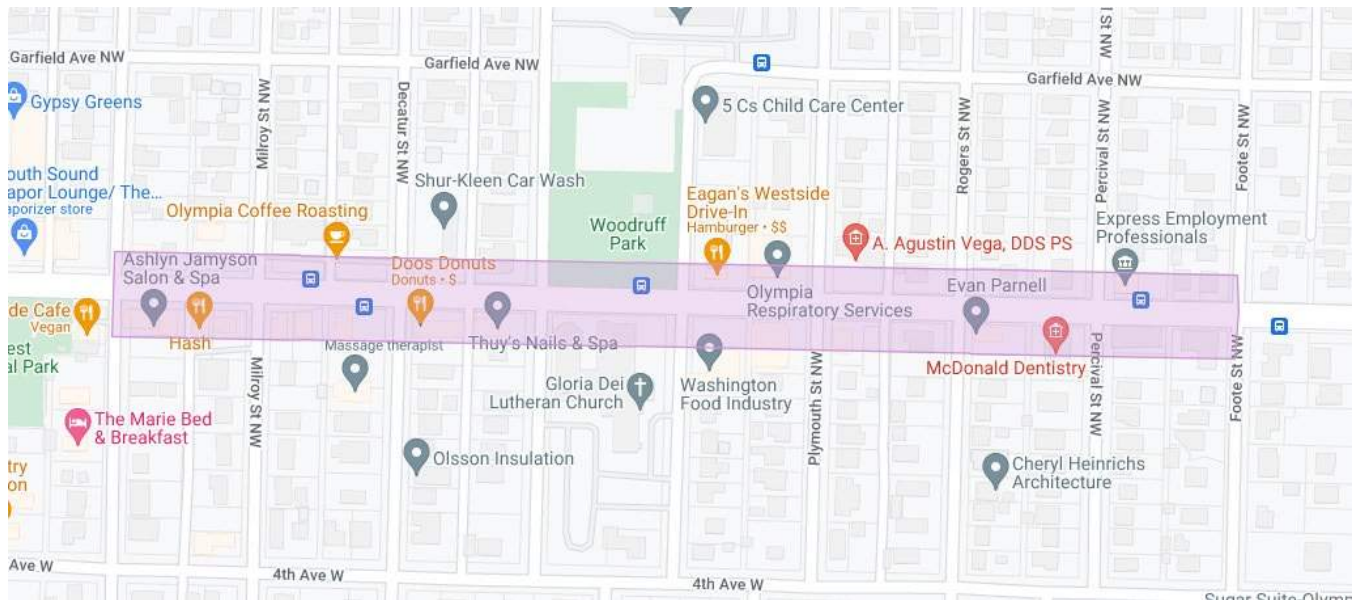
## Multi-Family Tax Exemption (MFTE)

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

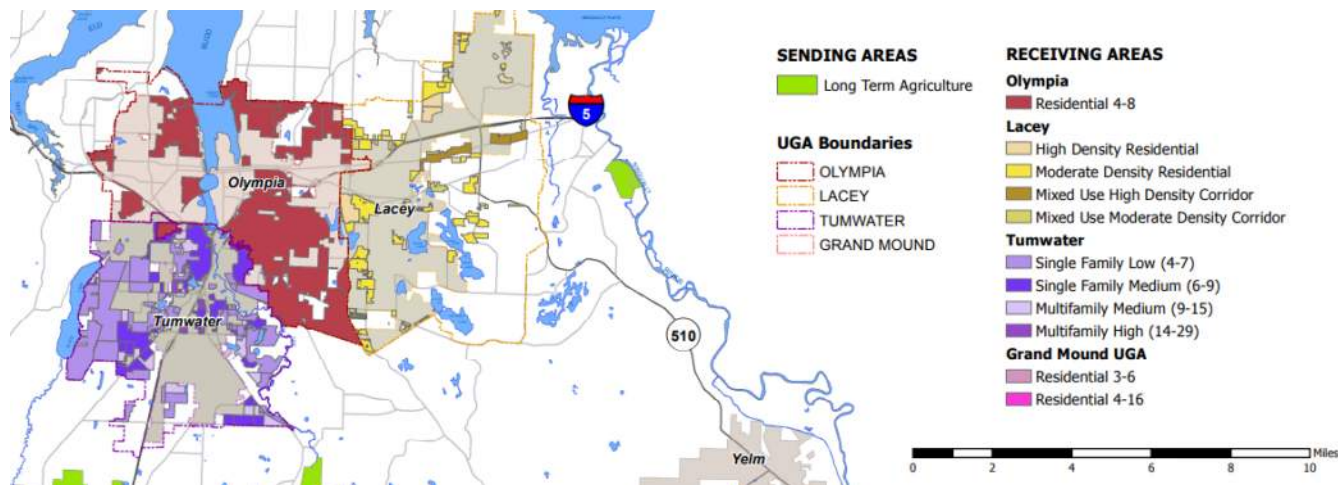
can have the unintended consequence of suppressing both low income and market rate housing development. However, if analysis shows that implementing such a program will not negatively impact housing development in the city, they intend to do so. The City already offers a density bonus of 1 additional 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

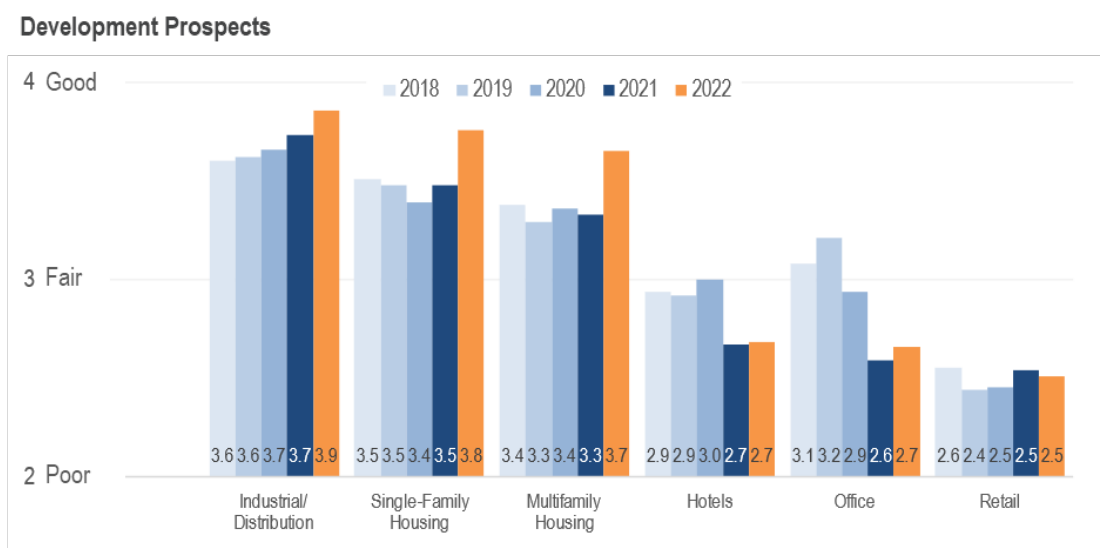
Figure 31 below shows how real estate developers and other industry professionals associated with the Urban Land Institute (ULI) evaluate the desirability of development of various property types nationwide. ULI is the leading national professional association for developers of infill and mixed-use projects. 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.

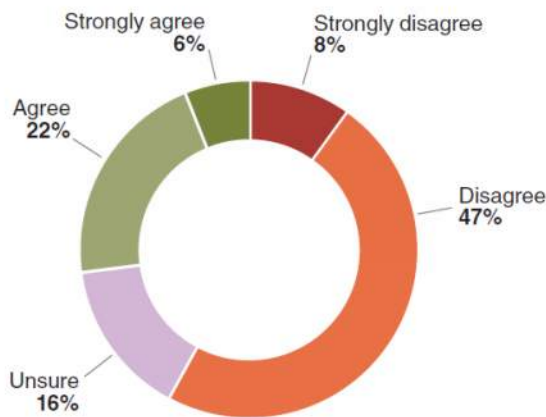
In addition to younger adults, seniors are also interested in moving to more walkable communities. Walkability has a positive impact on quality of life and continues to be in demand despite pandemic-related disruptions within the real estate industry.

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.

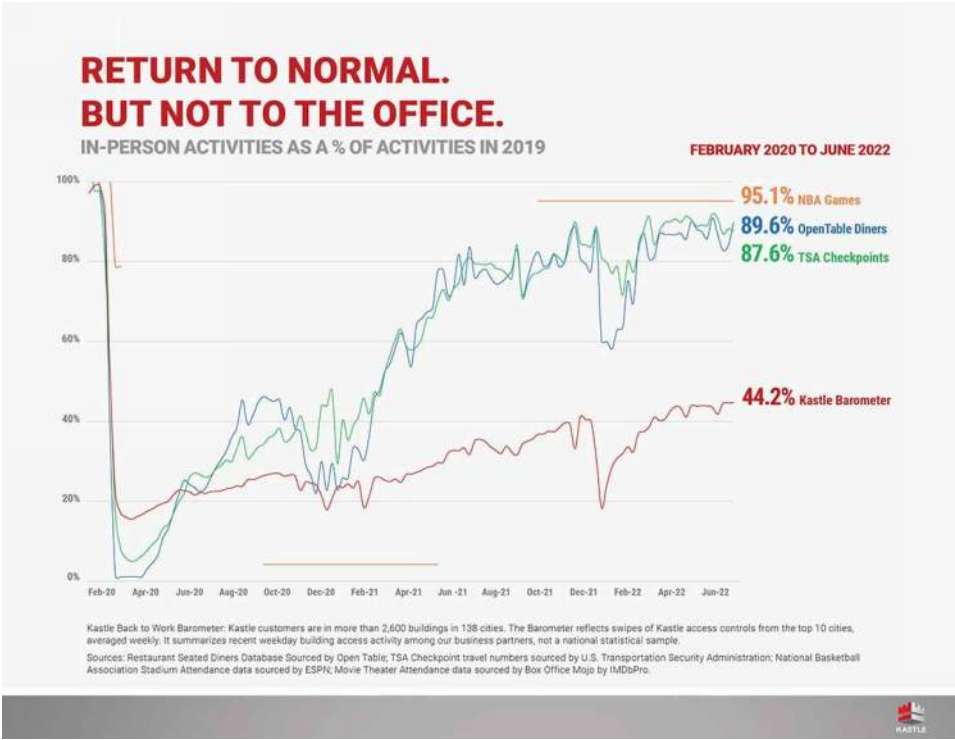
**Figure 33. Percent of Real Estate Industry Professionals who Believe Changes Implemented as a Result of COVID-19 Will Revert to Pre-Pandemic Activity in 2022**



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.

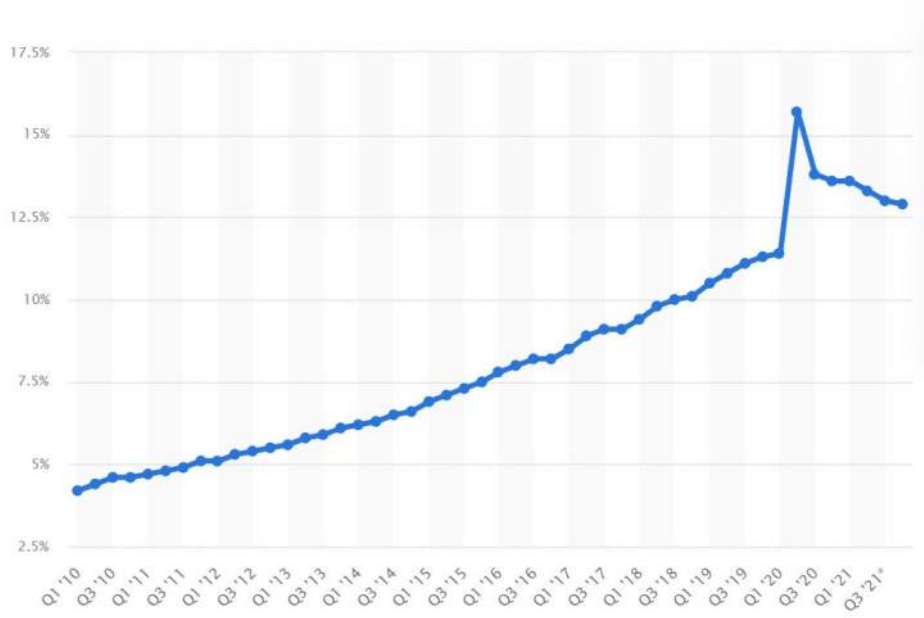
Figure 34. Kastle Back to Work Barometer



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.

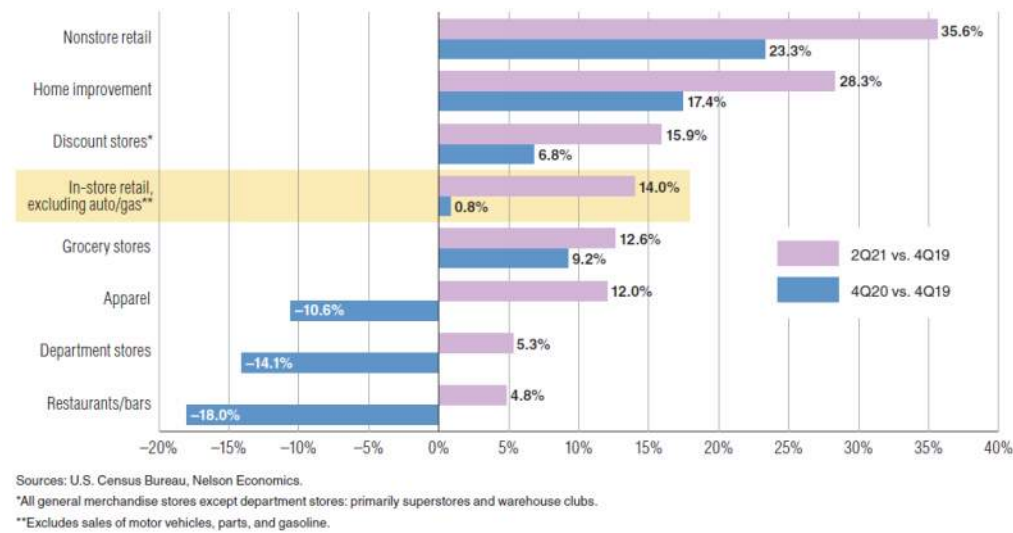
Figure 35. E-Commerce as a Percent of Total Retail Sales



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

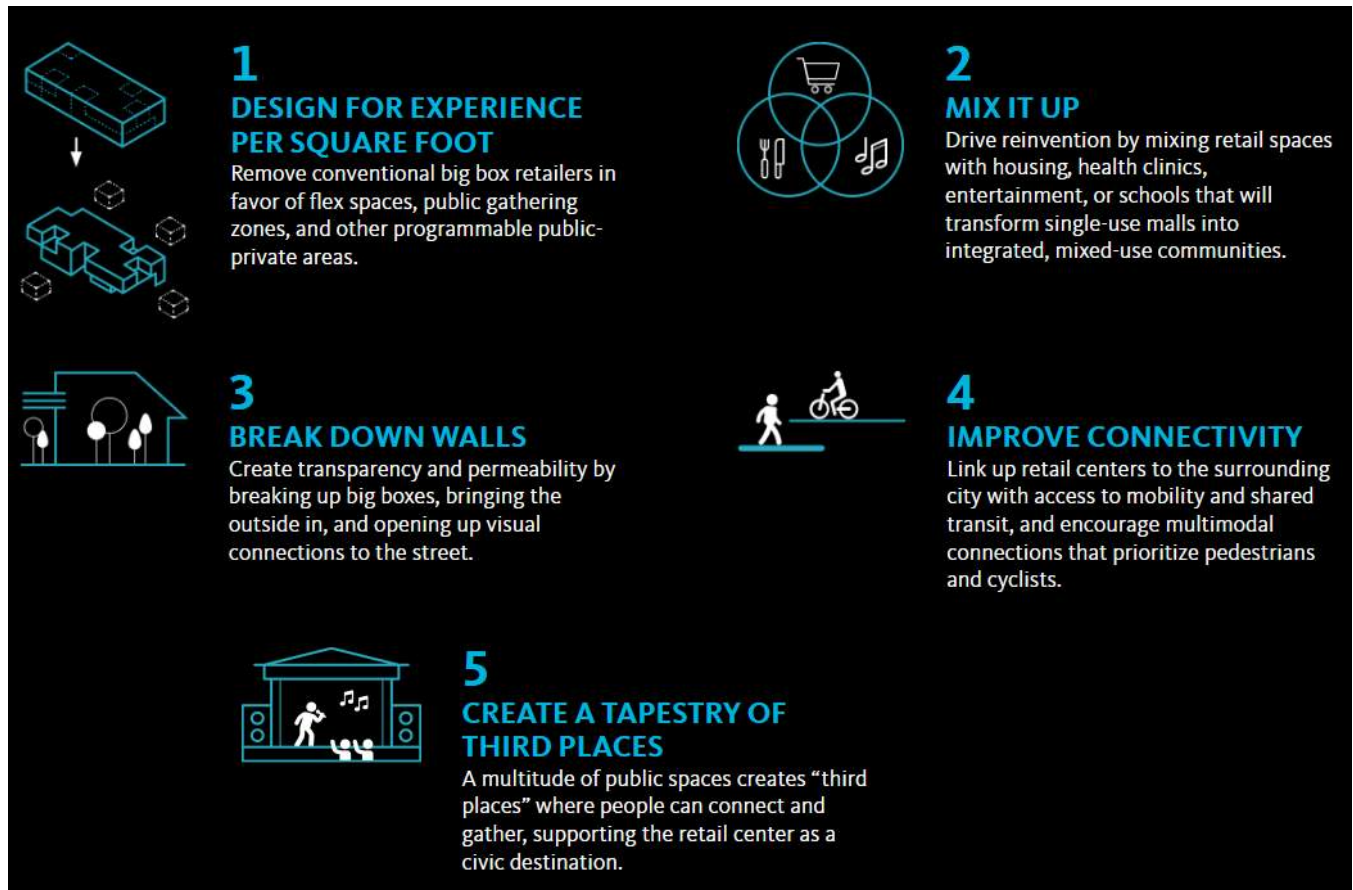


Source: US Census Bureau.

## 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.



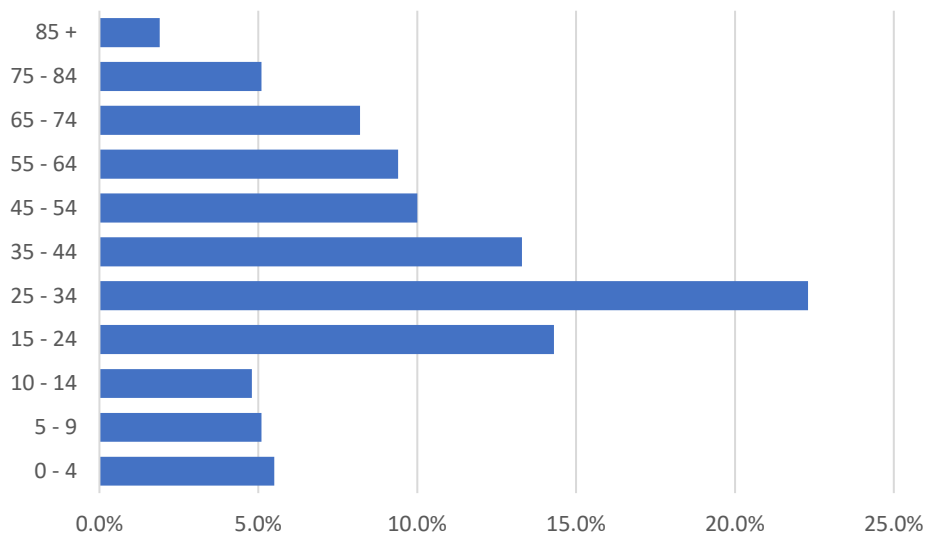
# Capital Mall Triangle Subarea

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.

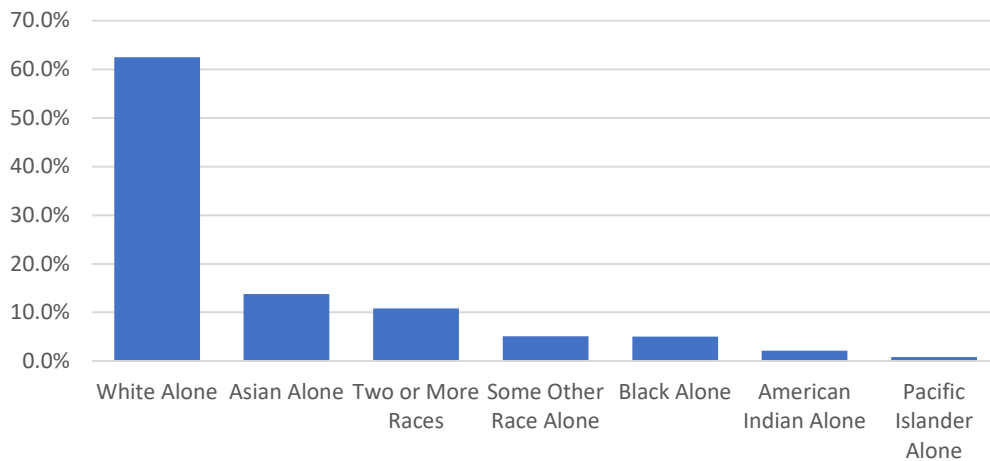
Figure 38. Age Distribution in the Olympia Capital Mall Triangle Subarea



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.

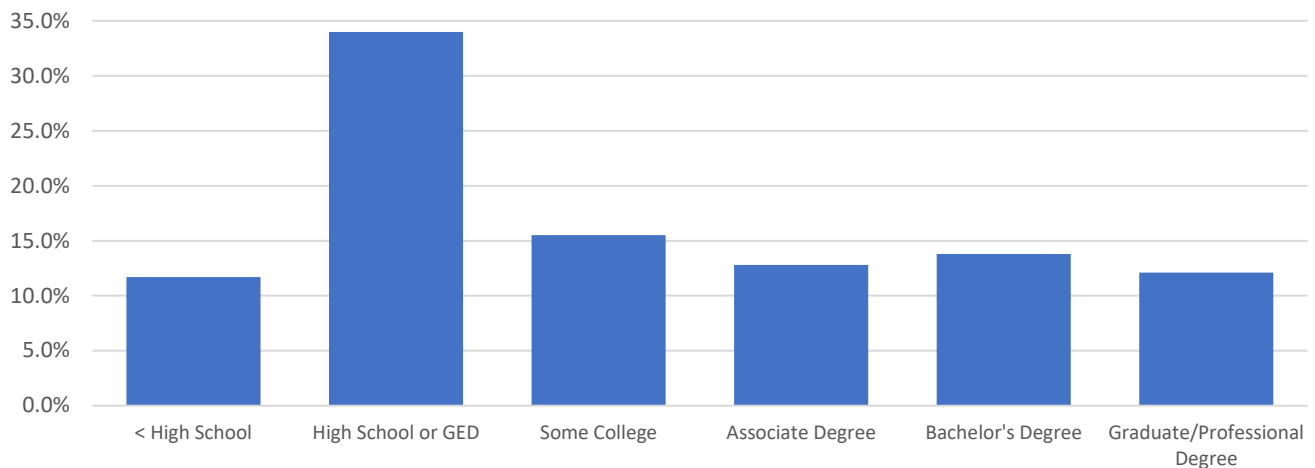
**Figure 39. Racial Distribution in the Capital Mall Triangle Subarea**



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.

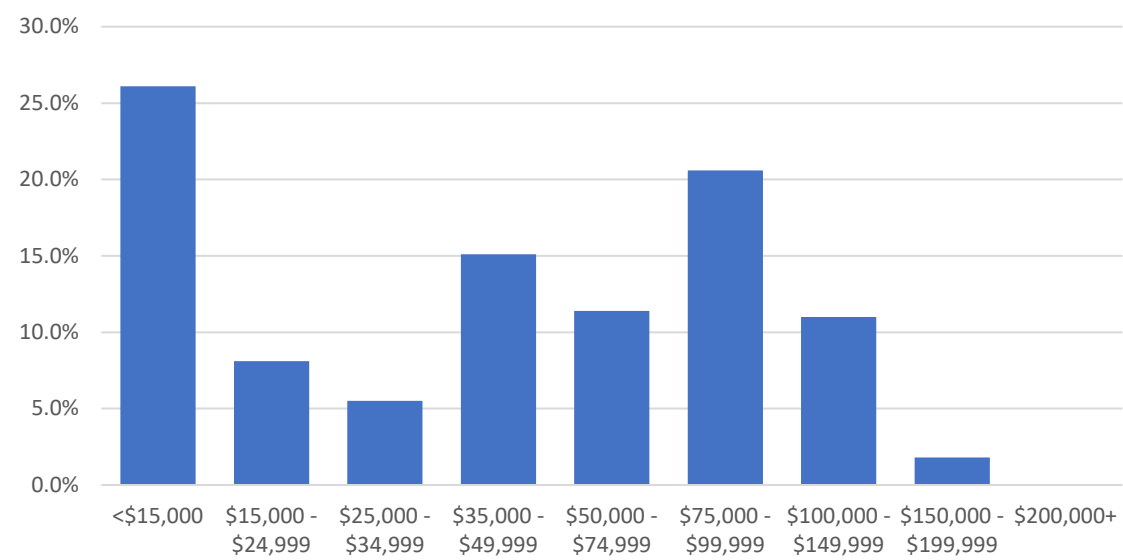
**Figure 40. Educational Attainment in the Capital Mall Triangle Subarea**



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.

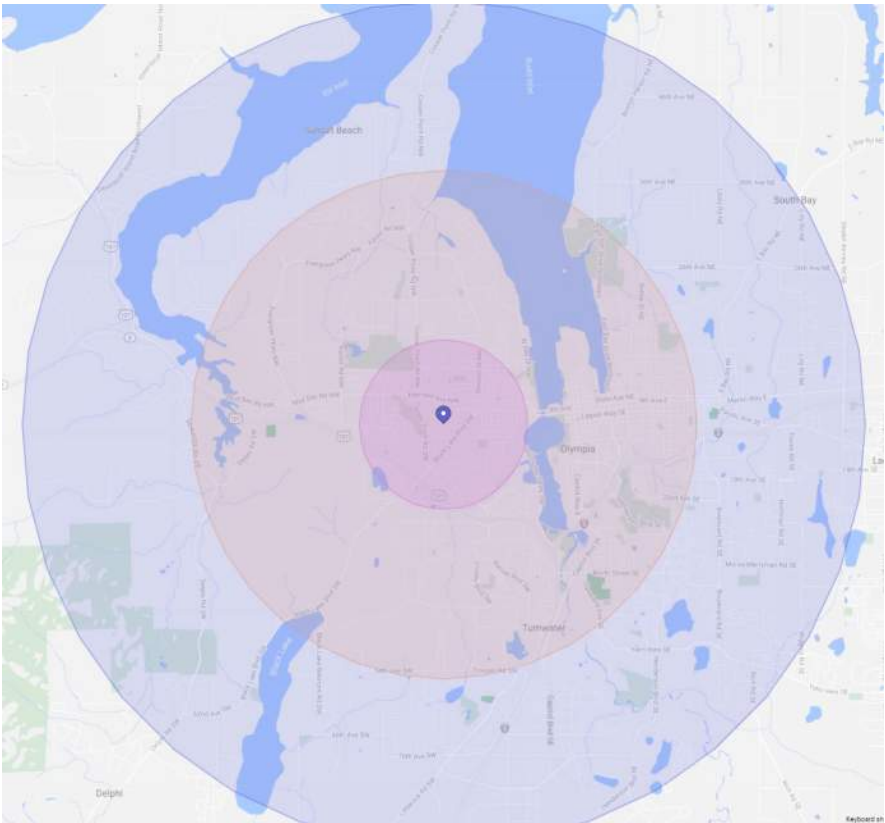
Figure 41. Distribution of Household Income in the Olympia Capital Mall Triangle Subarea



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
<b>2010</b>	10,633	45,197	89,455
<b>2020</b>	13,106	53,381	103,184
<b>2022</b>	13,266	54,297	105,513
<b>2027</b>	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**

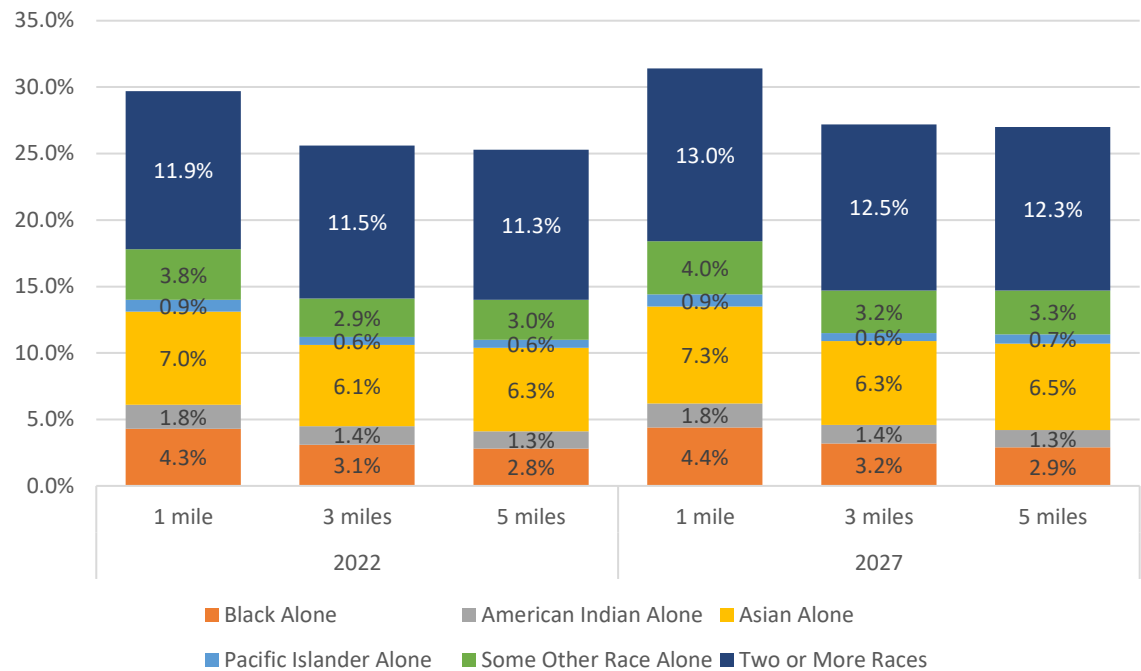
	Percent of Population, 25-34 Years Old		
	1 mile	3 miles	5 miles
<b>2010</b>	16.5%	16.1%	14.0%
<b>2022</b>	19.7%	17.8%	15.4%
<b>2027</b>	15.9%	16.4%	14.6%

*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.

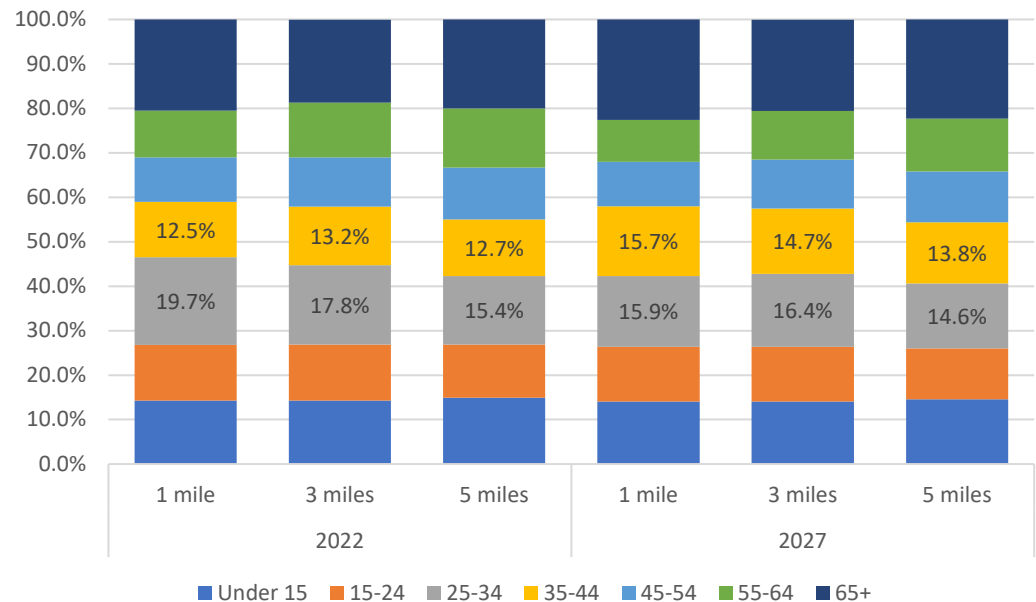
The population within one mile of the mall is less white than surrounding areas, with more Black, Asian, and Hispanic residents. That trend is expected to continue through 2027.

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

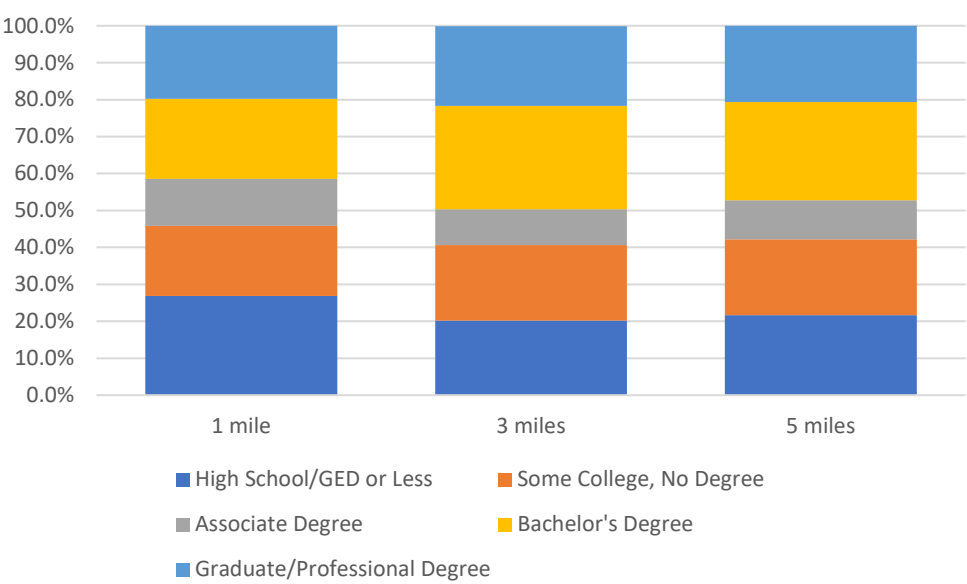


Source: Esri, US Census Bureau.



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.

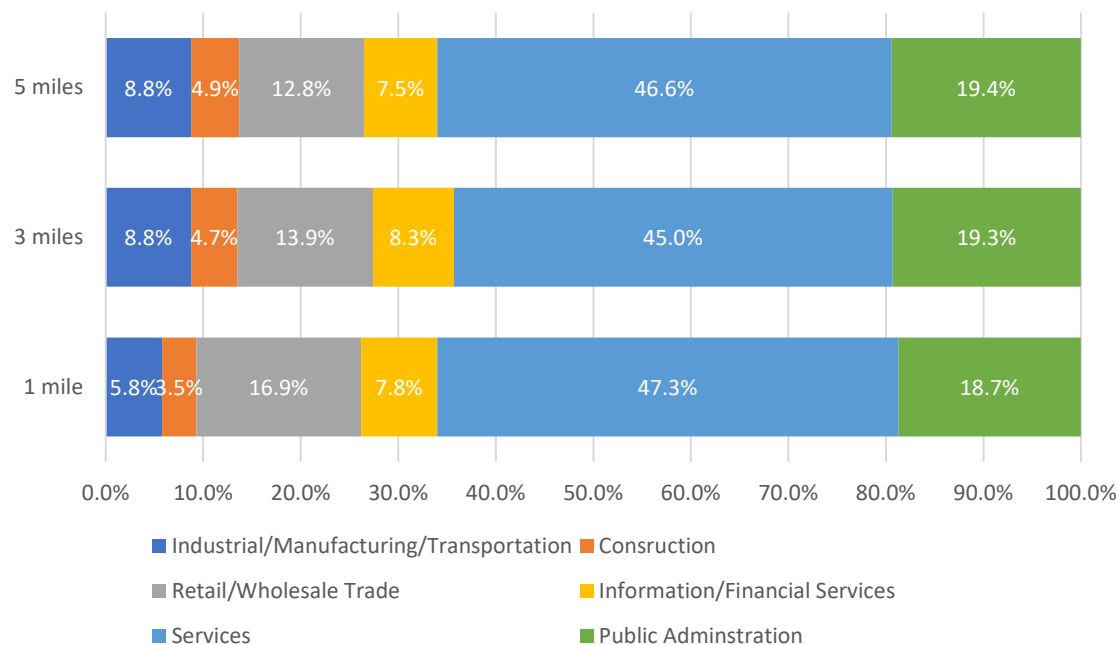
**Figure 47. Educational Attainment within 1, 3, and 5 Miles of the Capital Mall, 2022**



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

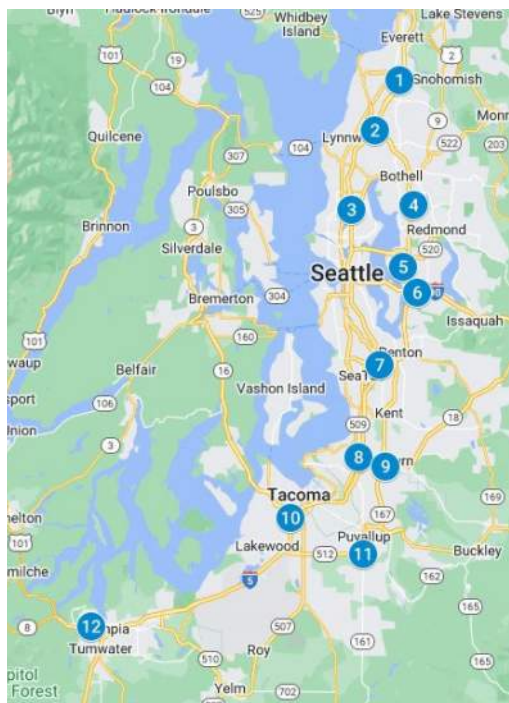


Source: Esri, US Census Bureau.

### 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.

- |   |   |
|---|---|
| <b>1</b> Everett Mall <ul style="list-style-type: none"><li>• 491,493 sq ft</li><li>• Canyon Partners LLC</li></ul>                     | <b>7</b> Westfield Southcenter <ul style="list-style-type: none"><li>• 698,135 sq ft</li><li>• Unibail-Rodamco-Westfield</li></ul>      |
| <b>2</b> Alderwood Mall <ul style="list-style-type: none"><li>• 592,943 sq ft</li><li>• Brookfield Property REIT</li></ul>              | <b>8</b> The Commons at Federal Way <ul style="list-style-type: none"><li>• 291,557 sq ft</li><li>• Merlone Geier Partners</li></ul>    |
| <b>3</b> Northgate Station <ul style="list-style-type: none"><li>• 409,270 sq ft</li><li>• Simon</li></ul>                              | <b>9</b> The Outlet Collection Seattle <ul style="list-style-type: none"><li>• 923,331 sq ft</li><li>• Washington Prime Group</li></ul> |
| <b>4</b> The Village at Totem Lake <ul style="list-style-type: none"><li>• 400,000 sq ft</li><li>• CenterCal Properties LLC</li></ul>   | <b>10</b> Tacoma Mall <ul style="list-style-type: none"><li>• 480,268 sq ft</li><li>• Simon</li></ul>                                   |
| <b>5</b> Bellevue Square <ul style="list-style-type: none"><li>• 1,300,000 sq ft</li><li>• Kemper Development Company</li></ul>         | <b>11</b> South Hill Mall <ul style="list-style-type: none"><li>• 613,084 sq ft</li><li>• Carfaro</li></ul>                             |
| <b>6</b> The Marketplace at Factoria <ul style="list-style-type: none"><li>• 370,546 sq ft</li><li>• Kimco Realty Corporation</li></ul> | <b>12</b> Capital Mall <ul style="list-style-type: none"><li>• 779,268 sq ft</li><li>• Pacific Retail Capital Partners</li></ul>        |

Note: There are no malls south of Olympia to Chehalis, west of Olympia to the coast, or east of Olympia to Eatonville.

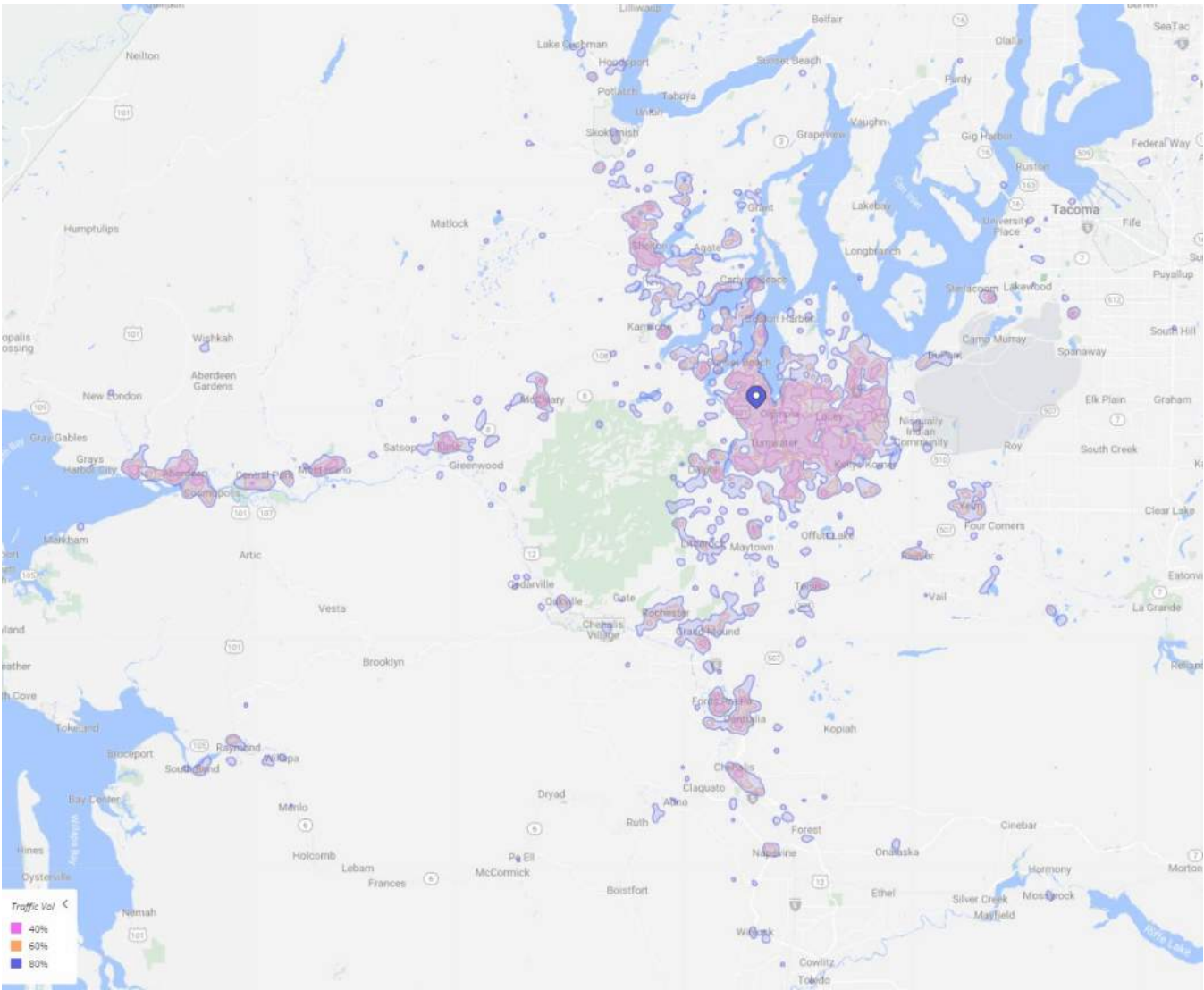
Source: CoStar, Leland Consulting Group.



Source: LCG, CoStar.

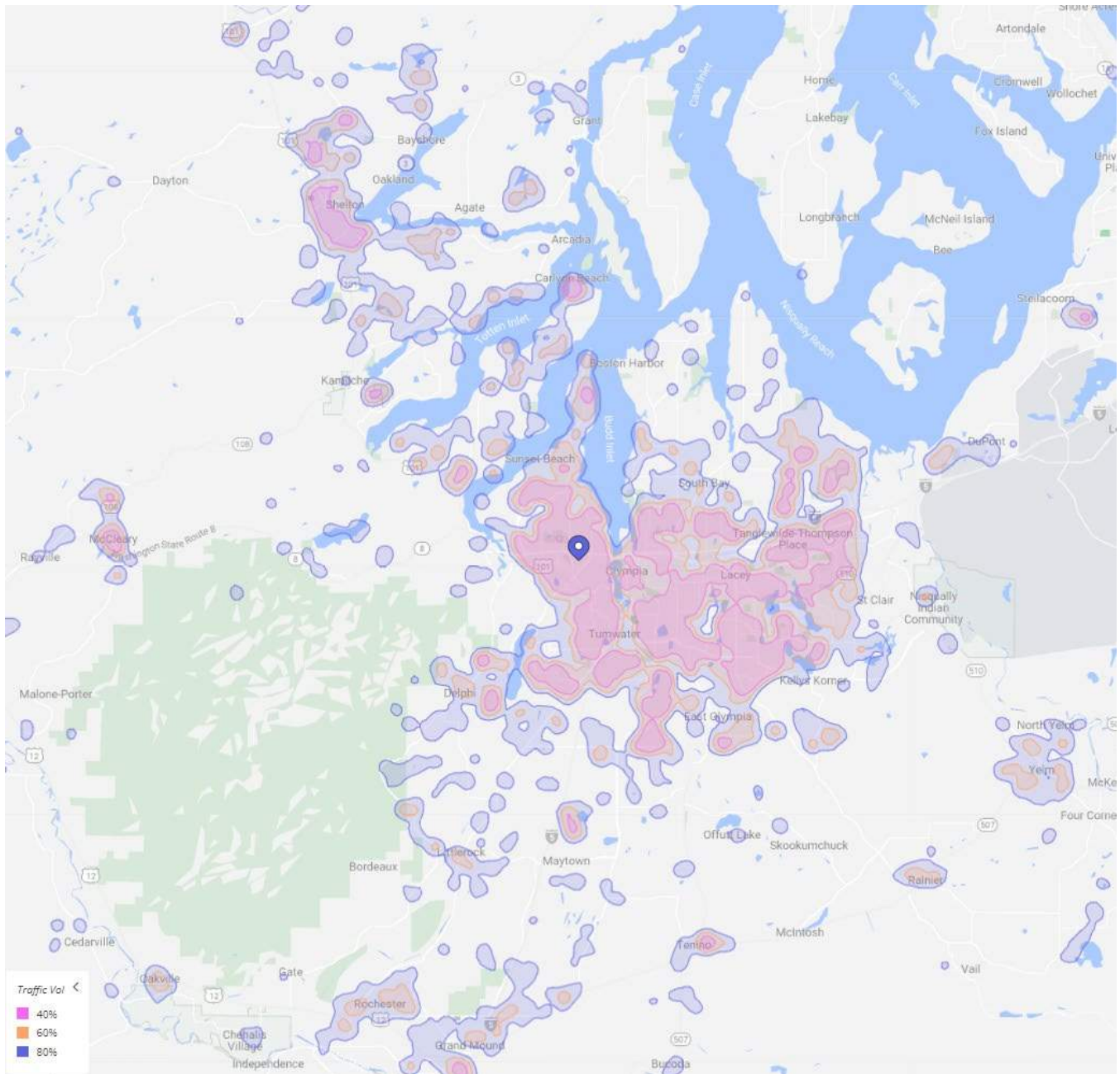
The Capital Mall’s trade area, defined by the home location of 40%, 60%, or 80% of traffic to the mall over the last twelve months, reaches as far west as the coast, as far south as Chehalis, as far north as Shelton, and east to DuPont.

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**



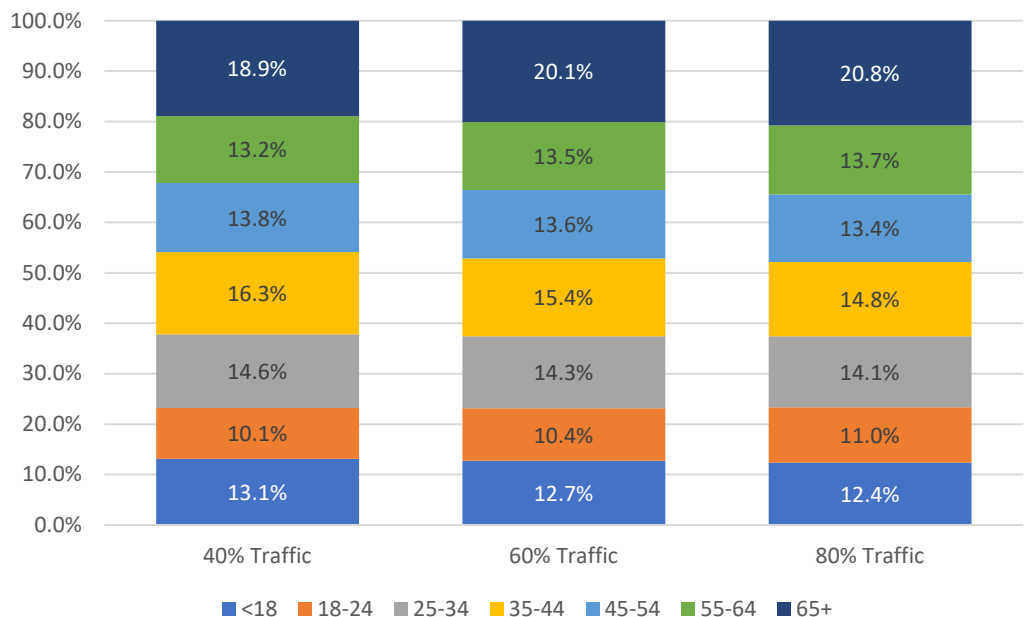
Source: Placer AI.

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.



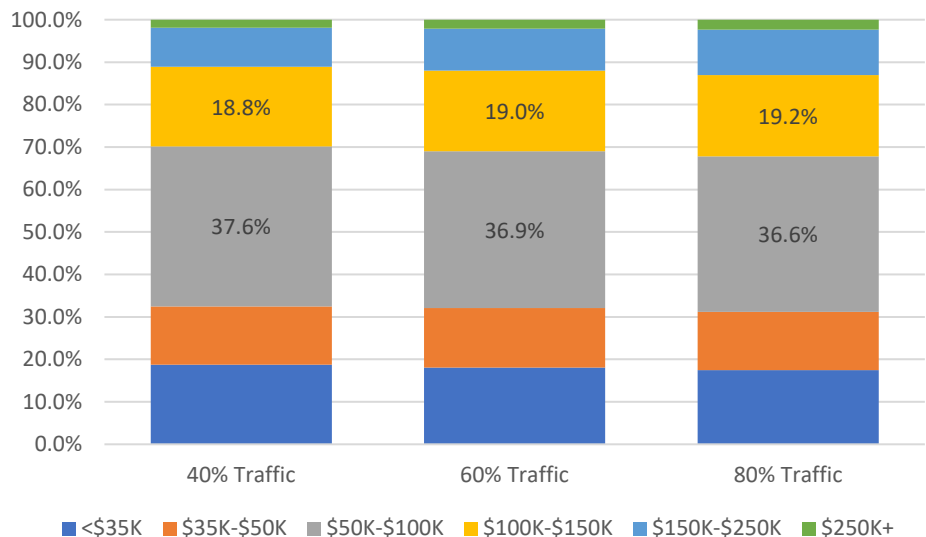
Figure 52. Capital Mall Visits by Age, Last 12 Months



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.

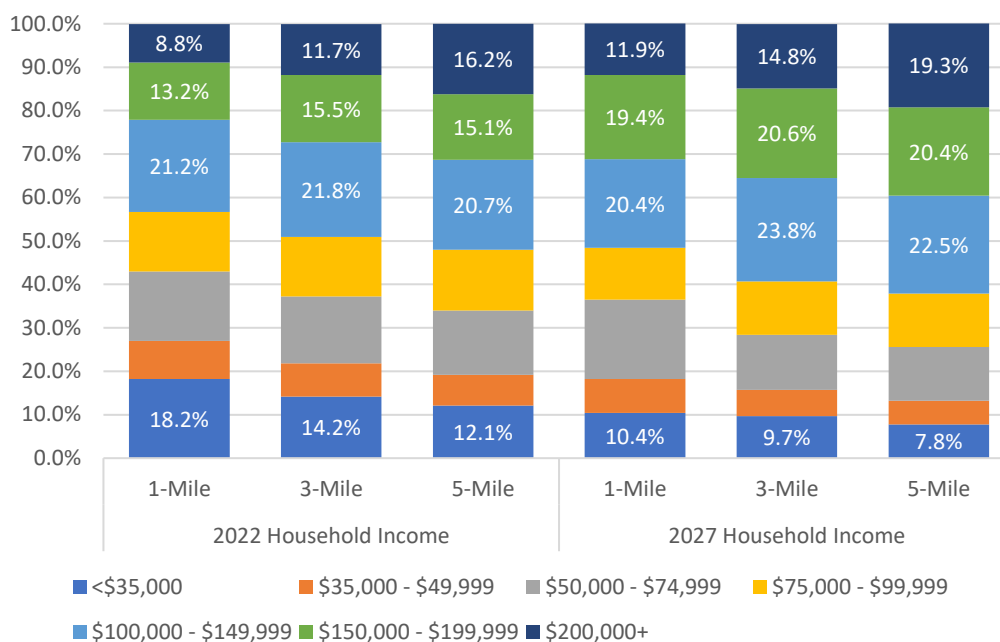
## Comparable Malls

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.

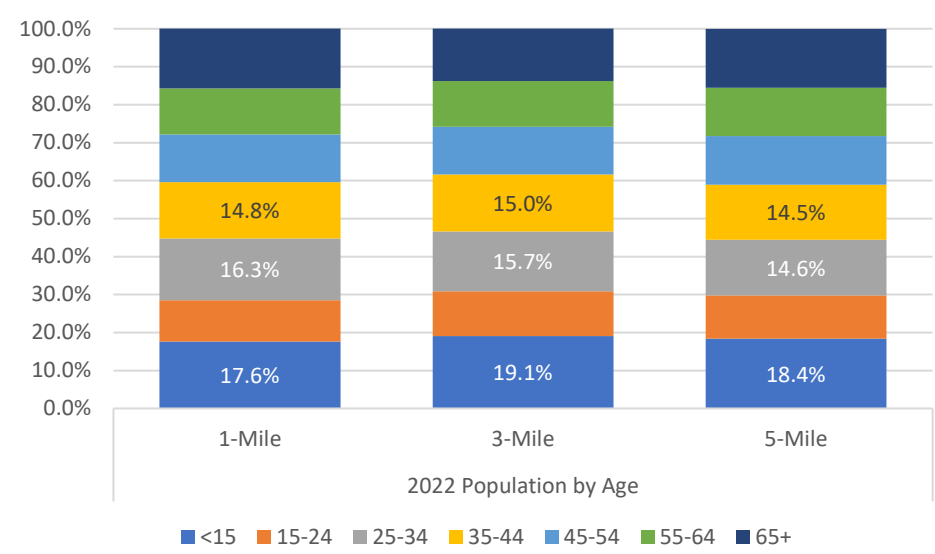
**Figure 56. Median Income within 1, 3, and 5 Miles of the Alderwood Mall, 2022 and 2027**



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%.

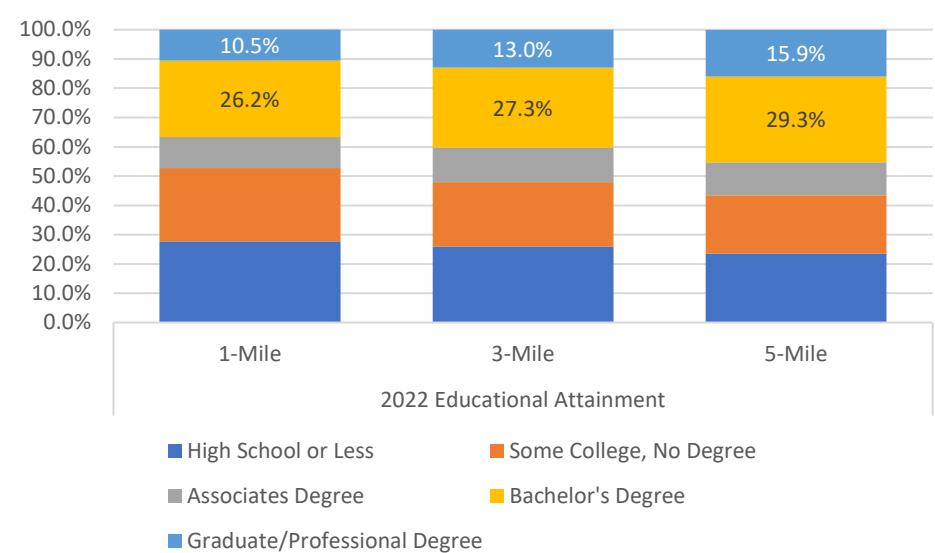
**Figure 57. Population by Age within 1, 3, and 5 Miles of the Alderwood Mall**



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.

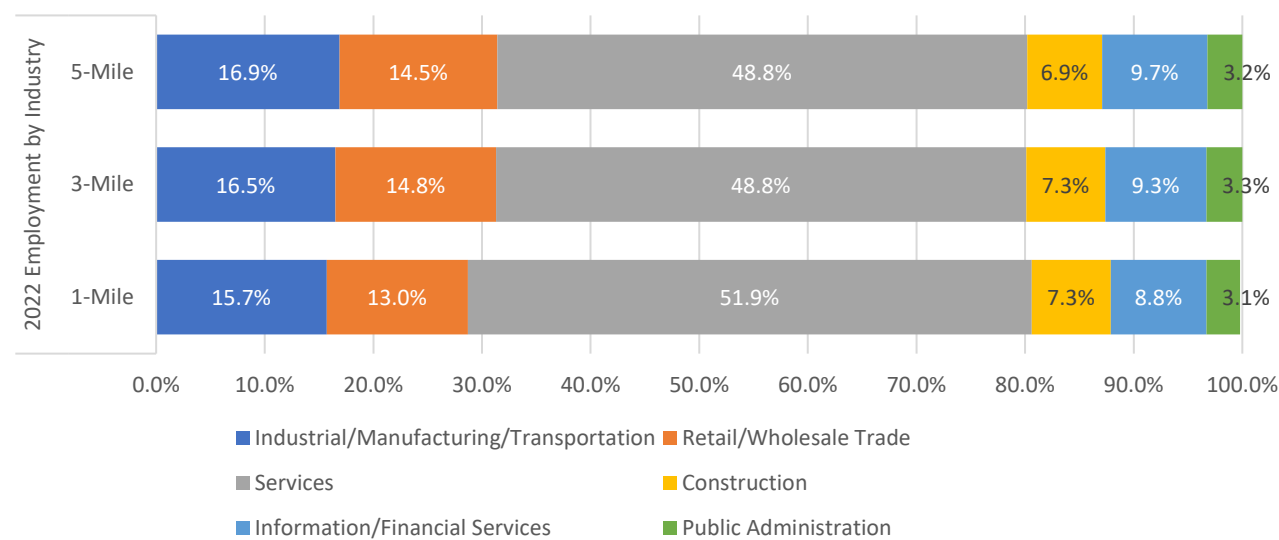
**Figure 58. Educational Attainment within 1, 3, and 5 Miles of the Alderwood Mall**



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**

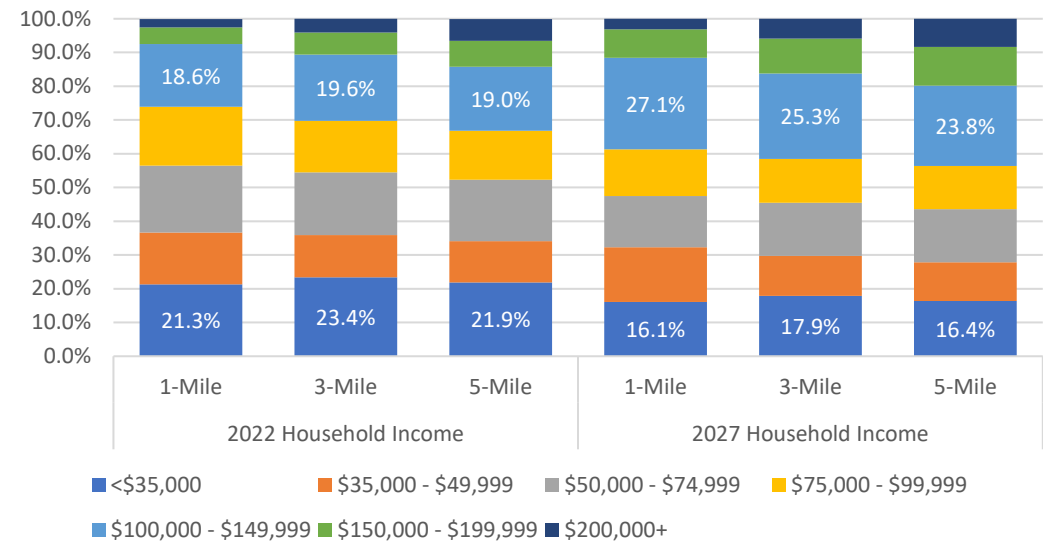


Source: Esri, US Census, LCG.

### 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**

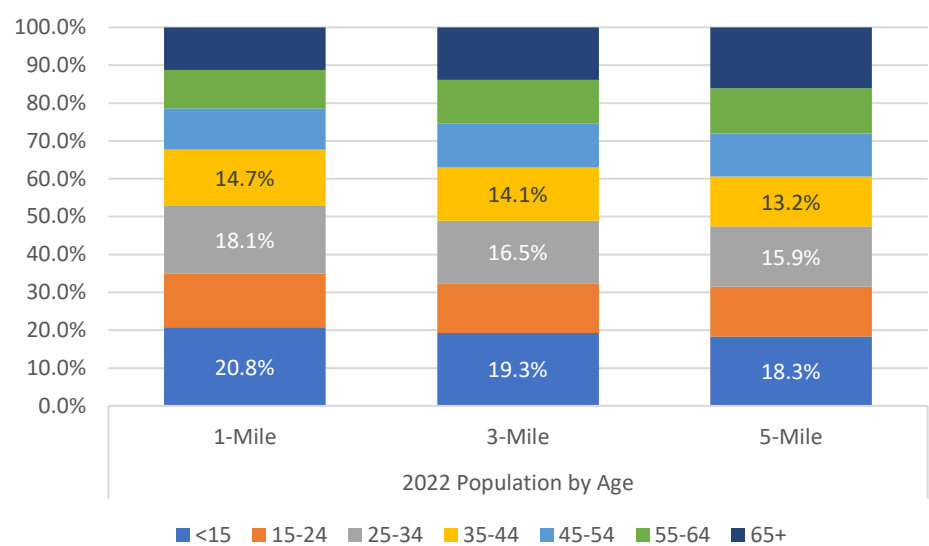


Source: Esri, US Census, LCG.



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.

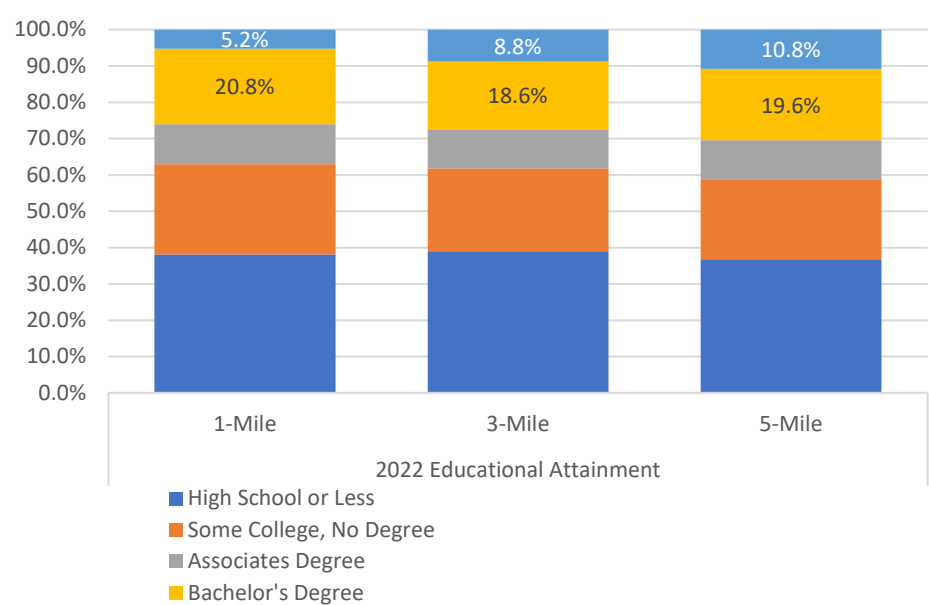
**Figure 61. Population by Age within 1, 3, and 5 Miles of the Tacoma Mall**



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.

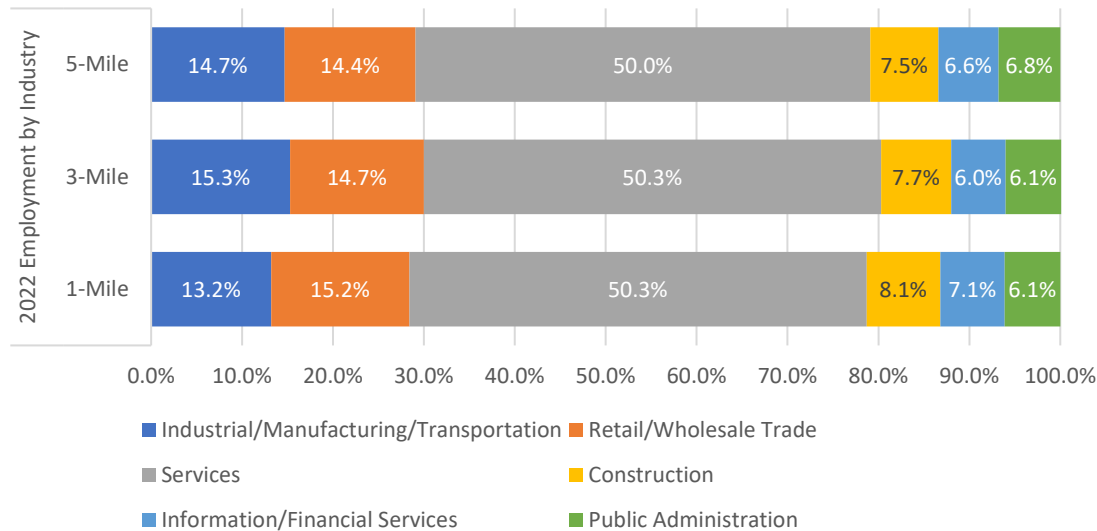
**Figure 62. Population over 25 by Educational Attainment within 1, 3, and 5 Miles of the Tacoma Mall**



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

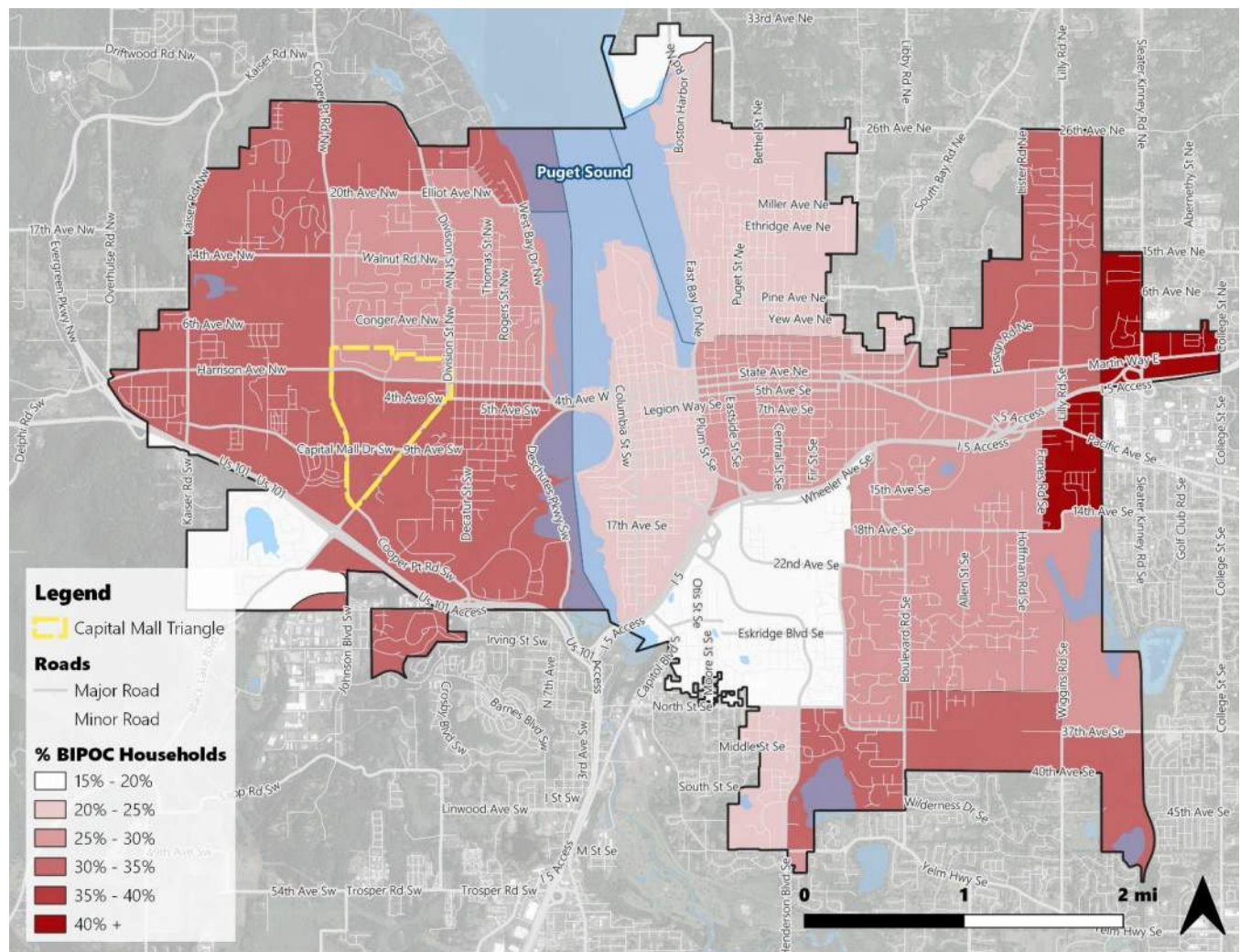
**Summary.** Between 2010 and 2020, the median household income in the census tract that includes the Capital Mall Triangle grew by 47.7%, putting it in the highest quantile category for income growth in Thurston County. Over that same period, home values in the Capital Mall Triangle subarea have decreased 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.

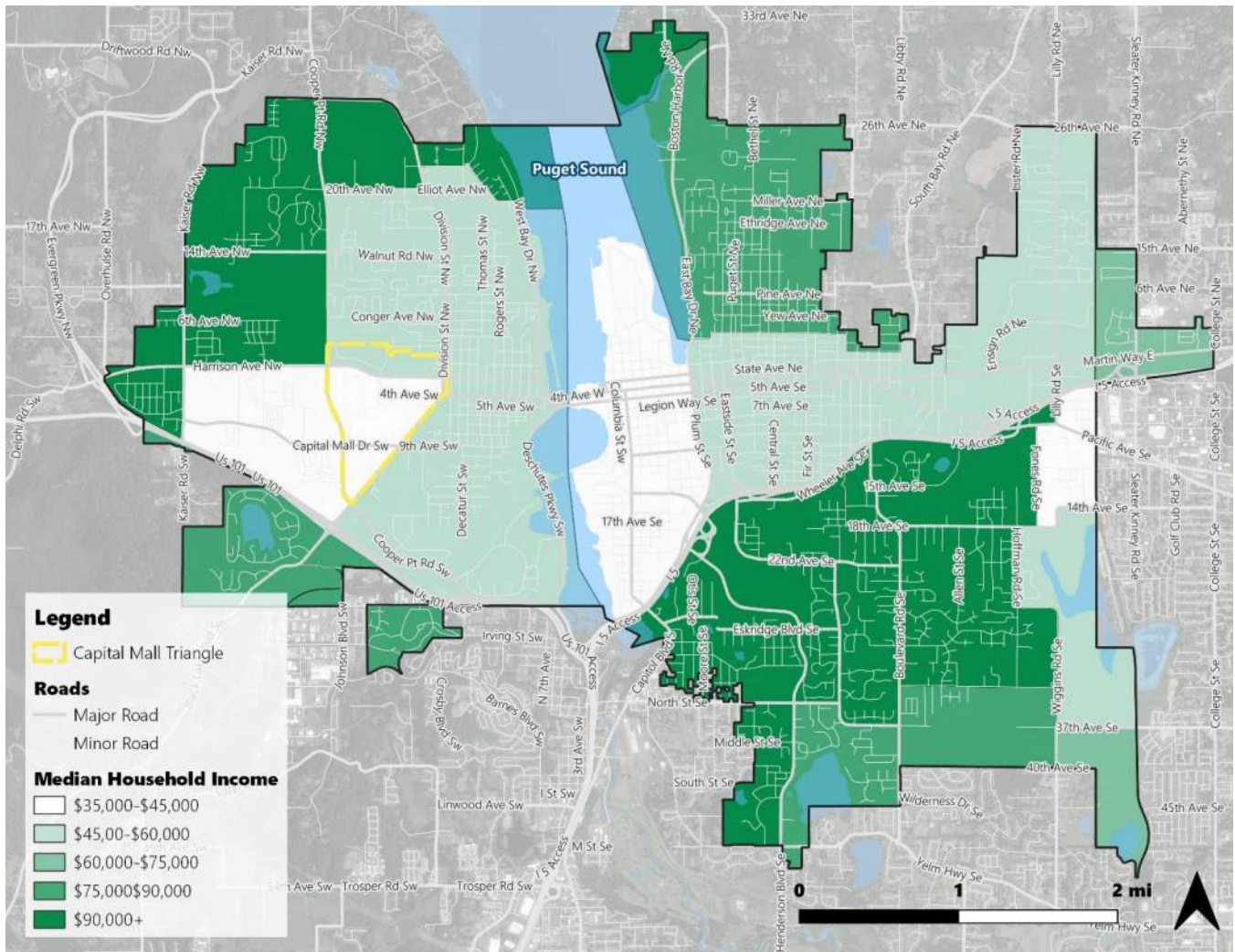
**Figure 64. Percent of BIPOC Households by Census Tract in Olympia**



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.

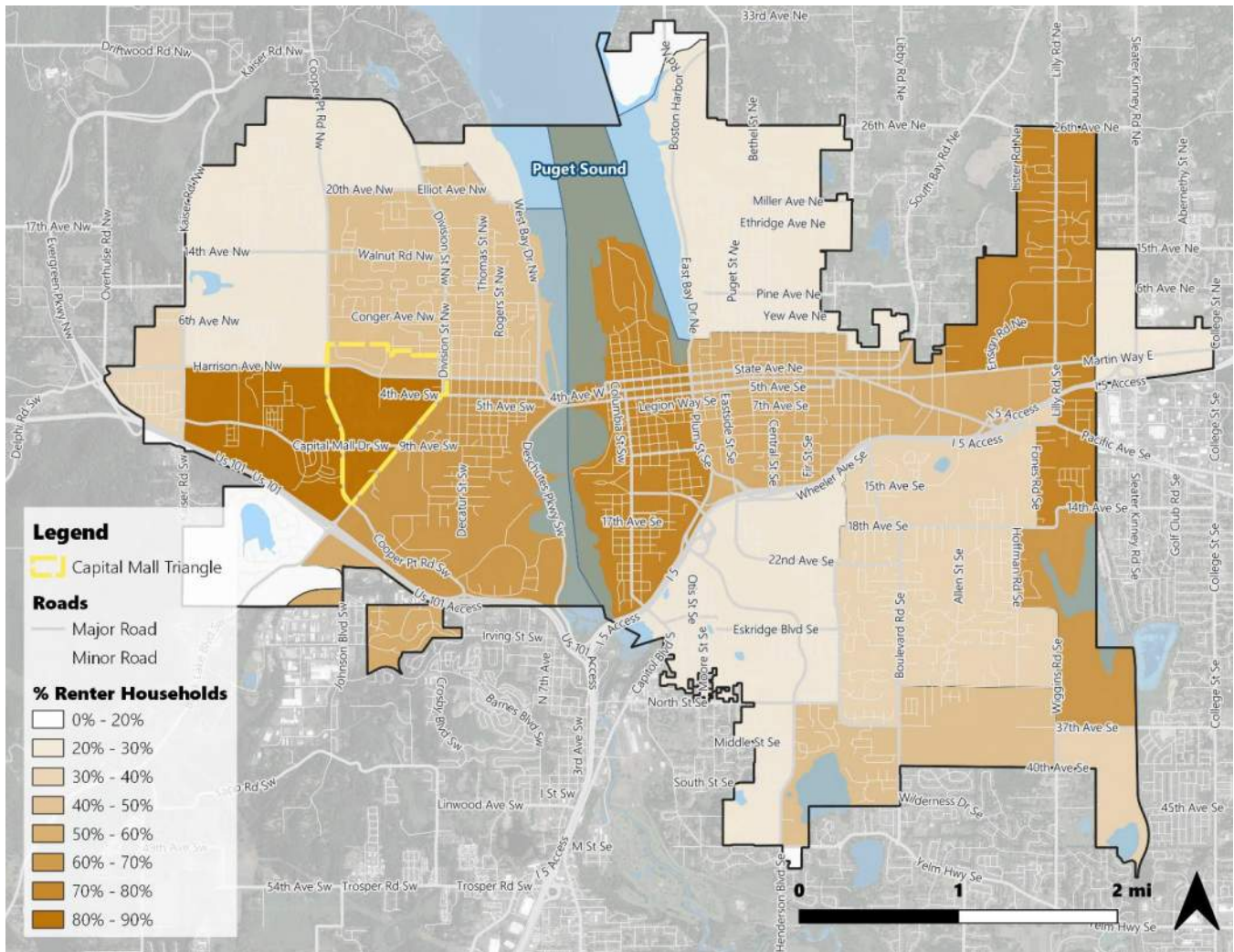
Figure 65. Median Household Income by Census Tract in Olympia



Source: US Census Bureau, LCG.



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.



**Legend**

**Roads**

- Major Road
- Minor Road

**% Limited English Proficiency**

- 0% - 2%
- 2% - 4%
- 4% - 6%
- 6% - 8%
- 8% - 10%
- 10% - 12%

**Map Labels:** Puget Sound, Elliott Bay, Capital Mall Triangle, 1st Ave, 2nd Ave, 3rd Ave, 4th Ave, 5th Ave, 6th Ave, 7th Ave, 8th Ave, 9th Ave, 10th Ave, 11th Ave, 12th Ave, 13th Ave, 14th Ave, 15th Ave, 16th Ave, 17th Ave, 18th Ave, 19th Ave, 20th Ave, 21st Ave, 22nd Ave, 23rd Ave, 24th Ave, 25th Ave, 26th Ave, 27th Ave, 28th Ave, 29th Ave, 30th Ave, 31st Ave, 32nd Ave, 33rd Ave, 34th Ave, 35th Ave, 36th Ave, 37th Ave, 38th Ave, 39th Ave, 40th Ave, 41st Ave, 42nd Ave, 43rd Ave, 44th Ave, 45th Ave, 46th Ave, 47th Ave, 48th Ave, 49th Ave, 50th Ave, 51st Ave, 52nd Ave, 53rd Ave, 54th Ave, 55th Ave, 56th Ave, 57th Ave, 58th Ave, 59th Ave, 60th Ave, 61st Ave, 62nd Ave, 63rd Ave, 64th Ave, 65th Ave, 66th Ave, 67th Ave, 68th Ave, 69th Ave, 70th Ave, 71st Ave, 72nd Ave, 73rd Ave, 74th Ave, 75th Ave, 76th Ave, 77th Ave, 78th Ave, 79th Ave, 80th Ave, 81st Ave, 82nd Ave, 83rd Ave, 84th Ave, 85th Ave, 86th Ave, 87th Ave, 88th Ave, 89th Ave, 90th Ave, 91st Ave, 92nd Ave, 93rd Ave, 94th Ave, 95th Ave, 96th Ave, 97th Ave, 98th Ave, 99th Ave, 100th Ave.

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.

## Capital Mall Triangle Subarea Plan - Appendix B Market Analysis

## 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

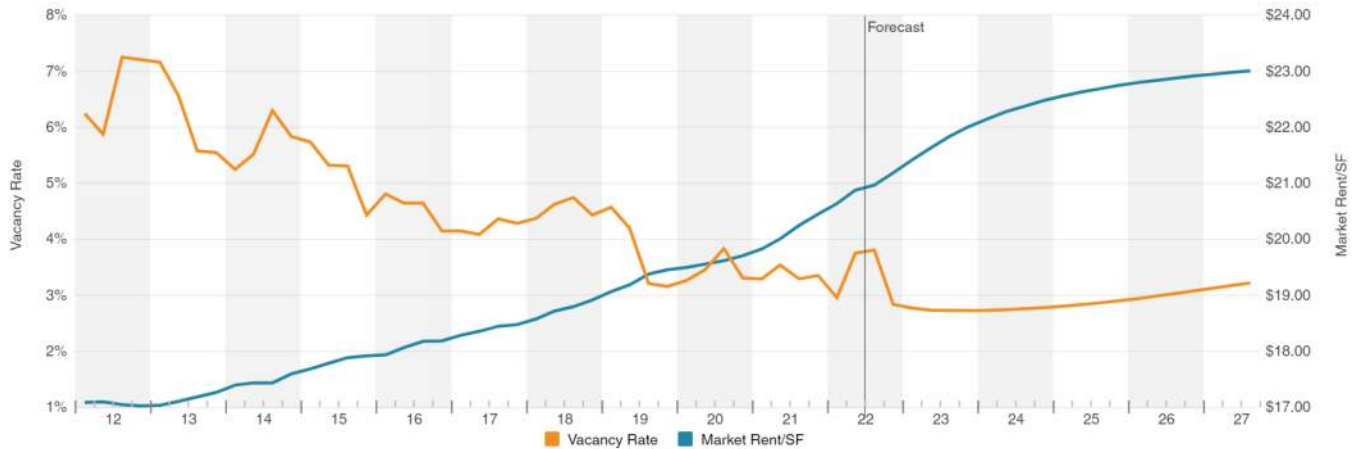
## Market Analysis and Development Forecast

### 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.

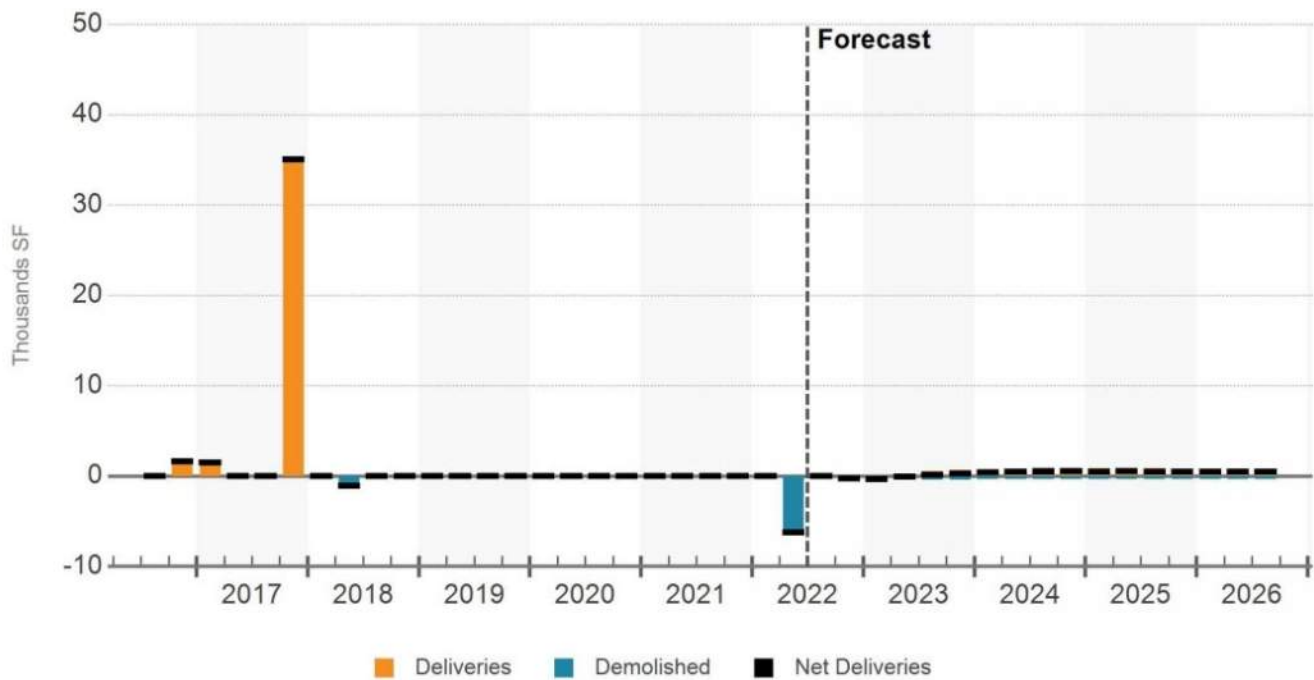
**Figure 68. Vacancy Rate and Market Rent per Square Foot in the Olympia Westside Retail Submarket**



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.

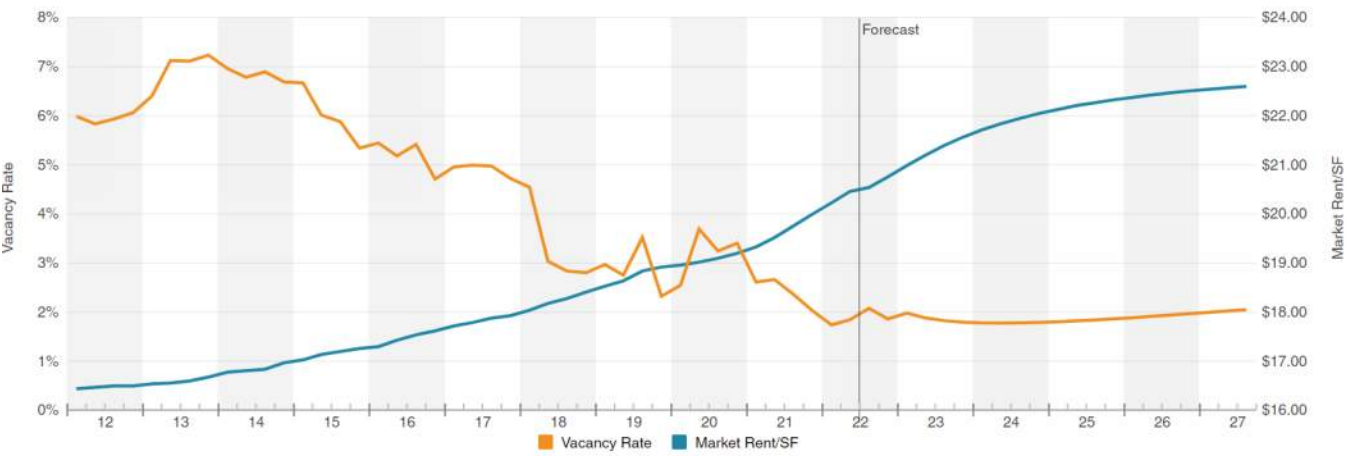
**Figure 69. Deliveries and Demolitions in the Olympia Westside Retail Submarket, 2016-2027**



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.

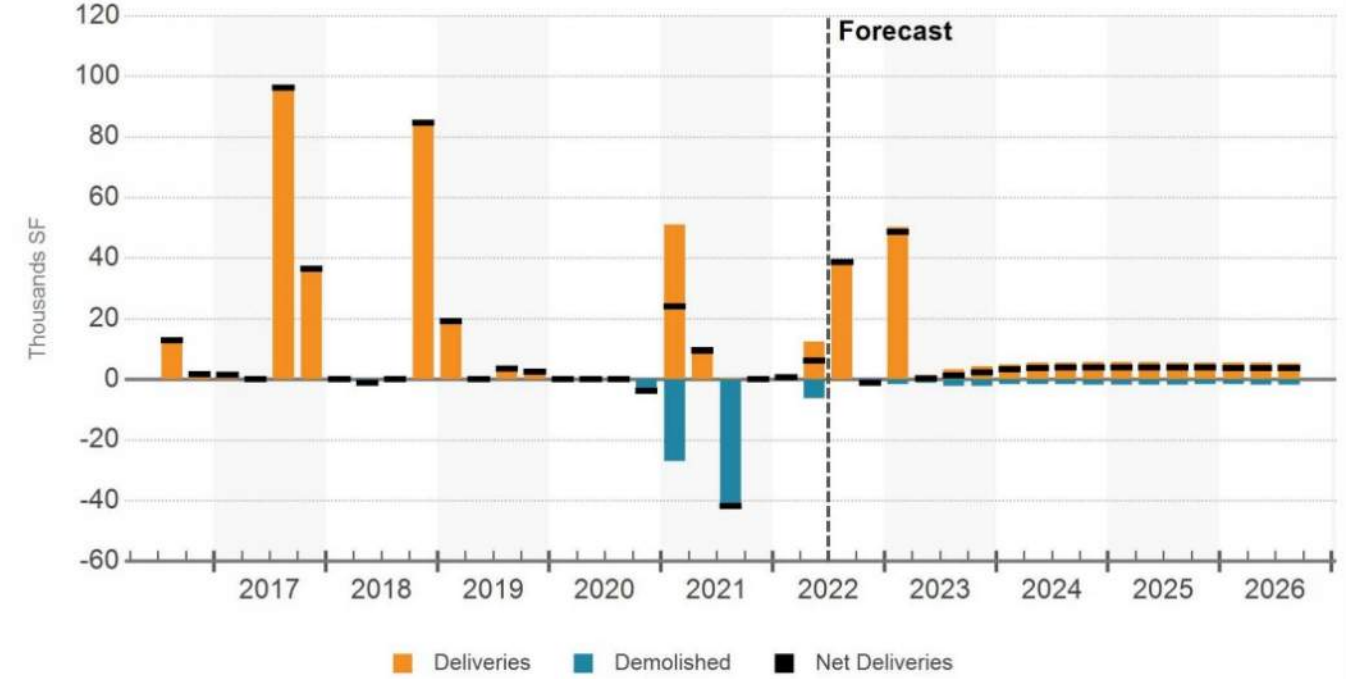
Figure 70. Vacancy Rate and Market Rent per Square Foot in the Olympia Market



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**

	<b>Demand</b>	<b>Supply</b>	<b>Unmet need</b>
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**

	<b>Demand</b>	<b>Supply</b>	<b>Unmet need</b>
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)

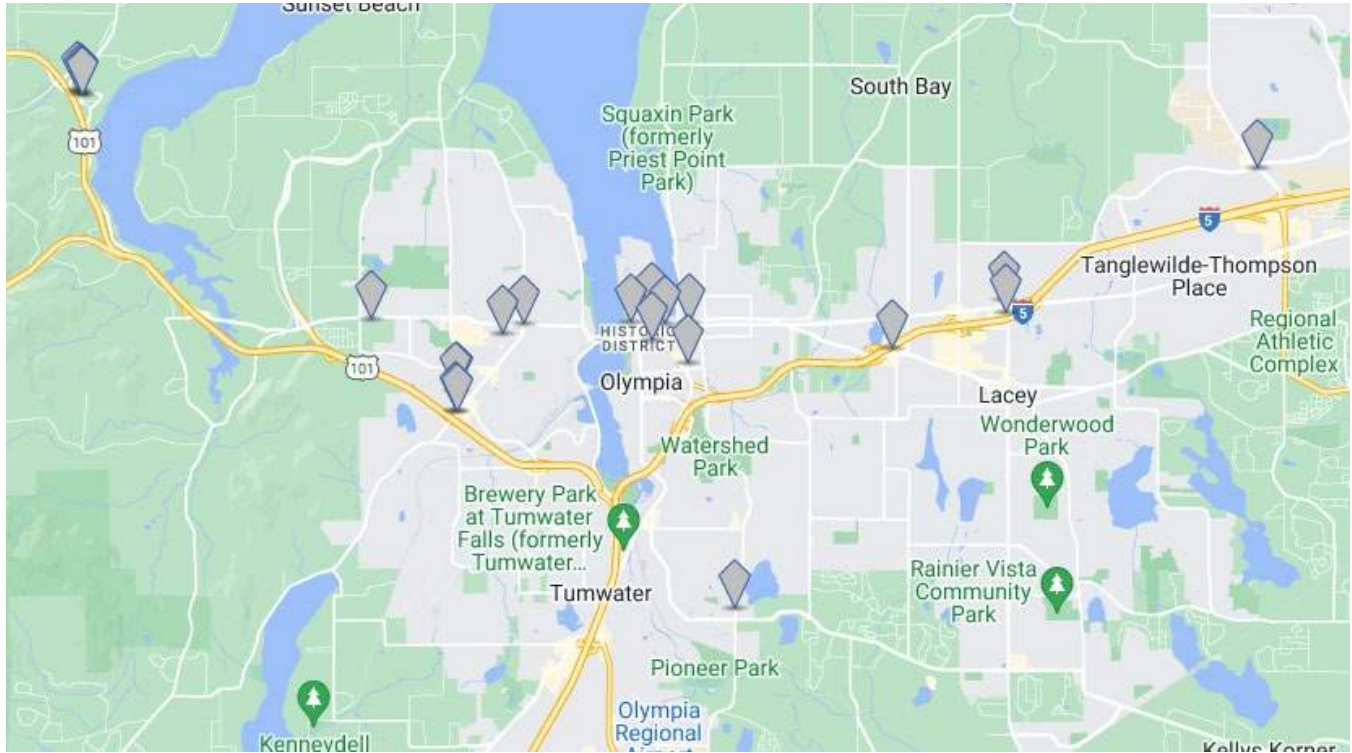
Source: Placer AI, LCG.

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

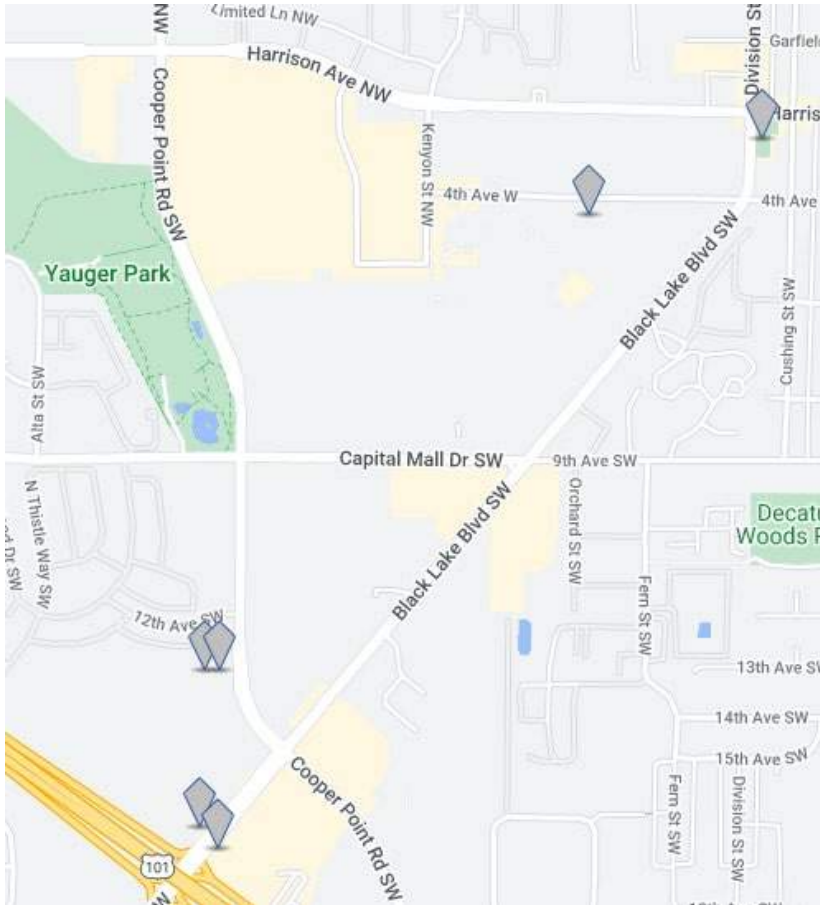
Since 2010, Olympia has added roughly 199,000 square feet of retail across 22 properties. The average market rent for these properties is \$21 per square foot. Six new buildings have been added in close proximity to the Olympia Capital Mall Triangle subarea.

**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

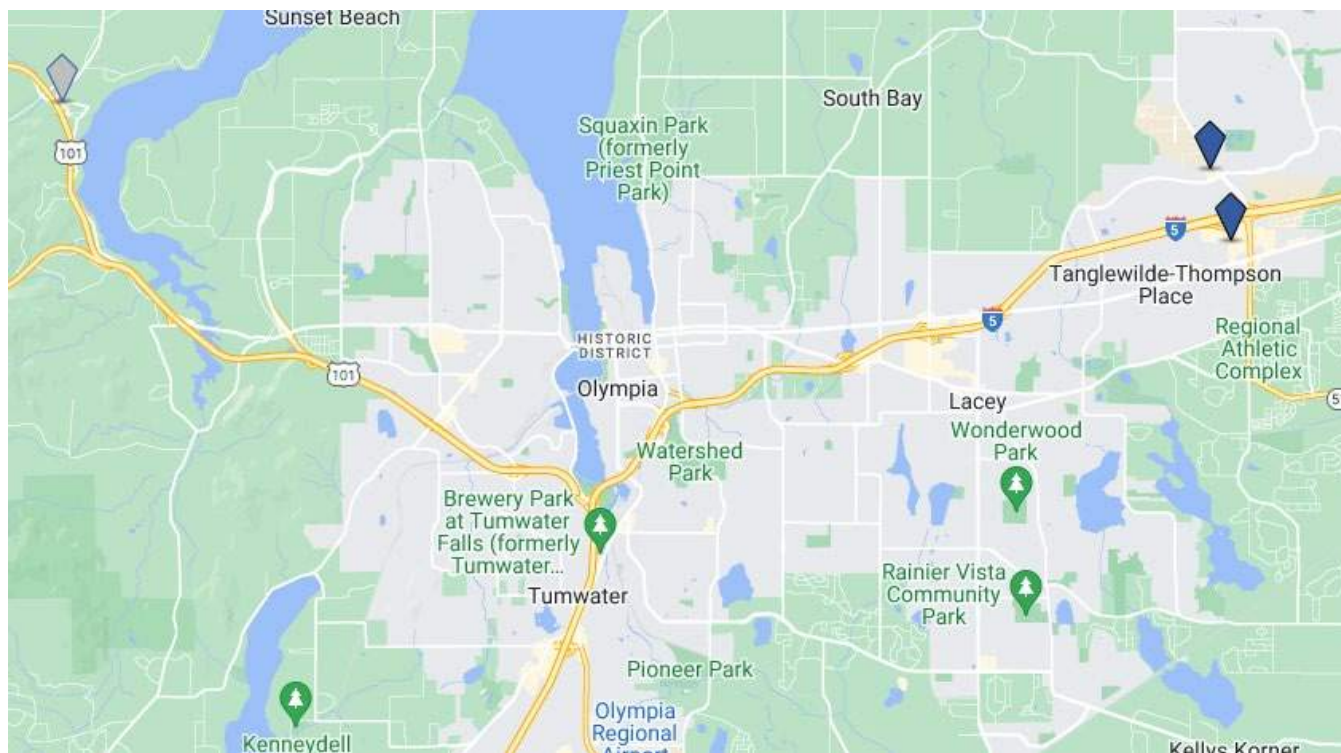


Source: CoStar.

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 4<sup>th</sup> 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.

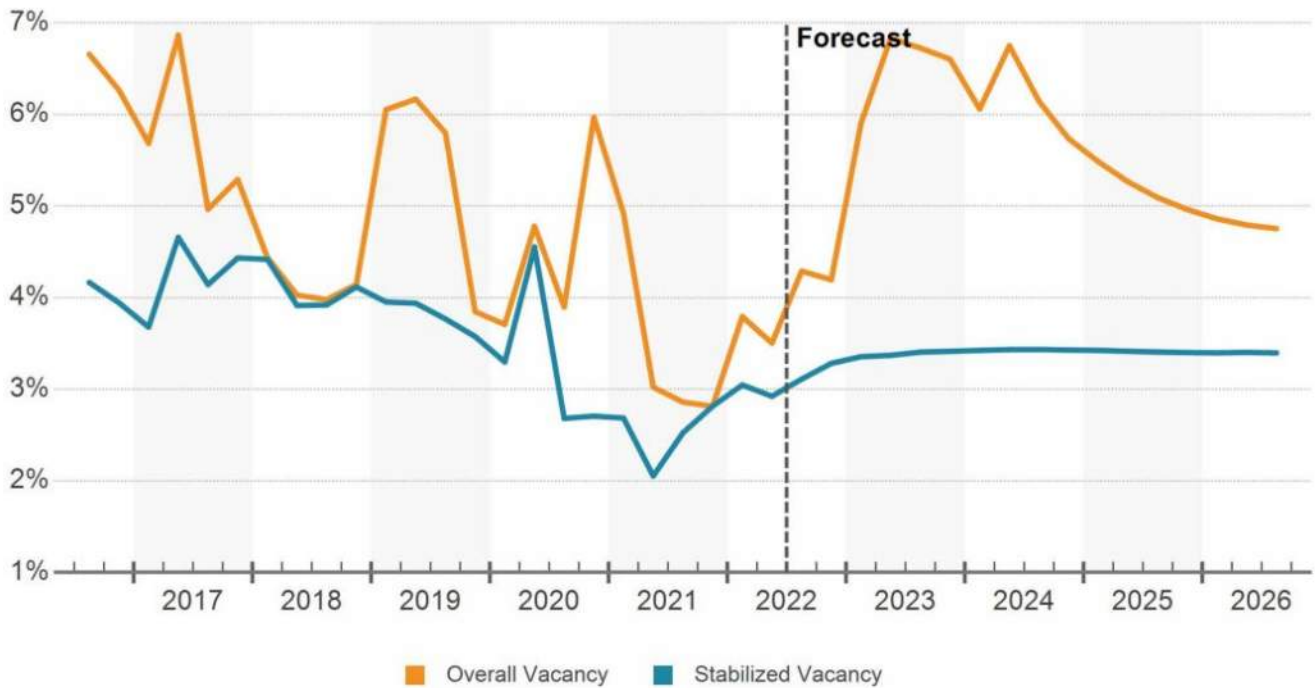
Together these properties will add 26,804 square feet of retail to Olympia.

## 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

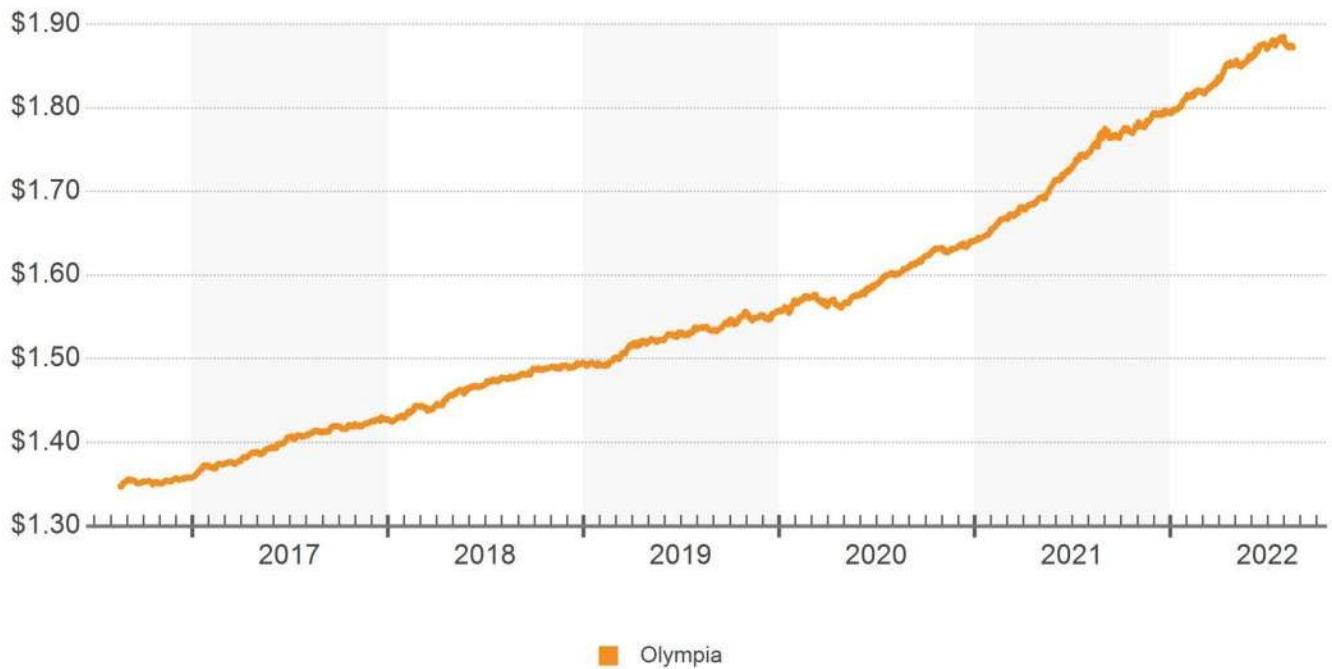


Source: CoStar

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.



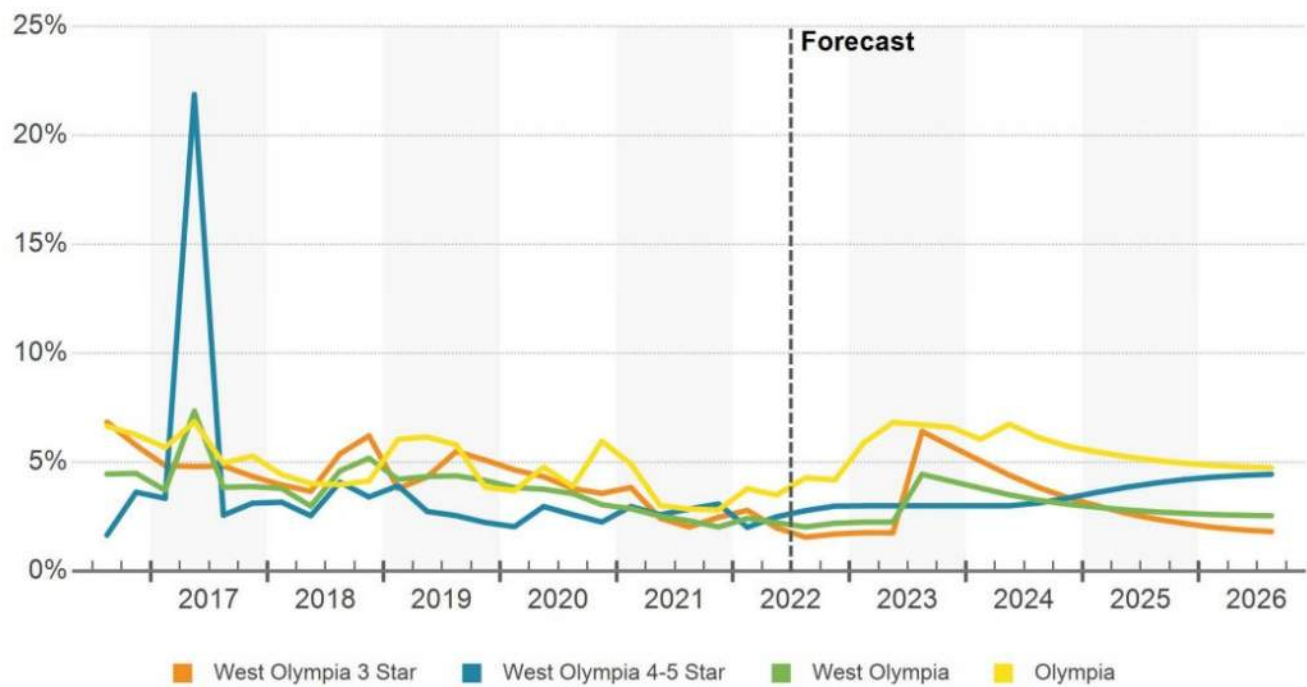
Figure 76. Asking Rent per Square Foot, Olympia Market



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

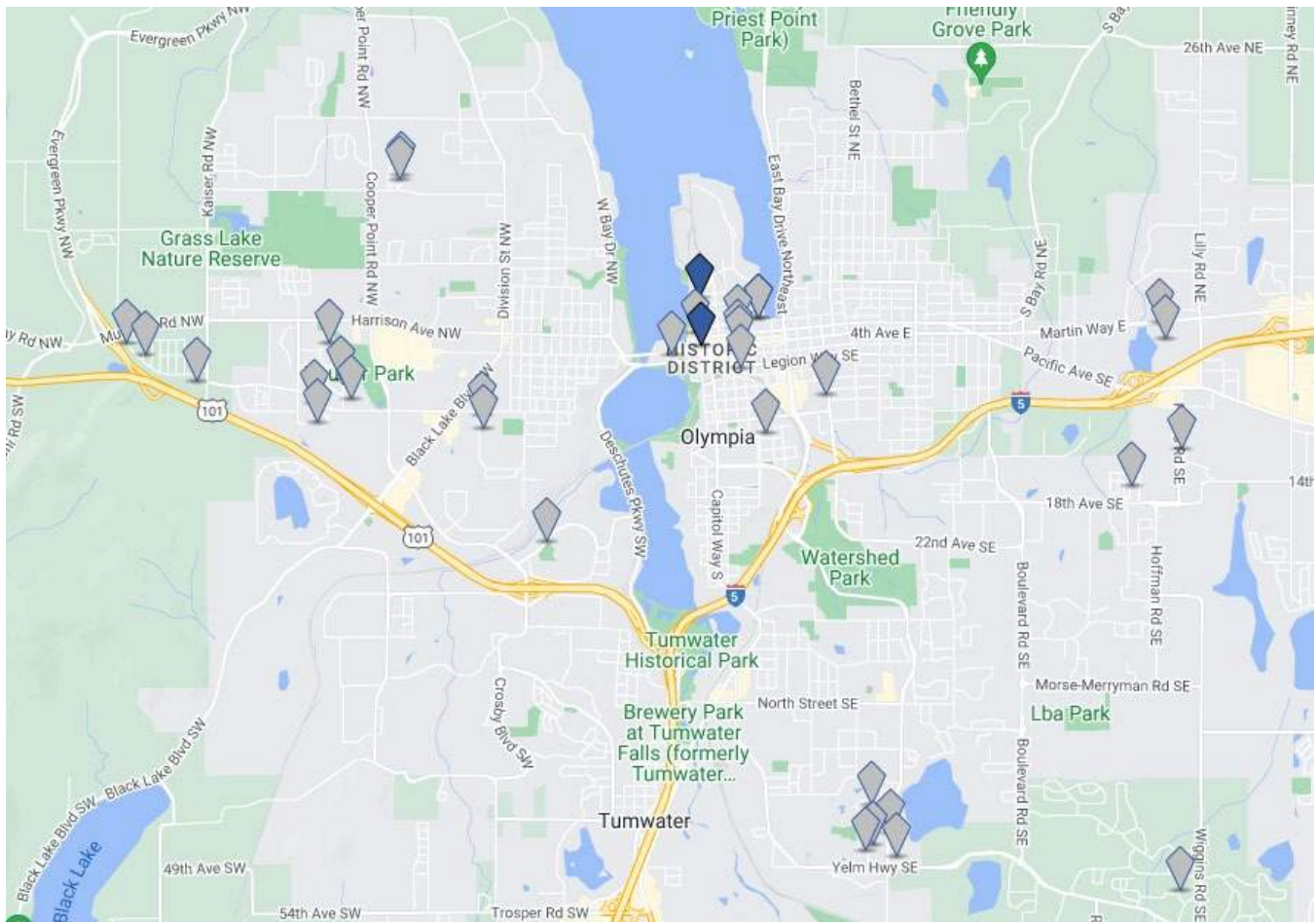


Source: CoStar

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
<b>Total</b>	<b>34</b>	<b>2,768</b>	<b>561</b>

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**



123-4<sup>th</sup> Apartments  
123 4<sup>th</sup> Avenue W  
138 Units built in 2016



Views on Fifth  
410 5<sup>th</sup> 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.

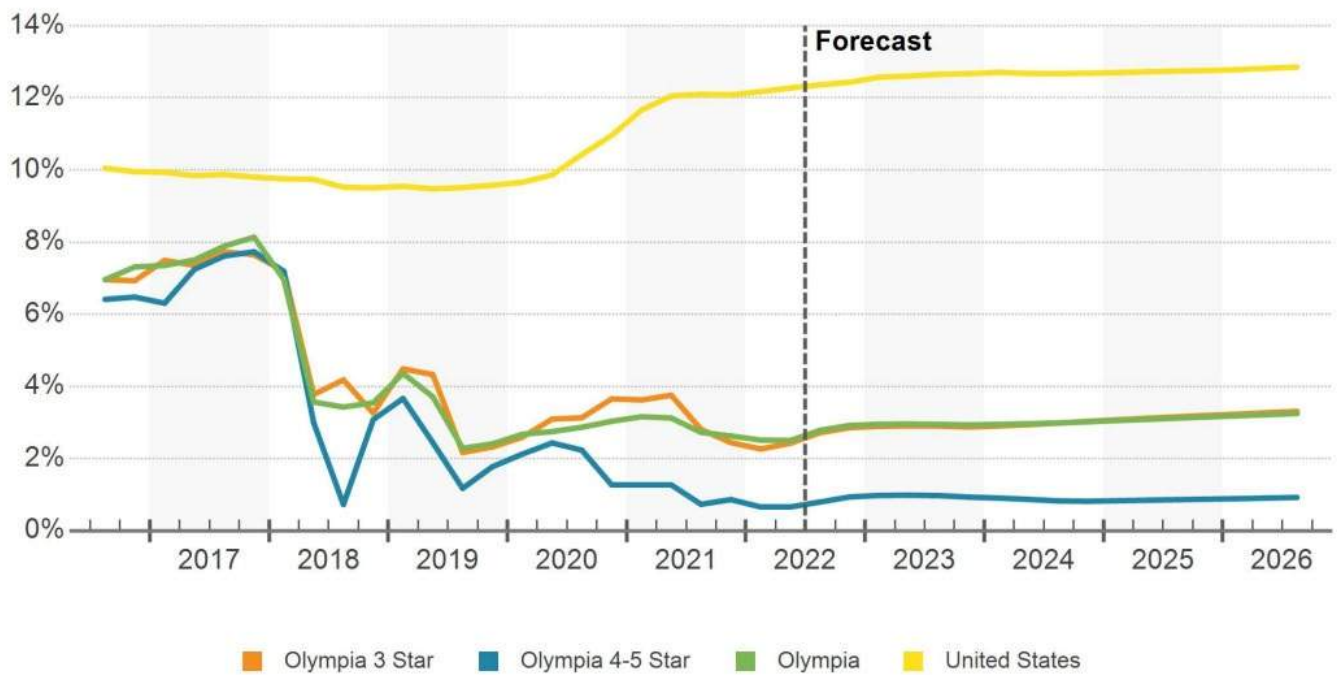
## Office

### 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%.

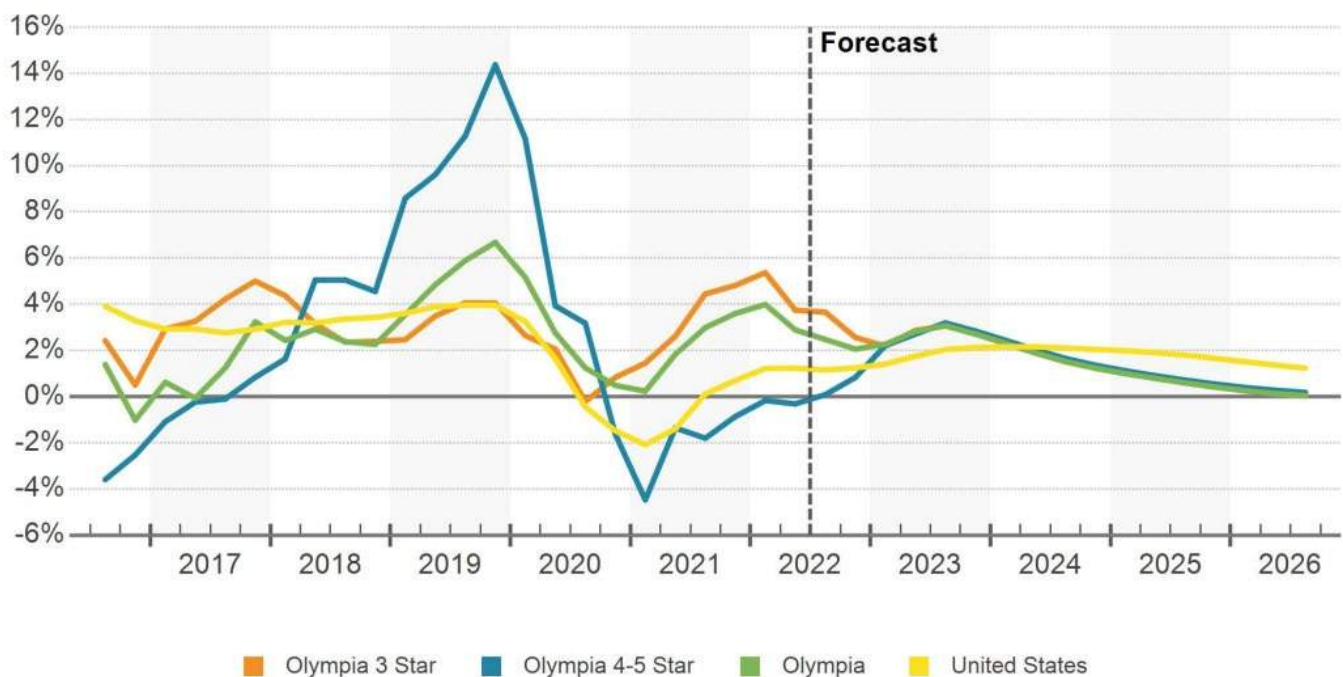


Figure 82. Vacancy Rates in the Olympia Market



Source: CoStar.

Figure 83. Market Rent Growth (YOY) in the Olympia Market

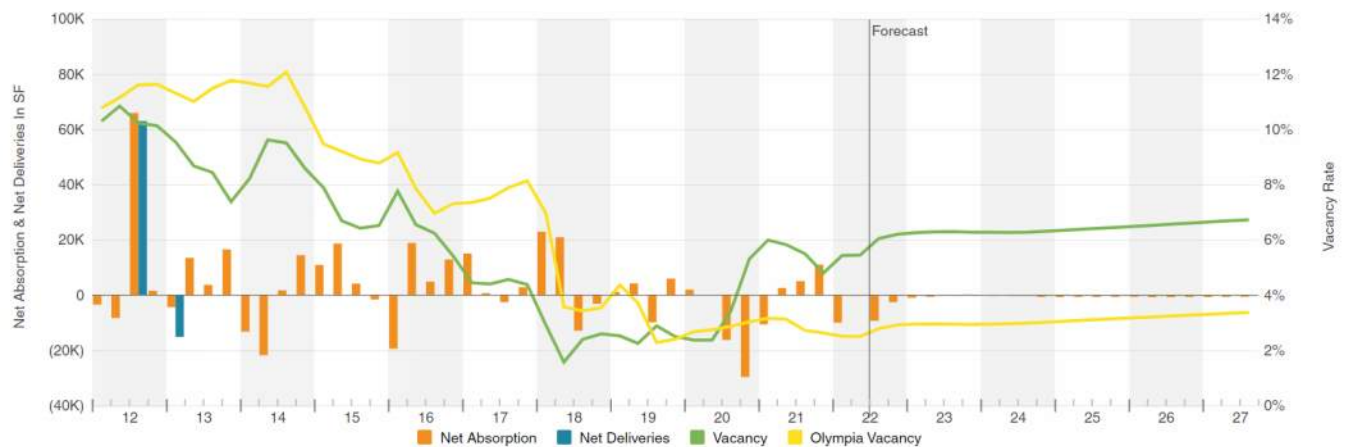


Source: CoStar.

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

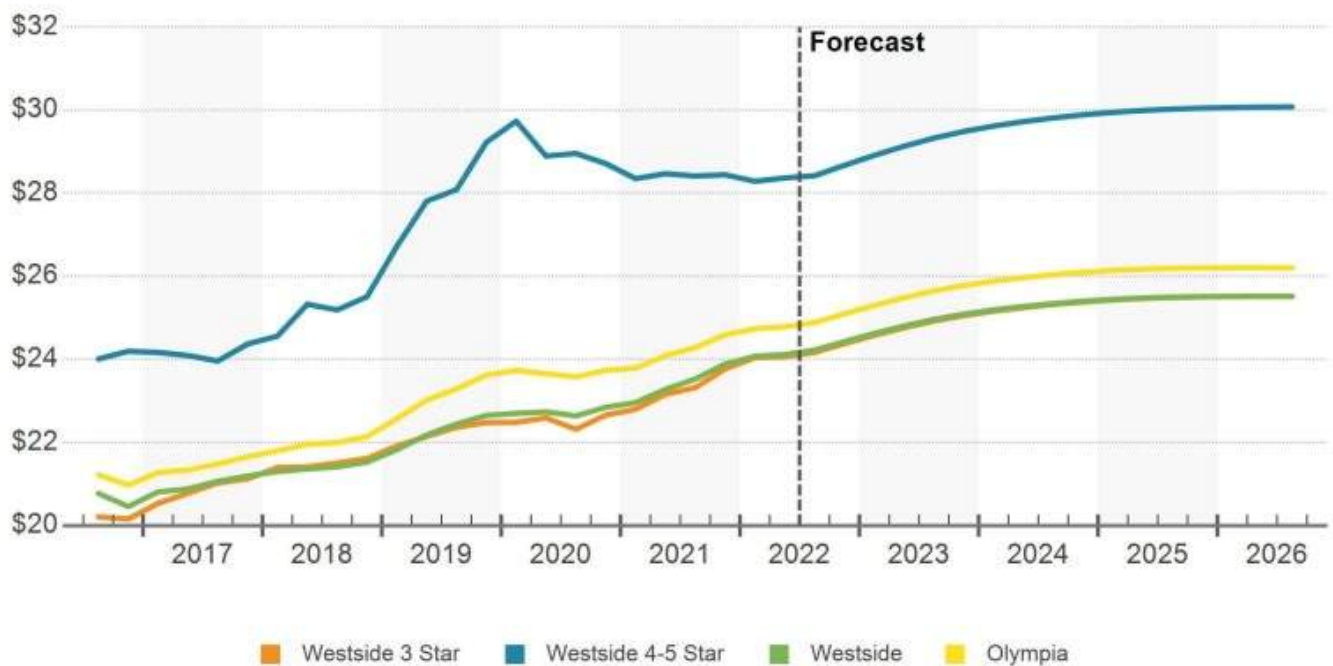
market rent per square feet is \$24.14, higher than the market average. The vacancy rate is especially low for 4- and 5-star properties in the submarket at 0.1% as of 3Q 2022. The vacancy rate for 3-star properties is 4.5%. No new office space has been built in the submarket since 2012.

**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**

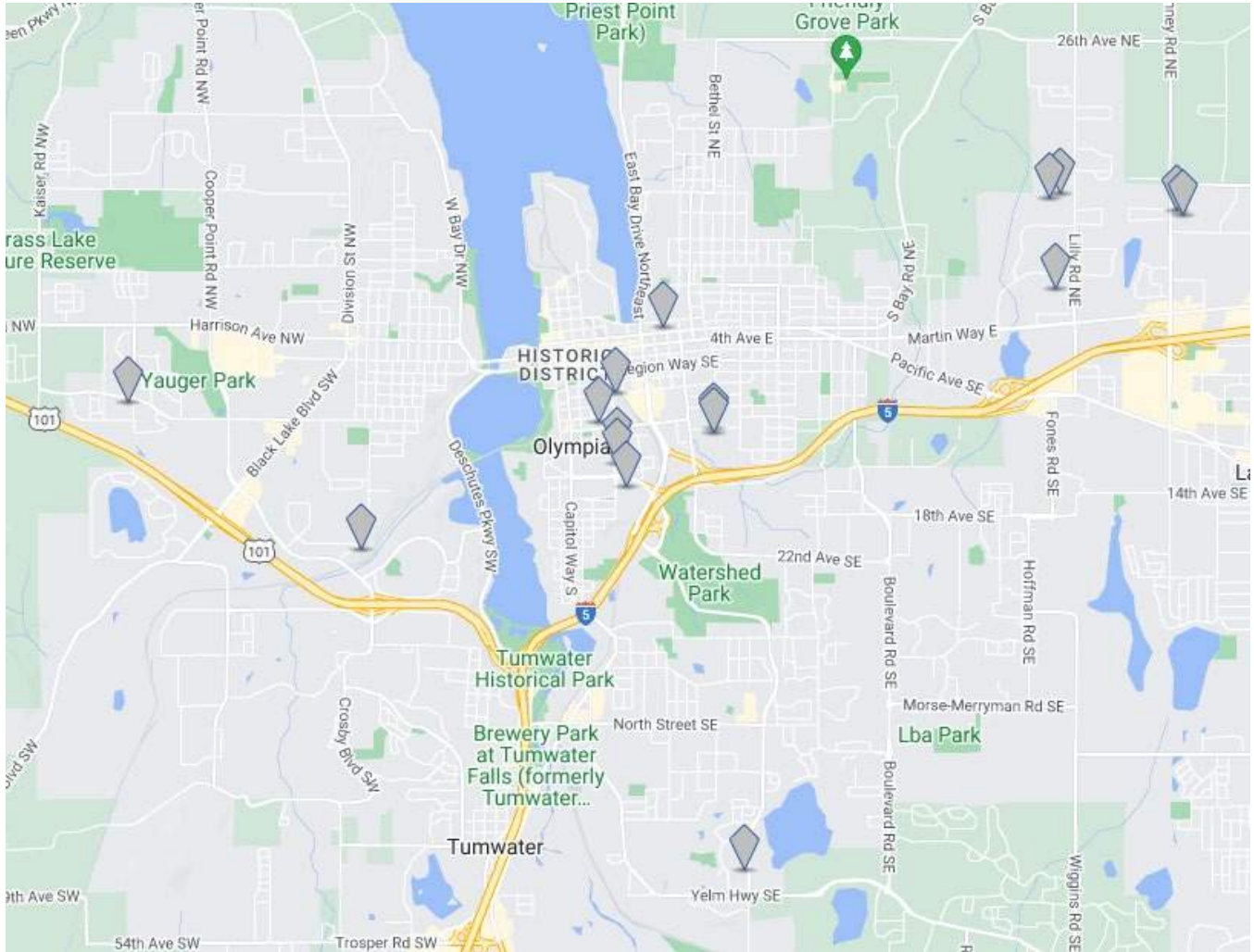


Source: CoStar.

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
<b>Total</b>	<b>16</b>	<b>546,721</b>	<b>129,183</b>

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.

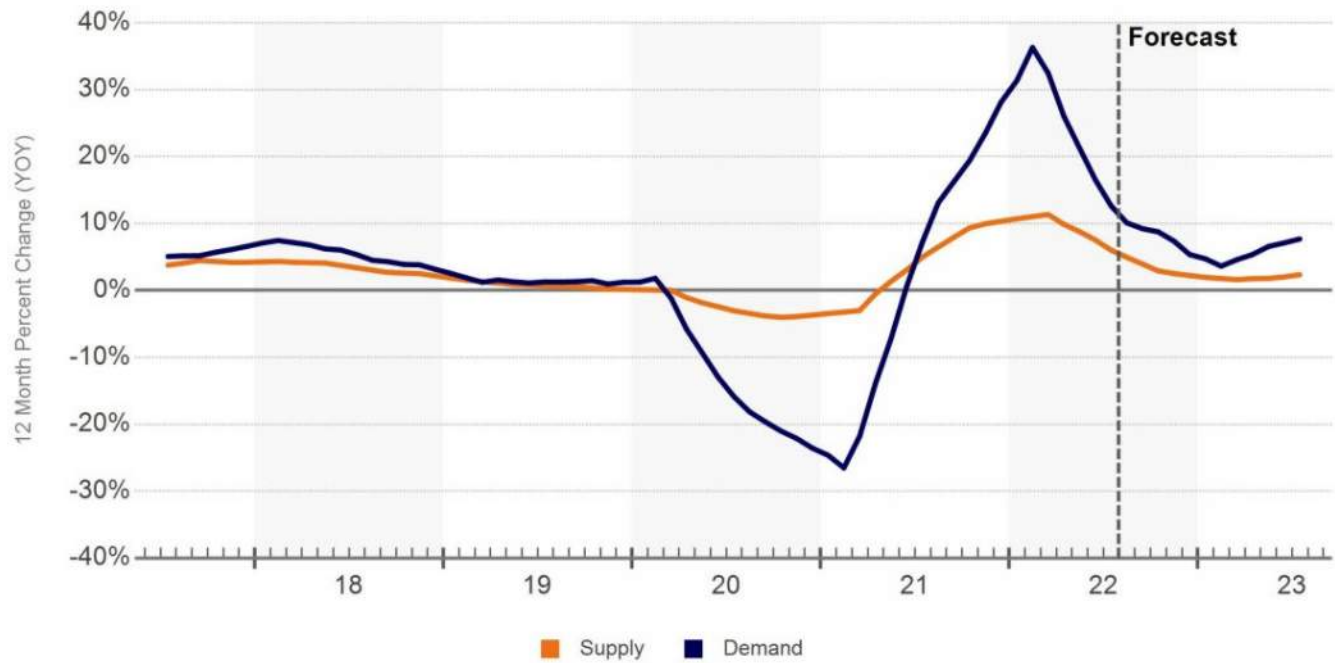


# Hospitality

## 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.

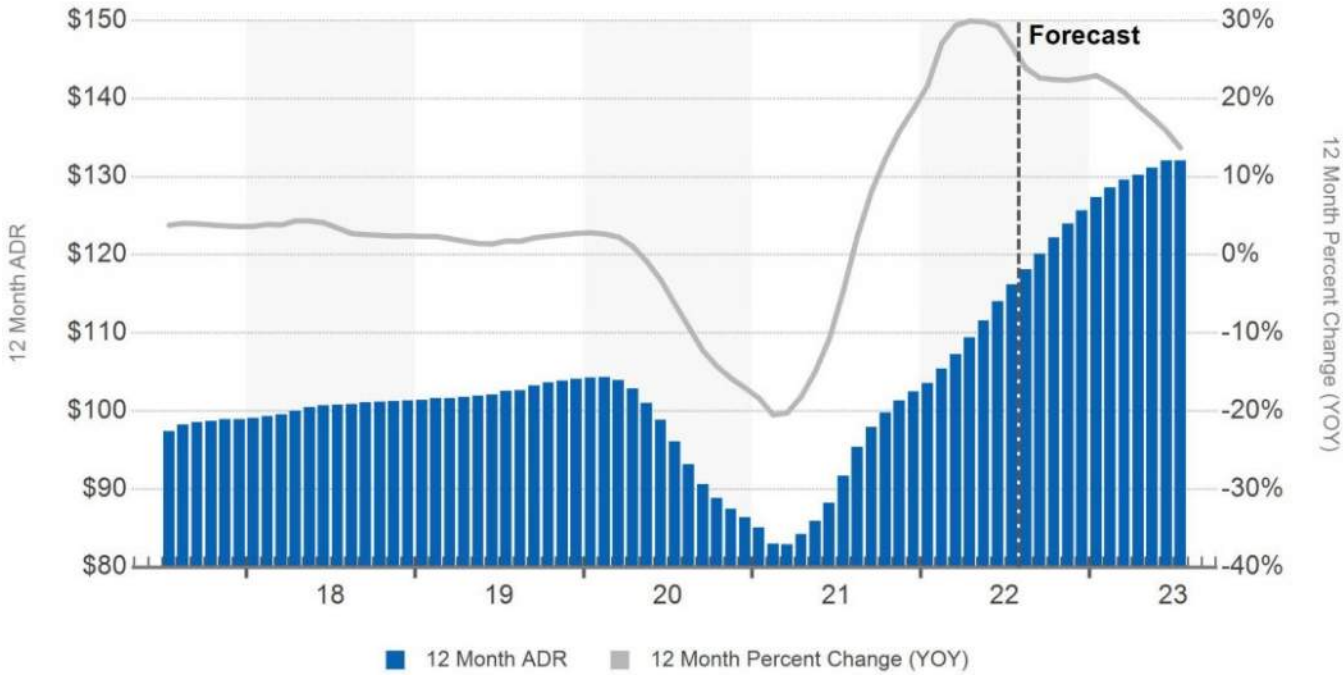
Figure 89. Twelve Month Supply and Demand Change for Hospitality in the Olympia-Tacoma Submarket



Source: CoStar.



Figure 90. ADR over the Last Five Years in the Olympia-Tacoma Submarket

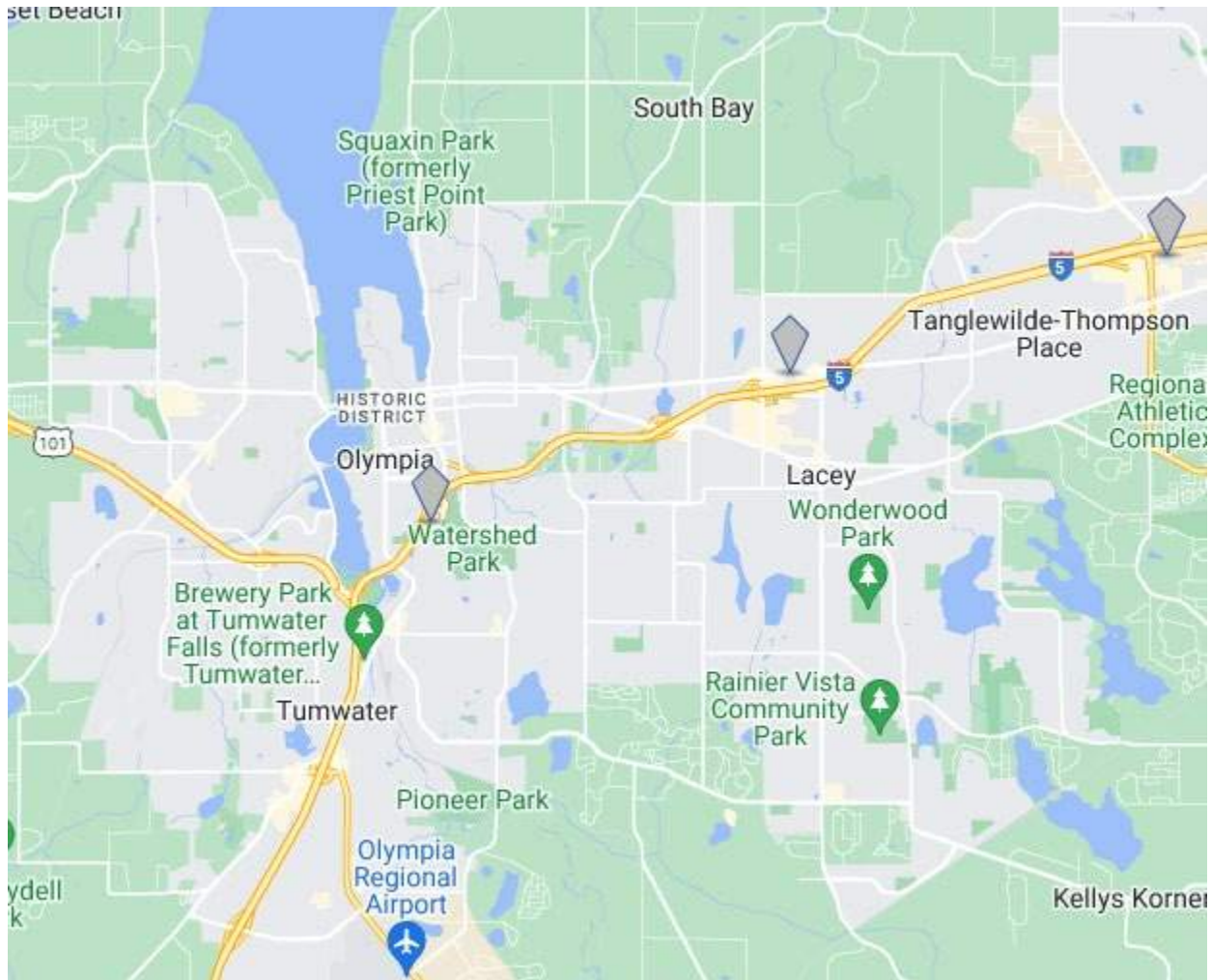


Source: CoStar.

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

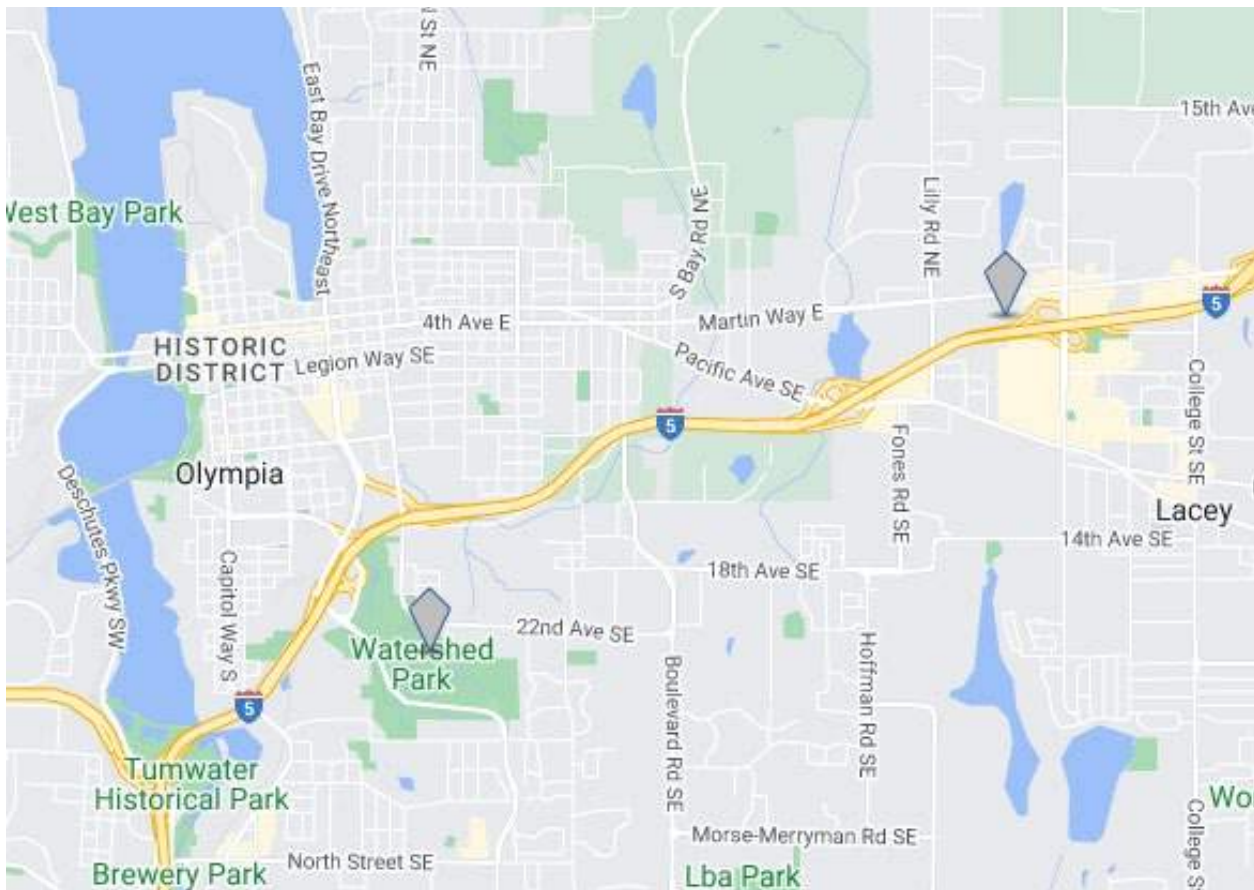
Figure 91. Locations of New Hotel Developments in Olympia Since 2010



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

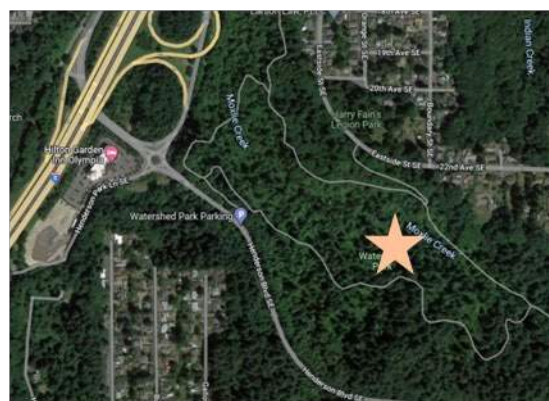


Source: CoStar.

**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

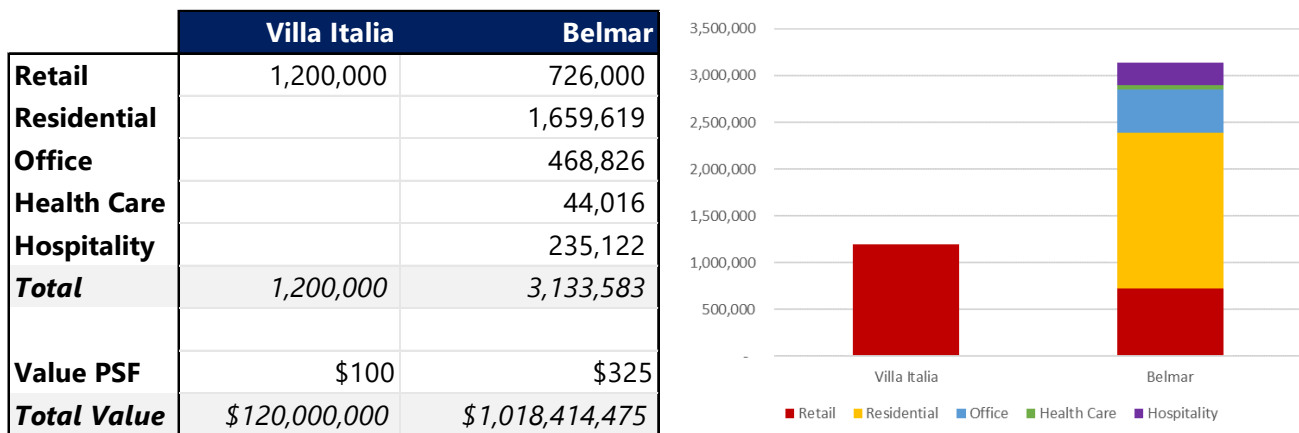


Figure 96. Belmar Master Plan.



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.

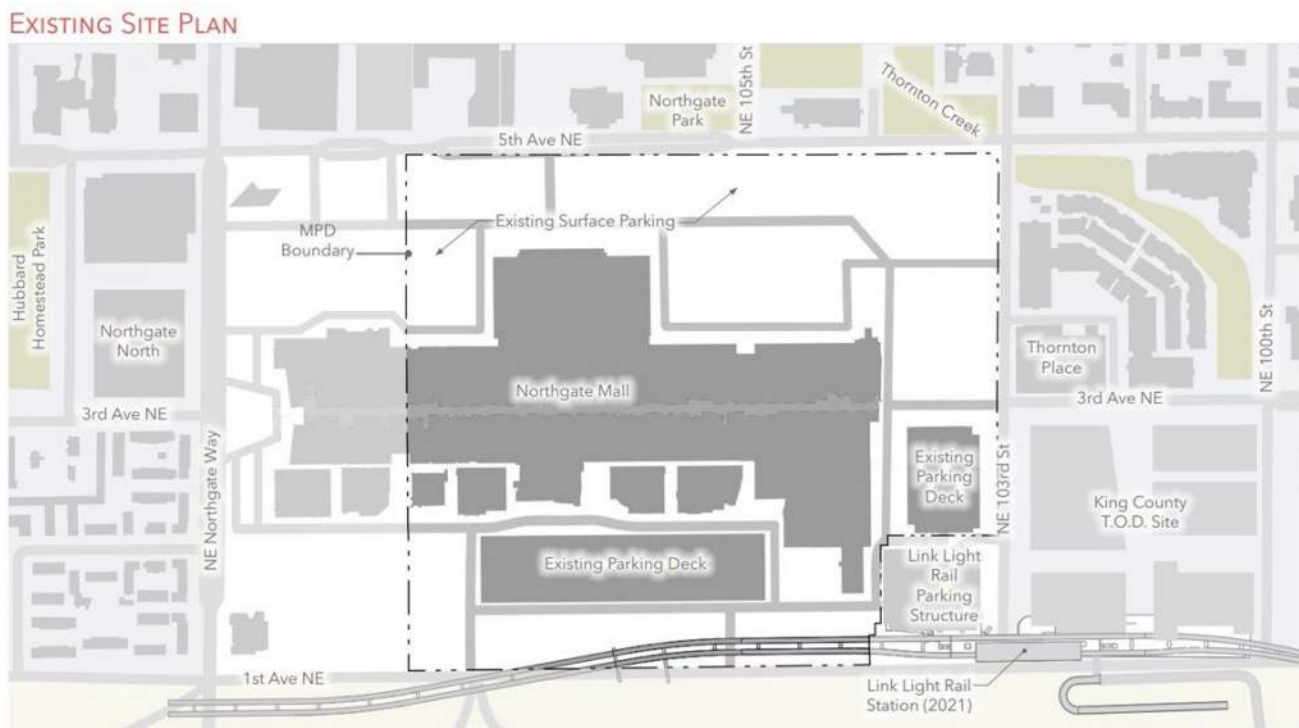


## Thornton Place/Northgate

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**



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 5<sup>th</sup> 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**



## Capital Mall Triangle Subarea Plan - Appendix B Market Analysis



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.*

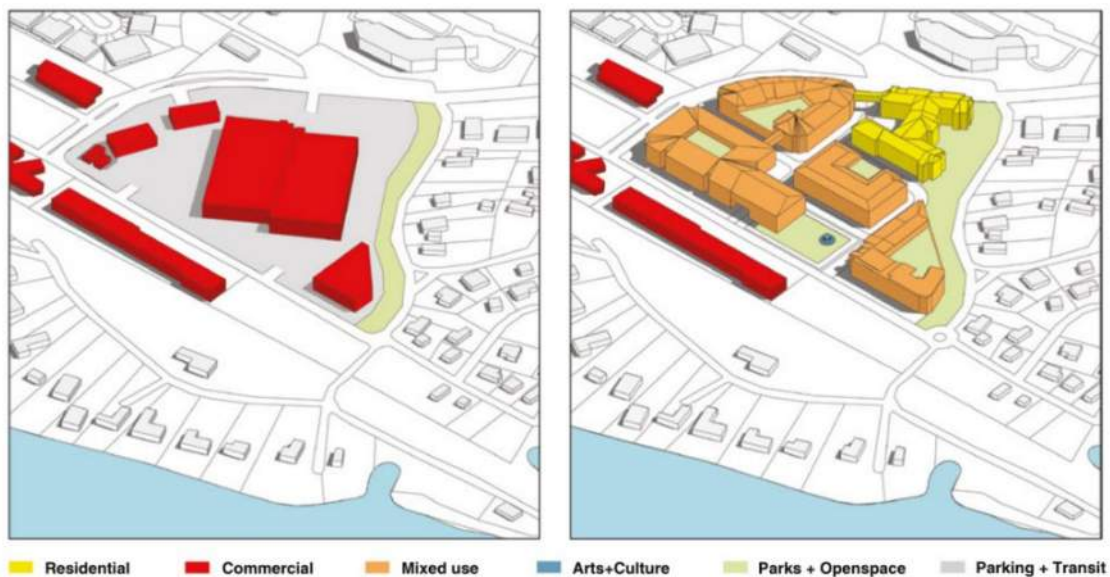


Figure 107. The Promenade of Wayzata in 2019



Source: State of Minnesota.

Figure 108. Site diagrams of the Wayzata Bay Center and the Promenade of Wayzata

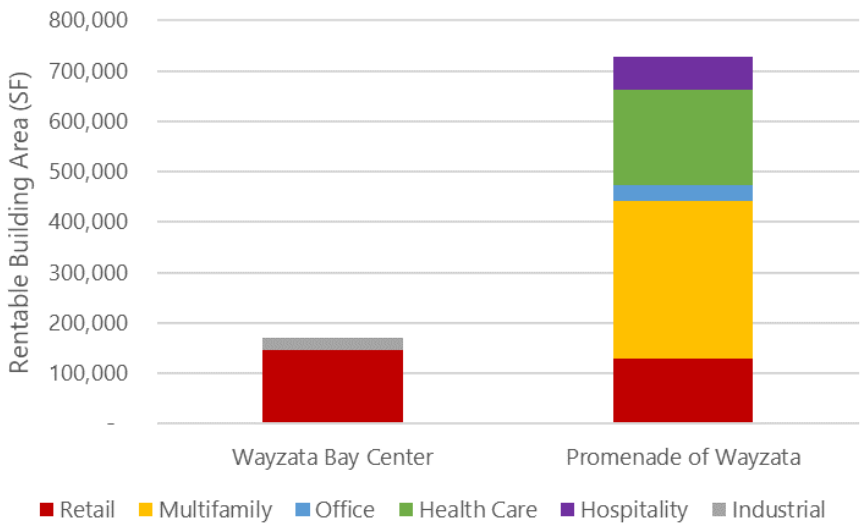


Source: June Williamson & Ellen Dunham-Jones, "Case Studies in Retrofitting Suburbia" (2021).

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.*

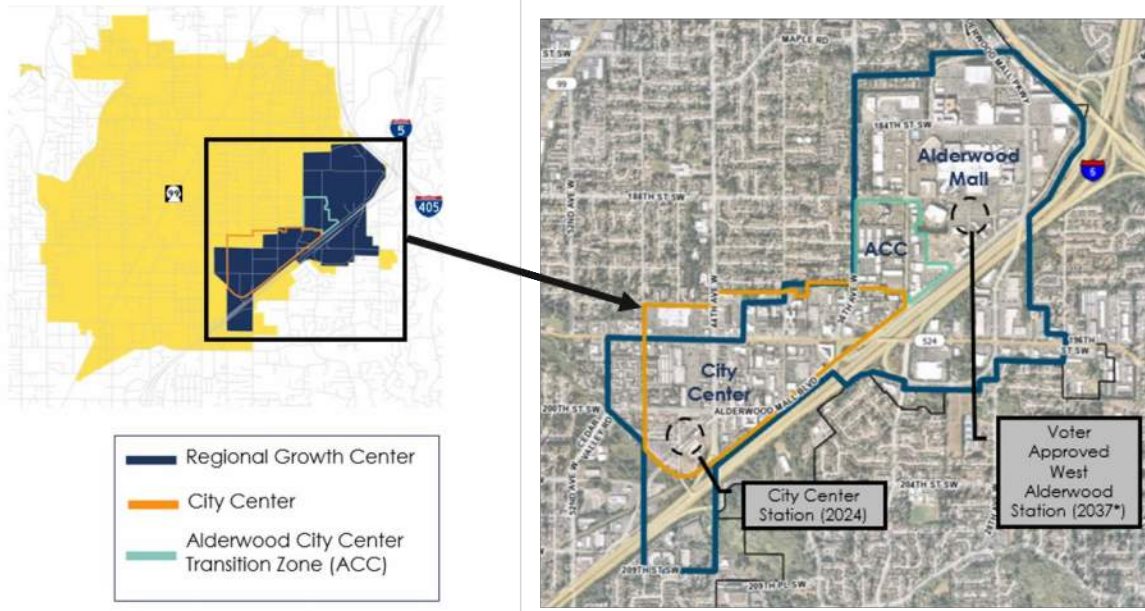
In their profile of Wayzata, MN in 2019, healthcare real estate company Davis attributed the city’s population growth, which outpaced regional and county growth, to senior housing development. As of 2020, the Folkestone senior housing complex at the Promenade had a five-year waiting list. The ongoing 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 184<sup>th</sup> Street SW  
498 Units; Built 2022

	Effective Rent	Rent/SF
<b>Studio</b>	\$1,611	\$3.15
<b>1-Bed</b>	\$1,762	\$2.37
<b>2-Bed</b>	\$2,380	\$2.29
<b>3-Bed</b>	\$2,889	\$2.10
<b>Weighted Avg.</b>		\$2.35



**Avalon Alderwood Place**  
18602 Alderwood Mall Parkway  
328 Units; Built 2021

	Effective Rent	Rent/SF
<b>Studio</b>	\$1,742	\$3.28
<b>1-Bed</b>	\$2,004	\$2.62
<b>2-Bed</b>	\$2,789	\$2.53
<b>3-Bed</b>	\$3,107	\$2.42
<b>Weighted Avg.</b>		\$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.



**STUDIO** ● **AMENITIES** ● **DOG WASH**

**1 BED** ● **ELEVATORS**

**2 BEDS** ● **STAIRS**

**3 BEDS** ● **TRASH**

**BLDG A**

**BLDG B**

**BLDG C**

**BLDG D**

**BLDG MID-RISE A**

**BLDG MID-RISE B**

**BLDG MID-RISE C**

NW COUNCIL DR

NW FANNING WAY

NW CIVIC DR

icStation.com

## Capital Mall Triangle Subarea Plan - Appendix B Market Analysis

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

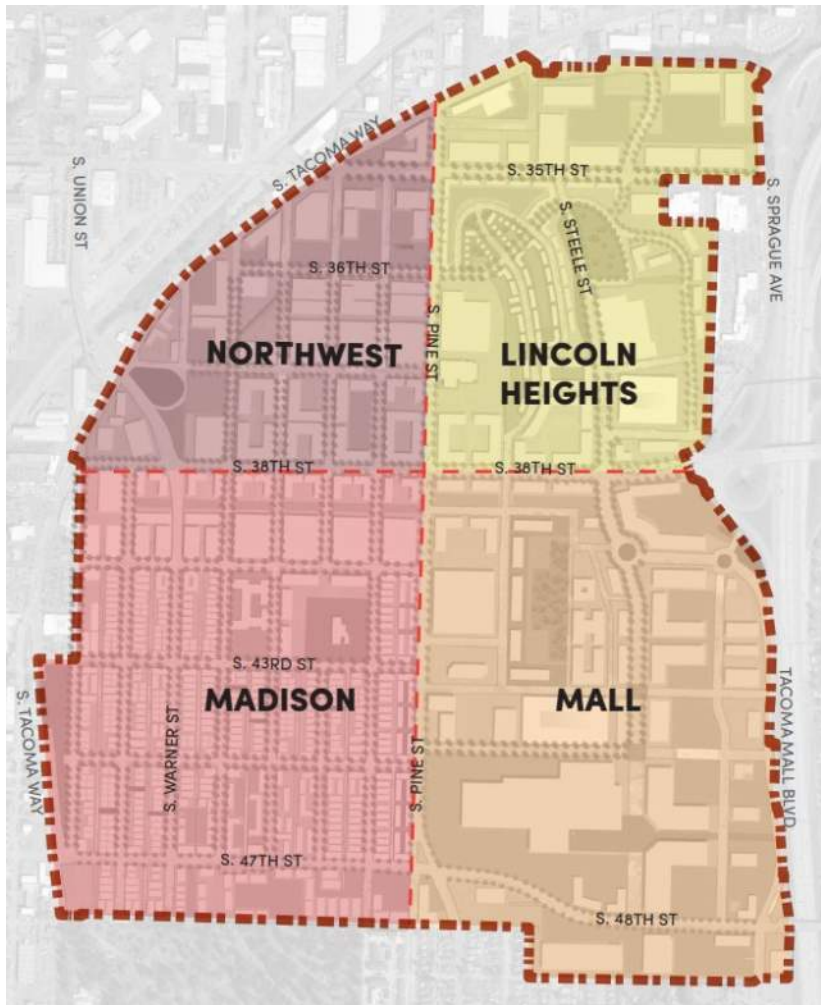


Source: City of Tacoma.

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**

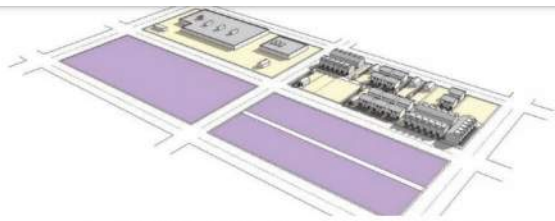


Figure UF-6. Madison District existing zoning scale transition sketch.



Figure UF-7. Madison District existing potential zoning scale transition sketch.

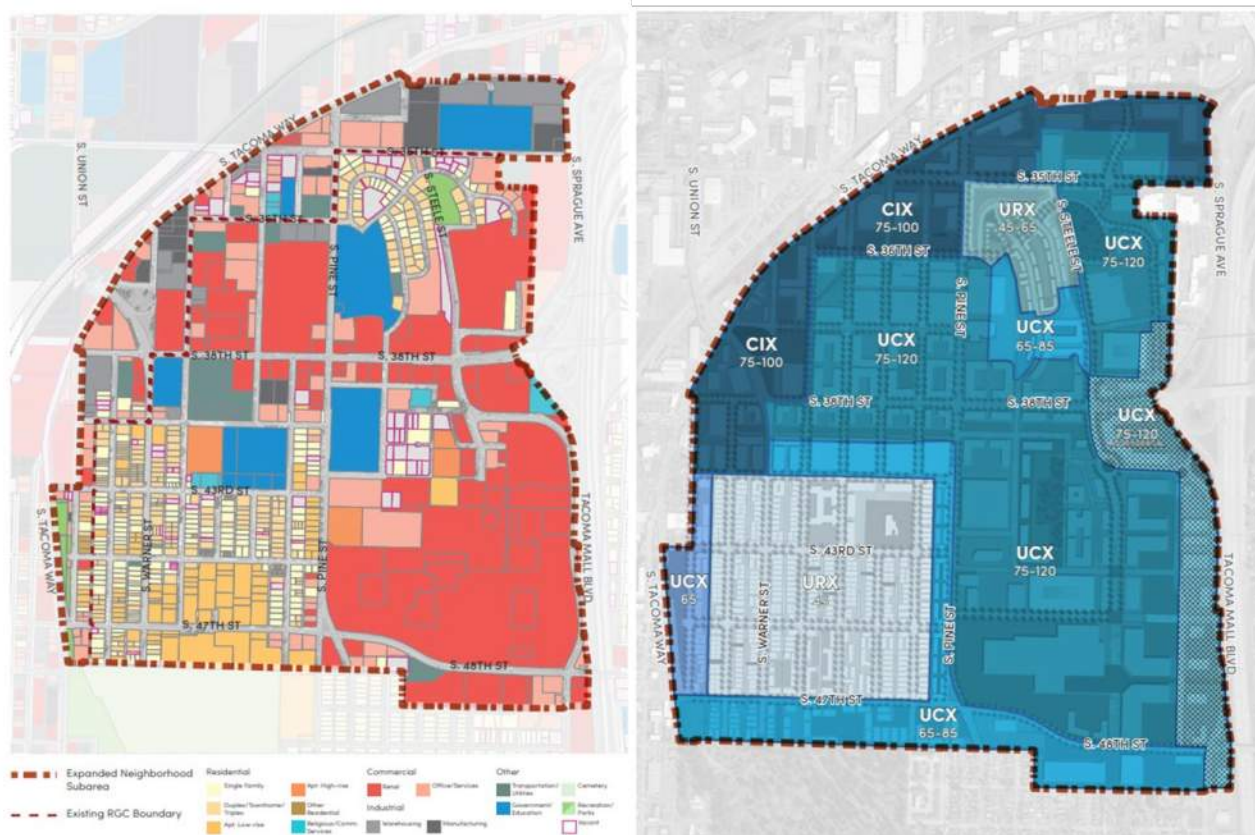


Figure UF-8. Madison District future potential zoning scale transition sketch.

*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

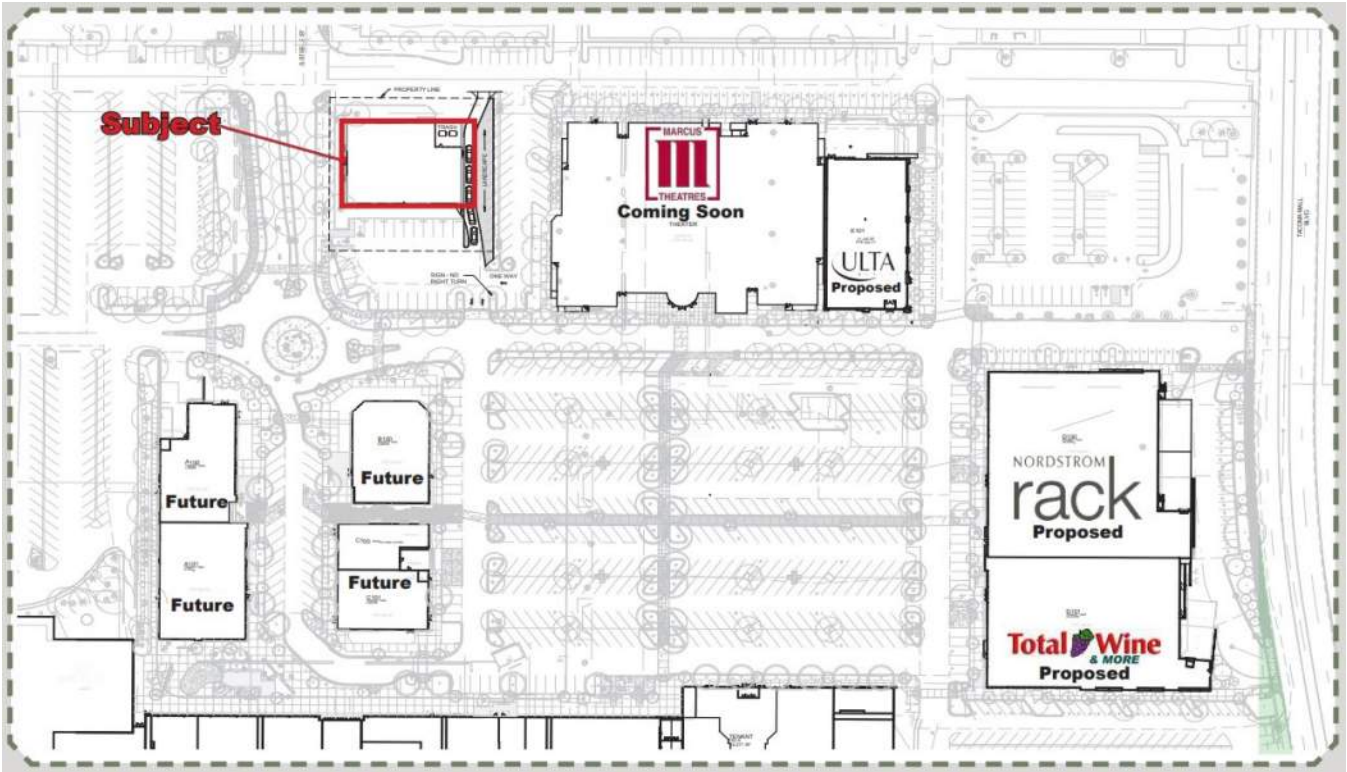


Source: City of Tacoma.

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://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.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

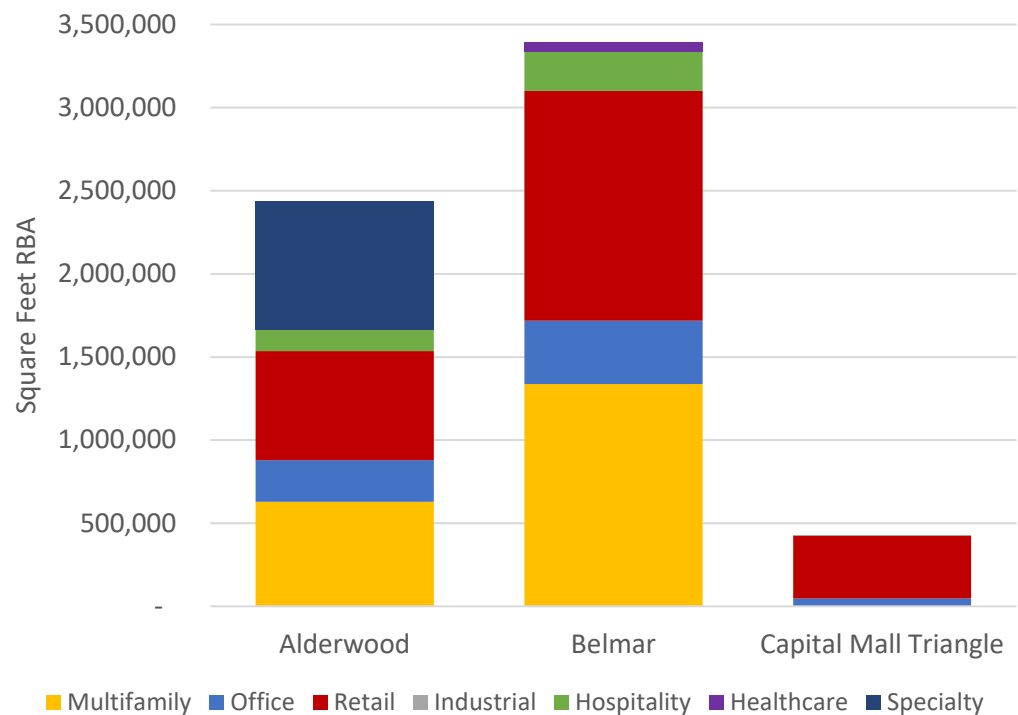
Property Type	RBA
Multifamily	-
Industrial	6,400
Office	46,406
Retail	377,442
<b>Total</b>	<b>430,248</b>

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		

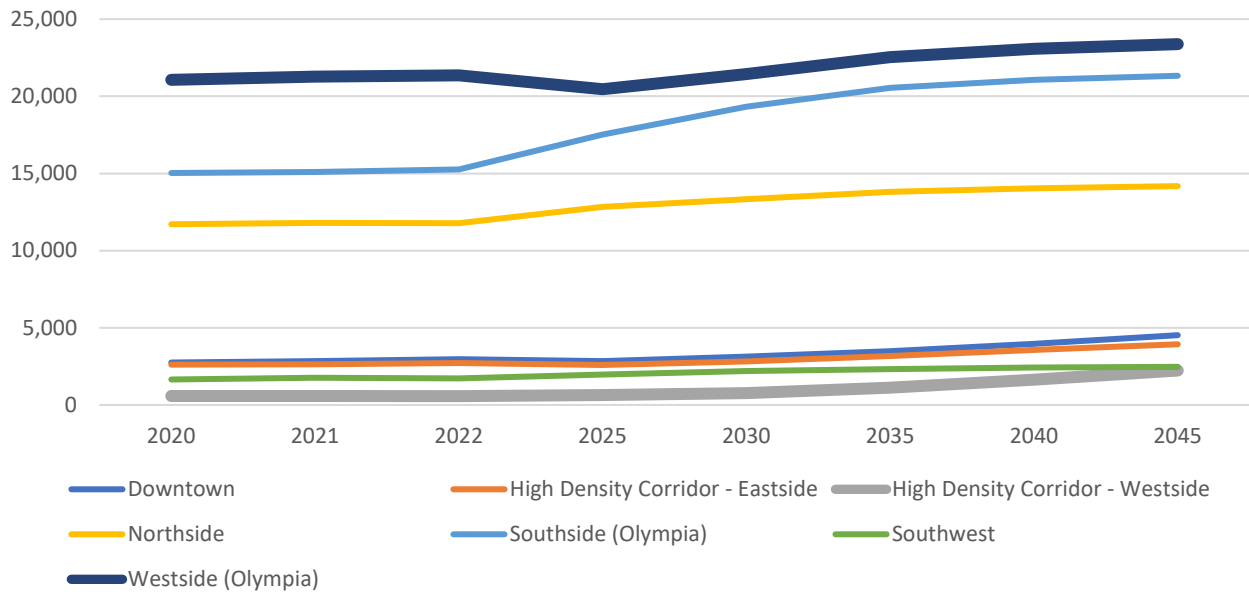
Source: LCG.

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

estimates 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.*

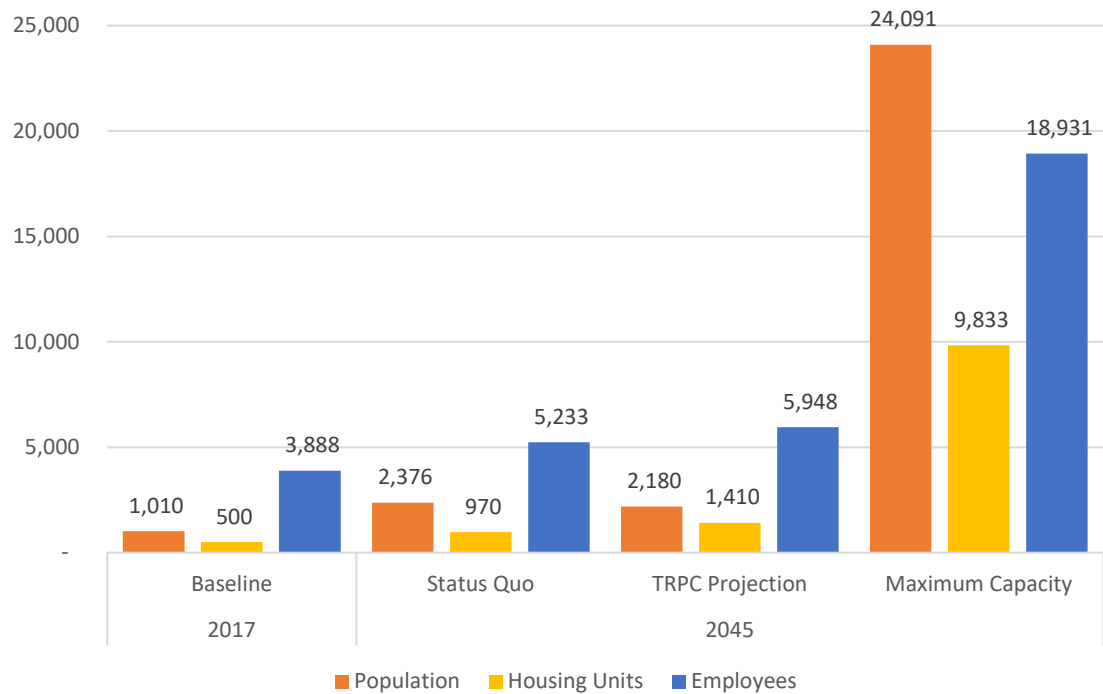
In addition, LCG analyzed a scenario in which 293.7 acres, the total amount of buildable land of the subarea (all land except critical areas and right-of-ways), were to be fully redeveloped under HDC-4 zoning. This purely hypothetical scenario could accommodate a maximum capacity of 16 million square 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 4<sup>th</sup> 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.

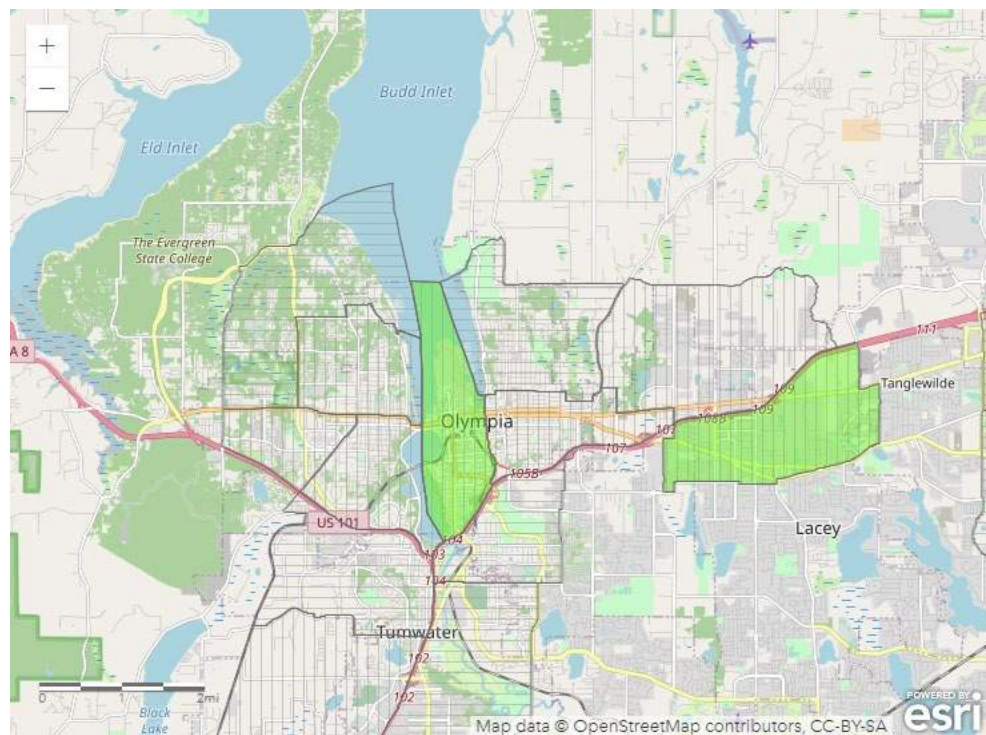
- **The City should apply the Tree Code exemption policies that are currently applied in Downtown to the Capital Mall Triangle subarea.** The City's sewer and tree ordinances add significantly to the cost of development and limit the amount of developable space in the subarea. Providing alternative options 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 C

## 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 are<sup>1</sup>:

- **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

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<sup>1</sup> 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**

<b>Impact on desired mixed-use development</b>				
	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.	
<b>Land Use Actions</b>				
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
<b>Potential Strategies</b>			
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
<b>Transportation</b>			
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**

	<b>Alternative 1</b> No Action	<b>Alternative 2</b> West Olympia Hubs	<b>Alternative 3</b> Urban Sustainability
<b>Residential Minimum</b>	No Change	None	None
<b>Commercial Minimum</b>	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 Yaeger 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 **Error! Reference source not found.** 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.

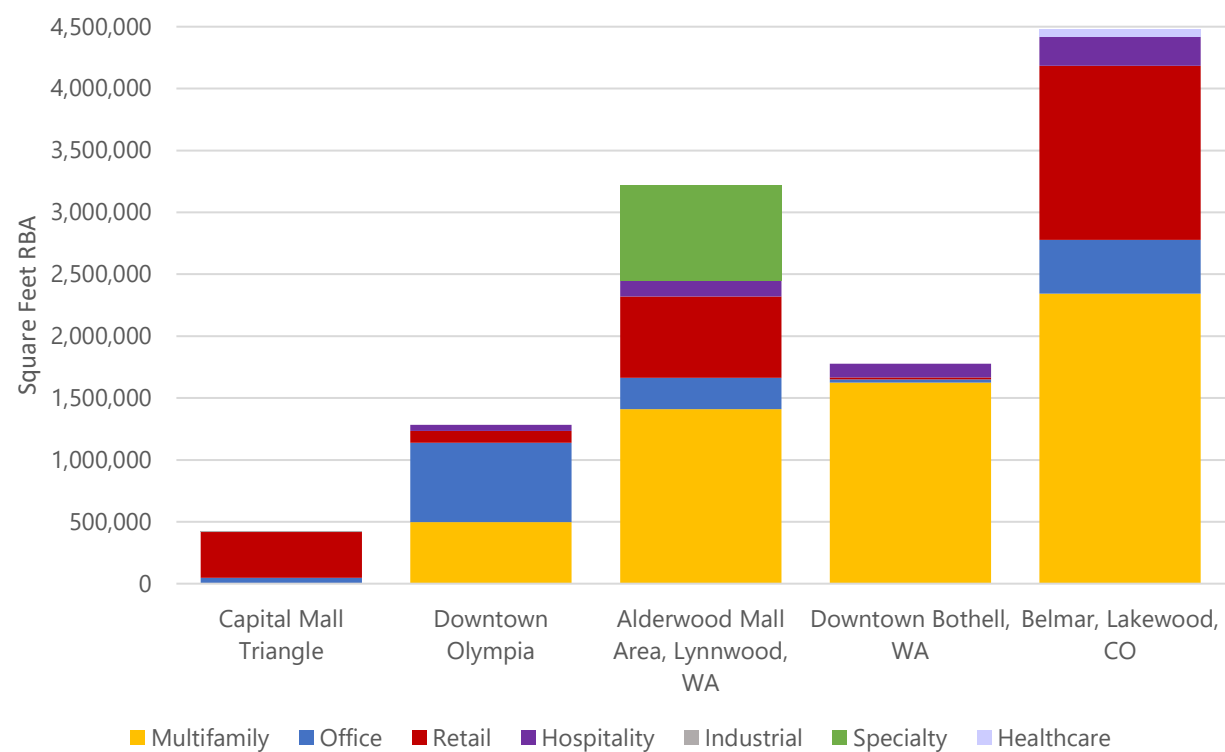
**Figure 2. Comparison Area Demographics**

	<b>Capital Mall Triangle</b>	<b>Downtown Olympia</b>	<b>Alderwood</b>	<b>Downtown Bothell</b>	<b>Belmar</b>
<b>Acres</b>	288	582	460	203	242
<b>Square Miles</b>	0.45	0.91	0.72	0.32	0.38
<b>Population 2022</b>	675	2,461	882	2,594	5,266
<b>Population Growth, 2010-2022</b>	5.8%	19.5%	2.3%	92.7%	13.8%
<b>Population Density, 2022 (pop. per sq. mi.)</b>	1,500	2,707	1,227	8,178	13,927
<b>Households 2022</b>	280	1,620	420	1,382	2,836
<b>People per Household 2022</b>	2.39	1.47	2.08	1.85	1.86
<b>Median Household Income 2022</b>	\$43,993	\$35,188	\$75,716	\$105,569	\$78,540
<b>% Bachelor's Degree or Higher</b>	26.4%	53.5%	39.4%	56.6%	53.2%

*Source: Esri; US Census, LCG.*

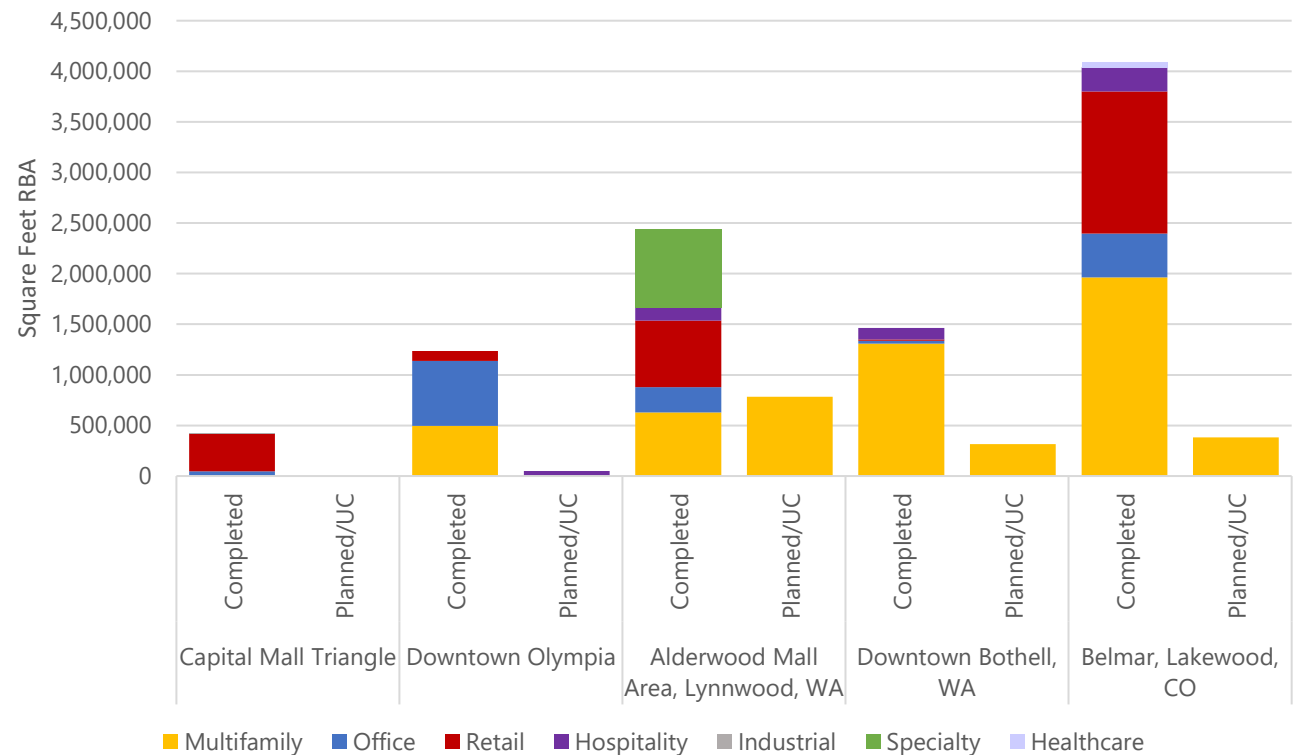
As shown in Figure 3 below, all of the comparison areas have seen significantly more development since 2000 than the Capital Mall Triangle, driven by multifamily housing development. Similarly, Figure 4 shows that all currently planned and under construction projects outside of Olympia are multifamily 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

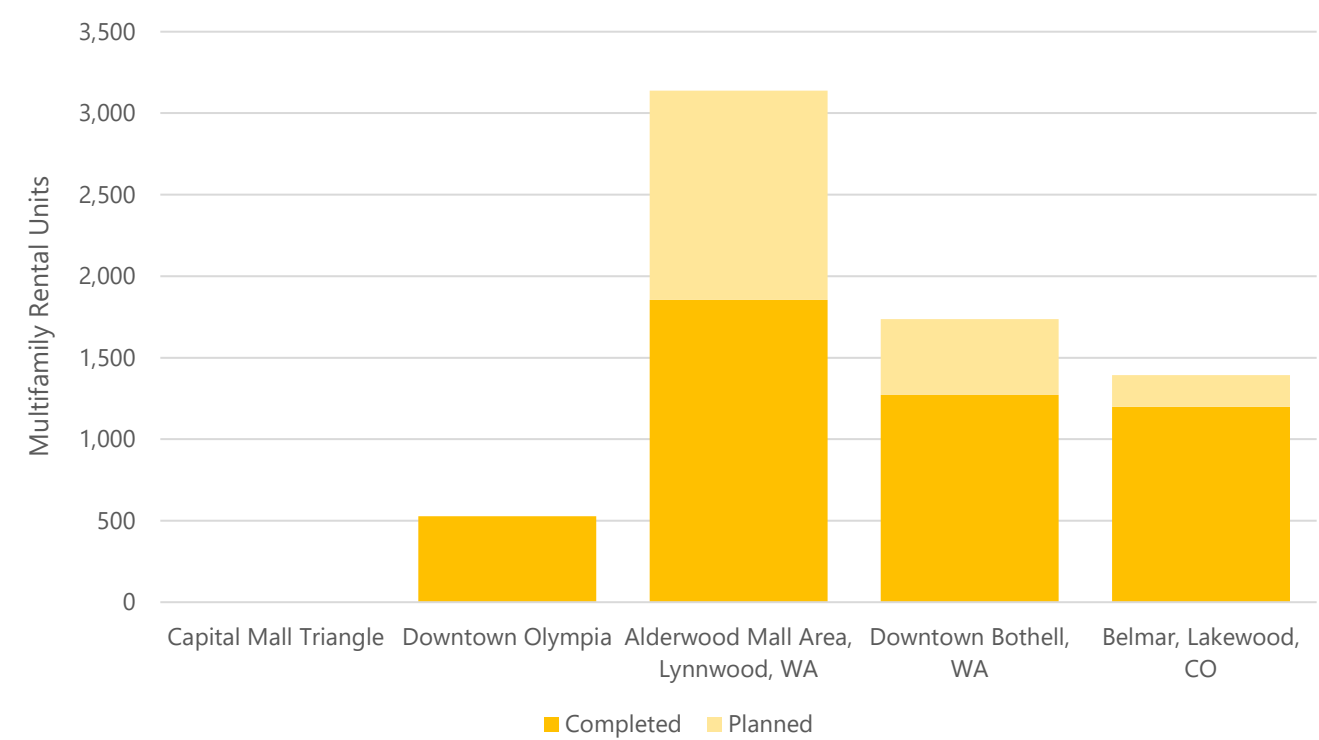


Source: CoStar; Jefferson County, CO Assessor; LCG.

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.

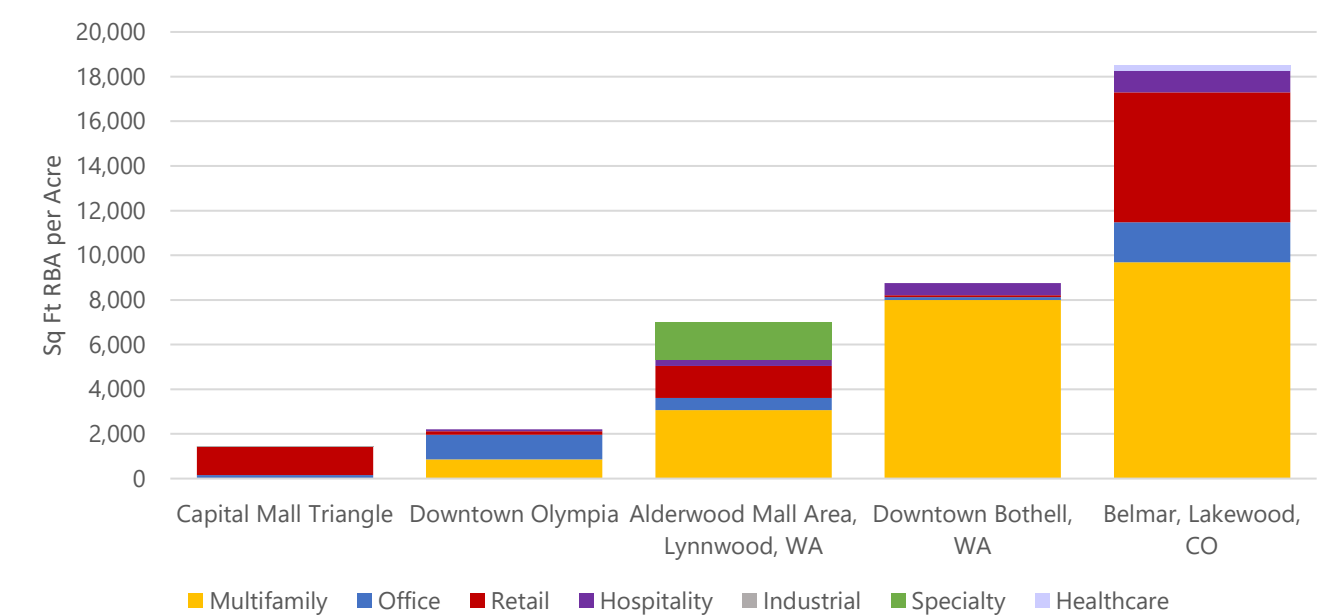


Figure 5. Multifamily Rental Units Built Since 2000 and Currently in the Development Pipeline



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 5<sup>th</sup>, 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:

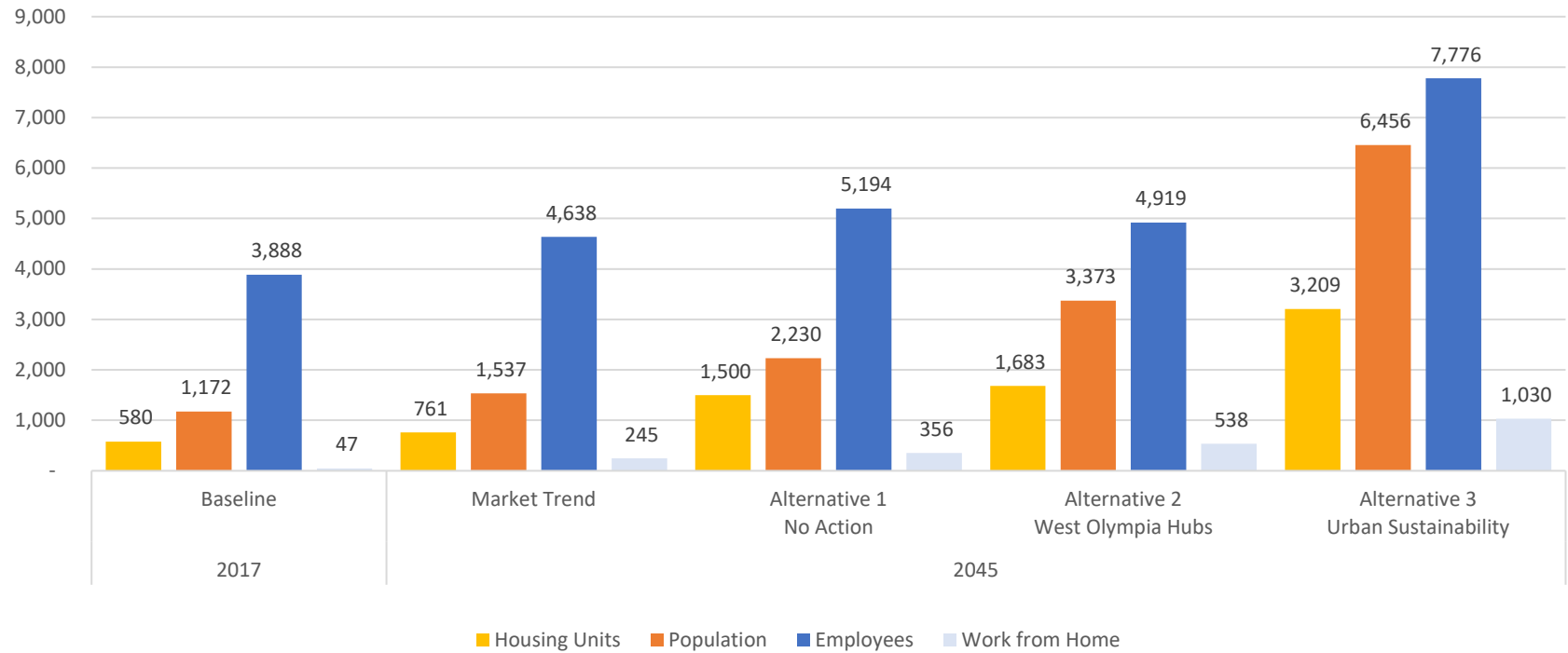
- The pace of development that has taken place in the Triangle between 2000 and 2022 will continue about as-is for the next two+ decades
- Some development projects that are planned or in the pipeline are also assumed to move forward.

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%.

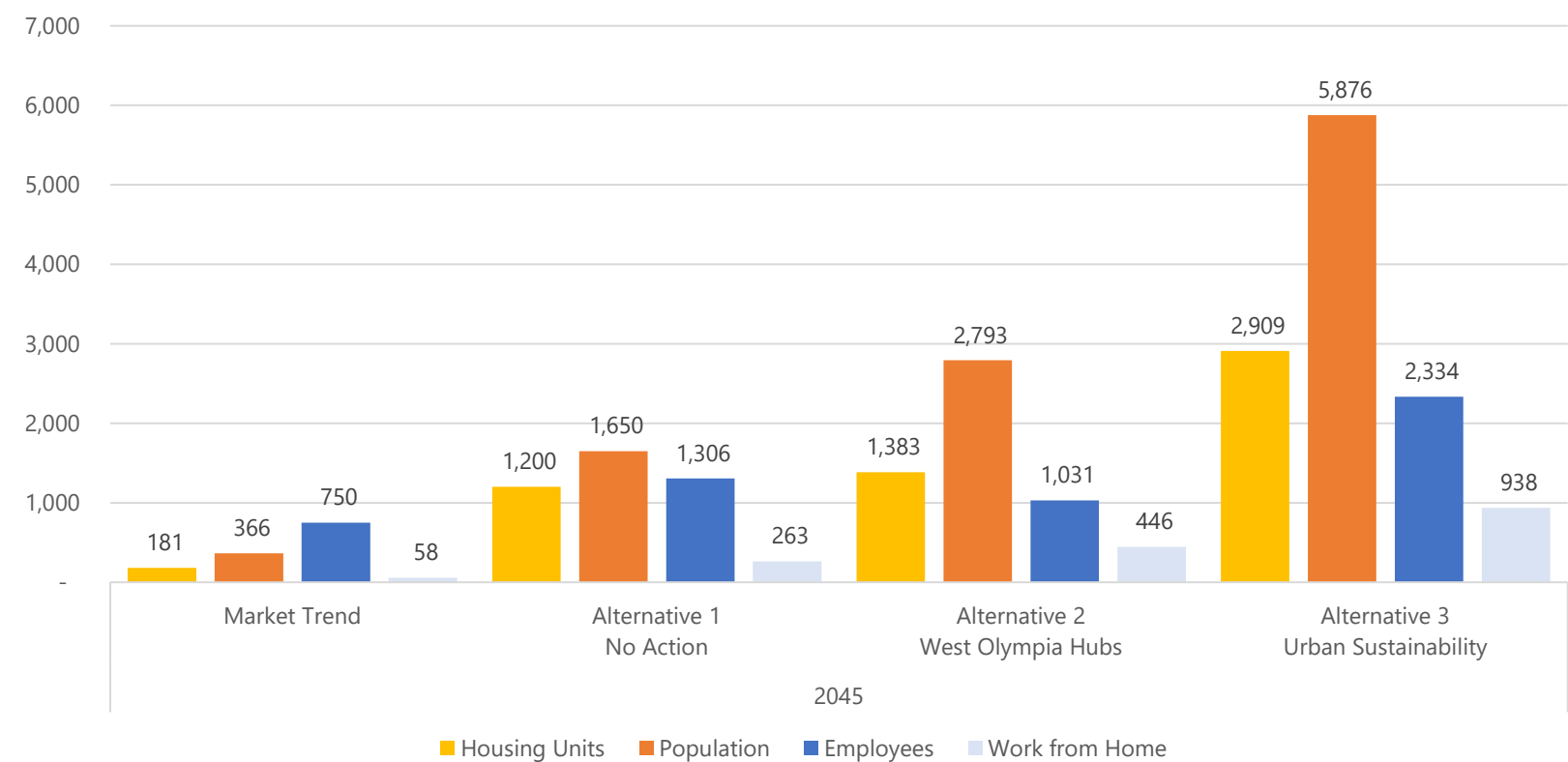
Figure 11. Expected Total Housing Units, Population, and Employees in the Capital Mall Triangle



Source: TRPC; CoStar; Leland Consulting Group.

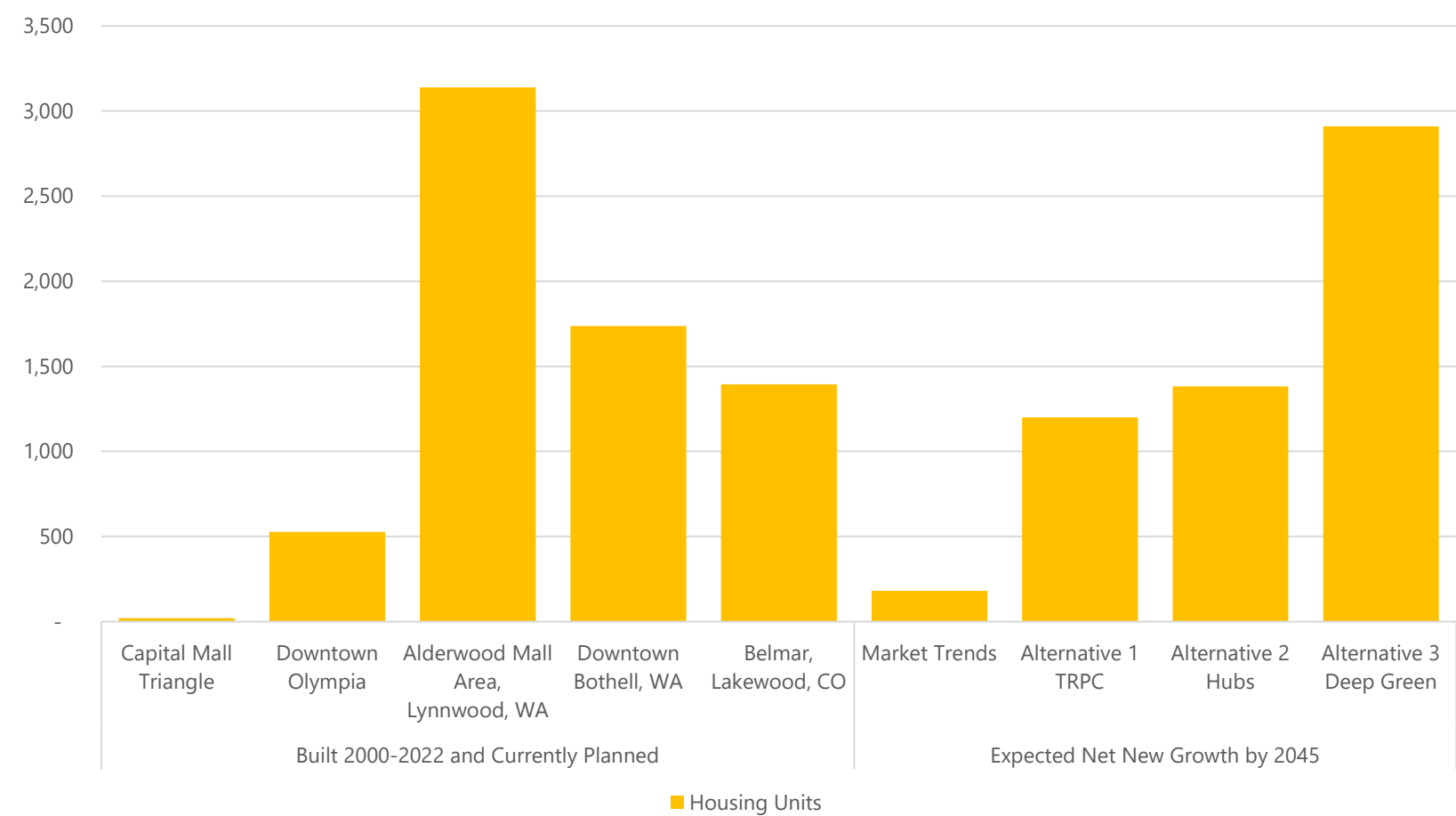


Figure 12. Net New Housing Units, People, and Employees Expected in the Capital Mall Triangle



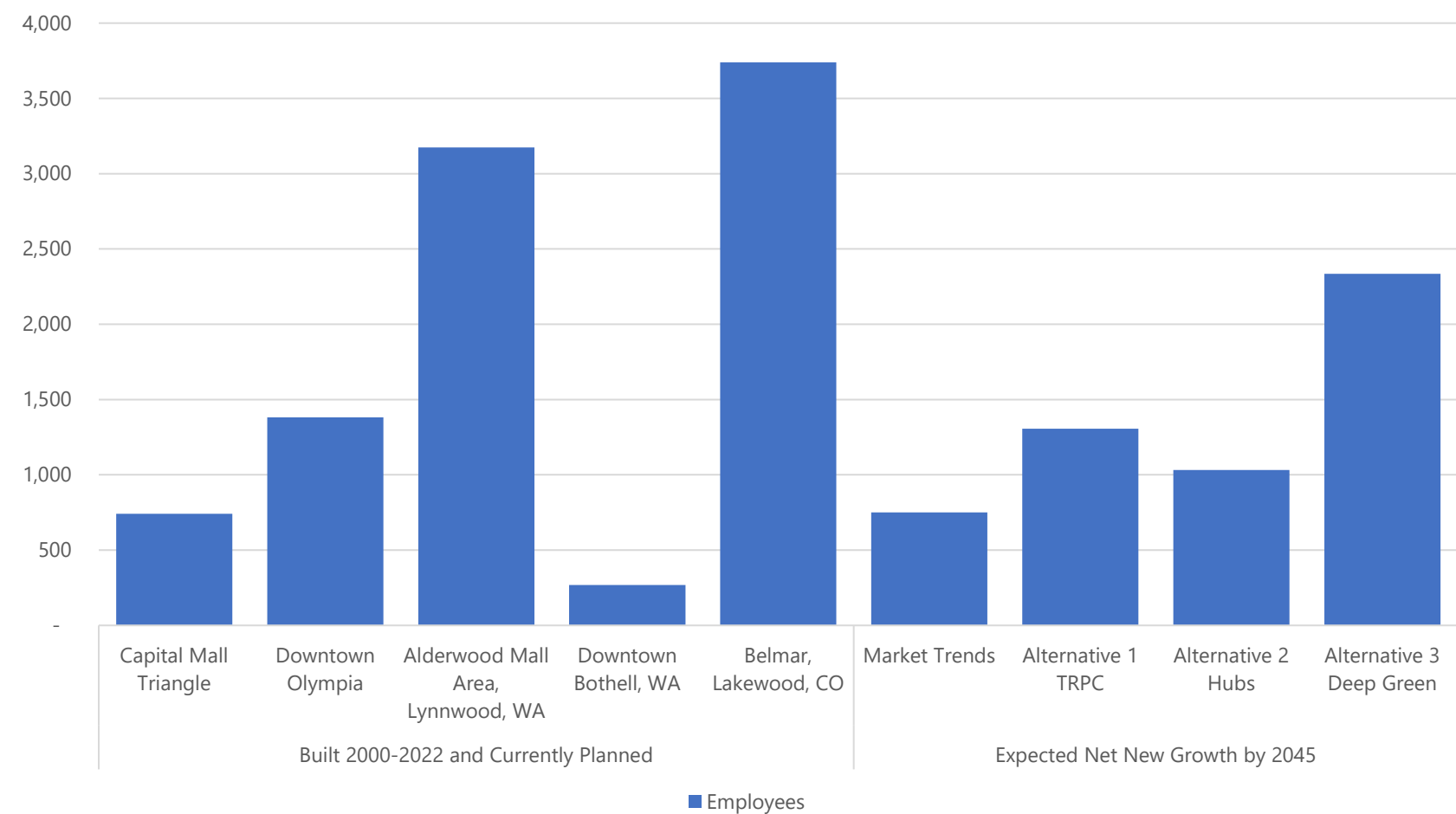
Source: TRPC; CoStar; Leland Consulting Group.

Figure 13. New Housing Built in Comparison Centers between 2000 and 2022 vs. Expected Net New Growth in DEIS Alternative Plans by 2045



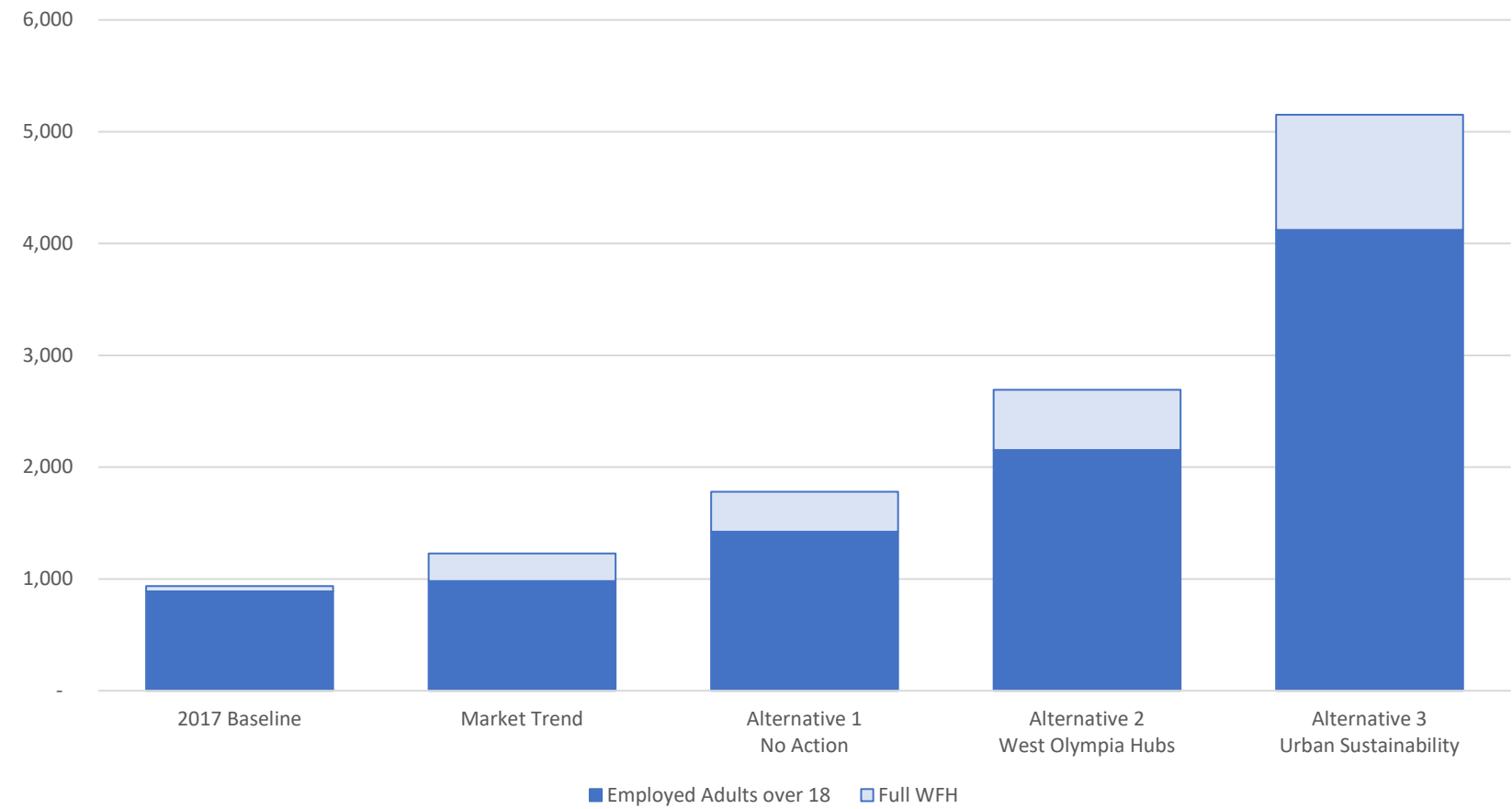
Source: TRPC; CoStar; Leland Consulting Group.

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%

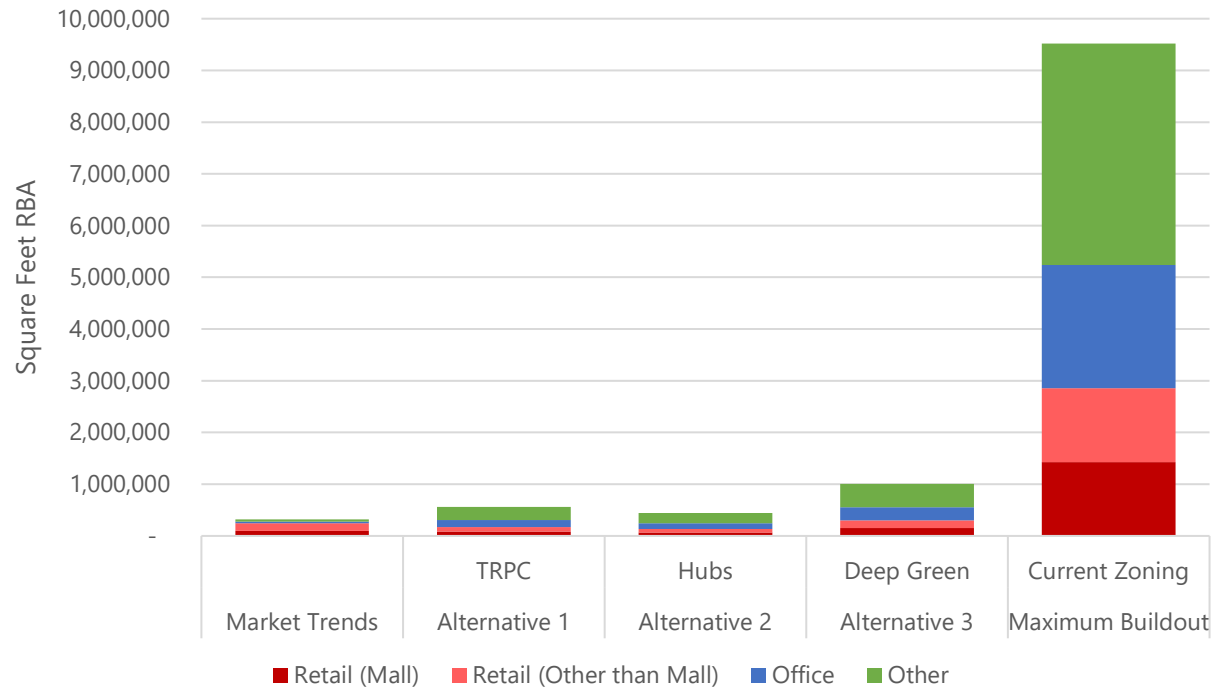
**Figure 16. Projected Net New Housing Units, Retail, and Office Space in the Olympia Capital Mall Triangle**

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
<b>Total</b>	<b>181</b>	<b>322,686</b>	<b>1,200</b>	<b>561,692</b>	<b>1,383</b>	<b>443,502</b>	<b>2,909</b>	<b>1,003,738</b>	<b>15,150</b>	<b>9,518,495</b>

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:

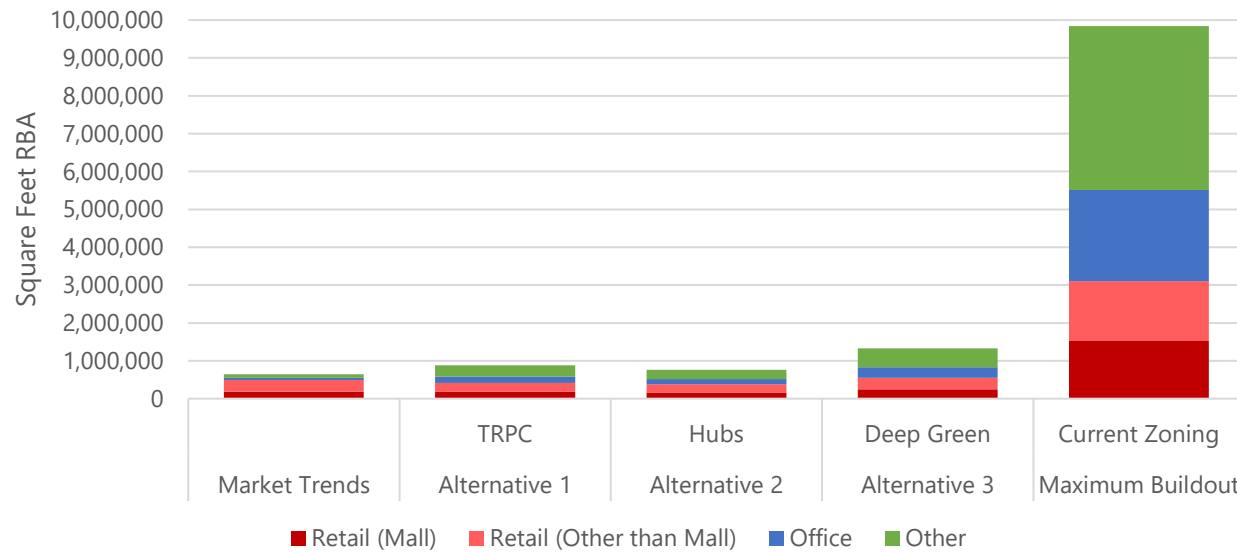
- Hospitality/Lodging
- Industrial
- Flex Space

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
<b>Total</b>	<b>761</b>	<b>645,372</b>	<b>1,780</b>	<b>884,378</b>	<b>1,963</b>	<b>766,188</b>	<b>3,489</b>	<b>1,326,424</b>	<b>15,730</b>	<b>9,841,181</b>

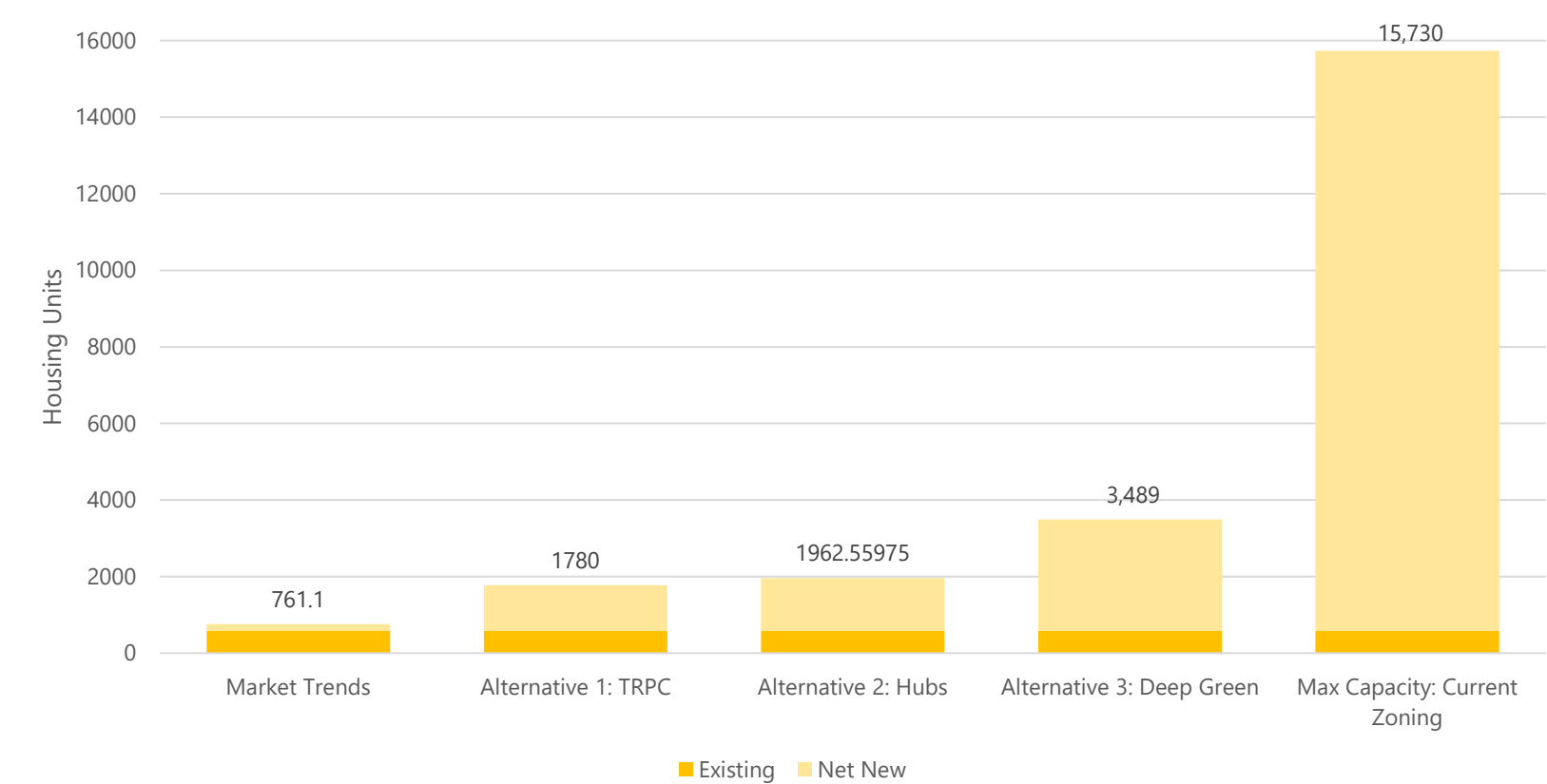
Source: LCG.

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		<i>See</i>				43			100.8				
Unbuildable (ROW, slope, stormwater)		0%		<i>TRPC</i>				35%			35%			35%	
Net Buildable Acres		3.2		<i>Buildable</i>				27.9			65.5			187.2	
Market Factor		100%		<i>Lands</i>				90%			60%			100%	
Developed Area by 2045		3.2		<i>Analysis</i>				25.1			39.3			187.2	
				<i>2021</i>											
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						2.01
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 D

## Engagement Report





# Olympia Capital Mall Triangle Subarea Plan Engagement Report

February 2, 2024



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## 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:

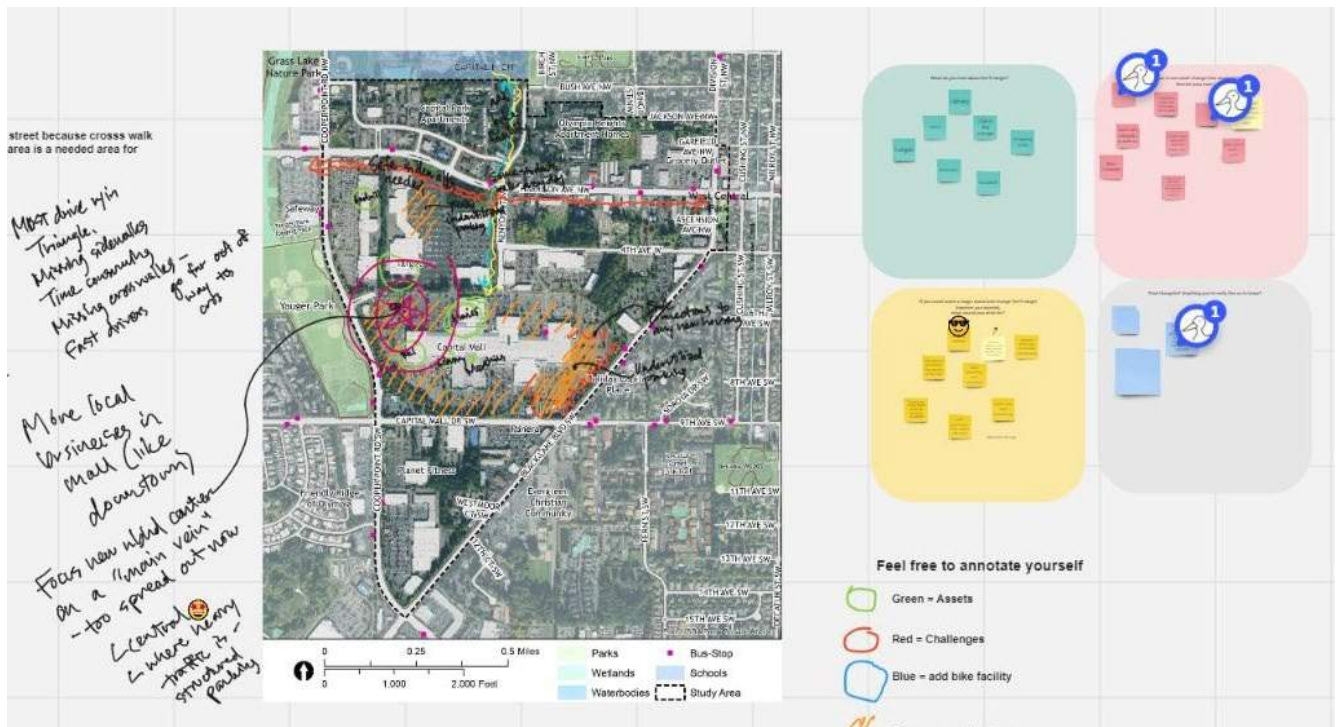
- **Capital High School Climate Club Workshop**
  - **Walking Tour and Chat with Neighborhood Associations**
  - **Stakeholder Work Group Meetings (4)**
  - **Property Owner Interviews (8)**
  - **Business Listen-in (2)**
  - **Community Meetings (4)**
  - **Additional Insights from Community Members**
- 

## 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

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.

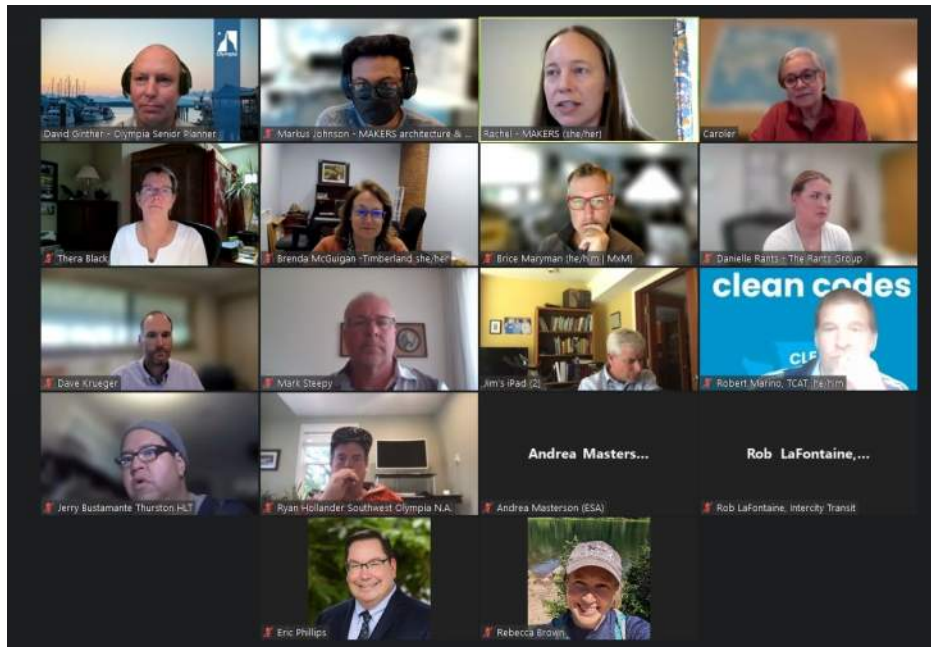
All participants felt Capital Mall, West Olympia Timberland Regional Library, and West Central Park are assets in the subarea that people in their neighborhoods regularly use. The project team also learned there is:

- 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.”

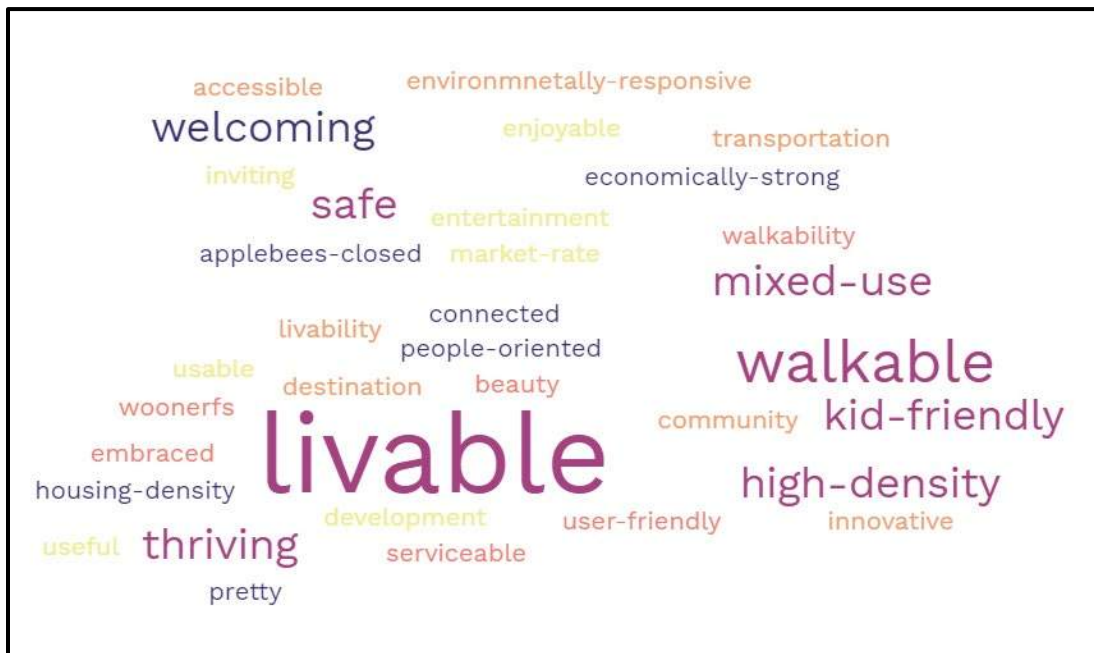
**Transit access and homes.** Additional comments included “good transit access” and transit being a wanted amenity, along with a comment appreciating that the area “has the most affordable housing in the city.”

**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 4<sup>th</sup> 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:

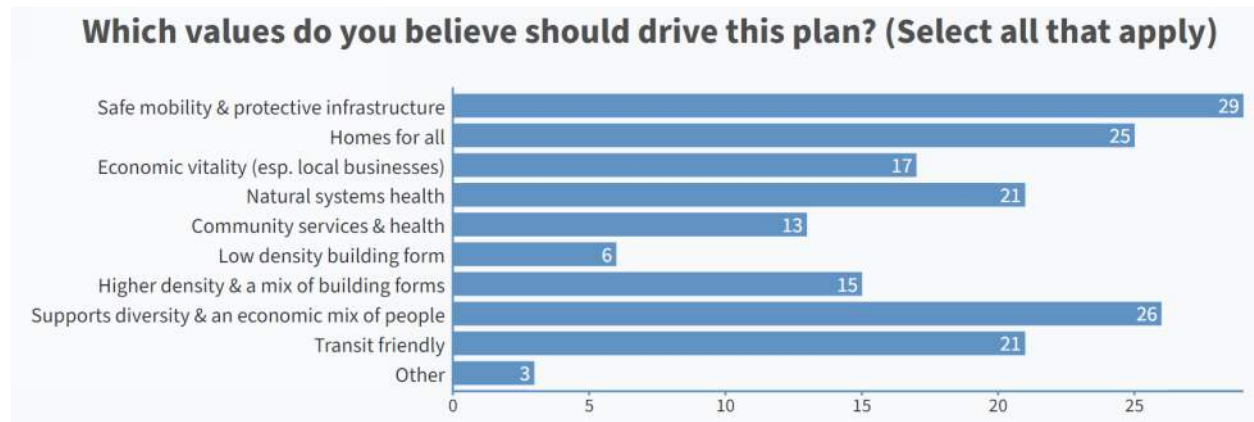
- “An area that feels safe to walk, roll, and bike for all ages and abilities” (68%)
- “A livable mixed-use environment” (63%)
- “A green, sustainable, and environmental friendly area” (53%)
- “An affordable and dense area of Olympia” (37%)

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.

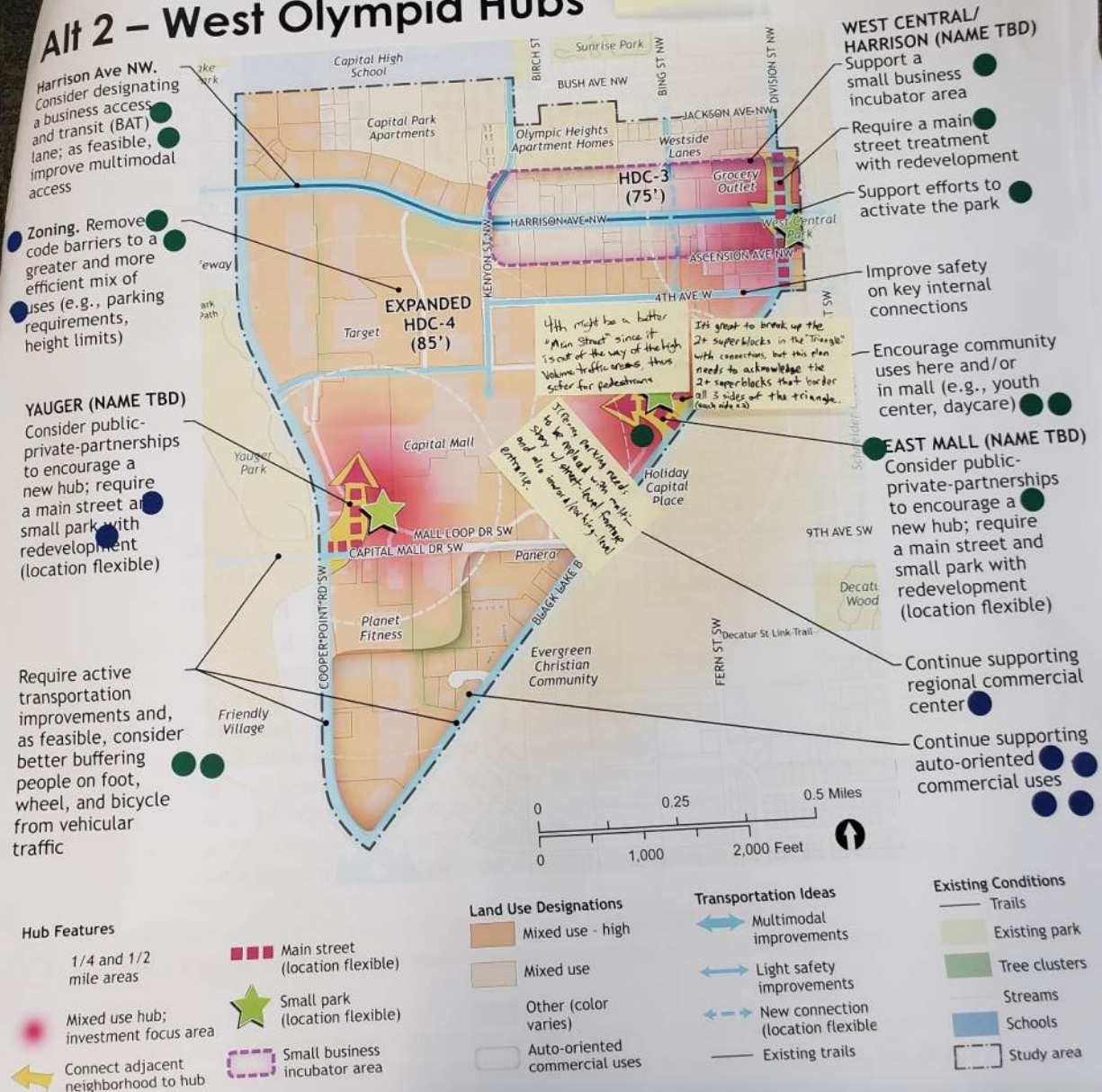
### Key Takeaways

- 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.



PRELIMINARY DRAFT 1/30/2023

## Alt 2 – West Olympia Hubs



## **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 4<sup>th</sup>
- Encourage groceries

#### **Physical improvements**

- Connect to downtown
- Improve 4<sup>th</sup> 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.



# Preferred Alternative

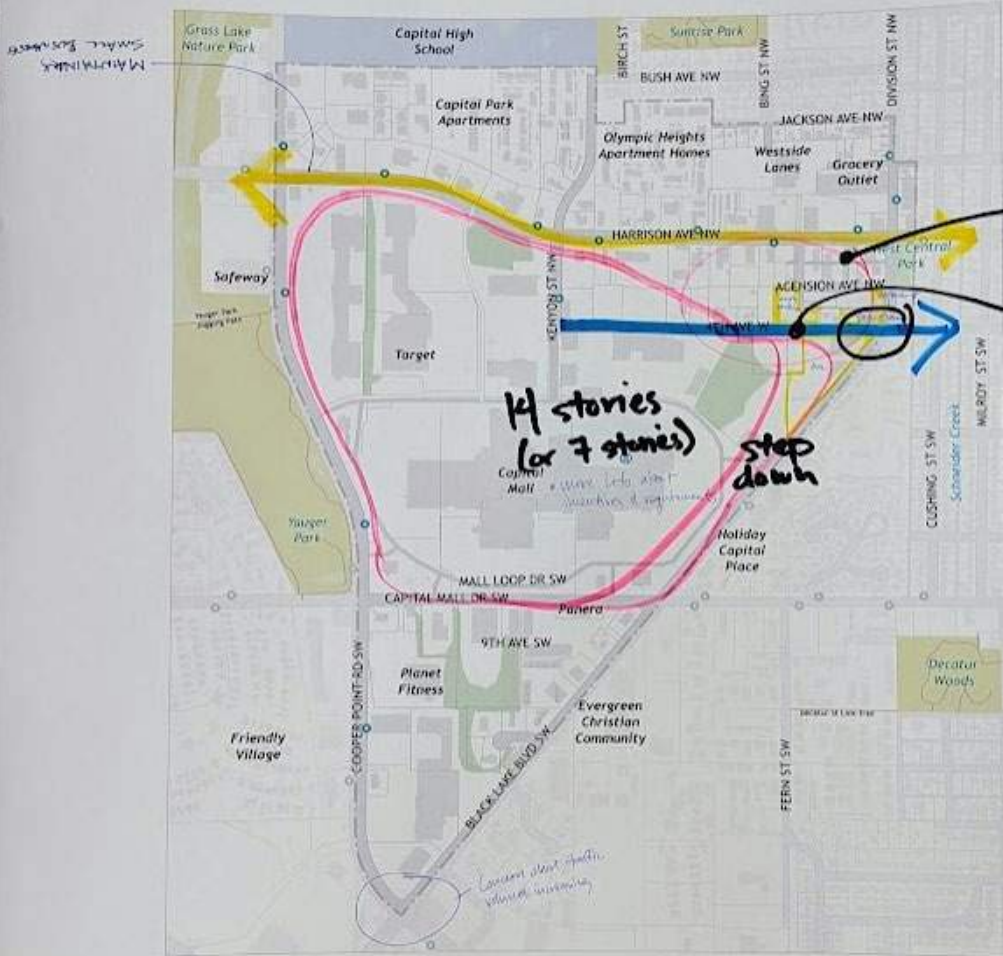
Group #: \_\_\_\_\_

These plans show a mix of uses, including retail, office, and residential. The plan also shows a mix of building heights, from 4 to 14 stories. The plan also shows a mix of building types, from single-family homes to multi-family units. The plan also shows a mix of building materials, from brick to concrete. The plan also shows a mix of building colors, from white to gray. The plan also shows a mix of building shapes, from rectangular to circular. The plan also shows a mix of building sizes, from small to large. The plan also shows a mix of building ages, from new to old. The plan also shows a mix of building owners, from private to public. The plan also shows a mix of building users, from residents to workers. The plan also shows a mix of building functions, from living to working. The plan also shows a mix of building forms, from traditional to modern. The plan also shows a mix of building styles, from classic to contemporary. The plan also shows a mix of building details, from simple to complex. The plan also shows a mix of building finishes, from plain to polished. The plan also shows a mix of building textures, from smooth to rough. The plan also shows a mix of building sounds, from quiet to loud. The plan also shows a mix of building smells, from fresh to stale. The plan also shows a mix of building tastes, from sweet to sour. The plan also shows a mix of building feelings, from happy to sad. The plan also shows a mix of building thoughts, from clear to cloudy. The plan also shows a mix of building dreams, from realistic to unrealistic. The plan also shows a mix of building hopes, from bright to dim. The plan also shows a mix of building fears, from small to large. The plan also shows a mix of building wishes, from simple to complex. The plan also shows a mix of building desires, from modest to extravagant. The plan also shows a mix of building needs, from basic to advanced. The plan also shows a mix of building wants, from few to many. The plan also shows a mix of building likes, from common to uncommon. The plan also shows a mix of building dislikes, from obvious to subtle. The plan also shows a mix of building dislikes, from obvious to subtle. The plan also shows a mix of building dislikes, from obvious to subtle.

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MINIMIZE IMPACTS?

PROPOSED GREEN BUILDING STRATEGIES (NOT SHOWN)

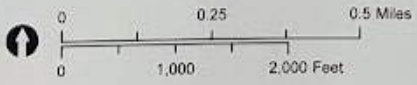


Best views

Improve street & connect to d.t.

14 stories (or 7 stories)

step down



- Trails
- Schools
- Parks
- Tree clusters
- Streams
- Waterbodies
- Wetlands
- Study area

. Affordable, green building



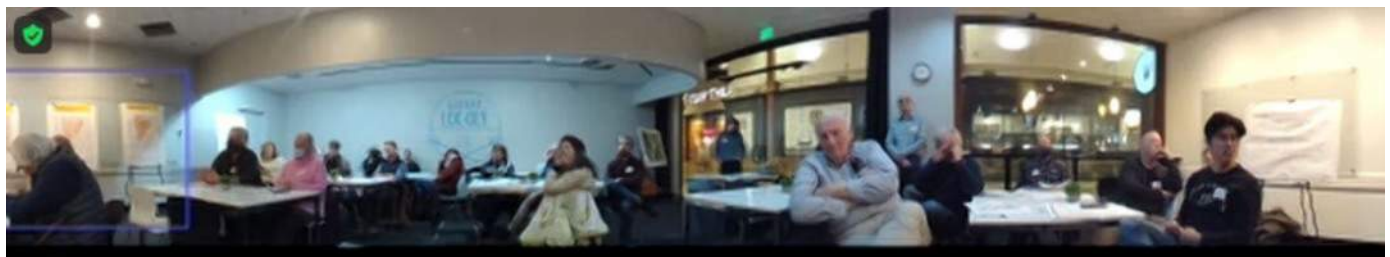
## Community Meeting 4

**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/>

## Olympia Planning Commission

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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**



# 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*

# 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 Council will consider adoption of the Capital Mall Triangle Subarea Plan at the July 9, 2024, meeting. Following adoption of the subarea plan, work will begin on a Planned Action Ordinance that will implement the mitigation measures specified in the Final Environmental Impact Statement and changes recommended in the subarea plan.

- [View the Capital Mall Triangle Subarea Plan](#)

## Upcoming public meetings

- July 9 - 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



8 months ago



CLOSED: This comment period has concluded.

Anna\_C

9 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

mfbishop

10 months ago



## Please implement Alternative 3 for Urban Sustainability.

1

Danielle Rants

9 months ago



## 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.

0

OMB1211

9 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

Harry Branch

9 months ago



## 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.

0



[View All Ideas](#)

## Who's listening

### David Ginther

Senior Planner

**Phone** 360-753-8335

**Email** [triangle@ci.olympia.wa.us](mailto:triangle@ci.olympia.wa.us)



## Documents

-  [Capital Mall Triangle Subarea Plan \(11.1 MB\) \(pdf\)](#)
-  [June 11 City Council Presentation \(17.7 MB\) \(pdf\)](#)
-  [Final Environmental Impact Statement \(19.4 MB\) \(pdf\)](#)
-  [Appendices for the Final EIS \(49.3 MB\) \(pdf\)](#)
-  [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 \(6.96 MB\) \(pdf\)](#)


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 [Triangle Subarea Map \(13.2 MB\) \(pdf\)](#)

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 [Community Workshop #1: Presentation \(16.1 MB\) \(pdf\)](#)

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 [Community Workshop #1: Results Summary \(158 KB\) \(pdf\)](#)

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[more..](#)

## FAQs

[What are the boundaries of the Capital Mall Triangle?](#)

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[Why is the City doing this work now?](#)

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[What is a subarea plan?](#)

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[What are the benefits of this subarea plan?](#)

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[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?](#)

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[How many residences will be added and what types of housing will be provided?](#)

---

[How quickly will these changes take place?](#)

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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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## City Council

### Approval of an Ordinance Amending Chapter 3.16 of the Olympia Municipal Code for Consistency with State Law Related to Contracts

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.H  
**File Number:**24-0573

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**Type:** ordinance **Version:** 1 **Status:** 2d Reading-Consent

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#### **Title**

Approval of an Ordinance Amending Chapter 3.16 of the Olympia Municipal Code for Consistency with State Law Related to Contracts

#### **Recommended Action**

##### **Committee Recommendation:**

Not referred to a committee.

##### **City Manager Recommendation:**

Move to approve an ordinance amending Chapter 3.16 of the Olympia Municipal Code for consistency with State law related to contracts.

#### **Report**

##### **Issue:**

Whether to approve an ordinance amending Chapter 3.16 of the Olympia Municipal Code for consistency with State law related to contracts.

##### **Staff Contact:**

Sean Krier, City Clerk, 360.753.8110

##### **Presenter(s):**

None - Consent Calendar Item.

##### **Background and Analysis:**

Background and analysis have not changed from first to second reading.

The Washington State Legislature passed a bill that addresses local government procurement. The bill impacts Chapter 3.16 of the Olympia Municipal Code which governs contracts. The proposed code revisions align with the updates made by the State Legislature.

Below is a summary of the changes:

- Small works roster bid threshold limit increased to \$350,000.
- Removal of public works procurement processes which are no longer permitted by state law.
- Reduced the required size of payment and performance bonds for public works projects from 100% of the contract amount to no less than 25% of the contract amount. Large performance bonds can be a prohibitively expensive upfront cost that prevents small businesses from bidding on public works projects.
- Minor edits to improve readability.

If approved by the City Council, these changes will go into effect on July 30, 2024.

**Climate Analysis:**

This item does not have any climate impacts.

**Equity Analysis:**

Reducing the required size of performance bonds will make it easier for small businesses to bid on small public works projects.

**Neighborhood/Community Interests (if known):**

There are no known community interest related to this Ordinance.

**Financial Impact:**

This item does not have a financial impact.

**Options:**

1. Approve the ordinance amending Chapter 3.16 of the Olympia Municipal Code - Contracts.
2. Direct staff to modify the ordinance amending Chapter 3.16 of the Olympia Municipal Code - Contracts based on Council feedback.
3. Do not approve the ordinance amending Chapter 3.16 of the Olympia Municipal Code - Contracts.

**Attachments:**

Ordinance

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

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON AMENDING CHAPTER 3.16 OF THE OLYMPIA MUNICIPAL CODE, UPDATING IT FOR CONSISTENCY WITH STATE LAW**

**WHEREAS**, City staff review the Olympia Municipal Code for clarity to ensure accuracy and accessibility through plain language; and

**WHEREAS**, the organizational structure of City staff has been updated and requires Olympia Municipal Code (OMC) amendments that reflect the new staffing structure; and

**WHEREAS**, City staff reviews processes and procedures to identify and evaluate opportunities for greater efficiency and cost-savings; and

**WHEREAS**, the State legislature updated RCW 39.04.151, RCW 39.04.152, and RCW 39.04.155 changing certain requirements in public works procurement that must be updated in the Olympia Municipal Code;

**NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE** as follows:

**Section 1. Amendment of OMC Chapter 3.16.** Olympia Municipal Code Chapter 3.16 is hereby amended to read as follows:

Chapter 3.16  
CONTRACTS

3.16.000 Chapter Contents

Sections:

- [3.16.010](#) Purpose.
- [3.16.020](#) City Council Approval.
- [3.16.030](#) City Manager Approval.
- [3.16.040](#) City Manager Authorized to Delegate Certain Execution Authority.
- [3.16.050](#) City Manager Authority--Rules and Regulations for Contracting.
- [3.16.055](#) Documents to be Filed with the City Clerk.
  
- [3.16.060](#) Small Works Roster Established.
- [3.16.070](#) Method of Establishment of Small Works Roster.
- [3.16.080](#) Procedure for Utilization of Small Works Roster.
- [3.16.090](#) Posting of Small Works Roster Awards.
- [3.16.100](#) Public Works Construction Contracts--Change Order Level of Authority.
- ~~[3.16.110](#)~~ ~~Level of Funding Required for Project Award.~~
- [3.16.120](#) Public Works Construction Contracts -- Bond Reduction.

### **3.16.010 Purpose**

The purpose of this chapter is to establish a uniform practice for approval and execution of City of Olympia contracts, ensure City Council review of important and legally required contracts and other legal instruments, provide for efficient, streamlined preparation and execution of other contracts not requiring Council review, while also ensuring accountability by limiting the number of individuals authorized to execute contracts on the City's behalf. In addition, the purpose is to delegate to the City Manager authority to establish rules for competitive bidding where required by law and the acquisition of goods, services, and materials so long as such rules are with sound management practices and designed to secure the best quality for a fair price. The final purpose is to provide procedures for the creation and operation of a small works roster.

### **3.16.020 City Council Approval**

The following documents and instruments shall be presented to the City Council for approval prior to their execution by the City Manager:

A. Interlocal agreements: All contracts, agreements, memoranda of understanding, or other documents between the City of Olympia and any other governmental agency or agencies that are entered into pursuant to the supplemental authority for the City to contract in Chapter [39.34](#) RCW.

B. Instruments pertaining to real property: any contract, agreement, lease, easement, bill of sale, or other instrument pertaining to the City's use, disposition, conveyance, or acquisition of real property.

Exceptions:

(1) An acceptance by the City in its regulatory capacity of a dedication from a development is not subject to Council approval.

(2) Temporary construction licenses are not subject to Council approval.

(3) The City Manager is authorized to sign the following without further City Council approval: All instruments pertaining to the City's use, disposition, conveyance, or acquisition of real property by whatever method, provided that such transaction is associated with a capital improvement project that has been previously approved by Council.

C. Any contract, agreement, or other document with a cost over \$350,000.

### **3.16.030 City Manager Approval**

A. The City Manager or the City Manager's designee, is authorized to approve and execute on behalf of the City of Olympia any contract, agreement, or document not otherwise subject to OMC ~~Section [3.16.020](#) and cost up to, and including, \$350,000.~~

B. The City Manager or the City Manager's designee, is authorized to:

1. declare any public work an emergency, if it meets the criteria outlined under RCW [39.04.280](#). A written finding of the emergency must be filed with the City Clerk no later than two weeks following contractor award of such work.

2. make written policies governing the waiver of competitive bidding requirements, provided the purchase or project qualifies for waiver under RCW [39.04.280](#), or other state or local law. Immediately following contract award, the contract and the factual basis for the exemption from public bidding must be recorded and open for public inspection.

3. make a final decision to deem a contractor not-responsible and/or to reject bids for any public works project that falls within the City Manager's contract authority under this chapter.

### **3.16.040 City Manager Authorized to Delegate Certain Execution Authority**

The City Manager is authorized, but not required, to delegate to an Assistant City Manager or their designee; or a department director or their director's designee; the authority to approve and execute on behalf of the City of Olympia any contract, agreement or document not otherwise subject to OMC ~~Section~~ [3.16.020](#) and with an amount equal to or less than the amount delegated to the City Manager ~~of less than \$150,000.~~

### **3.16.050 City Manager Authority--Rules and Regulations for Contracting**

The City Manager is authorized to establish written rules and regulations for the construction/acquisition of public works, and the procurement of goods, services, and materials by the City. Such rules and regulations shall be governed by sound management practices designed to secure the best quality at a fair price and comply with applicable state and federal laws and regulations. As such rules and regulations are established, copies shall be sent to the City Council; provided, however, that inadvertent failure to send such rules and regulations to the City Council shall not be grounds to invalidate any action by the City Manager or the City Manager's designee which is otherwise lawful. The City Manager is authorized to revise the rules and regulations from time to time as circumstances change or as the City Manager may, in the City Manager's discretion, deem appropriate.

### **3.16.055 Documents to be Filed with the City Clerk**

One (1) original of any document governed by OMC ~~Sections~~ [3.16.020](#) through [3.16.040](#) shall be filed with the City Clerk; provided, however, that failure to so file any such document shall not invalidate or excuse performance of any obligations contained therein.

### **Small Works Roster Established**

The City Engineer or the City Engineer's designee (collectively hereafter Engineer) is authorized and directed to establish a City construction contractor's small works rosters comprised of all contractors who request to be on the rosters and who are, where required by law, properly licensed or registered and bonded to perform contracting work in the State of Washington.

### **3.16.070 Method of Establishment of Small Works Roster**

~~The small works roster shall be established by either or both of the following:~~

~~A. —The Engineer may advertise for consultants in a newspaper of general circulation in order to update the small works roster. The Engineer shall add to the rosters those contractors who respond to the advertisement and request to be included on the rosters. In order to be included on the roster, contractors shall supply information as required by the Engineer.~~



~~B.—~~The City of Olympia may establish the small works roster through contract with the Municipal Research and Services Center of Washington (MRSC) to adopt for City use those statewide electronic databases for small public works rosters developed and maintained by MRSC. At least once per year, on behalf of the City, MRSC shall publish in a newspaper of general circulation within the jurisdiction a notice of the existence of the roster or rosters and solicit the names of contractors for such roster or rosters. Responsible contractors shall be added to appropriate MRSC Roster(s) at any time that they submit a written request and necessary records. The City may require master contracts to be signed that become effective when a specific award is made using a small works roster.

### **3.16.080 Procedure for Utilization of Small Works Roster**

A. The small works roster may be utilized, in lieu of advertising or requesting formal bids, as follows:

1. Whenever the City seeks to construct any public work project ~~in which,~~ the total estimated cost ~~of which,~~ including costs of materials, supplies, labor, and equipment is within the threshold defined in RCW 39.04.152(1), \$350,000 or less or such other amounts as may be authorized by the law.
2. When the small works roster is utilized, the City shall invite written or electronic proposals from all appropriate contractors on the appropriate small works roster. The City Engineer shall establish procedures for securing telephone, written, or electronic quotations.
3. The invitation to the contractor on the small works roster shall include an estimate of the scope and nature of the work to be performed, materials and equipment to be furnished, and time required for completion. However, detailed plans and specifications need not be included in the invitation. This subsection does not eliminate other requirements for architectural or engineering approvals as to quality and compliance with building codes.
4. When awarding a contract for work under the small works roster, the City shall award the contract to the contractor submitting the lowest responsive, responsible ~~proposal~~bid; provided, however, that the City reserves its right under applicable law to reject any or all ~~proposals~~bids, and to waive procedural irregularities.
5. A contract awarded from a small works roster under this section need not be advertised.
6. Immediately after an award is made, the bid quotations obtained shall be recorded, open to public inspection, and available by at least one of the following: telephone or electronic request.

~~B.—In lieu of awarding contracts under Subsection (A) of this section, the City may award a contract for work, construction, alteration, repair, or improvement project estimated to cost less than fifty thousand (\$50,000) dollars or such other amounts as may be authorized by law, using the limited public works process provided under this subsection. Public works projects awarded under this subsection are exempt from the other requirements of the small works roster process provided under subsection (A) of this section and are exempt from the requirement that contracts be awarded after advertisement as provided under RCW 39.04.~~

~~For limited public works projects, the City shall solicit electronic or written quotations from a minimum of three (3) contractors from the appropriate small works roster and shall award the contract to the lowest responsive, responsible bidder; provided, however, that the City may reject a quotation or waive procedural irregularities in a quotation and proceed to award. After an award is made, the quotations shall be open to public inspection~~

and available by electronic request. The City must equitably distribute opportunities for limited public works projects among contractors willing to perform in the geographic area of the work. The City shall maintain a list of the contractors contacted and the contracts awarded during the previous twenty-four months under the limited public works process, including the name of the contractor, the contractor's registration number, the amount of the contract, a brief description of the type of work performed, and the date the contract was awarded. The City may waive the payment and performance bond requirements of chapter 39.08 RCW and may waive the retainage requirements of RCW 60.28.011(1)(a), thereby assuming the liability for the contractor's nonpayment of laborers, mechanics, subcontractors, materials suppliers, suppliers, and taxes, increases, and penalties imposed under Titles 50, 51, and 82 RCW that may be due from the contractor for the limited public works project, however the City shall have the right of recovery against the contractor for any payments made on the contractor's behalf.

~~CB.~~ The breaking of any project into units or accomplishing any projects by phases is prohibited if it is done for the purpose of avoiding the maximum dollar amount of a contract that may be let using the small works roster process or limited public works process.

~~D.~~ The City may use the limited public works process to solicit and award small works roster contracts to minibusinesses and microbusinesses as defined under RCW 39.26.010 that are registered contractors.

### **3.16.090 Posting of Small Works Roster Awards**

When the City utilizes the small works roster procedure as established in OMC Section 3.16.080 to award contract for public works projects, the City shall post a list of the contracts awarded under OMC Section 3.16.080. The list shall contain the name of the contractor awarded the contract, the amount of the contract, a brief description of the type of work performed, and the date of the award, and shall be posted on the City's electronic web page.

### **3.16.100 Public Works Construction Contracts--Change Order Level of Authority**

The City Manager or the City Manager's designee is authorized to approve change orders with a cumulative total of \$350,000 or less for any project. Council approval is required for cumulative change orders totaling over \$350,000 for a project, except when such approval is deemed "urgent" by the City Manager. An "urgent" change order is defined as one where delay in implementation could cause environmental or property damage or endanger public safety, as determined by the City Manager. An "urgent" determination may also be made when delays are estimated to cost the City of Olympia \$1,000 or more per day.

### **3.16.110 Level of Funding Required for Project Award**

~~No Public Works contract award will be made on projects bid via the formal bidding process (construction in excess of \$350,000) unless funds in the amount of at least 110 percent of the bid are available. Similarly, no contract award will be made on projects bid via the Small Works roster bidding process (construction \$350,000 or less) unless funds in the amount of at least 115 percent of the bid are available.~~

### **3.16.120 Public Works Construction Contracts - Bond Reduction**

As authorized by RCW 39.08.030(1)(a), the City may, at its option, reduce the amount of a performance bond to not less than 25 percent of the total contract amount for public works contracts.

**Section 2. Corrections.** The City Clerk and codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

**Section 3. Severability.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or application of the provisions to other persons or circumstances shall remain unaffected.

**Section 4. Ratification.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

**Section 5. Effective Date.** This Ordinance shall take effect on August 30, 2024.

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MAYOR

**ATTEST:**

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CITY CLERK

**APPROVED AS TO FORM:**

  
DEPUTY CITY ATTORNEY

**PASSED:**

**APPROVED:**

**PUBLISHED:**



## City Council

### Approval of an Ordinance Amending Ordinance 7394 (Second Quarter Budget Amendment)

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 4.I  
**File Number:** 24-0587

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**Type:** ordinance **Version:** 1 **Status:** 1st Reading-Consent

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#### **Title**

Approval of an Ordinance Amending Ordinance 7394 (Second Quarter Budget Amendment)

#### **Recommended Action**

##### **Committee Recommendation:**

Not referred to a committee.

##### **City Manager Recommendation:**

Move to approve the proposed ordinance amending Ordinance 7394 (Second Quarter Budget Amendment) on first reading and forward to second reading.

#### **Report**

##### **Issue:**

Whether to approve the proposed ordinance amending Ordinance 7394 (Second Quarter Budget Amendment) on first reading and forward to second reading.

##### **Staff Contact:**

Joan Lutz, Budget & Fiscal Manager, Finance Department, 360.753.8760

##### **Presenter(s):**

None-Consent Calendar Item.

#### **Background and Analysis:**

The City Council may revise the City's Budget by approving an ordinance. Generally, budget amendments are presented quarterly to Council for review and approval, however, they may be made at any time during the year. The amended ordinances appropriate funds and provide authorization to expend the funds.

The attached ordinance includes recommended amendments to the 2024 Operating Funds, Special Funds and Capital Funds for: Department requested carry-forward appropriations; and Department requests for budget amendments for the second quarter in 2024.

1. Department requested carry-forward appropriations include requests representing 2023 obligations for purchase orders and contracts not completed in 2023 as well as capital project

related appropriations. The appropriation requests total \$ 32,920,193.

2. Department requests for budget amendments for second quarter in 2024 represents new budget adjustments and associated transfers requested by departments. The appropriation requests total \$ 5,502,144.

Department requests for budget amendments for the second quarter of 2024 are specified in Exhibit B of the attached Ordinance.

**Climate Analysis:**

This agenda item is expected to result in no additional impact to greenhouse gas emissions.

**Equity Analysis:**

One of the goals of the City's budget process is to ensure that city services are provided equitably to our residents and business communities, as well as the greater Olympia community. The agenda item is not expected to further impact known disparities in our community.

**Neighborhood/Community Interests (if known):**

Members of the community may have an interest in this agenda item as it deals with City finances and fiscal governance.

**Financial Impact:**

Increase in appropriations of \$ 38,329,046. Funding sources are noted in Exhibit B of the attached Ordinance.

**Options:**

1. Approve ordinance amending ordinance 7394. This provides staff with budget capacity to proceed with initiatives approved by Council.
2. Do not approve the amending ordinance; staff will not have authorization to expend the funds.
3. Take other action.

**Attachments:**

Ordinance



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

**AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, APPROVING THE CONSOLIDATING BUDGET ADJUSTMENTS MADE BETWEEN APRIL 1, 2024 AND JUNE 30, 2024, REFLECTING A TOTAL BUDGET INCREASE ADJUSTMENT OF \$38,422,337**

**WHEREAS**, the Olympia City Council adopted the 2024 Operating, Special Funds and Capital Budgets and 2024-2029 Capital Facilities Plan (CFP) by passing Ordinance No. 7382 on December 19, 2023; and

**WHEREAS**, throughout the year, budget updates are required to recognize changes relating to adopted budget expense authority; and

**WHEREAS**, the Olympia City Council amended Ordinance No. 7394 on April 16, 2024; and

**WHEREAS**, the CFP meets the requirements of the Washington State Growth Management Act, including RCW 36.70A.070(3); and

**WHEREAS**, the following changes need to be made to Ordinance No. 7394;

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

**Section 1.** The 2024 annual budget is amended to include necessary budget adjustments for the second quarter of 2024 from April 1 to June 30, as summarized and set forth in Exhibit "A" which is attached and incorporated into this ordinance. Except as amended by this Ordinance, all terms and provisions of the 2024 annual budget Ordinance No. 7382 shall remain unchanged.

**Section 2.** The 2024 FTE is amended to include necessary FTE increases for the second quarter of 2024 from April 1 through June 30, as summarized and set forth in Exhibit "C" which is attached and incorporated into this Ordinance.

**Section 3.** It is anticipated that the funding source and the construction schedule for projects identified in the CFP may be changed over the next year. Such changes shall not constitute an amendment to the Comprehensive Plan for purposes of RCW 36.70A.130.

**Section 4.** The Director of Finance is hereby authorized to bring forward into fiscal year 2024 all appropriations and allocations not otherwise closed, completed, or deleted from prior fiscal years' capital budgets.

**Section 6. Severability.** The provisions of this Ordinance are declared separate and severable. If any provision of this Ordinance or its application to any person or circumstances is held invalid, the remainder of this Ordinance or application of the provision to other persons or circumstances shall be unaffected.

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

**Section 8. Effective Date.** This Ordinance shall take effect after passage and publication, as provided by law, on August 19, 2024.

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MAYOR

**ATTEST:**

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CITY CLERK

**APPROVED AS TO FORM:**

Mark Barber  
CITY ATTORNEY

**PASSED:**

**APPROVED:**

**PUBLISHED:**

**EXHIBIT A**  
**City of Olympia, WA**  
**Second Quarter Expenditure Budget Adjustment Ordinance**  
**April 1, 2024 through June 30, 2024**

<b>Fund Title:</b>	<b>Previously Approved</b>	<b>Adjustment Requested</b>	<b>Total Adjusted Budget</b>
FND_001 GENERAL FUND	\$114,114,954	\$ 1,987,919	\$116,102,873
FND_003 SPECIAL ACCT CONTROL FUND	1,924,867	114	1,924,981
FND_006 DEVELOPMENT FEE REVENUE	8,362,417	77,190	8,439,607
FND_026 MUNICIPAL ARTS FUND	107,854	39,350	147,204
FND_134 PARK & RECREATION SIDEWALK UTILITY TAX	1,372,000	170,000	1,542,000
FND_140 REAL ESTATE EXCISE TAX	2,690,500	100,000	2,790,500
FND_142 HOME FUND	4,643,502	574	4,644,076
FND_148 TBD Sales Tax	-	400,000	400,000
FND_317 CAPITAL IMPROVEMENTS FUND	448,328	1,014,972	1,463,300
FND_318 HOME FUND CAPITAL	2,051,488	8,183	2,059,671
FND_320 TRANSPORTATION CAPITAL IMPROVEMENT FUND	11,474,984	20,572,605	32,047,589
FND_331 FIRE EQUIPMENT CAPITAL FUND	200,000	733,804	933,804
FND_335 GENERAL FACILITIES CAPITAL IMPROVEMENT FUND	2,546,440	2,516,056	5,062,496
FND_340 PARKS CAPITAL IMPROVEMENT FUND	15,630,582	2,352,239	17,982,821
FND_401 DRINKING WATER UTILITY OPERATING	15,763,644	76,429	15,840,073
FND_402 WASTEWATER UTILITY OPERATING	25241814	36,943	25,278,757
FND_403 WASTE RESOURCES OPERATING		1,791,264	1,791,264
FND_461 DRINKING WATER CAPITAL IMPROVEMENT	5,898,000	2,561,614	8,459,614
FND_462 WASTEWATER CAPITAL IMPROVEMENT	11,981,325	82,039	12,063,364
FND_463 WASTE RESOURCES CAPITAL IMPROVEMENT	2,437,000	1,869,329	4,306,329
FND_464 STORMWATER AND SURFACE WATER CAPITAL IMPROVEMENT	5,711,943	7,400	5,719,343
FND_502 EQUIPMENT RESERVE	7,227,930	1,901,020	9,128,950
FND_505 WORKERS COMPENSATION	2,465,025	30,002	2,495,027
<b>Total</b>	<b>\$242,294,597</b>	<b>\$38,329,046</b>	<b>\$280,623,643</b>

**EXHIBIT B**  
**City of Olympia, WA**  
**Second Quarter Expenditure Budget Adjustment Ordinance**  
**April 1, 2024 through June 30, 2024**

FND 001 General Fund:

Carryover Requests from 2023 budget:

- |   |            |
|---|------------|
| • Appropriation for various departments for outstanding purchase orders     | \$ 617,760 |
| • Appropriation for Office of Strategic Initiatives for contracted services | \$ 166,436 |
| • Appropriation for CJC Private Lease Space Study for Municipal Court       | \$ 500,000 |

Carryover Requests total: \$1,284,196

Amendment Requests:

- |  |            |
|--|------------|
| • Additional appropriation for Day Reporting general professional services                           | \$ 30,000  |
| ○ Funding source is Public Safety Sales Tax - County   |            |
| • Additional appropriation for Community Court for Salaries and miscellaneous operating expenditures | \$ 124,390 |
| ○ Funding source is State Grant from Other Judicial Agencies   |            |
| • Additional appropriation for Office of Performance & Innovation for services                       | \$ 10,000  |
| ○ Funding source is fund balance   |            |
| • Additional appropriation for Police Department for software lease and operating supplies           | \$ 113,479 |
| ○ Funding source is State Grant from Department of Commerce and WCIA                                 |            |
| • Additional appropriation for Parks, Arts and Recreation for various line items                     | \$ 325,854 |
| ○ Funding source is unrecognized revenue, OMPD, other transfers                                      |            |
| • Additional appropriation for Transportation for Sidewalk Condition Assessment                      | \$ 100,000 |
| ○ Funding source is Real Estate Excise Tax   |            |

Amendment Requests total: \$ 703,723

FND 003 Special Acct Control Fund:

Carryover Request from 2023 budget:

- |  |        |
|--|--------|
| • Additional appropriation for PC Lifecycle for Information Services | \$ 114 |
|--|--------|

FND 006 Development Fee Revenue:

Carryover Request from 2023 budget:

- |  |           |
|--|-----------|
| • Additional appropriation for Planning & Engineering to fund Housing Displacement Study associated with the Comprehensive Plan Update | \$ 50,000 |
|--|-----------|

- Additional appropriation for Access Information Mgmt digitize project CP&D Admin \$ 4,190

Carryover Requests total: \$ 54,190

Amendment Request:

- Additional appropriation for Neighborhood Grant Matching in Planning and Engineering \$ 23,000
  - Funding source is fund balance

FND 026 Municipal Arts Fund:

Carryover Requests from 2023 budget:

- Additional appropriation for general professional services related to art \$ 39,350

FND 134 Park & Recreation Sidewalk Utility Tax:

Amendment Request:

- Additional appropriation to support PARD Parks Maintenance \$ 170,000
  - Funding source is fund balance

FND 140 Real Estate Excise Tax:

Amendment Request:

- Additional appropriation to support Sidewalk Condition Assessment \$ 100,000
  - Funding source is fund balance

FND 142 Home Fund:

Carryover Requests from 2023 budget:

- Additional appropriation for contracted services \$ 574

FND 148 Transportation Benefit District Sales Tax:

Amendment Request:

- Additional appropriation for Pacific and State Pedestrian and Bike Safety \$ 400,000
  - Funding source is new revenue stream

FND 317 Capital Improvement Fund:

Carryover Requests from 2023 budget:



- Additional appropriation for various ongoing capital projects \$ 1,014,972

FND 318 Home Fund Capital:

Carryover Requests from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 8,183

FND 320 Development Fee Revenue:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital transportation projects \$ 20,172,605

Amendment Request:

- Additional appropriation for Pacific & State Pedestrian & Bike Safety project \$ 400,000
  - Funding source is Transportation Benefit District Sales Tax

FND 331 Fire Equipment Capital Fund:

Carryover Request from 2023 budget:

- Additional appropriation for contracted services \$ 733,804

FND 335 General Facilities Capital Improvement Fund:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 2,516,056

FND 340 Parks Capital Improvement Fund:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 2,352,239

FND 401 Drinking Water Utility Operating:

Carryover Request from 2023 budget:

- Additional appropriation for contracted services \$ 76,429

FND 402 Wastewater Utility Operating:

Carryover Request from 2023 budget:

- Additional appropriation for contracted services \$ 36,943

FND 403 Waste ReSources Operating:

Carryover Request from 2023 budget:

- Additional appropriation for outstanding purchase orders \$ 200

Amendment Request:

- Additional appropriation for transfer to capital projects \$ 1,791,064
  - Funding source is fund balance

FND 461 Drinking Water Capital Improvement:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 2,561,614

FND 462 Wastewater Capital Improvement:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 82,039

FND 463 Waste ReSources Capital Improvement:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 78,265

Amendment Request:

- Additional appropriation for ongoing capital projects \$ 1,791,064
  - Funding source is transfer from operating budget

FND 464 Stormwater and Surface Water Capital Improvement:

Carryover Request from 2023 budget:

- Additional appropriation for various ongoing capital projects \$ 7,400

FND 502 Equipment Reserve:

Carryover Request from 2023 budget:

- Additional appropriation for outstanding purchase orders \$ 1,901,020
- 

FND 505 Workers Compensation:

Amendment Request:

- Additional appropriation for travel, training, memberships, and tools for Safety \$ 30,002
  - Funding source is fund balance

**EXHIBIT C**  
**City of Olympia, WA**  
**Second Quarter Expenditure Budget Adjustment Ordinance**  
**April 1, 2024 through June 30, 2024**

No FTE changes for the second quarter budget adjustment ordinance.



## City Council

### Hands On Children's Museum Expansion Update

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 6.A  
**File Number:** 24-0606

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

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**Title**

Hands On Children's Museum Expansion Update

**Recommended Action**

**Committee Recommendation:**

Not referred to a committee.

**City Manager Recommendation:**

Receive an update regarding expansion of the Hands on Children's Museum.

**Report**

**Issue:**

Whether to receive an update regarding expansion of the Hands on Children's Museum.

**Staff Contact:**

Jay Burney, City Manager, 360.753-8340

**Presenter(s):**

Jay Burney, City Manager

Patty Belmonte, Executive Director, Hands on Children's Museum

**Background and Analysis:**

Executive Director of the Hands on Children's Museum (HOCM), Patty Belmonte will present plans for expansion of the Museum.

The Museum stimulates curiosity, creativity and critical thinking through fun, interactive and engaging exhibits and learning experiences for children, families and the community.

**Climate Analysis:**

This item will not have an impact on the climate.

**Equity Analysis:**

Incorporated in their values, HOCM believes in and fosters a space where all children and their families are respected and given the opportunity to learn, regardless of their ethnicity, ability, gender,

or income.

**Neighborhood/Community Interests (if known):**

The Hands On Children's Museum is a cherished amenity in Olympia, to not only local residents but to the many out of town visitors they receive each year. The Museum offers an Access Program for underserved and at-risk families. The Museum also offers discounted military admission and memberships, free field trips for rural, Title I and underserved elementary schools, and several family support programs.

**Financial Impact:**

There is no immediate financial impact related to the update.

**Options:**

1. Receive the update.
2. Do not receive the update.
3. Receive the update at another time.

**Attachments:**

None





## City Council

### Approval of a Resolution Authorizing an Agreement with the Olympia Downtown Alliance Downtown for Vibrancy Funding

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 6.B  
**File Number:**24-0603

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

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#### Title

Approval of a Resolution Authorizing an Agreement with the Olympia Downtown Alliance Downtown for Vibrancy Funding

#### Recommended Action

##### Committee Recommendation:

The Finance Committee recommends moving to approve a Resolution authorizing an agreement with the Olympia Downtown Alliance for \$285,000 to support four programs: Downtown Guide Program, Maintenance Worker position, Graffiti Abatement Program, and Tree Lights.

##### City Manager Recommendation:

Move to approve a Resolution authorizing an agreement with the Olympia Downtown Alliance for \$285,000 to support four programs: Downtown Guide Program, Maintenance Worker position, Graffiti Abatement Program, and Tree Lights.

#### Report

##### Issue:

Whether to approve the one-time funding request of the Olympia Downtown Alliance for \$285,000 to support four programs: Downtown Guide Program, Maintenance Worker position, Graffiti Abatement Program, and Tree Lights.

##### Staff Contact:

Jay Burney, City Manager, 360.753.8740  
Todd Cutts, Executive Director, Olympia Downtown Alliance

##### Presenter(s):

None - Consent Calendar Item.

##### Background and Analysis:

The Olympia Downtown Alliance has brought forward a Downtown Vibrancy funding package for consideration from the Finance Committee. The request is for a one-time \$285,000 allocation out of Proposition 1 - Public Safety Funding to support four programs: Downtown Guide Program, which includes an expanded Guide Program, Maintenance Worker position, Graffiti Abatement Program,

and Tree Lights. The one-time \$285,000 allocation of City monies will be supplemented by an additional \$140,000 of private sector funding.

These combined funding sources will provide resources to fund these programs through 2025.

There is approximately \$1,500,000 in Proposition 1 - Public Safety funding available in 2024. OPD will utilize \$1,200,000 of this funding in 2024, leaving \$300,000 that can be allocated to the Downtown Vibrancy funding request.

Todd Cutts, Olympia Downtown Alliance Executive Director, will provide an overview of the funding request.

**Climate Analysis:**

This agenda item is expected to result in no impact to greenhouse gas emissions.

**Equity Analysis:**

One of the goals of the City's budget process is to ensure that city services are provided equitably to our residents and business communities, as well as the greater Olympia community. This agenda item is not expected to further impact known disparities in our community.

**Neighborhood/Community Interests (if known):**

The vibrancy of Downtown is of interest of the many community members and visitors that live, work and play Downtown.

**Financial Impact:**

One-time allocation of \$285,000 is requested. There is \$300,000 in unallocated, one-time Proposition 1 - Public Safety funding available to fund this request.

**Options:**

1. Approve the Resolution.
2. Do not approve the Resolution.
3. Take other action.

**Attachments:**

Resolution  
Agreement

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA, WASHINGTON, AUTHORIZING A MUNICIPAL SERVICES AGREEMENT BETWEEN THE CITY OF OLYMPIA AND THE OLYMPIA DOWNTOWN ALLIANCE FOR DOWNTOWN VIBRANCY FUNDING**

**WHEREAS**, the Olympia Downtown Alliance (ODA) brought forward a Downtown Vibrancy funding package request for consideration by the Olympia City Council’s Finance Committee; and

**WHEREAS**, the request is for a one-time \$285,000 allocation from Proposition 1 – Public Safety Funding to support four programs: Downtown Guide Program, which includes an expanded Guide Program, Maintenance Worker position, Graffiti Abatement Program, and Tree Lights (the Programs); and

**WHEREAS**, the one-time \$285,000 allocation of City monies will be supplemented by an additional \$140,000 of private sector funding, which together will provide resources to fund the Programs through 2025; and

**WHEREAS**, there is approximately \$300,000 of unallocated Proposition 1 – Public Safety funding available in 2024; and

**WHEREAS**, the Finance Committee considered ODA’s request and recommends the City Council authorize an agreement with the ODA for \$285,000 to support the Programs; and

**WHEREAS**, per Olympia Municipal Code Subsection 3.16.020(B), it is necessary for the City Council to approve the Municipal Services Agreement and authorize the signature of all documents necessary thereto;

**NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE** as follows:

1. The Olympia City Council hereby approves the Municipal Services Agreement between the City of Olympia and the Olympia Downtown Alliance for Downtown Vibrancy funding, and the terms and conditions contained therein.
2. The City Manager is directed and authorized to execute on behalf of the City of Olympia the Municipal Services Agreement, and any other documents necessary to support the Downtown Vibrancy funding request, and to make any amendments or minor modifications as may be required and are consistent with the intent of the Municipal Services Agreement, or to correct any scrivener’s errors.

**PASSED BY THE OLYMPIA CITY COUNCIL** this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:

**Mark Barber**  
\_\_\_\_\_  
CITY ATTORNEY

**MUNICIPAL SERVICES CONTRACT**  
**for**  
**DOWNTOWN VIBRANCY FUNDING PACKAGE**

**THIS CONTRACT** is made on the date of the last authorizing signature below (which is the “effective date”) by the City of Olympia, a municipal corporation, (“City”) and Olympia Downtown Association, a Washington non-profit corporation (“ODA”).

**WHEREAS**, City desires to have certain services performed as described below, which require specialized skills and other supportive capabilities; and

**WHEREAS**, sufficient City resources are not available to provide such services; and

**WHEREAS**, ODA represents that it is qualified and possesses sufficient skills and the necessary capabilities, including technical and professional expertise where required, to perform the services set forth in this contract;

**NOW, THEREFORE**, in consideration of the terms, conditions, covenants, and performance contained in this contract, the parties agree as follows:

**1. Services.**

ODA shall perform such services and accomplish such tasks, including the furnishing of all personnel, materials, and equipment necessary for full performance, as identified and designated as ODA responsibilities throughout this contract and as detailed in ***Exhibit A***, attached to this contract (“Services”).

**2. Reporting Requirements.**

ODA shall submit with all payment invoices a report that outlines the service or project(s) completed as of the time of invoicing.

ODA shall submit reports (activity, service, financial, etc.) upon request by City.

**3. Duration of Contract.**

The term of this contract and the performance of ODA commences as of the effective date and ends no later than December 31, 2025.

**4. Compensation and Method of Payment.**

A. City shall make payments for services on a reimbursement basis unless otherwise permitted by law and approved in writing by City. ODA shall submit final invoices, along with any required reports to City prior to December 31, 2025 to avoid loss of funding.

B. No payment will be made for any services rendered by ODA except for services identified and set forth in this contract.

C. City shall reimburse ODA for services performed under this contract in an amount not to exceed **Two Hundred and Eighty-Five Thousand Dollars and No Cents (\$285,000.00)** payable within 30 days of receipt of a properly completed invoice as set forth in this section.

D. ODA shall submit to City an itemized invoice executed in accordance with ***Exhibit C***, attached to this contract. On an invoice, ODA shall document which services detailed in ***Exhibit A*** were performed and the cost of the services.

- E. ODA shall attach to the invoice copies of any invoices, statements, and cancelled checks for goods or services purchased by ODA and for which reimbursement under terms of this contract is being requested. If the invoice includes costs for staff time to provide the services, an itemization of staff hours must be listed with the requested reimbursement being equal to the number of itemized hours multiplied by the hourly rate for staff to provide the services. ODA shall list lump sum services for reimbursement as they are outlined in the applicable Exhibits.

ODA shall provide other documentation as requested by the City.

**5. Internal Control.**

ODA shall establish and maintain a system of internal control to ensure the efficient and proper processing and use of contract funds.

**6. Books and Records/Public Records/Audit.**

- A. ODA shall maintain books, records, and documents that sufficiently and properly reflect all work, as well as direct and indirect costs, related to the performance of this contract. In addition, ODA shall maintain such accounting procedures and practices to assure proper accounting of all funds paid pursuant to this contract. All ODA records related in any way to this Agreement are subject, at all reasonable times, to inspection, review, copying, or audit by the City, its authorized representative, the State Auditor, or other governmental officials authorized by law to monitor this contract. At the City's request, ODA shall conduct an audit of the records relating to this contract at ODA's own expense.
- B. A record owned, used, or retained by the City is a "public record" pursuant to RCW 42.56.010 and is subject to disclosure upon request under Washington's Public Records Act, even if such record is in ODA's sole possession. Should the City request that ODA provide the City with a record that the City, in its sole discretion, deems to be a public record, so that it may be produced in response to a public records request, and should ODA fail to provide such record to the City within 10 days of the City's request for such record, ODA shall indemnify, defend, and hold the City harmless for any public records judgment, including costs and attorney's fees, against the City involving such withheld record.

**7. Special Safeguards.**

ODA, at all times, shall take reasonable measures to anticipate any special problems which might arise in relation to ODA's activities which involve a degree of risk to any participant in ODA's programming. ODA will assure reasonable safeguards with respect to equipment, procedures, and specially trained staff.

**8. Assignment/Subcontracting.**

- A. ODA may not assign any portion of this contract except with the express written permission of City.
- B. City may inspect any subcontract document prior to execution. Subcontracts must contain the same insurance and indemnification requirements to protect City from liability.

**9. Future Support.**

City makes no commitment to future support and assumes no obligations for future support of the activity contracted for in this contract, except as expressly set forth in this contract.



**10. Compliance with Laws.**

ODA, in performance of this contract, shall comply with all applicable federal, state, and local laws and ordinances, including standards for licensing, certification, and operation of facilities, program and accreditation, and licensing of individuals, and any other standards or criteria as described in this contract to assure quality of service.

**11. Changes and Modifications.**

Any amendment to this contract must be in writing and signed by both parties.

**12. Non-Discrimination in Employment.**

ODA shall not unlawfully discriminate against any employee, volunteer, applicant, or client based on any legally protected class status including, but not limited to: race, color, creed, religion, national origin, age, sex, marital status, veteran status, gender identity, sexual orientation, or the presence of any disability; provided that the prohibition against discrimination in employment because of disability does not apply if the particular disability prevents the performance of the essential functions required of the position.

**13. Compliance with Nondiscrimination Requirement.**

In the event of ODA's noncompliance or refusal to comply with the above discrimination prohibition, this contract may be rescinded, canceled, or terminated in whole or in part, and ODA may be declared ineligible for further contracts with City. City will, however, give ODA a reasonable time in which to correct this noncompliance.

To assist City in determining compliance, ODA shall complete and return the *Statement of Compliance with Non-Discrimination Requirement* attached as **Exhibit B**. If the contract is \$50,000 or more, ODA shall execute the attached Equal Benefits Declaration – **Exhibit D**.

**14. Relationship of the Parties.**

The parties intend that an independent contractor relationship is created by this contract. City is interested primarily in the results to be achieved; the implementation of services lies solely with ODA. No agent, employee, volunteer, or representative of ODA may be deemed to be an employee, agent, servant, or representative of City for any purpose, and the employees of ODA are not entitled to any of the benefits City provides for City employees.

ODA is solely and entirely responsible for its acts and for the acts of its agents, employees, servants, representatives, subcontractors, or otherwise during the performance of this contract.

**15. Political Activity Prohibited.**

None of the funds, materials, property, or services provided directly or indirectly under this contract may be used for any partisan political activity, or to further the election or defeat of any candidate for public office or ballot measure.

**16. Hold Harmless/Indemnification.**

ODA shall defend, indemnify, and hold City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits, including attorney fees, arising out of or resulting from the acts, errors, or omissions of ODA in performance of this contract, except for injuries and damages caused by the sole negligence of City.

However, should a court of competent jurisdiction determine that this contract is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of ODA and City,

its officers, officials, employees, and volunteers, ODA's liability, including the duty and cost to defend, hereunder is only to the extent of ODA's negligence.

It is further specifically and expressly understood that the indemnification provided herein constitutes ODA's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section survive the expiration or termination of this contract.

**17. Insurance.**

**A. Insurance Term**

ODA shall procure and maintain for the duration of the contract, insurance against claims for injuries to persons or damage to property, which may arise from or in connection with the performance of the Services by ODA, its agents, representatives, volunteers, or employees.

**B. No Limitation**

ODA's maintenance of insurance as required by the contract may not be construed to limit the liability of ODA to the coverage provided by such insurance, or otherwise limit City's recourse to any remedy available at law or in equity.

**C. Minimum Scope of Insurance**

ODA shall obtain insurance of the types and coverage described below:

1. Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles. Coverage must be at least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance must be at least as broad as ISO occurrence form CG 00 01 and must cover liability arising from premises, operations, stop-gap, independent contractors, personal injury, and advertising injury. City must be named as an additional insured under ODA's Commercial General Liability insurance policy with respect to the work performed for City using an additional insured endorsement at least as broad as ISO endorsement form CG 20 26.
3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to ODA's profession.

**D. Minimum Amounts of Insurance**

ODA shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance must be written with limits no less than \$2,000,000 each occurrence, \$2,000,000 general aggregate.
3. Professional Liability insurance must be written with limits no less than \$2,000,000 per claim and \$2,000,000 policy aggregate limit.
4. Other Insurance Provision

ODA's Automobile Liability and Commercial General Liability insurance policies are to contain or be endorsed to contain that they are primary insurance as respects City. Any insurance, self-insurance, or self-insured pool coverage maintained by City is excess of ODA's insurance and does not contribute with it.

E. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

F. Verification of Coverage

ODA shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not limited to the additional insured endorsement, evidencing the insurance requirements of the contract before commencement of the work.

G. Notice of Cancellation

ODA shall provide City with written notice of any policy cancellation within two business days of their receipt of such notice.

H. Failure to Maintain Insurance

Failure on the part of ODA to maintain the insurance as required constitutes a material breach of contract, upon which City may, after giving five business days' notice to ODA to correct the breach, immediately terminate this contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to City on demand, or at the sole discretion of City, offset against funds due ODA from City.

I. City Full Availability of ODA Limits

If ODA maintains higher insurance limits than the minimums shown above, City is insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by ODA, irrespective of whether such limits maintained by ODA are greater than those required by this contract or whether any certificate of insurance furnished to City evidences limits of liability lower than those maintained by ODA.

**18. Failure to Comply with Contract Requirements: Suspension, Termination, and Close Out.**

Failure to comply with any of the provisions of this contract constitutes material breach of contract and cause for termination. Time is of the essence in the performance of this contract.

If ODA fails to comply with the terms and conditions of this contract, City may pursue such remedies as are legally available including, but not limited to, hold back of payment and the suspension or termination of this contract.

A. Termination for Cause. If ODA fails to comply with the terms of this contract and any of the following conditions exist:

1. The lack of compliance with the provisions of this contract are of such scope and nature that City deems continuation of this contract to be substantially detrimental to the interest of City;
2. ODA has failed to take satisfactory action as directed by City or its authorized representative within the time specified;
3. ODA has failed within the time specified by City or its authorized representative to satisfactorily substantiate its compliance with the terms and conditions of this contract;

then City may terminate this contract in whole or in part, and shall notify ODA of the termination, the reasons for the termination, and the effective date of the termination, but the effective date may not be prior to notification to ODA. After the effective date of the termination, no charges incurred under any terminated portions are allowable.

B. Termination for Other Grounds. This contract may also be terminated in whole or in part:

1. By the mutual agreement of the parties, in which case the termination must be in writing, signed by both parties, and must include the conditions for termination, the effective date, and in the case of termination in part, that portion of the contract to be terminated. After the effective date of the termination, no charges incurred under any terminated portions are allowable.
2. If the funds allocated by City under this contract are from anticipated sources of revenue, and if the anticipated sources of revenue do not become available for use in purchasing said services, City may summarily terminate this contract as to the funds withdrawn, reduced, or limited, notwithstanding any other termination provision of this contract. Termination under this paragraph is effective on the date specified in the written notice of termination sent by City to ODA. After the effective date of the termination, no charges incurred under this contract are allowable.

**19. Jurisdiction.**

- A. This contract is made in and governed by laws of the State of Washington, both as to interpretation and performance.
- B. Any action related to this contract must be instituted and maintained only in the Superior Court for Thurston County, State of Washington.

**20. Severability.**

- A. If any part, term, or provision of this contract is held by a court to be illegal, the validity of the remaining provisions is not affected, and the rights and obligations of the parties must be construed and enforced as if the contract did not contain the particular provision held to be invalid.
- B. If any provision of this contract is in conflict with any Washington statute, the conflicting provision must be deemed inoperative and null and void insofar as it may be in conflict, and must be deemed modified to conform to such statute.

**21. Entire Contract.**

This contract is the complete expression of the terms related to the Services and any oral representations or understandings not contained in this contract are excluded.

**22. Counterparts.**

This Agreement may be executed in a number of identical counterparts which, taken together, constitute collectively one Agreement; but in making proof of this Agreement, it is not necessary to produce or account for more than one such counterpart. Additionally, (i) the signature pages taken from separate individually executed counterparts of this Agreement may be combined to form multiple fully executed counterparts; and (ii) a facsimile signature or an electronically scanned signature, or an electronic or digital signature where permitted by law, must be deemed to be an original signature for all purposes. All executed counterparts of this Agreement

are originals, but all such counterparts, when taken together, constitute one and the same Agreement.

**23. Waiver of Contract Terms.**

The forgiveness of the nonperformance of any provision of this contract does not constitute a waiver of the provisions of this contract.

**24. Contract Manager**

Each party to this contract shall have a contract manager. Each party may change its representative upon providing written notice to the other party. The parties' representatives are as follows:

**OLYMPIA DOWNTOWN ASSOCIATION (ODA)**

Todd Cutts

Executive Director

120 State Ave NE #1031

Olympia WA 98501

360.489.0886

[tcutts@downtownolympia.org](mailto:tcutts@downtownolympia.org)

**CITY OF OLYMPIA**

Mike Reid

Economic Development Director

PO Box 1967

Olympia WA 98507-1967

360.753.8591

[mreid@ci.olympia.wa.us](mailto:mreid@ci.olympia.wa.us)

**25. Ratification.**

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

**26. Debarment.** ODA certifies, by signing this contract, that neither it nor its principal is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

I hereby certify that I am authorized to bind the entity for which I am signing below.

**OLYMPIA DOWNTOWN ASSOCIATION**

**CITY OF OLYMPIA**

\_\_\_\_\_  
Todd Cutts, Executive Director  
[tcutts@downtownolympia.org](mailto:tcutts@downtownolympia.org)

\_\_\_\_\_  
Steven J. Burney, City Manager  
[jburney@ci.olympia.wa.us](mailto:jburney@ci.olympia.wa.us)

\_\_\_\_\_  
Date signed

\_\_\_\_\_  
Date Signed

**APPROVED AS TO FORM BY:**

**Mark Barber**

\_\_\_\_\_  
City Attorney



**Exhibit “A”**  
**DOWNTOWN VIBRANCY FUNDING PACKAGE**  
**SCOPE OF SERVICES**

**Background**

The Olympia Downtown Alliance is excited to continue to partner with the City of Olympia to support a welcoming and vibrant downtown.

**Scope Of Services**

**Downtown Guide Program Funding** - The City is currently contracted with the Olympia Downtown Alliance to assist in funding expansion of Downtown Guide services through August 2024. Extending this partnership would provide funding for the program through December 2025, while leveraging matching private sector funding for the program. These services, similar to the former Downtown Ambassador program, focus on supporting a welcoming environment downtown. Funding would include 4 Guides (including an Operations Supervisor) during this timeframe.

- Total program cost: \$285,000
- Private sector funding: \$140,000
- City funding (net of private sector): \$145,000 – City will Reimburse the Olympia Downtown Alliance at the billable rates listed below.

**Maintenance Worker (2025)** - The Downtown Maintenance Worker helps to keep downtown feeling clean and welcoming. In 2024, the PBI is funding a full-time position that will also assist in watering hanging baskets. The intent of this request would be to add to this resource in 2025.

- City funding: \$55,000 - City will reimburse the Olympia Downtown Alliance at the billable rates listed below.

**Graffiti abatement program (2025)** - This program is intended to eradicate graffiti tags from downtown property. The Alliance has a contract to do so with the City for 2024. The program collaborates with the Clean Team to reach tags that are above their reach on the second floor of downtown buildings.

- City funding: \$25,000 in 2025 - City will reimburse Olympia Downtown Alliance for costs of contractor.

\*Funded by General fund in 2024

**Tree lights** - This popular program was initiated, through contract funding with the City in 2020. It installs lights in trees downtown during the “dark” season (October-April) and is currently unfunded starting October 2024.

- City funding: \$30,000/year for two years = \$60K total in 2024-25 - City will reimburse Olympia Downtown Alliance for cost of contractor.

<b>Executive Director</b>	<b>\$</b>	<b>63.85/hour</b>
<b>Operations Supervisor</b>	<b>\$</b>	<b>31.30/hour</b>
<b>Guide</b>	<b>\$</b>	<b>26.10/hour</b>
<b>Maintenance Worker</b>	<b>\$</b>	<b>26.10/hour</b>

**TOTAL CITY FUNDING - \$285,000 (2024-25)**

**Exhibit “B”**  
**STATEMENT OF COMPLIANCE WITH NONDISCRIMINATION REQUIREMENT**

The Olympia City Council has made compliance with the City’s *Nondiscrimination in Delivery of City Services or Resources* ordinance (OMC 1.24) a high priority, whether services are provided by City employees or through contract with other entities. It is important that all contract agencies or vendors and their employees understand and carry out the City’s nondiscrimination policy. Accordingly, each City agreement or contract for services contains language that requires an agency or vendor to agree that it shall not unlawfully discriminate against an employee or client based on any legally protected status, which includes but is not limited to: race, creed, religion, color, national origin, age, sex, marital status, veteran status, sexual orientation, gender identity, genetic information, or the presence of any disability. Listed below are methods to ensure that this policy is communicated to your employees, if applicable.

- Nondiscrimination provisions are posted on printed material with broad distribution (newsletters, brochures, etc.).
- Nondiscrimination provisions are posted on applications for service.
- Nondiscrimination provisions are posted on the agency’s web site.
- Nondiscrimination provisions are included in human resource materials provided to job applicants and new employees.
- Nondiscrimination provisions are shared during meetings.

**Failure to implement at least two of the measures specified above or to comply with the City of Olympia’s nondiscrimination ordinance constitutes a breach of contract.**

By signing this statement, I acknowledge compliance with the City of Olympia’s nondiscrimination ordinance by the use of at least two of the measures specified above.

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

Todd Cutts, Executive Director

\_\_\_\_\_  
Print Name of Person Signing

**Alternative Section for Sole Proprietor:** I am a sole proprietor and have reviewed the statement above. I agree not to discriminate against any client, or any future employees, based on any legally protected status.

\_\_\_\_\_  
(Sole Proprietor Signature)

\_\_\_\_\_  
(Date)

**E-MAIL INVOICE TO**  
dsimmons@ci.olympia.wa.us

Invoice Amount: \_\_\_\_\_  
 Invoice Number: \_\_\_\_\_  
 Invoice Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_

[illegible]

Please provide an itemization of services provided and/or a brief description of work completed for this invoice period. Attach to this invoice copies of invoices, proof of payment (cancelled checks, receipts or other payment documentation acceptable to the City). When seeking reimbursement for a product, such as a brochure, poster, radio spot, print job, promotional item, etc., attach a copy of the product if it is no larger than 8.5" by 11". For radio spots, include a copy of the script. For videography, provide a copy of the end product. For promotional items or items larger than standard paper, shrink to fit oversize pages to standard paper size, or attach a proof or photo of the item. Do not send actual promotional items such as buttons, shirts, caps, frisbees, etc

**Exhibit "D"**  
**EQUAL BENEFITS COMPLIANCE DECLARATION**

**Contractors or consultants on City agreements or contracts estimated to cost \$50,000 or more** shall comply with Olympia Municipal Code, Chapter 3.18. This provision requires that if contractors or consultants provide benefits, they do so without discrimination based on age, sex, race, creed, color, sexual orientation, national origin, or the presence of any physical, mental or sensory disability, or because of any other status protected from discrimination by law. Contractors or consultants must have policies in place prohibiting such discrimination, prior to contracting with the City.

---

I declare that the Consultant listed below complies with the City of Olympia Equal Benefits Ordinance, that the information provided on this form is true and correct, and that I am legally authorized to bind the Consultant.

**Olympia Downtown Association**

By \_\_\_\_\_  
Todd Cutts, Executive Director

Date \_\_\_\_\_



## City Council

### Climate Program Update

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 6.C  
**File Number:** 24-0601

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

---

**Title**

Climate Program Update

**Recommended Action**

**Committee Recommendation:**

Not referred to a committee.

**City Manager Recommendation:**

Receive an update on the Olympia Climate Program.

**Report**

**Issue:**

Whether to receive an update on Olympia's Climate Program.

**Staff Contact:**

Pamela Braff, PhD, Director of Climate Programs, Office of Community Vitality, 360.753.8249

**Presenter(s):**

Pamela Braff, PhD, Director of Climate Programs

**Background and Analysis:**

Established in 2021, the City of Olympia's Climate Program is responsible for leading and coordinating the implementation of the Thurston Climate Mitigation Plan, the Olympia Sea Level Rise Response Plan, and other actions necessary to achieve the City's climate goals. This includes developing programs, plans, and policies to reduce local greenhouse gas emissions (climate mitigation) and prepare for the current and future effects of climate change (climate adaptation).

The Climate Program works across all city departments and with regional partners to advance Olympia's climate goals. Two major regional partnerships include the Thurston Climate Mitigation Collaborative (TCMC) and the Olympia Sea Level Rise Response Collaborative (SLR Collaborative).

Thurston Climate Mitigation Collaborative

Thurston County and the cities of Olympia, Lacey, and Tumwater have been working together since 2018 to reduce regional greenhouse emissions. In 2018, the four partner jurisdictions began working together to develop a regional climate mitigation strategy; and adopted shared targets to reduce



locally generated greenhouse gas emissions 45% below 2015 levels by 2030 and 85% below 2015 levels by 2050. In 2020, the partners finalized the Thurston Climate Mitigation Plan (TCMP), a regional framework to significantly reduce local greenhouse gas emissions. The TCMP includes more than 20 strategies and 70 actions to reduce local contributions to climate change.

In 2023, the jurisdiction partners updated the TCMP implementation strategy and established the Thurston Climate Mitigation Collaborative (TCMC) to improve ongoing coordination and implementation of the TCMP. A new website for the Collaborative is currently under development and will be available by the end of the year.

The TCMC partners work together on regionally coordinated actions to the greatest extent feasible. The partners are currently working on two regional initiatives:

- Developing a Home Energy Score (HES) Model Ordinance for consideration by the partner jurisdictions. If adopted, the HES standard would require most home sellers to disclose home energy performance information at the time of listing.
- Developing a regional Energy Efficiency and Electrification Campaign for implementation in 2025. The Campaign will build upon the success of Energize Olympia to offer a broader range of energy efficiency and electrification upgrades for residents throughout Thurston County.

#### Olympia Sea Level Rise Response Collaborative

The Olympia Sea Level Rise (SLR) Response Plan was developed in 2018-2019 through a joint planning effort between the City of Olympia, Port of Olympia, and LOTT Clean Water Alliance. The SLR Plan provides a coordinated strategy to protect downtown Olympia and the Port Peninsula from the impacts of sea level rise through 2100.

In 2021, the City of Olympia, Port, and LOTT established the Olympia Sea Level Rise Response Collaborative to guide and support long-term implementation of the SLR Response Plan. In 2022, Squaxin Island Tribe, Thurston County, and Washington State Department of Enterprise Services (DES) also joined the Collaborative as non-voting members.

The SLR Collaborative partners have nearly completed the implementation of all near-term actions to prepare for up to 6 inches of sea level rise. The partners are now working together to fill informational gaps and prepare for the implementation of future, mid-term adaptation strategies. Some ongoing activities include:

- Evaluating funding and governance strategies for long-term implementation.
- Monitoring the vertical land motion of downtown Olympia and the Port Peninsula.
- Evaluating the impacts of sea level rise on local groundwater conditions.

#### Implementation Progress

During this presentation, staff will provide an overview of recent Climate Program accomplishments, ongoing work, and anticipated next steps. Highlights include:

- Implementation of the 2024 Energize Olympia Heat Pump Program.
- Development of the Comprehensive Plan Climate Action and Resilience Element.
- Completing Olympia's Climate Risk and Vulnerability Assessment.
- Completing proposed amendments to the Commercial Energy Code.
- Ongoing regional coordination and collaboration.

**Climate Analysis:**

All Climate Program initiatives are designed to reduce local greenhouse gas emissions (climate mitigation) and/or prepare for the current and future effects of climate change (climate adaptation) in Olympia.

**Equity Analysis:**

Climate change affects everyone, but it does not affect all people equally. Some communities experience disproportionate climate impacts due to existing vulnerabilities and socioeconomic disparities, as well as systemic environmental injustices. Low-income communities, people of color, indigenous people, and people with disabilities are often more vulnerable to climate risks and face greater barriers to benefit from climate action.

A key focus of the Climate Program includes supporting a just transition for communities disproportionately impacted by climate change. This is accomplished by regularly evaluating and prioritizing emissions reduction and resilience initiatives that benefit overburdened communities.

**Neighborhood/Community Interests (if known):**

There is considerable community interest in climate action (including greenhouse gas reduction and resilience). Opportunities for community feedback and engagement are provided for all significant projects and/or policy initiatives.

**Financial Impact:**

None at this time. long-term costs to achieve Olympia's greenhouse gas reduction targets and prepare for local impacts of climate change are expected to be significant over time. Additional funding will be necessary to achieve these goals.

**Options:**

1. Receive the briefing.
2. Do not receive the briefing.
3. Receive the briefing at another time.

**Attachments:**

Thurston Climate Mitigation Plan  
Olympia Sea Level Rise Response Plan



The background of the cover is a photograph of the Thurston County Legislative Building, a large neoclassical structure with many columns. A large crowd of people is gathered on the steps and in front of the building, holding various protest signs. Some visible signs include "GREEN NEW DEAL", "WATER IS LIFE", "CLIMATE EMERGENCY", "NEED TO SAVE", "Solve the Climate Crisis Create Clean Energy", and "CHOOSE CLEAN ENERGY".

# THURSTON CLIMATE MITIGATION PLAN

## Framework for Climate Mitigation Action for Thurston County and the Cities of Lacey, Olympia and Tumwater

December 2020



## Title VI Notice

Thurston Regional Planning Council (TRPC) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Aid (FHWA) program or other activity for which TRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with TRPC. Any such complaint must be in writing and filed with the TRPC's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence.

## Americans with Disabilities Act (ADA) Information

Materials can be provided in alternate formats by contacting the Thurston Regional Planning Council at 360.956.7575 or email [info@trpc.org](mailto:info@trpc.org).



### **For more information contact:**

Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A  
Olympia, WA 98502  
360.956.7575 | [info@trpc.org](mailto:info@trpc.org)

# Contributors

## Steering Committee

NAME	JURISDICTION	ROLE
Gary Edwards	Thurston County	Policymaker
Tye Menser	Thurston County	Policymaker Alternate
Chris Hawkins	Thurston County	Staff
Maya Teeple	Thurston County	Staff Alternate
Jim Cooper	Olympia	Policymaker Co-lead
Lisa Parshley	Olympia	Policymaker Co-lead
Nathaniel Jones	Olympia	Policymaker Co-lead (former)
Rich Hoey	Olympia	Staff
Susan Clark	Olympia	Staff Alternate
Cynthia Pratt	Lacey	Policymaker
Carolyn Cox	Lacey	Policymaker Alternate
Jessica Brandt	Lacey	Staff
Rick Walk	Lacey	Staff Alternate
Tom Oliva	Tumwater	Policymaker
Pete Kmet	Tumwater	Policymaker Alternate
Brad Medrud	Tumwater	Staff
David Ginther	Tumwater	Staff Alternate

## Climate Advisory Workgroup

NAME	ORGANIZATION	EXPERTISE
<b>Buildings &amp; Energy</b>		
John MacLean	Energy Efficiency Finance Corporation	Finance
Joel Baxter	Washington State House of Representatives	Energy Technology and Policy
Kelsey Hulse	Puget Sound Energy	Energy
Chris van Daalen	Northwest EcoBuilding Guild	Green Buildings
Craig Chance	Housing Authority of Thurston County	Affordable Rental Housing
Zach Kosturos	Prime Locations	Commercial Real Estate Operations
Ryan Clintworth	Big Rock Construction	Commercial Construction
Michael Van Gelder	Washington Department of Enterprise Services	State Building Portfolio
Owen Martin/Roussa Cassel	The Artisans Group	Residential Design
Mason Rolph	Olympia Community Solar	Solar Contracting
<b>Transportation &amp; Land Use</b>		
Karin Landsberg	Washington Department of Transportation	Energy and Air Quality
Brian Lagerberg	Washington Department of Transportation	TDM and Public Transportation
Jessica Gould	Intercity Transit	Transit
Graeme Sackrison	North Thurston Public Schools	School Transportation
Gary Idleburg	Washington Department of Commerce	Land Use Policy
Rachael Jamison	Port of Olympia	Port
<b>Water &amp; Waste</b>		
Wendy Steffensen	LOTT Clean Water Alliance	Wastewater
Tim Wilson	Thurston County Water Resources	Water Utility
Art Starry	Thurston County Environmental Health	Water Quality
John Weidenfeller	Thurston PUD	Water Utility
<b>Agriculture &amp; Forests</b>		
Stephanie Bishop/Karin Strelloff	Thurston Conservation District	Agriculture
Joe Roush	City of Olympia	Urban Forestry
Dylan Fischer	The Evergreen State College	Forest Carbon Sequestration
<b>Cross-Cutting Actions</b>		
Scott Morgan	The Evergreen State College	Higher Education
Jeff Crane	St. Martin's University	Higher Education
Hilary Seidel	Olympia School District	Public Education
Tom Crawford/Geoff Glass	Thurston Climate Action Team	Environmental Nonprofit
George Walter	Nisqually Tribe	Tribal Programs
Candace Penn	Squaxin Island Tribe	Tribal Programs
Emma Strong/Kaylee Shen/Rebecca McMillin Hastings	K-12 Olympia School District	Youth Perspective
Sarah Ogden	Timberland Regional Library	Community Outreach
Gene Angel	Thurston Economic Development Council	Economic Development
Kindra Galán	CIELO	Latinx Community



## Project Team

Allison Osterberg, Senior Planner (project manager and plan author), Thurston Regional Planning Council  
Christopher Hawkins, Education & Prevention Manager, Thurston County  
Maya Teeple, Senior Planner, Thurston County  
Jessica Brandt, Associate Planner, City of Lacey  
Susan Clark, Senior Planner, City of Olympia  
Rich Hoey, Public Works Director, City of Olympia  
Brad Medrud, Planning Manager, City of Tumwater  
Paul Brewster, Senior Planner, Thurston Regional Planning Council  
Karen Parkhurst, Planning & Policy Director, Thurston Regional Planning Council  
Lester Tobias, Planning Technician, Thurston Regional Planning Council  
Michael Burnham, Senior Planner (former), Thurston Regional Planning Council

## Project Support

### Consultant Team

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Miguela Marzlof, Cascadia Consulting Group  
Tristan Smit, Cascadia Consulting Group

### Thurston Regional Planning Council Staff

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Karen Parkhurst, Planning and Policy Director  
Paul Brewster, Senior Planner  
Katrina Van Every, Senior Planner  
Scott Carte, GIS Coordinator  
Michael Ambroggi, Senior GIS Analyst  
Aaron Grimes, Senior Transportation Modeler  
Clyde Scott, Senior Transportation Modeler  
Amy Hatch-Winecka, WRIA 13 Salmon Recovery Lead Entity Coordinator  
Sara Porter, Associate Planner  
Theressa Julius, Associate Planner  
Aidan Dixon, Associate Planner  
Veronica Jarvis, Associate Planner  
Lester Tobias, Planning Technician  
Dave Read, IT Manager  
Tyson Justis, Senior Accountant  
Sarah Selstrom, Communications and Outreach Specialist II  
Burlina Montgomery, Administrative Assistant  
Dorinda O'Sullivan, Office Specialist III  
Veena Tabbutt, Deputy Director  
Marc Daily, Executive Director

**THURSTON REGIONAL PLANNING COUNCIL (TRPC)** is a 23-member intergovernmental board made up of local governmental jurisdictions within Thurston County, plus the Confederated Tribes of the Chehalis Reservation and the Nisqually Indian Tribe. The Council was established in 1967 under RCW 36.70.060, which authorized creation of regional planning councils.

TRPC's mission is to **"Provide Visionary Leadership on Regional Plans, Policies, and Issues."**

To Support this Mission:

- A. Support **regional transportation planning** consistent with state and federal funding requirements.
- B. Address **growth management, environmental quality, economic opportunity**, and other topics determined by the Council.
- C. **Assemble** and **analyze data** that support local and regional decision making
- D. Act as a **"convener"** to build regional **consensus** on issues through information and citizen involvement.
- E. Build **intergovernmental consensus** on regional plans, policies, and issues, and advocate local implementation.

## 2020 MEMBERSHIP THURSTON REGIONAL PLANNING COUNCIL

### Governmental Jurisdiction

City of Lacey	<b>Malcolm Miller</b> , Councilmember
City of Olympia	<b>Clark Gilman</b> , Councilmember
City of Rainier	<b>Dennis McVey</b> , Councilmember
City of Tenino	<b>David Watterson</b> , Councilmember
City of Tumwater	<b>Tom Oliva</b> , Councilmember
City of Yelm	<b>JW Foster</b> , Mayor
Confederated Tribes of the Chehalis Reservation	<b>Amy Loudermilk</b> , Staff
Nisqually Indian Tribe	<b>David Iyall</b> , Tribal Treasurer
Town of Bucoda	<b>Alan Carr</b> , Mayor
Thurston County	<b>Tye Menser</b> , County Commissioner
North Thurston Public Schools	<b>Chuck Namit</b> , School Board Member
Olympia School District	<b>Hilary Seidel</b> , School Board Member
Tumwater School District	<b>Mel Murray</b> , Staff
Intercity Transit	<b>Carolyn Cox</b> , Authority Member
LOTT Clean Water Alliance	<b>Cynthia Pratt</b> , Board Member
Port of Olympia	<b>Joe Downing</b> , Port Commissioner
PUD No. 1 of Thurston County	<b>Chris Stearns</b> , PUD Commissioner

### Associate Members

Economic Development Council of Thurston County	<b>Michael Cade</b> , Executive Director
Lacey Fire District #3	<b>Gene Dobry</b> , Commissioner
Puget Sound Regional Council	<b>Josh Brown</b> , Executive Director
Timberland Regional Library	<b>Cheryl Heywood</b> , Director
The Evergreen State College	<b>Scott Morgan</b> , Director of Sustainability
Thurston Conservation District	<b>David Iyall</b> , Conservation District Board Supervisor

**Chair**  
**JW Foster**  
City of Yelm

**Vice Chair**  
**Cynthia Pratt**  
LOTT Clean Water Alliance  
**Marc Daily**, Executive Director

**Secretary**  
**Clark Gilman**  
City of Olympia



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People gather at the Washington State Capitol Building in September 2019 to rally for action on climate change. Source: TRPC



# 1. Introduction

**“It is no longer enough just to change our lifestyles. We need to be changing our communities.”**

Kaylee Shen,  
Olympia High School student

It's September 20, 2019, and a crowd is growing on the steps of the Washington State Legislative Building in Olympia. Although it's the middle of a school day, the more than 2,000 people flooding up the pathways are mostly middle and high school-aged youth. They hold up colorful hand-printed signs with slogans like “Time is Running Out” and “The climate is changing, why aren't we?” Students from across the Thurston region have walked out of classes this day as part of a Global Youth Climate Strike. They ask their government to recognize climate change as an emergency that threatens their future, and demand that those in power take ambitious action to address it. At a podium, young organizers of the rally speak with poise and passion about their fears for a world impacted by climate change, their determination to steer a different course, and their hope that local leaders are listening...





Climate change is already affecting our communities. Impacts like hotter summers, wildfire smoke, and flooding endanger our homes, damage public health, and affect local business. The *Thurston Climate Mitigation Plan* is a continuation of the efforts of the Thurston Regional Planning Council (TRPC), Thurston County, and the cities of Lacey, Olympia, and Tumwater to prepare for and reduce the impacts of climate change. This plan presents a framework for climate mitigation in our region. It includes actions these local governments can take to make measurable progress toward greenhouse gas emission reduction goals, while maintaining—and even improving—quality of life in our region. Transforming our community to meet the challenges of climate change will require participation from every segment of society—public agencies and private businesses, parents, students, scientists, artists, producers, and consumers. This plan is not intended to be the last word on climate action, and it doesn't have all the answers. Instead, it begins a conversation about how local governments can best act together, and enable and empower their residents to build a future in which we can all thrive. While that future brings risk and uncertainty, it also promises great opportunity.

We have one planet but many climate solutions, so let's get to work.



A firefighter overlooks damage resulting from a wildfire in eastern Thurston County. A warming climate is projected to exacerbate wildfire risks in coming decades.  
Source: McLane Black Lake Fire Department

# 1.1 What is Climate Mitigation?

Climate mitigation refers to actions that take heat-trapping greenhouse gases like carbon dioxide out of the atmosphere or prevent them from entering the atmosphere in the first place. The amount of greenhouse gases we emit is directly related to how warm the planet will become. The more emissions we produce through our activities, the more severe and damaging climate change impacts will be.

Reducing—or mitigating—our emissions locally will help to limit the amount of warming we will experience globally and will mean fewer negative impacts on our community and region. Reducing emissions can help protect our infrastructure and the health and safety of our families.

## 1.2 A Foundation of Regional Sustainability Planning

The Thurston Climate Mitigation Plan builds on many years of sustainability work across our region. Prior to this planning effort, Thurston County and the cities of Lacey, Olympia, and Tumwater had all adopted plans or resolutions expressing their commitments to address climate change by reducing greenhouse gas emissions.

- **Thurston County:** The Board of County Commissioners adopted Resolution 14395 in 2010 that set the County on a “pathway to zero greenhouse gas emissions” from its municipal operations and says the County shall develop and implement an “adaptable, long-term plan considering all aspects of Thurston County operations as they relate to energy and greenhouse gas emissions.”
- **Lacey:** In 2009, Lacey completed the *Carbon Reduction and Resiliency Plan (CR2)*, which identified climate risks to the city and outlined actions to mitigate those impacts through preparedness and greenhouse gas reductions. The Lacey City Council adopted the CR2 plan as an appendix to the Lacey Comprehensive Plan in 2016.
- **Olympia:** In response to a citizen asking the Olympia City Council about what the City was doing to address the issue of global warming, the first interdepartmental team to address climate change was formed in 1990. Based on the team’s work, the City committed to a three-part strategy to address the “challenge of global climate change,” including the reduction of greenhouse gases. Since 1990, Olympia has taken steps to reduce its municipal greenhouse gas emissions through concrete actions such as installing solar panels on city facilities, has shown its commitment to climate mitigation through participation in organizations such as the Global Covenant of Mayors and has revised its Comprehensive Plan to include climate policies.
- **Tumwater:** In 2008, Tumwater completed a Climate Action Plan, which measured and projected the city’s municipal emissions, identified existing mitigation actions, and proposed additional measures to reduce emissions from municipal operations.
- **Thurston Regional Planning Council:** In 2013, TRPC adopted *Sustainable Thurston*, which set a priority goal for the Thurston region to “move toward carbon neutrality,” and identified “find resources to work on climate change” as a first action step.

# Climate Adaptation

In 2018, TRPC adopted the [Thurston Climate Adaptation Plan](#), which includes a summary of observed and projected impacts from climate change on the Thurston region (see sidebar), a vulnerability assessment of the risks those changes pose to community goals, and a list of more than 90 actions to help our region prepare for and adjust to climate impacts. The Thurston Climate Mitigation Plan builds on that same science-based foundation, to address local contributions to the causes of climate change. Together, the two documents form a comprehensive Climate Action Plan for the Thurston Region.

## THURSTON CLIMATE ADAPTATION PLAN

### How Will Climate Change Affect the Thurston Region?

Our climate is changing in ways that will have significant implications for human and natural systems. The Thurston Climate Adaptation Plan summarized observed and projected climate change impacts, using information from the United Nations Intergovernmental Panel on Climate Change (IPCC) and the University of Washington Climate Impacts Group. This report informed a Vulnerability Assessment that identified major risks to our area from climate change:

#### Outlook

The region's average annual air temperature will continue to rise over the 21st Century. While there will continue to be variability from year to year, due in part to atmospheric cycles like El Nino and La Nina, we can generally expect to experience hotter, drier



Pictured above are key indicators of the region's changing climate. Arrows show increasing or decreasing trends, based on empirical data and modeling. Source: TRPC, adapted from image in U.S. Global Change Research Program's (USGCRP) 2014 National Climate Assessment

In 2019, the City of Olympia, the LOTT Clean Water Alliance, and the Port of Olympia completed the jointly funded *Olympia Sea Level Rise Response Plan*. This plan identifies the actions that are required to protect Downtown Olympia and the Port peninsula from rising seas.

summers and warmer, wetter winters. These changes are anticipated to worsen existing hazards—like floods, landslides, and wildfires—and introduce new threats—like invasive plants, insects, and infectious diseases.

Climate scientists predict that without significant reductions in greenhouse gas emissions by the 2050s, we can expect:

- Temperature on hottest days to increase by 6.5 degrees. Our average high in August will increase to 94 degrees, from 88 degrees.
- Summer rainfall to decrease by 22 percent, and minimum streamflows in the Nisqually River to drop by 27 percent.
- More frequent rain events in winter, with the heaviest storms dropping 20 percent more precipitation.
- Less winter precipitation falling as snow, with peak river flows arriving up to a month earlier.

## Risks and Impacts

- Shrinking snowpack →→ changes streamflow timing, affecting groundwater recharge and fish habitat.
- Changing oceans (acidification and temperature) →→ threaten local subsistence and commercial fisheries.
- Rising sea levels →→ exacerbate coastal flooding and erosion, and undermine infrastructure and wells.
- Warming lakes and streams →→ threaten water quality, increase algae blooms, impacting human health and aquatic species.
- Intensifying storms →→ increase flood damage to structures and endanger people.
- Deepening droughts →→ spur water shortages, wildfires, crop and livestock losses.
- Expanding wildfires →→ endanger people and property and increase health impacts from air pollution.

Review the *Thurston Climate Adaptation Plan* for additional information on these risks and regional actions to reduce our vulnerability.



# 1.3 What is in this Plan... and What is Not

The Thurston Climate Mitigation Plan is the sum of many parts completed over a more than year of conversations, research, and analysis. Those pieces include:

- A shared vision for how climate mitigation activities align with community goals. (Chapter 2—Vision, Goals, & Guiding Principles)
- An understanding of the activities in our community that contribute greenhouse gas emissions that cause climate change. (Chapter 3—Background)
- A list of communitywide strategies and actions that aim to lower greenhouse gas emissions and help our region progress toward adopted reduction targets. (Chapter 5—Strategies & Actions)
- An estimate of how those strategies and actions can—collectively—enable our region to achieve the substantial emission reductions targeted by the four partner jurisdictions. (Chapter 4—Plan Development, Section 4.4 – Emissions Target Analysis)
- A strategy for implementing climate mitigation actions (Chapter 6—Implementation Strategy)

Taken together, the Thurston Climate Mitigation Plan lays out a road map for continuing regional collaboration on reducing local contributions to climate change.

This plan is not a decision-making document under the State Environmental Policy Act. It is intended to provide perspective on the challenge of meeting emission reduction goals and provide a selection of actions that, if implemented, would help achieve these goals.

## More to Learn

While we learned a lot, this process also revealed many gaps in our knowledge that we'll need to fill as we move ahead. This plan is intended to provide Thurston County and the cities of Lacey, Olympia, and Tumwater with a framework of solid strategies that will guide next steps, not lock them into specific tasks that may not make sense as we work out the details. We'll need to do more to understand the potential costs of actions, how they may impact different parts of our community, and the tools and resources available to get the work done. We'll need to better understand and quantify the role carbon sequestration can play in our overall strategy. We'll need to continue listening to what our community needs and wants and bring even more voices into those conversations.

We completed this plan as the Thurston region grappled with the impact of the COVID-19 pandemic. This global public health emergency has revealed how fast, and how thoroughly, our expectations about the future can be upended. Our analysis is based on assumptions about what the future will look like and what we can or cannot do to change it. However, in the coming years, new laws, technologies, scientific discoveries, and economic and social disruptions (including disruptions from climate impacts) will undoubtedly shake up the options available to us for addressing climate change in ways we can't predict today. These changes have the potential to unlock new solutions, if we are prepared to respond with flexibility and creativity. The project partners acknowledge that successful implementation will require adapting to changing conditions and new information as we go.

We also recognize that though this plan focuses on what local governments can do to reduce greenhouse gas emissions, that is only a portion of the change that will be needed across our society to avoid the most severe impacts of climate change. According to a recent survey, while seven in ten Americans say they wish there were more they could do to combat climate change, more than half say they don't know where to start<sup>1</sup>. Throughout this plan, we highlight climate mitigation efforts already underway in our community. These examples demonstrate just a fraction of the incredible energy and ingenuity that people in the Thurston region are bringing to this challenge.

Climate change is a global threat that has no borders. It will take meaningful action from governments and individuals across the country and around the world to change course. The Thurston region makes up just a small portion

of that large puzzle. But by starting locally, we can do our part and show others the way. Our action, when multiplied by millions, can change the world. The four jurisdictions involved in this plan recognize that though they bring different perspectives and priorities to this challenge, by working together, we can amplify our impact. Together, we can build a more resilient, sustainable, and equitable future.

## What We Heard...

*"None of us will have a future if we don't save our planet, which is why we are demanding:*


- 1. Major legislation be passed to combat climate change at state and local levels.*
- 2. Adopt practices to shift our country to 100% clean, renewable, and net-zero emission energy sources through a fair and just transition for all communities and workers.*
- 3. Declare the climate crisis a national emergency, because that's what it is.*

*We will continue to demand these things, and if adults don't listen, trust me, I'm prepared to yell louder."*

-- Elyanna Calle,  
Timberline High School student,  
organizer of the 2019 Olympia Climate Strike

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<sup>1</sup> American Psychological Association, February 2020.



View of the Capitol Dome and Black Hills.  
Source: TRPC



## 2. Vision, Goals, and Guiding Principles

**“Thurston County, Lacey, Olympia, and 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.”**

– Vision Statement,  
Thurston Climate Mitigation Plan

From the start of this planning process, community members and policymakers expressed a desire to focus on action. They emphasized the need to understand what it will take to achieve meaningful progress on reducing local contributions to climate change, and to build broad community support for investment in those solutions. While much about the coming decades is uncertain—how exactly climate change will affect us, what technology may become available, what policy direction may come from the state and federal government—the partners on this project committed to finding tangible, practical steps that will put our region on the path toward a more secure and thriving future.

Climate Advisory Workgroup  
Members' most frequently  
used terms when asked, "What  
do you hope the Thurston  
Climate Mitigation Plan will  
Accomplish?"





# VISION STATEMENT

## MITIGATION

The vision for the *Thurston Climate Mitigation Plan* is:

*“Thurston County, Lacey, Olympia, and 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.”*

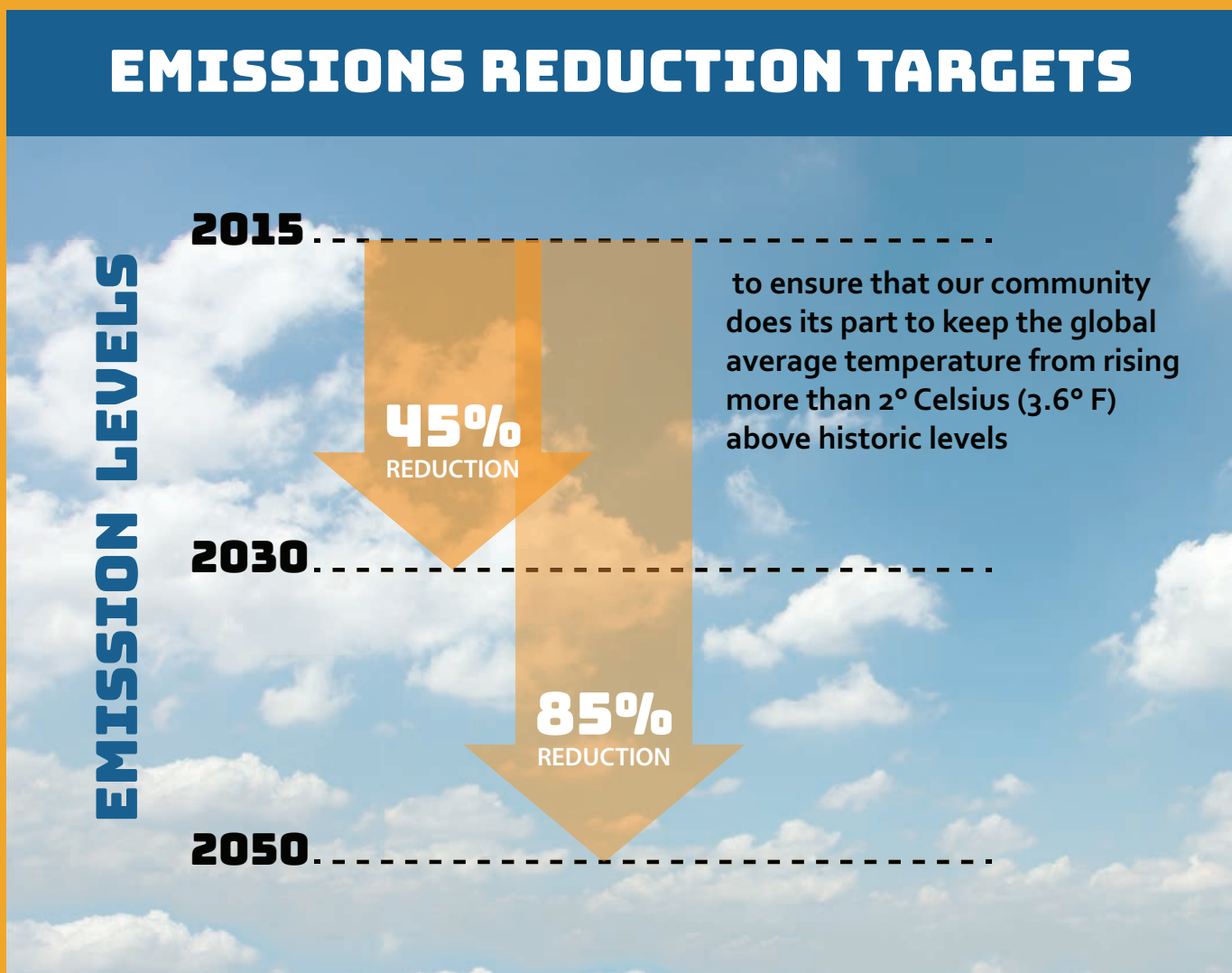
This statement, coupled with the one below from the *Thurston Climate Adaptation Plan*, constitute an overall vision for climate action in the Thurston region.

## ADAPTATION

*“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.”*

## 2.2 Emissions Targets and Project Goals

The primary focus of the *Thurston Climate Mitigation Plan* is to identify actions that will enable our region to work collectively to minimize the causes of climate change. To that end, in 2018 the four jurisdictions adopted shared emissions reduction targets (Appendix 10.1). These targets are in line with those set by other countries and communities around the world and ensure that our community does its part to address global climate change.



## Emissions Reduction Target

*Reduce net communitywide greenhouse gas emissions 45% below 2015 levels by 2030 and 85% below 2015 levels by 2050 to ensure that our community does its part to keep the global average temperature from rising more than 2° Celsius (3.6° F) above historic levels.*

Along with the emissions targets, the Steering Committee adopted regional goals that emphasize the co-benefits of climate action in supporting the strength and resilience of the broader community. These 12 goals are drawn from TRPC's 2013 *Creating Places—Preserving Spaces: A Sustainable Development Plan for the Thurston Region* (Sustainable Thurston), and guided the *Thurston Climate Adaptation Plan*.

## REGIONAL GOALS

**1** Create vibrant centers, corridors, and neighborhoods while accommodating growth.

**2** Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands, and develop compact urban areas.

**3** Create a robust economy.

**4** Protect and improve water quality, including groundwater, rivers, streams, lakes and Puget Sound.

**5** Plan and act toward zero waste in the region.

**6** Ensure that residents have the resources to meet their daily needs.

**7** Support a local food system to increase community resilience, health and economic prosperity.

**8** Ensure that the region's water supply sustains people in perpetuity while protecting the environment.

**9** Move toward a carbon-neutral community.

**10** Maintain air quality standards.

**11** Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.

**12** Make strategic investments to advance sustainability regionally.

# How do our emissions reduction targets compare to international and state targets?

In 2014, the Intergovernmental Panel on Climate Change (IPCC) concluded that the United States and other industrialized countries need to reduce emissions 85-90 percent from 1990 levels by 2050 to stabilize atmospheric concentrations of carbon dioxide and other heat-trapping gases at 450 parts per million. Achieving this target will likely keep the global average temperature from rising 2° Celsius above pre-industrial levels by the end of this century, and thus avoid the most severe climate impacts. These are the goals that were included in the 2016 Paris Agreement, which has been signed by 194 individual countries and the European Union. The IPCC has further recommended that countries aim to limit global warming to 1.5° Celsius by accelerating reductions in the coming decades—reducing emissions by 45 percent from 2010 levels by 2030 and achieving “net zero” by 2050.

In 2020, as this plan was being developed, Washington State adopted updated greenhouse gas emission limits for consistency with the most recent science assessments:

- By 2020, reduce emission to 1990 levels
- By 2030, reduce to 45 percent below 1990 levels
- By 2040, reduce to 70 percent below 1990 levels
- By 2050, reduce to 95 percent below 1990 levels, and achieve net zero greenhouse gas emissions

Washington State also adopted strong emission reduction targets for the operation of state agencies, many of which are based in Thurston region, and make up a significant portion of the local employment base.

During the public review period, many commenters requested that the region consider adopting a carbon neutrality target and commit to a more aggressive reduction in emissions. While a route to carbon neutrality was not assessed as part of the analysis for this plan, such a target could be considered as a stretch goal that reaches beyond the targets adopted for the region. For example, in 2019 the City of Olympia worked with local youth to adopt a Climate Inheritance Resolution, which set a goal to achieve net-zero emissions by 2040. Successful implementation of this plan will include periodically reviewing and revising its goals and targets as new information changes our understanding of the best routes to address climate impacts. Going forward, actions at the state, national, and international level will influence the Thurston region’s ability to achieve our goals locally.

## 2.3 Guiding Principles

In addition to the project goals, ten guiding principles governed the planning process. These principles built on those from the *Thurston Climate Adaptation Plan* and influenced all pieces of this climate mitigation strategy.

1. **Holistic.** Think in terms of multiple generations and connected built and natural systems, as well as view local and regional decisions through the lens of social, economic, and environmental sustainability.
2. **Action-oriented.** Develop actions and strategies that are meaningful and realistic: go beyond general guidance to identify the specific steps needed to make changes that are effective at reducing greenhouse gas emissions below the emission targets.
3. **Adaptive.** Consider both the short- and long-term impacts of climate change, regularly report on progress, and review and revise targets and approaches as needed to address emerging information about the timing and severity of climate impacts or the effectiveness of policies.
4. **Co-benefits.** Identify and leverage climate change mitigation strategies and actions that offer other benefits to the community, such as increasing resilience or access to resources, reducing energy or other costs, improving health outcomes, or addressing equity.
5. **Science-based.** Utilize sound scientific research, modeling, economic analysis, and other tools to understand the outcomes of strategies to reduce greenhouse gas emissions.
6. **Track record.** Incorporate and complement work produced by others, including successful examples from existing local and regional climate action plans.
7. **Equity.** Consider how the costs and benefits of mitigation actions will be shared across all communities: including both urban and rural areas, low-income households, communities of color, and other populations that historically have been impacted by environmental hazards or are otherwise vulnerable to climate impacts.
8. **Tribal sovereignty.** Recognize and support protection of local indigenous tribes' community health and well-being, including natural resources security and self-determination.
9. **Public engagement.** Seek broad community input, educate residents about climate change, and inspire them to take action.
10. **Readiness.** Consider and prioritize strategies that can be launched and realized quickly using existing resources and/or networks.

### What We Heard...

*"Strategies that center our tribes—Squaxin Island, Nisqually, Chehalis"*

Comment at  
Olympia Arts Walk

*"Create realistic list of actions that individuals can do to help."*

Response on  
community  
questionnaire

*"Make sure that all residents of the county, regardless of income levels or background, can participate in the clean energy economy and benefit from it."*

Response on community questionnaire



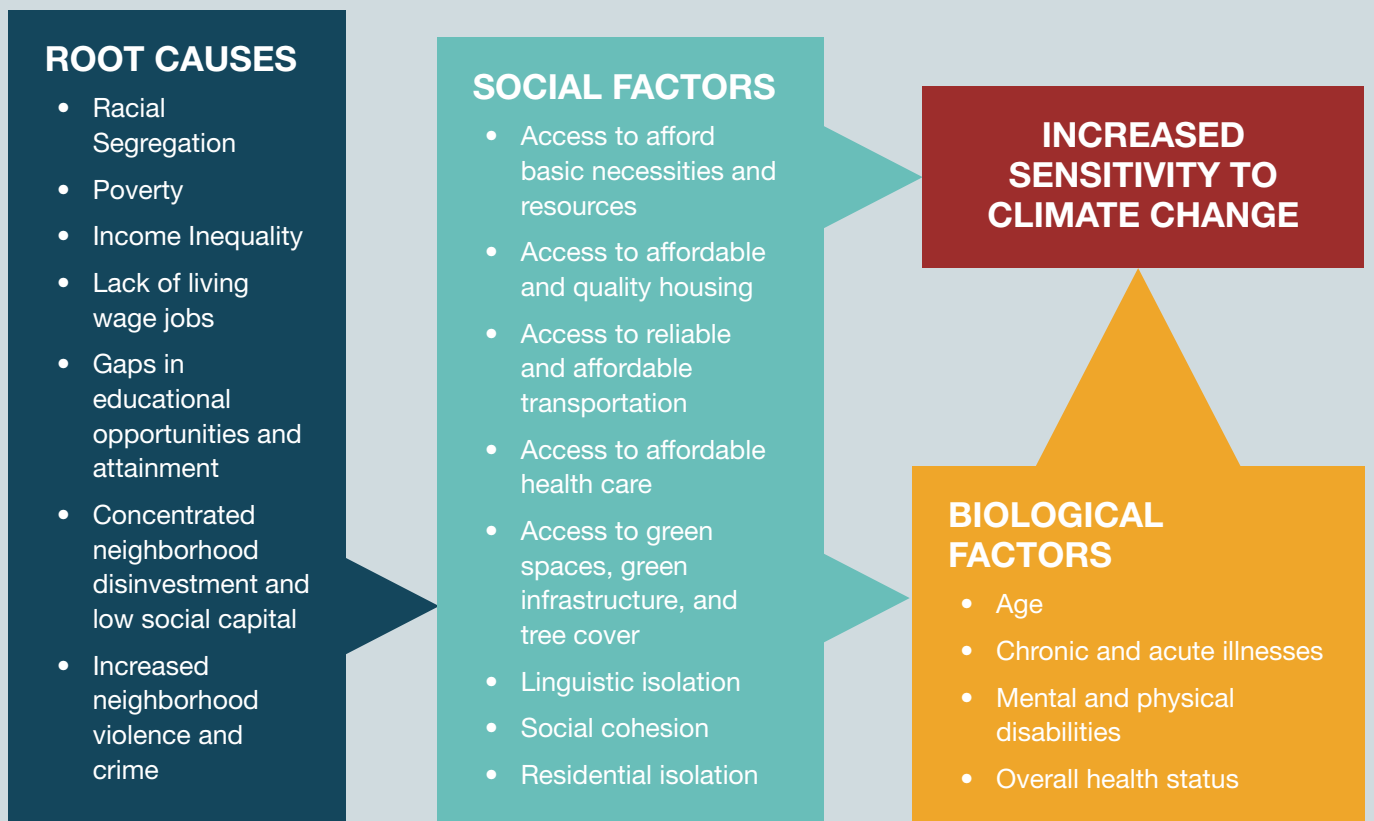
## 2.4 Equity and Climate Action

Climate change and climate action have the potential to reshape our society in ways that either worsen existing inequalities or that uplift and strengthen the most vulnerable in our community. Solutions to reduce greenhouse gas emissions can impact all aspects of people's lives and, if ill-designed, can leave many behind. Equity was one of the guiding principles that informed the development of the *Thurston Climate Mitigation Plan*. The project partners recognize that addressing the challenge of climate change will need to occur in tandem with uprooting the legacies of racism and other systemic inequalities that undermine the vision for our region as one that supports and provides opportunities for all. Climate mitigation action cannot occur in isolation from our region's work to address housing affordability, health, and economic disparities. This section reviews how equity was considered in the planning process—it was added in response to comment during the public review period and refers to pieces of the plan that are described more fully in later sections.

### What is Climate Equity?

When people say climate action should be equitable, they can mean multiple things. A 2014 report by the Urban Sustainability Directors Network defined equity in the following way: "Equity in sustainability incorporates procedures, the distribution of benefits and burdens, structural accountability, and generational impact. This includes:

- **Procedural Equity**—inclusive, accessible, authentic engagement and representation in processes to develop or implement sustainability programs and policies.
- **Distributional Equity**—sustainability programs and policies result in fair distributions of benefits and burdens across all segments of a community, prioritizing those with highest need.
- **Structural Equity**—sustainability decision-makers institutionalize accountability; decisions are made with a recognition of the historical, cultural, and institutional dynamics and structures that have routinely advantaged privileged groups in society and resulted in chronic, cumulative disadvantage for subordinated groups.
- **Transgenerational Equity**—sustainability decisions consider generational impacts and don't result in unfair burdens on future generations."



**Figure 1.** Root causes and factors that contribute to climate change vulnerability.  
Source: Urban Sustainability Directors Network Guide to Equitable, Community-driven Climate Preparedness Planning

Though climate change affects everyone, not all people are impacted equally. Communities of color, immigrants, lower-income populations, and the elderly are often more vulnerable to climate impacts like increased heat, flooding, food insecurity, and air quality impacts. The same people may experience multiple, overlapping structural, social, and biological factors that limit their ability to respond and adapt to climate change (see Figure 1). The result is that populations that have contributed the least to create the climate crisis, are set to bear the greatest burden of its impacts. The vision of the *Thurston Climate Mitigation Plan* begins with the principle that it is our responsibility to do our part to protect vulnerable communities by reducing our local contributions to climate change.

The *Thurston Climate Mitigation Plan* addressed several facets of equity in its development:

- **Procedural**—The planning process involved broad outreach to a wide variety of groups as well as key audiences, including tribes, communities of color, low income, and rural communities. The planning team used a variety of methods to provide opportunities for people to engage in the work, such as by offering representation on the Climate Advisory Workgroup, hosting information booths at community fairs, asking for interviews with key representatives, and reaching out to community liaisons. TRPC recorded and posted online all meeting materials to enable people to participate at convenient times and offered translation of materials on request. Despite these opportunities, not all facets of the community were well represented among those who participated. Going forward, regional partners can improve in this area by continuing to build authentic relationships with key contacts for populations often left out of planning decisions and by investing time and resources in building the capacity for climate leadership among different sectors of the community.
- **Distributional**—The multicriteria analysis (see Section 4.3 or Appendix 10.4) included an assessment of how well each action supported social equity as a co-benefit, by asking whether the action would either:
  - “Ensure that residents have the resources to meet their daily needs;” or
  - “Increase equal distribution of or access to housing, financial incentives, open space, economic opportunity, or other resources, among disadvantaged or marginalized communities.”

This criterion was interpreted narrowly, and only applied to actions that explicitly offered greater benefits to a marginalized community, rather than to actions that may affect such populations indirectly. In practice, limiting the application of actions to certain groups often meant the action would have a smaller scope for reducing greenhouse gases. The Climate Advisory Workgroup and Steering Committee agreed it will be more meaningful to consider and address equity impacts as actions are implemented, than to use equity to filter actions that reduce greenhouse gases. Costs and benefits for a subset of priority actions, and the distribution of those costs and benefits, will be considered in a supplemental analysis that will be completed in mid-2021.

- **Structural**—The project partners identified a need to better identify and understand the existing inequities in our region that contribute to climate vulnerability (Action G4.4) and the need to incorporate those social costs into decisionmaking (Action G4.6) as two of the priority actions included in this plan. Several climate-equity indicators are included in the Monitoring Protocol developed for the plan (Appendix 10.7) to track and monitor how our region integrates equity considerations into climate action.

- **Transgenerational**—The Steering Committee acknowledges a responsibility for future generations in the vision for this plan, and youth perspectives were represented throughout the process. A youth representative served on the Climate Advisory Committee and youth and educator priorities were one of the factors used to identify priority actions for the plan in the multicriteria analysis (see Section 4.3 or Appendix 10.4).

In addition, the *Thurston Climate Mitigation Plan* identifies strategies and actions that can support low income and marginalized communities while reducing greenhouse gas emissions, including in the areas of:

- **Transportation**—Focus on building out a transportation network that enables people to get where they need to go through modes like biking, walking, and transit rather than requiring dependence on a personal vehicle. (Strategies T1, T4, and T5)
- **Housing**—Support for more and greater varieties of housing in urban hubs and along transit corridors, paired with anti-displacement policies to maintain affordable housing options. (Strategy T1)
- **Energy costs**—Increased financing options for energy efficiency improvements that reduce energy costs, especially in rental housing, which disproportionately serves lower income and people of color. (Strategy B1)
- **Green technology**—Increased access to emission-reducing technologies like solar infrastructure and electric vehicles. (Strategies B5, and T3)
- **Health**—Policies that support clean outdoor and indoor air, clean water, access to greenspace, and areas for recreation and physical exercise. (Strategies B6, T1, T2, T5, and A6)

A key principle to embrace as we move forward is that everybody has the right to take part in building a climate forward region. Communities of color, lower income, and otherwise disadvantaged groups are at higher risk of being left behind or harmed, but they can benefit the most from climate solutions that improve livelihoods, services, and human health. Delivering an equitable approach to mitigating climate change will require that policymakers be deliberate in how they shape climate actions, and a focus on equity should continue to guide climate action in the Thurston region.





Traffic flows along Martin Way, one of the region's major transportation corridors. Source: Thurston County Public Works.





# 3. Background

**“Pathways limiting global warming to 1.5°C with no or limited overshoot would require rapid and far-reaching transitions in energy, land, urban and infrastructure (including transport and buildings), and industrial systems. These systems transitions are unprecedented in terms of scale, but not necessarily in terms of speed, and imply deep emissions reductions in all sectors, a wide portfolio of mitigation options and a significant upscaling of investments in those options.”**

IPCC, 2018



Every kilowatt we use, mile we travel, and ounce of food and waste we produce contributes —either directly or indirectly—to our carbon footprint. As the Thurston region grows, more buildings, more vehicles, and more demand for goods and services come at a cost we'll eventually pay in impacts from climate change. Bringing down concentrations of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and other heat-trapping gases in the atmosphere is the most important action we can take to slow the warming of our planet. That's why the *Thurston Climate Mitigation Plan* sets ambitious goals to reduce local generation of greenhouse gases. This chapter describes what we know about our current contributions to climate change and presents success stories of how our community is already working to reduce our impact.

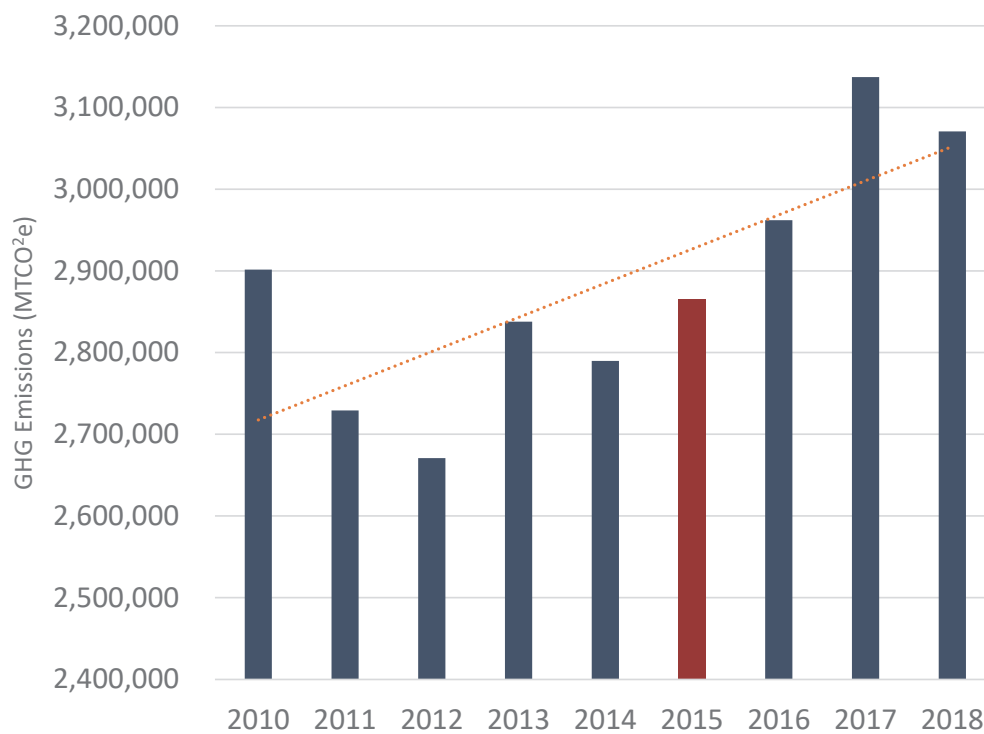
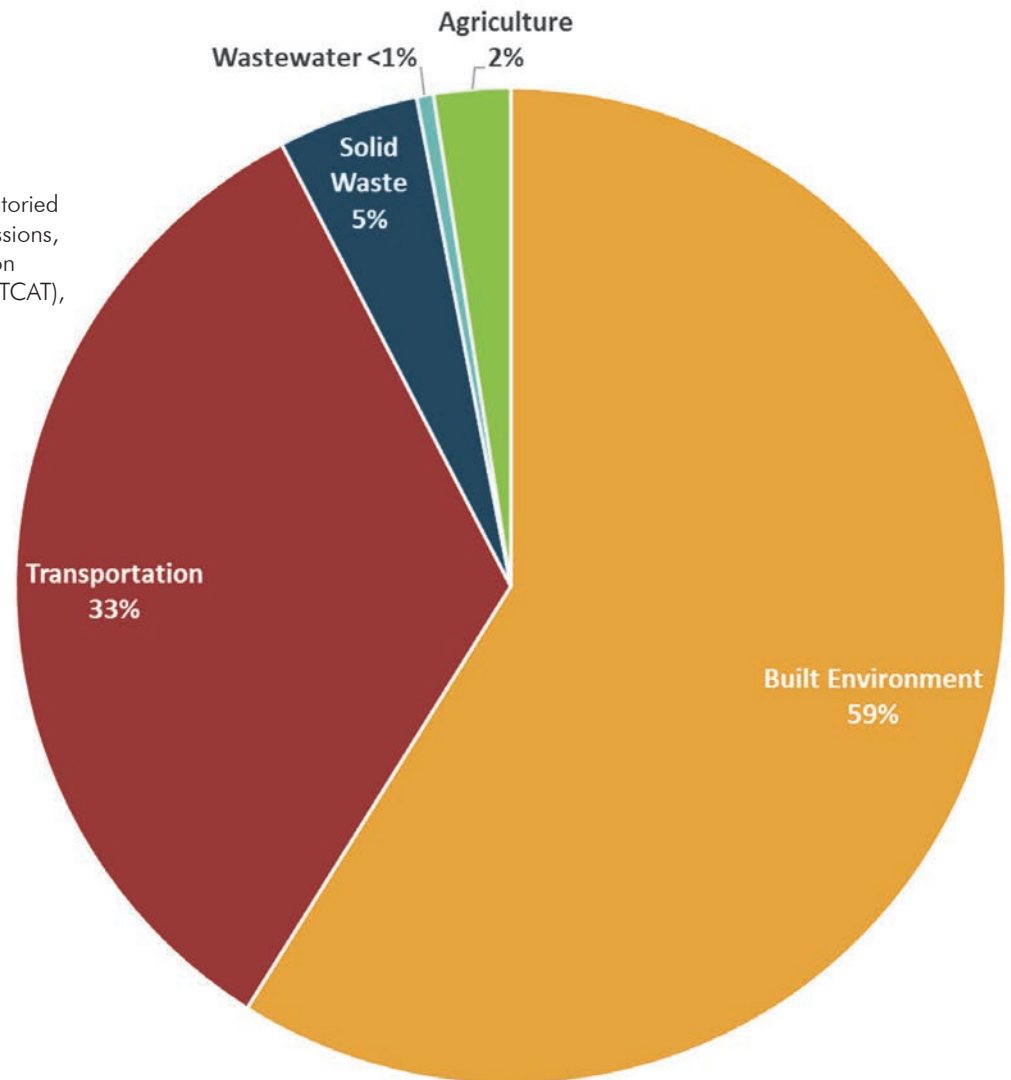
## 3.1 Greenhouse Gas Emissions

Sources of greenhouse gas emissions in the Thurston region include:

- **Buildings and energy**, including electricity and natural gas consumption.
- **Transportation and land use**, including fuels used to power vehicle travel.
- **Waste and wastewater**, including solid waste management and wastewater treatment.
- **Agriculture and forests**, including animal farming and land fertilization.
- Other sources such as refrigerant use, street lighting, and land clearing.

Currently, the majority of our region's inventoried contributions to climate change come from powering, heating, and cooling our buildings and driving vehicles. The built environment and transportation account for 90 percent of the Thurston region's total measured emissions. Emissions related to solid waste disposal, wastewater treatment, and agriculture also contribute to the region's total, but a much smaller percentage. Some sources of greenhouse gases—including emissions from refrigerant leakage, land use practices, and products manufactured outside the Thurston region—currently are not measured or included in our regional inventory (see "Greenhouse Gas Inventory" or Appendix 10.2).

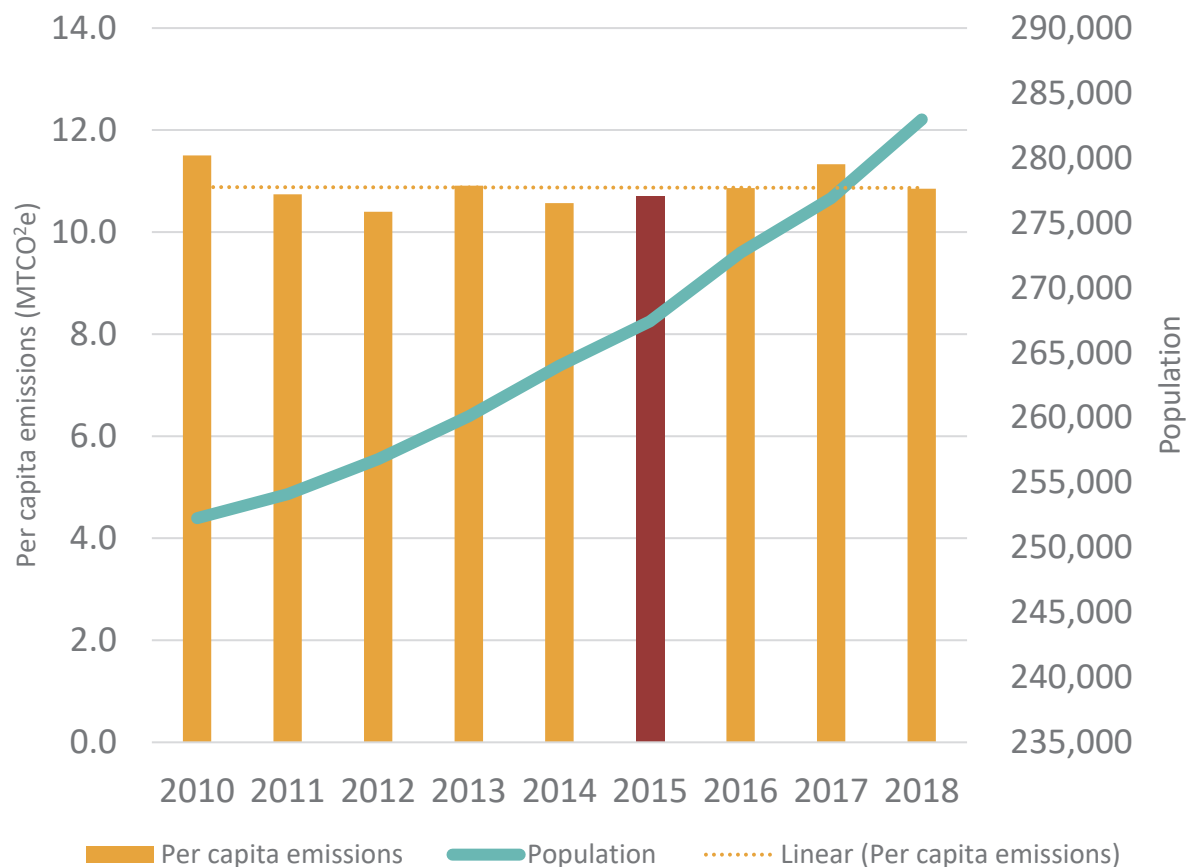
**Figure 2.** Sources of  
Thurston County Inventoried  
Greenhouse Gas Emissions,  
2018. Source: Thurston  
Climate Action Team (TCAT),  
2020



**Figure 3.** Total Thurston  
County Greenhouse  
Gas Emissions, 2010-  
2018. The baseline  
target year 2015 is  
highlighted. Source:  
TCAT, 2020.

The Thurston region's total measured carbon footprint in 2018 was more than three million metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e)—that amount is equivalent to the emissions from more than 650,000 passenger vehicles in a year. While annual emissions have fluctuated over the past decade, our total emissions increased over time—including by more than seven percent since our target baseline year 2015. This upward trend will make our emissions targets that much more challenging to reach.

On a per-capita basis, each Thurston region resident emitted an average of 11 MTCO<sub>2</sub>e in 2018. A Thurston region resident contributes fewer emissions than the average residents of Washington State as a whole, and less than the average American, but more than the average residents of King, Kitsap, Pierce, and Snohomish Counties. While emissions per person has held relatively steady over the past decade, Thurston County is one of the fastest growing regions in Washington. That population growth accounts for some of our increases in emissions.



**Figure 4.** Thurston County Per Capita Emissions and Population, 2010-2018. The Baseline Target Year 2015 is Highlighted. Source: TCAT, 2020.

# Greenhouse Gas Inventory

The Thurston Climate Action Team (TCAT) has tracked our regional carbon footprint regularly since 2010. TCAT is a local non-profit made up of experts and members of the public who develop data and advocate for climate change action in our community. TCAT uses a protocol developed by the International Council of Local Environmental Initiatives (ICLEI) and the World Resources Institute to calculate our regional carbon footprint. (Greenhouse Gas Inventory, Appendix 10.2)

## What about emissions from goods and other sources produced outside the Thurston region?

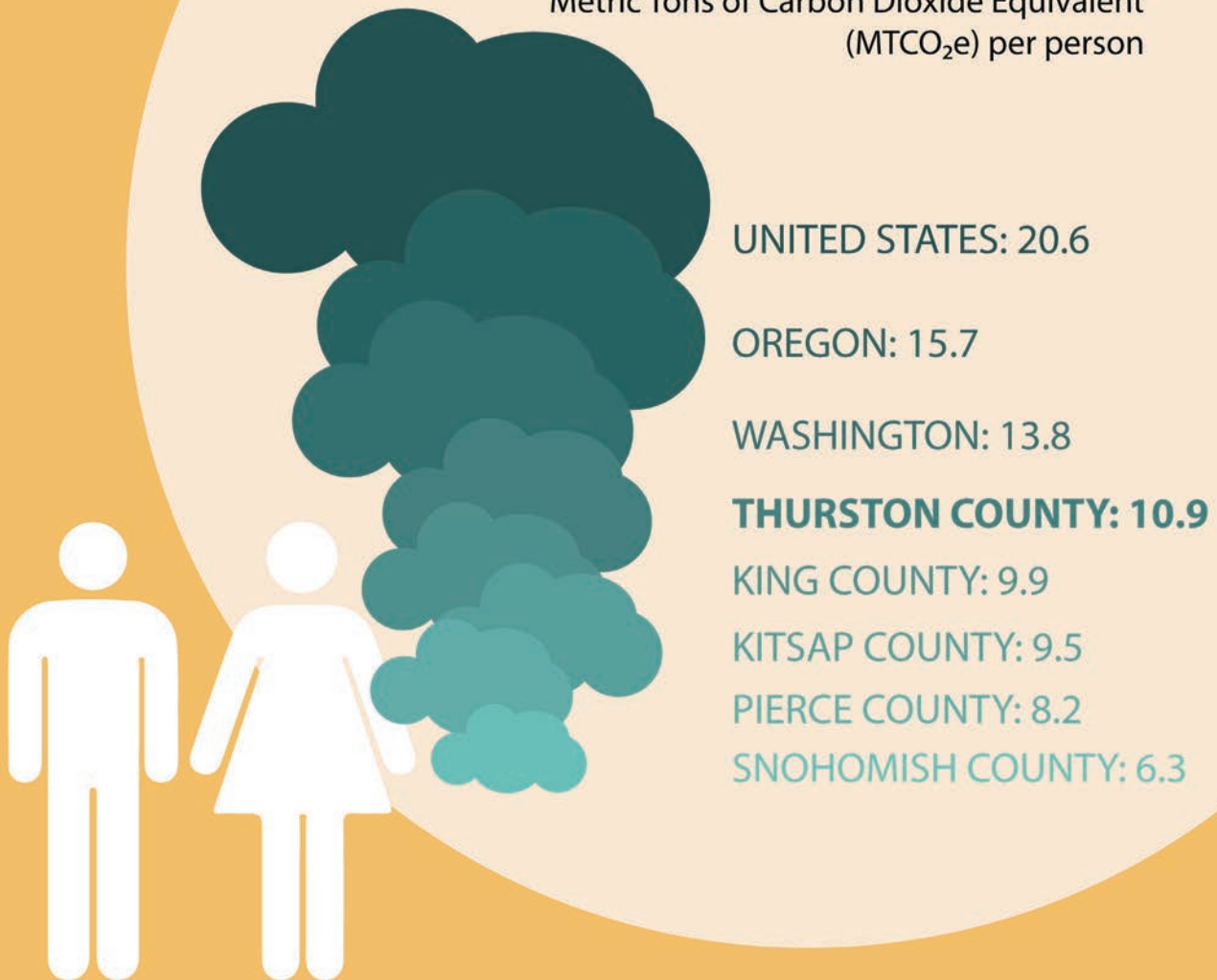
The method TCAT currently uses to develop the Greenhouse Gas Inventory only tracks emissions from activities that occur within the Thurston region. That means it does not measure the impact of many choices made by people in the Thurston region that contribute to global emissions, such as travel beyond the county boundary (including all air travel) and goods purchased and consumed here that are manufactured elsewhere. This is why solid waste and agriculture make up such a small proportion of the current emissions inventory. A full account of the community's climate impact should recognize these consumption-based emissions. While TCAT currently lacks a reliable way to accurately measure consumption-based emissions, the partners involved in this project recognize the large role they play in our region's carbon footprint. These activities may be incorporated into future updates of the plan as better information becomes available.





## HOW DO WE COMPARE?

Metric Tons of Carbon Dioxide Equivalent  
(MTCO<sub>2</sub>e) per person



While per-capita emissions increased only 2 percent since our 2015 baseline year, the population of Thurston County increased 6 percent over the same period, and total emissions increased by 7 percent.

## 3.2 Emissions Sectors

We can't mitigate climate change if we don't know what behaviors and choices need to change. What activities are contributing the most to our regional carbon footprint? The following sections describe key sectors in more detail to help identify our options to reduce regional greenhouse gas emissions and help to limit climate change impacts.

### Buildings and Energy

When we turn on the lights, turn up the heat, or power up an appliance in our homes and workplaces, we are tapping some source of energy. The Buildings and Energy sector includes the generation, transmission, and distribution of electricity and natural gas for heating, cooling, lighting, and other uses. Greenhouse gases are released during the combustion of fossil fuels—such as coal, oil, and natural gas—to heat buildings and produce electricity.

- The buildings and energy sector is the greatest contributor to emissions in the Thurston region, accounting for around 60 percent of total emissions. Residential buildings are the largest source of emissions within this sector, followed by commercial and government buildings, industrial facilities, and outdoor area lighting including street lights.
- Electricity accounts for the largest portion of this sector's emissions—about 76 percent. Most Thurston region residents get electricity from Puget Sound Energy, and coal-fired power plants make up over a third of the utility's current fuel mix (see "Greening Our Grid" on the following page).
- Natural gas is the second biggest portion of emissions at 21 percent, and a growing proportion. Other fuels such as fuel oil, liquid petroleum gas (LPG), and wood make up a much smaller part—about 3 percent combined.

Reducing emissions from this sector will require shifting away from using dirtier fuels like coal and natural gas for electricity and heating by expanding renewable energy generation and use, as well as improvements in building materials and management that increase energy efficiency. Engaging and empowering individuals and organizations to make changes in the way they use energy can also lead to considerable reductions, and actions related to demand response can reduce energy emissions during peak times, which in turn allows utilities to rely less on their dirtiest power sources.

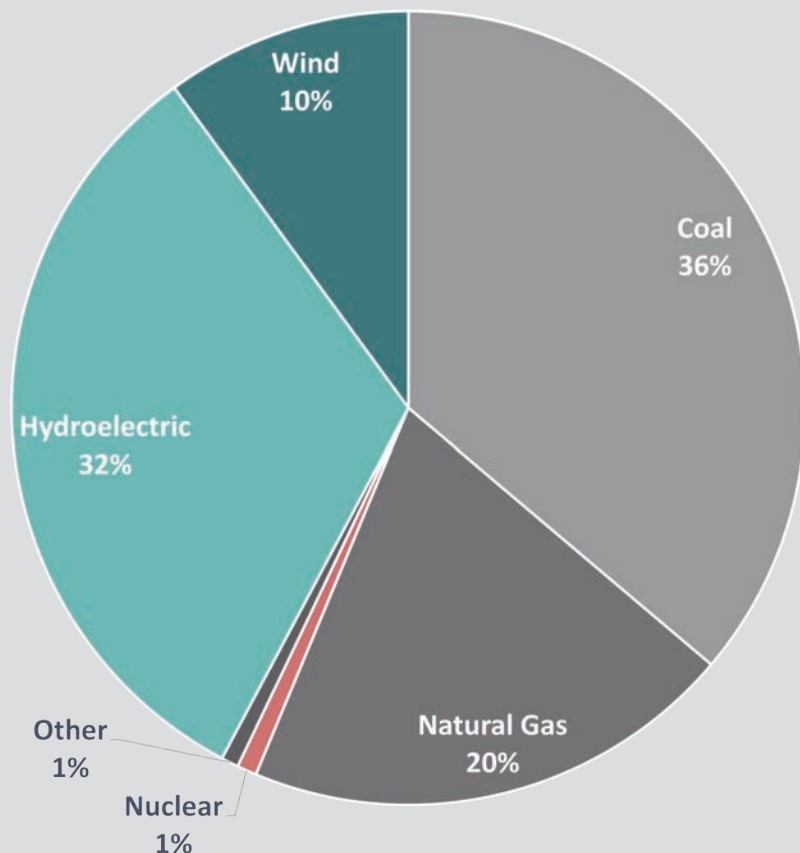


## Greening Our Grid

Most people in the Thurston region get electricity from Puget Sound Energy, which uses a mix of different fuel sources to provide a reliable source of power to its customers. Hydroelectricity has long produced a portion of that energy mix, and renewable sources like wind are increasing, but fossil fuels like coal and natural gas still supply the majority of power to our electrical grid. This reliance on fossil fuels leads to the high levels of emissions we see from use of electricity in our building sector. (Note that this section only refers to natural gas that is part of the fuel mix for electricity. Puget Sound Energy also supplies natural gas directly to customers for heating and cooking—emissions from this source are included in the emissions from the built environment sector shown in Figure 2.)

In 2019, Washington State passed the Clean Energy Transformation Act (CETA), which sets milestones for utilities such as Puget Sound Energy to transition toward a clean fuel standard. Under CETA, utilities must eliminate coal-fired electricity from their mix by 2025, become greenhouse-gas neutral by 2030 (using offsets, if necessary), and provide 100 percent renewable energy by 2045. Other recent state legislation lays out steps toward production of renewable natural gas and greater energy efficiency.

Supporting the transition of our electrical grid to clean energy is one of the most powerful things we can do locally to achieve our greenhouse gas reduction targets (see Chapter 6—Implementation Strategy).



**Figure 5.** Puget Sound Energy 2018 Electricity Fuel Mix. Source: Washington Department of Commerce and Puget Sound Energy

## SUCCESS STORY:

### Climate Change Mitigation by Increasing Efficiency and Equity

The Community Action Council of Lewis, Mason, and Thurston Counties is a regional non-profit whose Weatherization Program helps low-income households make their homes more energy efficient. Weatherization efforts can include weather-stripping and caulking to improve air seals, installing or replacing insulation, replacing windows, and similar repairs. The Weatherization Program helps these households decrease energy use by providing many services free of charge. Lower income populations are more likely to experience respiratory illnesses, like asthma and chronic obstructive pulmonary disease (COPD). This work also supports the health and safety of families by helping identify and repair heating system troubles and indoor air quality issues. Programs like this one reduce our local contributions to climate change while also increasing the distribution of resources among people who might otherwise find energy efficiency improvements out of their reach.



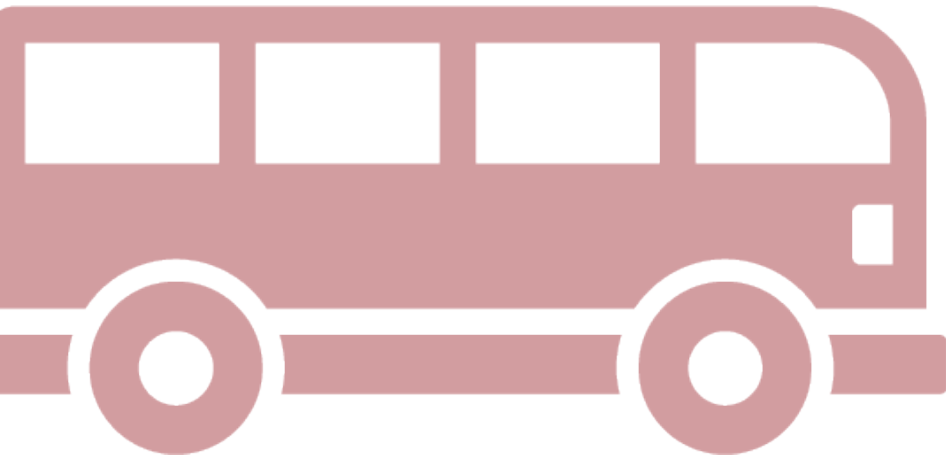


# Transportation and Land Use

Moving people and goods efficiently is a key function of a thriving community. However, all that driving, and sitting in traffic, adds up to a big emission bill we'll pay in climate impacts. The majority of greenhouse gas emissions from transportation result from the use of fossil fuel-based products, like gasoline, in internal combustion engines.

- Transportation is the second largest source of emissions in our region (33 percent). Passenger vehicles are the largest source of on-road emissions, followed by heavy duty trucks, and commercial vehicles.
- Regional transit options like buses and vanpools make up less than one percent of transportation-related emissions.

As the Thurston region continues to grow, low-emission transportation will become even more important. This will require that we drive less, telework more, use more fuel-efficient vehicles, and promote alternative forms of travel, like biking and walking. Focusing a high proportion of future development in urban centers and along major transportation corridors, and reducing sprawl can help support this transition.





In 2020, Intercity Transit adopted a Zero Fare model to reduce delays and increase access for passengers.  
Source: Northwest News Network

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**ZERO-FARE**  
**JUST GET ON & GO!**

## **SUCCESS STORY:**

### **Climate Change Mitigation by Encouraging Public Transit**

Increasing access to public transit is a strategy that has benefits beyond its climate impact. In 2020, both Intercity Transit and ruralTransit stopped charging for rides on their buses. Revenue from bus passes contributed a small percentage of Intercity Transit's funding—less than 2 percent. In 2018, voters approved a local sales tax increase to improve transit funding, making bus fare effectively prepaid by local economic activity. Intercity Transit's zero-fare program is a five-year demonstration project intended to both increase the efficiency of transit operation and reduce barriers to taking the bus. The strategy can also support climate mitigation, by making it easier for people to opt for a less-carbon intensive way to get around town, decreasing the number of polluting vehicles on the road. More than 75 percent of residents in our region support or strongly support zero-fare services, and in just the first month of the pilot project, Intercity Transit saw a 20 percent increase in ridership. Over the longer term, a zero-fare system can increase return on taxpayer investment, reduce congestion, and provide more equitable service to all, all while helping to reduce greenhouse gas emissions.

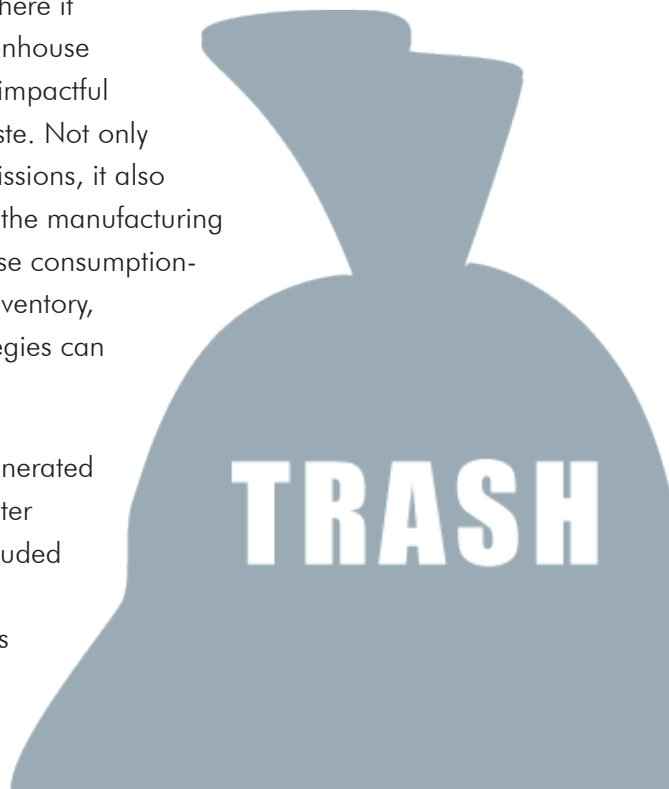
# Water and Waste

As a rapidly growing region, the amount of water we use and waste we produce are also on the rise. Trash produced by Thurston County residents and businesses is sent to a landfill to decompose. During the decomposition process, solid waste produces methane—a gas that can be 84 times more potent than carbon dioxide during the first two decades after its release. If uncaptured, this leakage can be a primary source of greenhouse gas emissions from solid waste disposal. Waste collection, transportation, and processing require energy as well, which is often derived from the combustion of fossil fuels. There are similar emissions related to wastewater: wastewater must be collected, transported, treated, and released back into the environment—all of which requires energy and, in some cases, releases potent methane.


- In 2018, waste-related emissions contributed to a little over four percent of Thurston County's total emissions. Methane leaks are often a major source of solid waste emissions—however, the Roosevelt Regional Landfill where most of Thurston County's waste ends up is a leader in methane capture (see sidebar). Other solid waste emissions originated from processing and transportation of solid waste.
- The Thurston region has one of the most innovative wastewater treatment facilities in the country in the LOTT Clean Water Alliance. Wastewater treatment only makes up a small fraction of Thurston County's total emissions (less than one percent). The largest sources of wastewater emissions were related to digester and methanol emissions—both of which are necessary in treating wastewater solids.

Diverting waste keeps materials out of landfills, where it would traditionally break down and produce greenhouse gases. Reducing the sources of waste is the most impactful way to cut the emissions associated with solid waste. Not only does source reduction decrease direct landfill emissions, it also can drive reductions in emissions associated with the manufacturing and transport of products and services. While these consumption-side emissions are not currently included in our inventory, incentivizing reduction, reuse, and recycling strategies can ultimately have a big influence on emissions.

Reducing water use also can reduce emissions generated from the energy used to heat water and pump water and wastewater. These emissions are typically included in the building sector totals discussed above, and they can be among the largest electricity demands for households and municipalities.







Methane being captured and turned into Renewable Natural Gas (RNG) at the Roosevelt Regional Landfill in Klickitat County. Source: Republic Services

## SUCCESS STORY:

### Climate Change Mitigation by Improving Waste Processes

Reusing our excess waste can be a win-win mitigation strategy. The Roosevelt Regional Landfill in southern Washington is the destination for much of the Thurston region's trash. Since the late 1990s, it has generated power through a waste-to-energy project, and now has transitioned from generating electricity to renewable natural gas (RNG). The initial power plant at the landfill generated 26 megawatts of electrical power, or enough electricity to power more than 20,000 homes. In 2018, the Klickitat Public Utility District began investigating using methane from the landfill to generate renewable natural gas in partnership with Republic Services. In 2020, the PUD shifted entirely from electricity generation to the generation of RNG. Since methane is a powerful greenhouse gas, redirecting any methane emissions from the atmosphere can help reduce local contributions to climate change. By the end of the system's 80-year lifespan, it will offset a total of 35.4 million tons of carbon dioxide emissions, and the land will be returned to agricultural use. The project generates more than 1.6 million dekatherms of renewable natural gas per year—a portion of which may circulate back to heat Thurston region homes through an agreement with Puget Sound Energy.



# Agriculture, Forests, and Prairies

Farms, forests, prairies, and other open space are important to the identity of the Thurston region, and they can play an essential role in achieving our emission reduction targets by sequestering carbon and helping limit urban sprawl. While these sectors make up only a small proportion of the Thurston region's emissions (two percent), agricultural activities, forest practices, and land conversion can contribute greenhouse gas emissions in a variety of ways:

- **Deforestation** causes the carbon stored in trees to be released into the atmosphere. Deforestation also prevents trees from capturing more carbon from the atmosphere—a process known as carbon sequestration.
- **Poor land management practices** on agricultural soils can lead to increased concentrations of nitrogen in the soil and result in emissions of nitrous oxide (N<sub>2</sub>O), a potent greenhouse gas. Specific activities that emit N<sub>2</sub>O emissions include the application of synthetic and organic fertilizers and inefficient irrigation practices.
- **Livestock**, especially cattle, produce methane (CH<sub>4</sub>) as part of their normal digestive processes—another potent greenhouse gas. This process, called enteric fermentation, represents nearly half of the emissions from Thurston County's agriculture sector.
- **Manure management** from livestock also emits potent methane and nitrous oxide gases. The amount of gases produced varies depending on the manure treatment and storage method.
- **Development of prairies** reduces opportunity for stored carbon and contributes to urban sprawl.

**Carbon sequestration** refers to the ability of plants, soils, and other organic material to capture and store carbon from the atmosphere. By planting trees, amending soils, and creating natural drainage systems with certain plant species, the Thurston region can remove carbon from the atmosphere and store it in plant matter and soils. Carbon sequestration strategies can bring other benefits as well. For example, adding organic matter to soil supports soil structure and microbiology, retains water, reduces erosion and stormwater run-off, and filters out pollutants. Carbon sequestration is not currently measured in the greenhouse gas inventory, so we don't have a good baseline of the role it plays in our emissions picture. Improving our understanding of the mechanics of sequestration in our region will be an important next step in order to better assess the potential impact of new sequestration actions.

Livestock help with weed control, one of several regenerative agriculture practices on Sapsucker Farm in Olympia. Source: Sierra Smith, Sapsucker Farm







## SUCCESS STORY:

### Climate Change Mitigation Through Farming Practices and Preservation

Thurston County loses more than 1,000 acres of farmland a year to other uses, yet this land is critical for our regional goals of maintaining a local food network, preserving open space and wildlife habitat, and offsetting local greenhouse gas emissions. This loss of local farmland forces us to source more of our food from outside our region, making our community more dependent on outside suppliers while increasing transportation emissions and undermining local food security. Programs that fund farmland preservation include the Washington Wildlife and Recreation Program, and Thurston County's Conservation Futures and Transfer of Development Rights programs, which purchase property or development rights, allowing these areas to remain as open space available for farming. In 2017, Conservation Futures' funding helped purchase an agricultural conservation easement for Oyster Bay Farm, permanently preserving 39 acres for future generations of food production. Preservation of working farmland will be essential to support both a reliable local food supply and climate mitigation.

Farmers also can make a positive contribution to climate change mitigation with the way they manage their land. In particular, regenerative agriculture is an approach to farming that aims to capture carbon in both soil and plants. It employs a suite of practices including no-till, managed grazing, and selective planting of crops and trees that also benefit local biodiversity and ecosystem health. These techniques are used at farms of all sizes and styles. Sapsucker Farm in Olympia makes the most of its six acres to raise a mix of sheep, cattle, turkeys, geese, and chickens by using rotational grazing, keyline water management, and a silvopasture system that will intersperse nut- and fruit-bearing trees with grazing areas—all with the goal of providing carbon-negative meat. Calliope Farm in the Littlerock area has 18 acres where they are working to build soil health and sequester carbon. Their vegetables grow interspersed with "harvest lanes" that help prevent soil erosion and create habitat for beneficial insects. In 2020, the Washington State Legislature established the Sustainable Farms and Fields grant program, which will aid farmers and ranchers in adopting practices that increase carbon storage. These resources allow families to continue farming land they have worked on for generations and provide Washingtonians with healthy local food and a diverse economy. Agricultural land preservation and the stewardship practices adopted by local farmers, including those profiles above, will play a key role in future climate solutions.



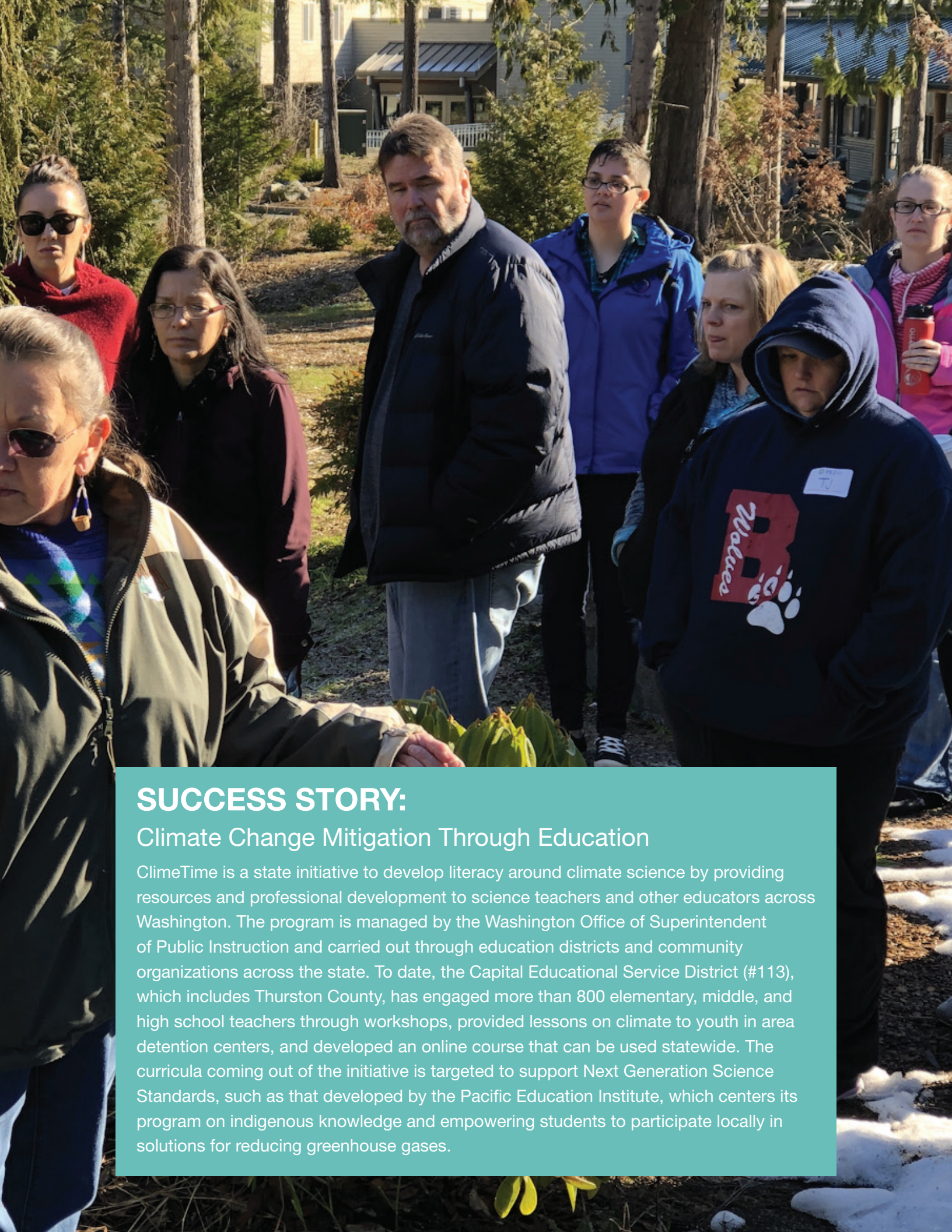


## Cross-Cutting Concerns

Climate change poses a fundamental threat to the future health and well-being of our community and addressing it will require a strong response from across society. In addition to addressing specific local sources of greenhouse gas emissions, such as those described in the previous sections, success will depend on building the resources, expertise, and constituency within our community to carry out the change we need and amplify its impact. Through effective and strategic education, advocacy, monitoring, and policy development, the Thurston region can increase awareness of, participation in, and impact of climate mitigation efforts.







## SUCCESS STORY:

### Climate Change Mitigation Through Education

ClimeTime is a state initiative to develop literacy around climate science by providing resources and professional development to science teachers and other educators across Washington. The program is managed by the Washington Office of Superintendent of Public Instruction and carried out through education districts and community organizations across the state. To date, the Capital Educational Service District (#113), which includes Thurston County, has engaged more than 800 elementary, middle, and high school teachers through workshops, provided lessons on climate to youth in area detention centers, and developed an online course that can be used statewide. The curricula coming out of the initiative is targeted to support Next Generation Science Standards, such as that developed by the Pacific Education Institute, which centers its program on indigenous knowledge and empowering students to participate locally in solutions for reducing greenhouse gases.







# 4. Plan Development

**“[The plan should] establish clear connections on how these actions impact climate change and have a positive impact on our environment.”**

Interview with Lola Flores, Hispanic Roundtable

**“Reduced carbon pollution should not be the sole measurement of success. [Criteria] needs to encompass the health of our environment and citizens now and in the future.”**

Response to community questionnaire

The *Thurston Climate Mitigation Plan* is the result of more than a year of technical analysis and engagement with Thurston region stakeholders, including local governments, businesses, community organizations, and residents. An overview of this planning process is provided below.

## 4.1 Plan Development Framework

Several groups met regularly to inform and provide oversight of all aspects of the planning process:

- **Interjurisdictional Project Team.** This group consisted of lead staff from TRPC and each of the four partner jurisdictions: Thurston County and the cities of Lacey, Olympia, and Tumwater. The Project Team provided staff-level direction and coordination throughout the project, reviewed draft products, and facilitated development of implementation plans.
- **Consultant Team.** Seattle-based Cascadia Consulting Group and sub-consultant Hammerschlag LLC contributed technical support throughout the project, including developing the public engagement strategy and outreach materials, developing and analyzing actions, and quantifying emission reductions from those actions.
- **Climate Advisory Workgroup.** This committee included public- and private-sector members of the community with subject matter expertise in one of five sectors: Buildings and Energy, Transportation and Land Use, Water and Waste Management, Agriculture and Forestry, and Cross-cutting. The Climate Advisory Workgroup was tasked with identifying, evaluating, and recommending a list of impactful actions to achieve the emissions reduction goal. Workgroup members also reviewed and provided input on project goals and guiding principles, public engagement strategy, scenario results, and implementation strategies.

On two occasions, members of the Climate Advisory Workgroup split into their five **Sector Focus Groups**, which included additional subject matter experts and interested members of the public. One round of the Sector Focus Groups included a meeting dedicated to youth and educator perspectives. All meetings of the Climate Advisory Workgroup were open to the public, and time for public comment was provided at each meeting.



- **Steering Committee.** The Steering Committee was composed of elected officials and staff from each of the four partner jurisdictions and was the decision-making body for the plan. This committee used a consensus-based decision-making process to approve each stage of the planning process. All meetings of the Steering Committee were open to the public, and time for public comment was provided at each meeting. The Steering Committee approved the *Thurston Climate Mitigation Plan* on December 10, 2020.

Each jurisdiction's policymaking body (Board of Commissioners or City Council) will ultimately consider a resolution that accepts the *Thurston Climate Mitigation Plan* as a framework for future action and affirms the jurisdiction will further explore implementation of these strategies.



**Figure 6.** Plan Development Structure of the *Thurston Climate Mitigation Plan*

# WHAT DO YOU THINK?

## THURSTON CLIMATE MITIGATION PLAN

What actions or ideas should be included in the Climate Action Plan?

STOP making  
Zoos and Trapping  
innocent animals for your  
Entertainment

Carbon  
Farming ↓  
★ biochar

More electric  
cars  
(or different fuels)

More Carpooling,  
Carpool Lanes

STOP Dumping Garbage  
in the Ocean and  
Polluting the air

Expand recycling  
Reduce plastics  
Plant more trees

Use goats to mow  
your lawn

Increase the amount of  
things we can reuse/  
recycle locally

More Rural Transit  
(Rochester) ★

Grow  
Hemp  
Industrially!

Stop cutting down trees  
in our area and in  
developments.

Don't use that  
much power

Reduce water  
usage and  
conserve energy

less wasted plastic  
within restaurants

Ride bikes

Put fans around the planet  
- layer old

Embrace it. Enjoy it.  
Share with it.  
Make more wine  
less beer.

Tax hog  
gas  
vehicles.

Tax business  
waste like Starbucks  
does

Less air pollution

deal with lucky  
funding for low income  
cars w/ oil leaks +  
high gas usage.

STOP  
Deforestation  
!!!

Educate for Population  
reduction =  
Smaller family  
sizes

Electricity in stead  
of using gas

Shuttles to  
popular hiking  
spots

Ferry: frequent  
service to  
Seattle

Invest in renewable energy  
sources, reusable water bottles  
and containers, recycle  
correctly.

alternative  
energies  
address homeless  
as to not  
pollute downtown

Recycle/  
Ridein

Your Bike Don't

QRS and gas

of Renewable energy  
ways to create  
have positive impact  
is too much industry  
w/ energy. It is the  
win-win. We gain energy, money, and it  
doesn't die as fast!

Gas fuel ASHP



## 4.2 Community Engagement

The benefits and costs of climate mitigation actions will affect everyone in the Thurston region. Therefore, it was crucial to gather as many perspectives as possible to inform the plan. The following goals and objectives guided public engagement during the planning process:

- A. Lay the groundwork for continued community engagement on climate action.
  - Deliver honest and consistent messaging to the public.
  - Build relationships with trusted community liaisons to help engage hard-to-reach populations such as communities of color, low-income, rural, youth, and elderly communities, and military families.
  - Provide a range of engagement options to suit different lifestyles, availability, and ways of processing information.
- B. Promote alignment between community and government climate priorities, while recognizing the separate roles, responsibilities, and interests of individuals and organizations.
  - Solicit meaningful input from a diverse and representative set of partners and stakeholders.
  - Capture areas of convergence and divergence regarding climate action priorities throughout the Thurston region, including gaps and unmet needs, where applicable.
- C. Build public support for climate action across the Thurston region.
  - Develop broad awareness of anticipated climate impacts throughout Thurston County and the cities of Lacey, Olympia, and Tumwater and efforts to address them, including the co-benefits of action and the costs of inaction.
  - Meet participants where they are, with respect for their involvement in climate change action and their different needs, wants, and priorities regarding climate mitigation.
  - Clearly describe the focus and boundaries of the Thurston Climate Mitigation Plan, how the plan is to be used, and the role that public input and informed decision making will play in plan implementation.

Input from the community was used to inform the development, refinement, and prioritization of actions in the draft plan. To ensure a robust engagement process across our region, the planning process included both broad and targeted engagement. Responses from the public are shown throughout this plan. A few of the methods used are summarized below—for a complete description of community engagement activities, see Appendix 10.8.

# Community Questionnaire

In 2019, an online community questionnaire gathered a baseline understanding of the community’s priorities, perspectives, and concerns. The survey was shared through the TRPC website, social media, e-newsletters, listservs, and partner networks. The survey was open from August 12 to September 30, 2019, and received 1,397 responses.

# Pop-Up Events

The Project Team engaged with the community at local events early in the planning process, including Tenino Oregon Trail Days; Thurston County Fair; the Yelm, Olympia, and Tumwater Farmers Markets; Tumwater Brewfest; and the Olympia Fall Arts Walk, among others. These pop-up events provided an opportunity for visitors to learn more about the project, ask questions to project staff, and provide input through interactive activities.

# Community Presentations

The Project Team gave presentations to organizations upon request. These presentations gave an overview of the project and an opportunity to provide high-

level recommendations for the plan’s development. In addition to regular updates to City Councils and the County Commissioners, staff made presentations to the South Thurston Economic Development Initiative (STEDI), Olympia Master Builders, Deschutes Estuary Restoration Team, Transportation Policy Board, Nisqually River Council, Thurston County Solid Waste Advisory Committee, and Lacey Youth Council, among others.

# Interviews

To better understand the impacts of the strategies and actions being considered, the Consultant Team conducted interviews with representatives from key sectors and organizations. Interview subjects included representatives from the Thurston County Food Bank, Confederated Tribes of the Chehalis Reservation, Olympia Master Builders, Hispanic Roundtable, and Homes First. Interviewees provided feedback on their organization’s climate impact mitigation work; climate impacts to the communities in which they work; as well as concerns, challenges, and potential barriers to implementation of the actions.



Tumwater city staff host an information booth at Tumwater Brewfest in August 2019.  
Source: City of Tumwater

# Online Open House & Feedback Survey

Cascadia Consulting Group created an interactive online open house at [www.ThurstonClimatePlan.com](http://www.ThurstonClimatePlan.com) where members of the public could explore an overview of the plan contents and share their feedback and priorities through an online survey. The online open house was available 24-hours a day during the public review period—more than 650 unique users attended the online open house.

## Virtual Community Meetings

TRPC hosted two virtual Community Meetings during the public review period. Each meeting included an overview presentation on the planning process and draft plan, a panel discussion among people involved in developing the plan, and an opportunity for attendees to ask questions of the panelists and staff. More than 100 participants attended the virtual meetings.

## Public Comments

Members of the public had opportunities to comment throughout the planning process. Time for public comments was set aside at all Steering Committee and Climate Advisory Workgroup meetings. Public comments also were received through direct email and voicemail messages to TRPC staff. Between February 2019 and December 2020, TRPC staff tracked 307 comments from 198 separate individuals. The majority of comments (160) were received during the draft plan review period.

## Website, Contact List, Social and Traditional Media

Throughout the project, TRPC maintained a dedicated website which was frequently updated with meeting materials and other relevant project information. Visitors to the website had the option to sign up to receive project updates via email, a list of 674 interested parties as of October 2020. TRPC promoted opportunities for public input at key decision points through social media posts and press releases.





Attendees of a Youth and Educator Focus Group prioritize actions in November 2019. Source: TRPC

## Key Themes from Early Community Outreach

- **Across outreach methods, participants showed the broadest support for Buildings and Energy sector actions.** Whether prioritizing focus areas, investing fictitious money, or choosing the personal actions they would like to take, survey respondents showed the broadest support for actions to shift to more renewable and clean energy sources, and to make buildings more energy-efficient and carbon-smart. This includes exploring incentives, subsidies, and mandates to encourage renewable energy; investing in renewable energy; and improving building energy-efficiency.
- **Transportation and Land Use actions were a focus at public events and of actions people would like to take.** At public events, actions to support transportation and land use were the overwhelming choice. Ideas included investing in bicycle and pedestrian facilities, electric vehicles, and public transit, and encouraging high-density areas that improve resource sustainability and efficiency. Similarly, two of the four most popular actions survey respondents said they would like to take are purchasing or driving an all-electric vehicle (48 percent) and driving a high-efficiency vehicle (25 percent).
- **The individual actions of greatest interest to survey respondents are those the *Thurston Climate Mitigation Plan* could support:** These include investing in solar panels for home or business (57 percent), purchasing or driving an all-electric vehicle (48 percent), participating in a renewable energy program through local utility (30 percent), and driving a high-efficiency vehicle (25 percent).
- **People favored balancing multiple goals when identifying priority actions.** Impact (how much carbon pollution will be reduced) was considered the most important driver of action.
- **Priority focus areas and the most important drivers of action varied by factors like age, where survey respondents lived, and their income.**

# Key Themes from Fall 2020 Draft Plan Review Period

- Across outreach methods, **a large majority of participants supported the Thurston Climate Mitigation Plan and think local jurisdictions should adopt this plan.** Many commenters, especially the many youth who commented on the plan, highlighted their concerns about how climate change will impact their lives, and asked that the four cities and County take urgent action to begin implementation.
- Most survey respondents believed the plan **presents a clear path for meeting regional climate goals and provides a roadmap for elected government and staff.** While some commenters requested the region consider a more aggressive carbon neutrality goal and others wished to see more specific details about the actions, equity impacts, and costs of implementation, many noted that the plan is a good starting place for action.
- **People wanted to understand the costs of actions and are concerned about how climate mitigation actions might unintentionally worsen inequality and housing affordability in our region.** Realtors and builders worry about the impact of focusing on regulatory approaches to increase energy efficiency and shifting away from natural gas. Others note that strategies and actions must be implemented in ways that support a just transition toward greater sustainability.
- **A majority of survey respondents (70%) indicated that all strategies included in the plan are a priority.** Strategies with strongest support include preserving trees and managing forests to sequester carbon, reducing energy use in existing buildings, increasing density in urban areas to support more efficient transportation options, reducing energy use in new construction, and increasing the production and use of local renewable energy.

There will be additional opportunities for community engagement as individual jurisdictions work to implement actions in the years to come.

## If you had \$1,000 dollars to invest to reduce carbon pollution, how would you spend it?

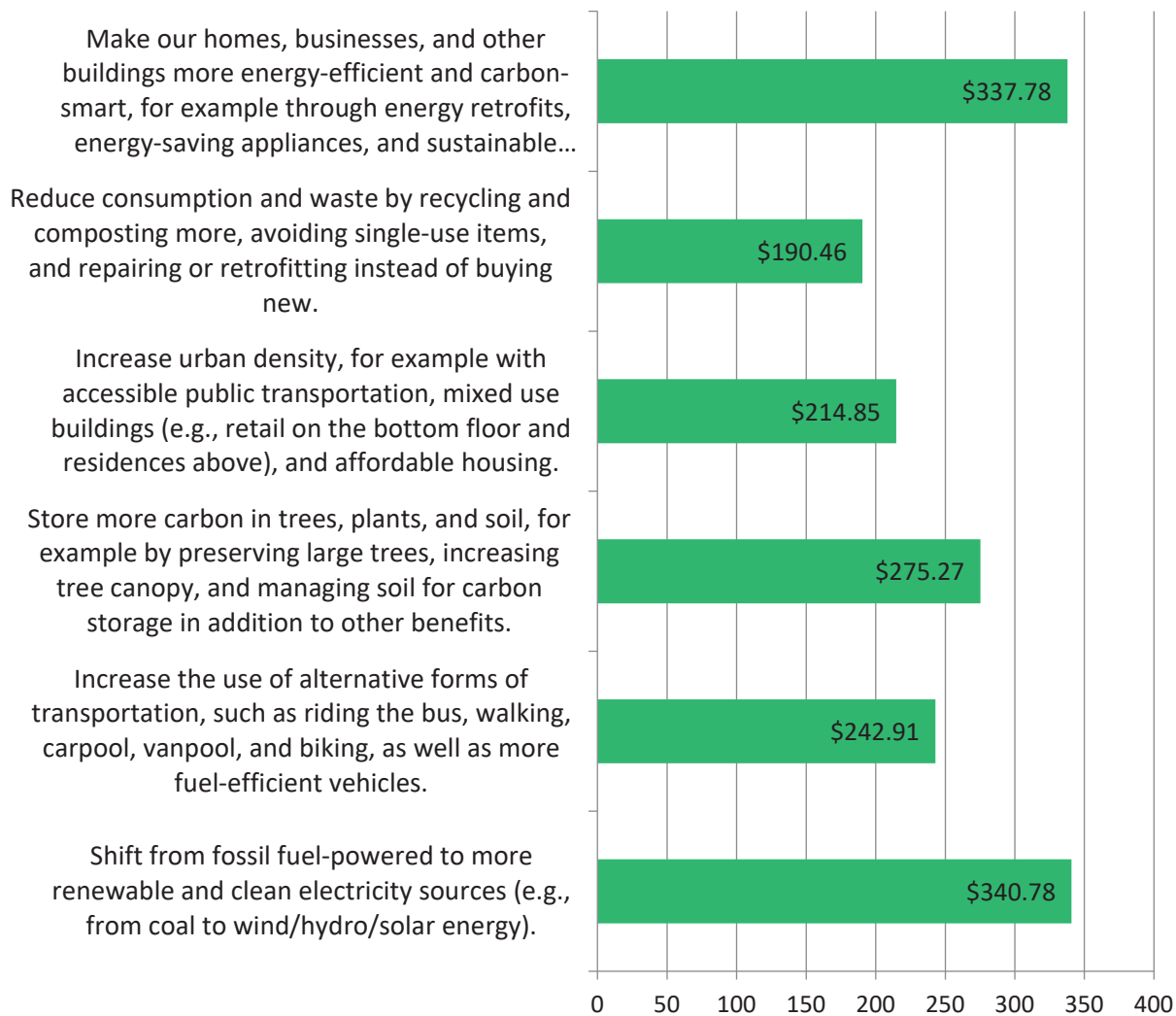
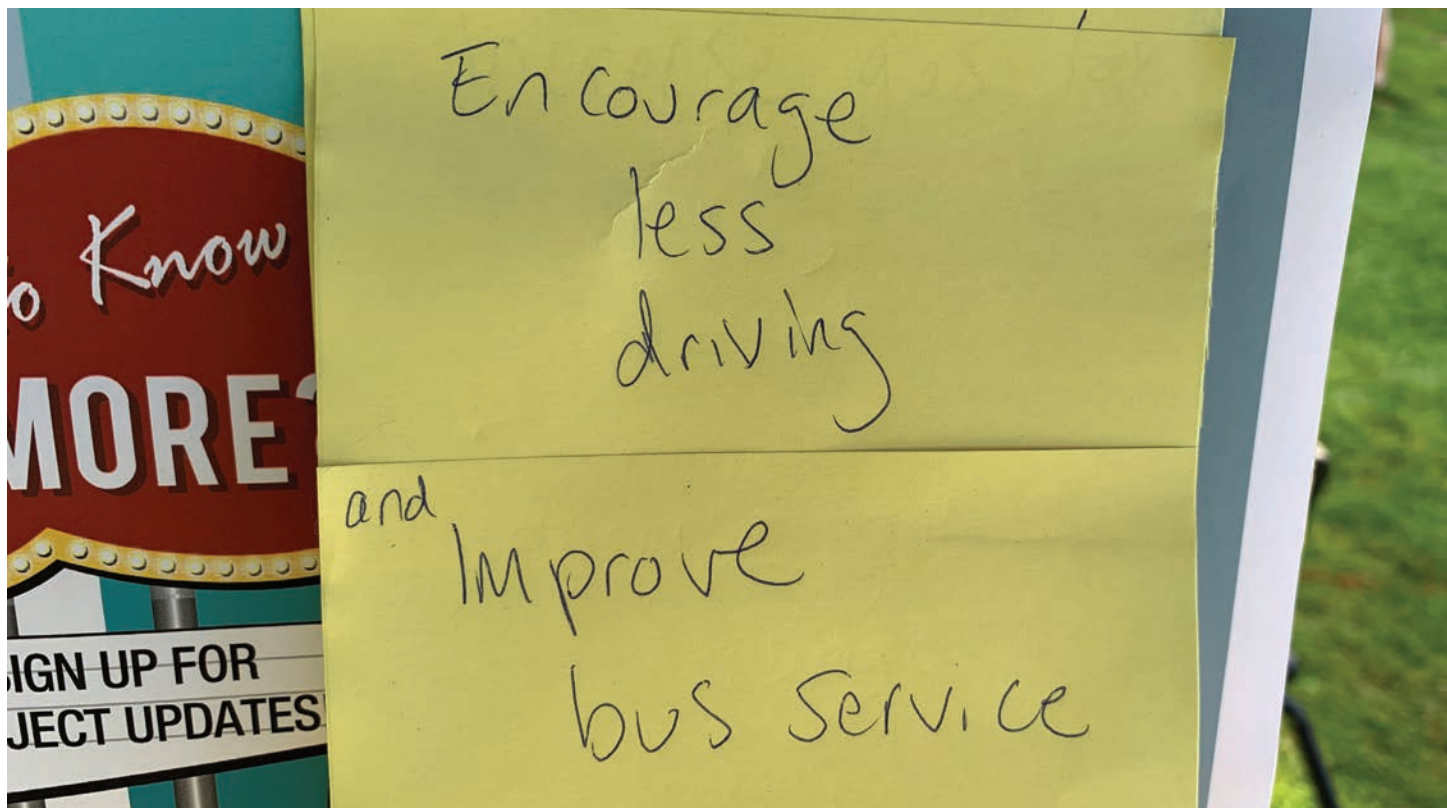


Figure 7. Responses to Climate Mitigation Community Questionnaire, September 2019.



## 4.3 Communitywide Action List

The *Thurston Climate Mitigation Plan* includes a list of communitywide actions to reduce greenhouse gas emissions in order to meet the adopted emissions reduction target. The planning process began by compiling a comprehensive initial list of potential strategies and actions. Between May and September 2019, the Project Team and Consultant Team gathered ideas from the Climate Advisory Workgroup, Steering Committee, sector focus groups, survey respondents, general public, and other climate planning efforts to develop a list of over 300 potential actions to reduce greenhouse gas emissions. Contributors also provided details on likely partners, resources, funding opportunities, and barriers to implementation.

This initial list of actions was refined and consolidated, resulting in a list of 242 actions addressing a wide variety of sectors and strategies. While the shorter list of actions assessed for this draft plan focuses on where local government can play a leading role, addressing the causes of climate change will require action from the state and partners throughout our community—including the private sector, nonprofits and nongovernmental organizations, and individuals. The complete list of actions is full of great ideas that can and should be taken up by others seeking to create change; it is available in Appendix 10.3.





Attendees of a Transportation and Land use Focus Group prioritize actions in December 2019.  
Source: TRPC

## Prioritizing Actions

To focus time and resources on actions that could best achieve the goals set for this process, the project partners narrowed the long list of actions using a multicriteria analysis. The Consultant Team, Climate Advisory Workgroup, and technical experts assessed each action against four criteria: impact on greenhouse gas emissions, speed of deployment, local control, and community co-benefits. Stakeholders reviewed and discussed the outcomes from this multicriteria analysis to arrive at the priority actions assessed for this draft plan (see Chapter 5—*Strategies & Actions*). For a thorough description of the multicriteria analysis, see Appendix 10.4.

CRITERIA	DESCRIPTION
GHG reduction potential	The annual quantity of greenhouse gas emissions (GHG) an action will avoid or sequester as of 2030.
Speed of deployment	Minimum time possible between decision to recommend an action, and achievement of the annual GHG reduction potential.
Control	One or more of the four project partners can likely influence the implementing party(ies) or can create the necessary regulatory structure.
Co-benefits <ul style="list-style-type: none"> <li>• ecosystem health</li> <li>• social equity</li> <li>• economic benefit</li> <li>• other</li> </ul>	Supports one or more of the regional goals (aside from #9 – carbon neutrality).

**Figure 8.** Criteria Used to Prioritize Actions for the Thurston Climate Mitigation Plan



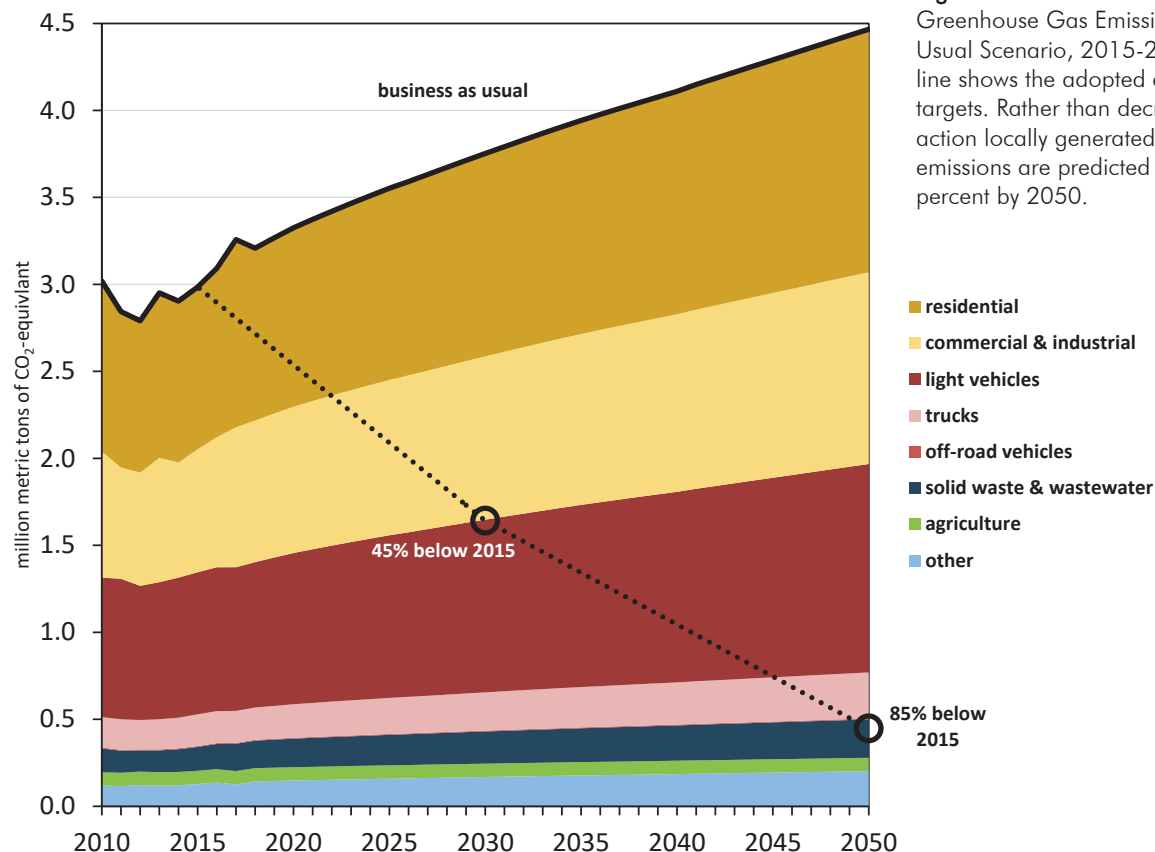
## 4.4 Emissions Target Analysis

The next step was to understand what it would take to reach the adopted greenhouse gas emission reduction targets, and whether the actions we prioritized would do enough. The Consultant Team developed a tool to display the impacts of climate policies on future emissions. Their analysis, summarized below, shows that the emissions reduction targets adopted by the four partner jurisdictions are ambitious, but achievable. For a thorough discussion of the Scenario Analysis, see Appendix 10.5.

### “Business as Usual” Scenario

This analysis began by assessing the amount of emissions we can expect if energy and climate policies remain fixed as they were in 2018. This “business-as-usual” scenario looked at how greenhouse gas emissions for the Thurston region would grow between now and 2050, with our anticipated population growth and no new climate action at the federal, state, or local level.

The “business-as-usual” scenario projects that without any action, our local emissions will grow by more than 760,000 metric tons of greenhouse gases over the next 10 years—a 26 percent increase from 2015 (see Figure 6). By 2050, that footprint could grow again by half—more than a million additional tons of greenhouse gases each year, compared to where we are today. This upward trajectory is tied to anticipated population growth, and it would put current and future residents of the Thurston our region on the path to experiencing the most severe impacts from climate change.



**Figure 9.** Thurston County Projected Greenhouse Gas Emissions: Business as Usual Scenario, 2015-2050. The dotted line shows the adopted emission reduction targets. Rather than decrease, without action locally generated greenhouse gas emissions are predicted to increase by 50 percent by 2050.

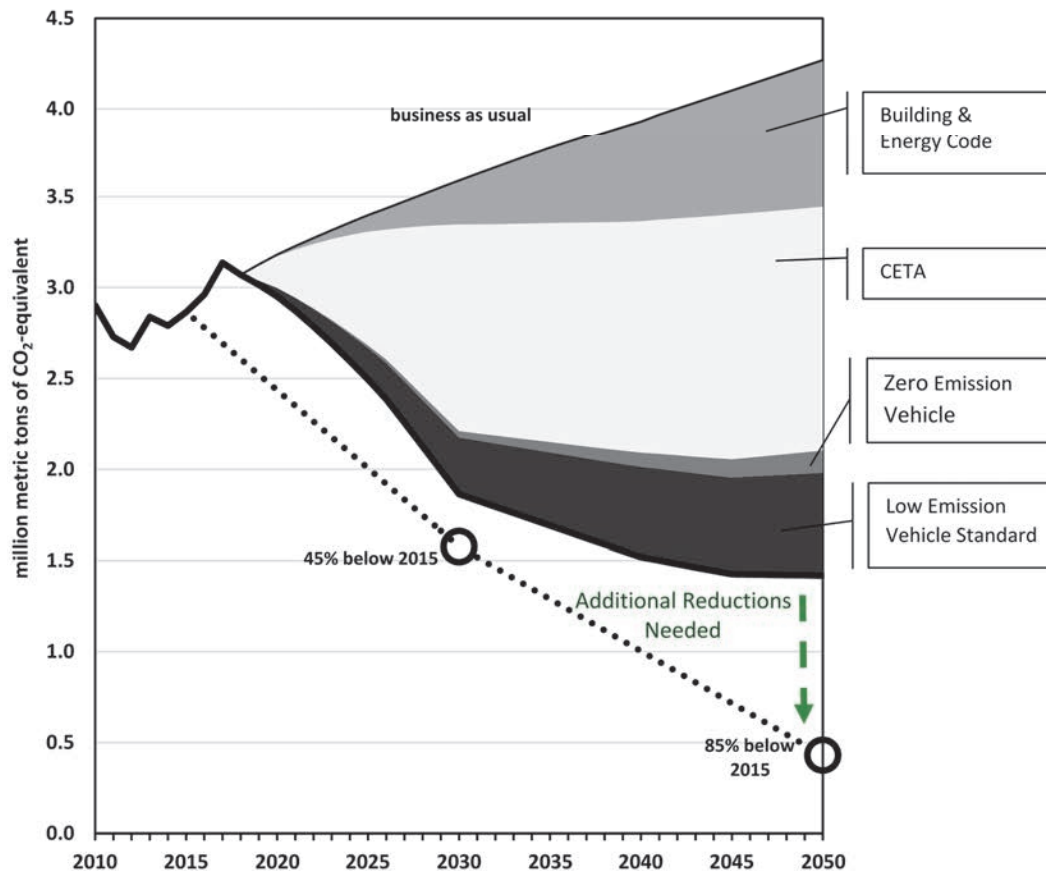
# State Policy-Adjusted Scenario

The Consultant Team then assessed how recent federal and state actions will contribute to local greenhouse gas emission reductions over the next 30 years. This “policy-adjusted forecast” estimated the impact of the following recently adopted state laws:

- **Updates to Washington State Building and Energy Code.** Code changes that were set to go into effect in 2020 will significantly increase energy performance requirements for new residential and commercial buildings. In June 2020, the Washington State Building Code Council voted to extend the effective date of the new standards to February 1, 2021. This extension was not reflected in the Consultant Team’s analysis.
- **Clean Energy Transformation Act (CETA).** State legislation adopted in 2019 requires that electric utilities operating in the state eliminate coal as a fuel source by 2025, and source 100 percent of the electricity they supply to Washington customers from renewable and non-greenhouse-gas-emitting resources by 2045.
- **Low-Emission Vehicle Standard.** State legislation adopted in 2018 requires that vehicles sold or licensed in Washington State must meet the same emissions standards as those set by the California Air Resources Board (CARB). CARB standards require efficiency increases of 3.7 percent each year from 2020-2026, resulting in a similar standard as the Obama-era Corporate Average Fuel Economy (CAFE) rule. Additional state legislation passed in 2020 extends these requirements to medium-duty trucks. The state Low-Emission Vehicle Standard currently is unaffected by the Trump administration’s replacement of the CAFE standards with lower federal efficiency requirements.



State legislation plays a large role in local greenhouse gas emissions. The Clean Energy Transformation Act, adopted in 2019, sets a timeline for shifting Washington State’s electricity grid to renewable sources.



**Figure 10.** Potential Reduction in Thurston County Emissions from State Policies. The dotted line shows the adopted emission reduction targets. Source: Hammerschlag 2020

- Zero-Emission Vehicle Standard.** State legislation adopted in 2020 requires car manufacturers selling vehicles in Washington State to follow California’s zero emission vehicle (ZEV) standards here as well. An increasing portion of vehicles provided for sale in Washington State must be ZEV, or car manufacturers may obtain credits equal to that portion.

There are additional actions happening at a state level that will affect local emissions, directly and indirectly. This analysis was not intended to provide a comprehensive account of the potential impact of all state actions. The Consultant Team highlighted those that seemed most likely to directly affect the Thurston region’s largest emission sectors.

As shown in Figure 7, state action can have a large impact on emissions from the Thurston region. Taken together these four policies could reduce emissions by nearly half (46 percent) by 2030, when compared with the “business-as-usual” scenario—and by nearly two-thirds (64 percent) by 2050. In particular, the Clean Energy Transformation Act (CETA) can play a critical role in reducing emissions in the near-term, by removing coal as a source of the Thurston region’s electricity by 2025, and fully transitioning our electrical grid to clean energy sources by 2045. These changes will dramatically reduce emissions from the building sector, currently our region’s largest source of emissions. If implemented as intended, electricity will go from contributing almost half of our local emissions (43 percent) to contributing zero.

By comparison, building code changes and increased fuel efficiency will take longer to impact emissions—this is because it will take time for people to trade up for newer, more fuel-efficient cars, and even longer to replace our current building stock with new or remodeled energy-efficient structures. These improvements play an increasingly important role as we look out toward achieving our 2050 goal.

## Local Action Scenario

After evaluating the impact of state policies, the Consultant Team estimated how local actions can close the remaining gap and put our region on track to a 45 percent reduction in emissions by 2030 and an 85 percent reduction by 2050. Using the list of actions prioritized in the multicriteria analysis, they assessed how those actions could work together to affect different greenhouse gas contributors (see Table 1 and Appendix 10.5).

These pathways assume that each assessed action is feasible and will be completed with the full support of local and state officials and other relevant partners. In many cases, the emission reductions, which were estimated by the Consultant Team, will require a significant level of focus and sustained commitment from local partners.

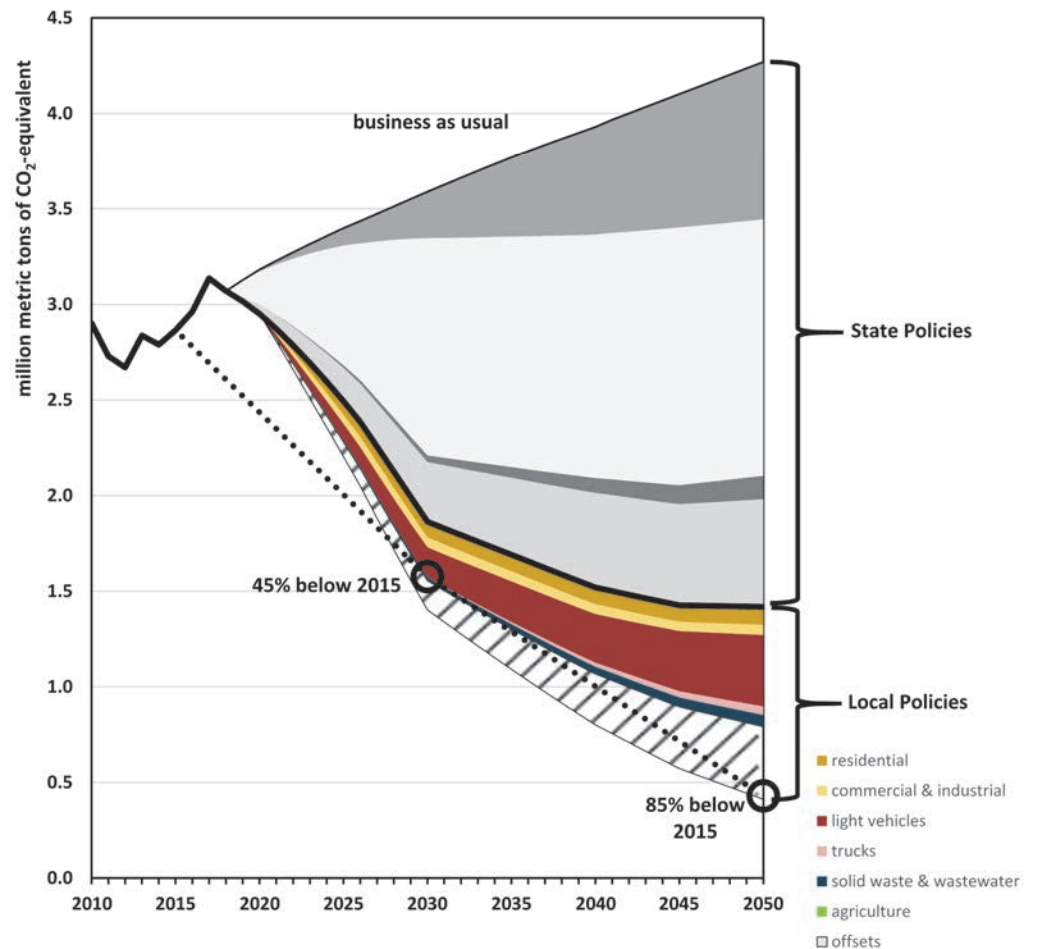
Figure 8 shows how this suite of local actions, when paired with state policies, could reduce emissions enough to meet our target. While all the actions identified play a part, a few strategies stand out as bringing about the most substantial reductions. These include strategies that:

- reduce natural gas use
- reduce the amount that people drive and increase fuel efficiency for when they do
- store additional carbon in soil and plants

GREENHOUSE GAS EMISSIONS SOURCE	ESTIMATED REDUCTION FROM 2015 BASELINE	
	2030	2050
<b>ENERGY USE</b>		
<b>Residential</b>		
Electricity use	20%	30%
Natural gas use	20%	50%
Other fuels (LPG, wood)	10%	20%
<b>Commercial</b>		
Electricity use	20%	30%
Natural gas use	20%	50%
<b>Industrial</b>		
Electricity use	2%	5%
Natural gas use	10%	30%
<b>TRANSPORTATION</b>		
<b>Passenger vehicles</b>		
Vehicle miles traveled	5%	20%
Fuel efficiency	20%	60%
<b>Light-duty trucks</b>		
Vehicle miles traveled	10%	15%
Fuel efficiency	10%	40%
<b>Heavy-duty trucks</b>		
Vehicle miles traveled	0%	20%
Fuel efficiency	0%	10%
<b>WATER &amp; WASTE</b>		
Solid waste	10%	30%
Wastewater treatment	20%	20%
<b>AGRICULTURE</b>		
Fertilizer use	20%	50%
<b>OFFSETS</b>		
Carbon Sequestration	4%	12%

**Table 1.** Estimated Impacts of Assessed Actions on Various Greenhouse Gas Emission Sources. Source: Hammerschlag 2020

**Figure 11.** Potential Reduction in Thurston County Emissions from State Policies and Local Actions. The dotted line shows the adopted emission reduction targets. Colored wedges show reduction to individual emissions sectors. Reductions in the agriculture sector are too small to be visible. the hashed area shows offsets from actions that increase carbon sequestration. Source: Hammerschlag 2020



It is important to note that this analysis only considers the potential for certain policies and actions to reduce greenhouse gas emissions—it does not weigh the impact those actions may have on other important factors, such as any additional cost to consumers of energy or housing. It does not look at how the costs and benefits of the actions are distributed to different people within our community, and whether those costs or benefits would accrue disproportionately to some people over others. These factors are considered elsewhere in this plan and can and should be considered as the project partners move ahead and determine how to take action.

In addition, this analysis presents just one of many possible pathways for reducing greenhouse gas emissions. New discoveries, technologies, or legislation at the state and federal level could dramatically change the picture, and that uncertainty increases as we look ahead ten and twenty years. For example, a clean fuel standard that significantly reduces the carbon intensity of vehicle fuels could have an impact on local transportation emissions similar to that of CETA on local building emissions, reducing the amount of local investment needed in sequestration or other actions.



Despite these caveats, looking at these potential futures led to some conclusions that guide the priorities laid out in this plan:

- **Our adopted emission reduction targets are achievable, but only with significant attention on many fronts.** No single action will reduce local emissions enough to reach our targets; local governments will need to show leadership across many different programs to meaningfully address climate change.
- **State action will play a large role in our ability to achieve our targets.** Recent legislation, especially the Clean Energy Transformation Act, is helping to bring our emission reduction targets within reach. Our ability to achieve that goal is dependent on those rules being rolled out as envisioned.
- **Electricity is an ally.** Today, electricity use is our largest source of local emissions. With a cleaner electrical grid, that picture changes completely. Additional reductions are possible by shifting more uses to that greener power source. This means transitioning away from heating and cooking with natural gas and accelerating the adoption of electric vehicles.
- **Transportation is where local government action can affect the largest reductions.** While the building sector is our largest source of emissions today, those sources will be substantially reduced by state legislation. That leaves transportation as the area where the attention of local governments can make the biggest difference, by influencing what, where, and how much people drive.
- **Land use and building code changes will be more important over the long term.** The benefits of these changes will take longer to observe, but they need to be put in place in the near term to enable the urban

density, bicycle and pedestrian networks, and greener buildings that are critical to achieving the 2050 target.

- **Carbon sequestration will need to be a part of the package.** Without new technology or state or federal action, even aggressive local action to reduce emissions may not be sufficient to achieve our longer-term 2050 target. To succeed, we'll need to tap the carbon-storing potential of local farms and forests, and we'll need to consider the role existing trees and other habitats serve in sustaining our climate.
- **Good data can help us better understand how individual actions translate to emission reductions.** The scenarios described in this section estimate future emissions based on general assumptions about how certain actions could affect human behavior in the future. This was the best information available at the time this plan was being developed, and it simplifies the complex interactions of the world. We will need to identify and gather more specific data to track and reflect the real outcomes of our actions, in order to truly understand where we lag and where we are making progress. This is particularly true for the assumptions around the potential to offset emissions through sequestration.





Solar package added by developer at the Jubilee development in City of Lacey. Source: City of Lacey

## What We Heard...

*"[Housing, transportation, and access to services that address the needs of low-income families and individuals should be a major part of the climate justice plan.]*

Community Questionnaire

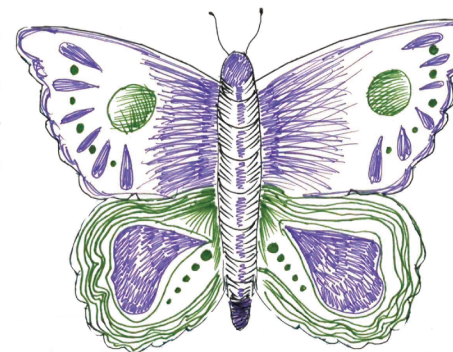
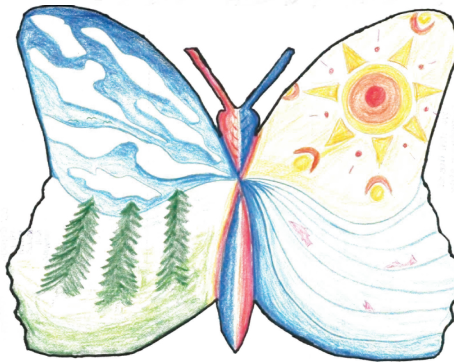
*"Work with current partners, build on what already exists, leverage all assets and skills, create a phased approach with clear deliverables. But in the end do something."*

Interview with Robert Coit,  
Thurston County Food Bank

*"Listen to the teenagers. They'll be the ones to suffer if we don't act."*

Public comment  
at Thurston County Fair



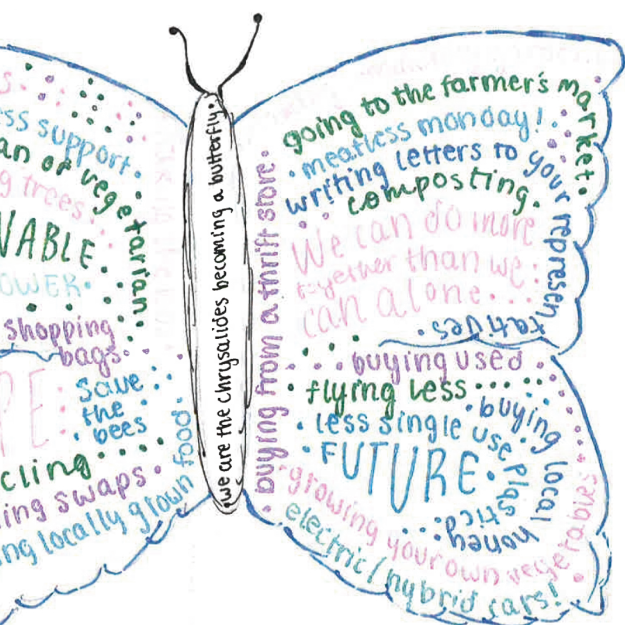
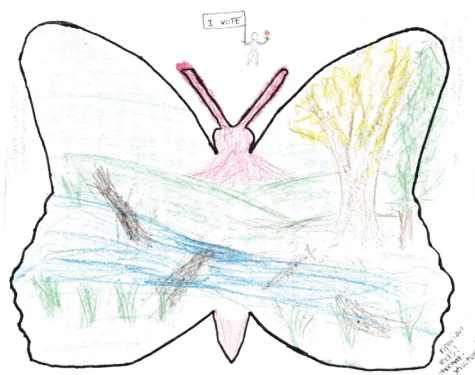
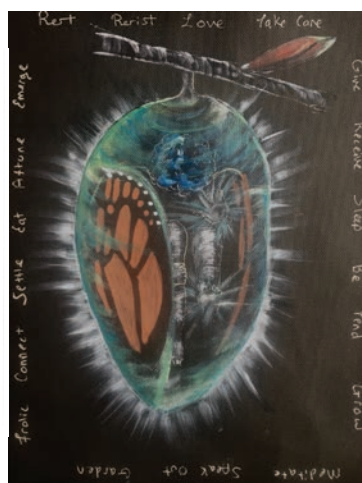
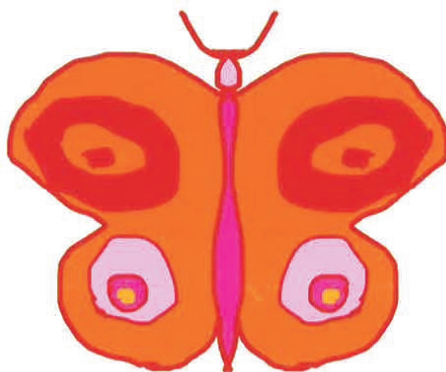
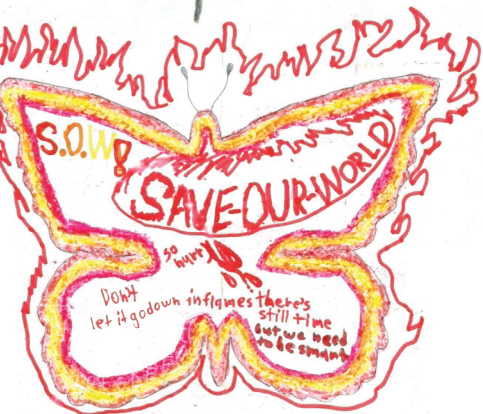


## Transforming Together

During the development of the Thurston Climate Mitigation Plan, community members have spoken out in different ways about their hope for action to address climate change. The Chrysalis Project, an effort developed by local artist Carrie Ziegler working with Thurston Climate Action Team, invited participants in online workshops to express themselves creatively, using the metaphor of a caterpillar transforming into a butterfly as inspiration for envisioning the transformative change they would like to see in our community. Participants then mailed their artwork as comments to local elected officials asking for strong climate action. Several hundred people have participated in the project, with a small selection of their work shown here. For more information on the project, visit <https://thurstonclimateaction.org/the-chrysalis-project-transforming-together/>









Rows of vegetables grow at Calliope Farm  
near Littlerock in Thurston County.  
*Source: Calliope Farm*





# 5. Mitigation Strategies and Actions

**“In the fight against climate change, cities and counties have become important leaders because of their role as laboratories, incubators, and implementers of climate solutions. Because local governments can be more responsive than those at the state and federal levels, and because and they are so, cities are playing a prominent role on the international stage in galvanizing climate action.”**

Center for Climate and Energy Solutions



# 5.1 Chapter Organization

The *Thurston Climate Mitigation Plan* lays out a framework of strategies and actions to put Thurston County and the cities of, Lacey, Olympia, and Tumwater on track to reach the 2050 goal of an 85 percent reduction in greenhouse gas emissions.

This chapter is structured around three levels: sectors, strategies, and actions.

## Sectors

The strategies and actions are grouped to address the emissions sectors described in Chapter 3—Background:

- Buildings and energy
- Transportation and land use
- Water and waste
- Agriculture and forests
- Cross-cutting

## Strategies

Strategies are methods or pathways to address a particular sector. The strategies form the frame of our plan, providing a structure for future action. They lay out the broad routes we'll use to achieve our vision for climate mitigation over the next 30 years.

## Assessed Actions

The assessed actions listed below each strategy are potential means to address that strategy and emissions sector. They are the launching point for the partner jurisdictions as they develop specific work plans. Jurisdictions may opt how and whether they implement these actions, and they may be modified as those implementation strategies are developed in detail.

These actions emerged as priorities from the full list of potential climate mitigation actions proposed by stakeholders and community members (Appendix 10.3). They include those that rose to the top of the multicriteria analysis overall, as well as actions that address key sectors or strategies identified as important by members of the Climate Advisory Workgroup and Steering Committee. The impact icons next to each action show how it ranked for several categories in the multicriteria analysis (Appendix 10.4). To find out how these actions combine to help meet the goals of the Thurston Climate Mitigation Plan, review the results of the scenario analysis in Chapter 4—Plan Development and Appendix 10.5.

# Relationship Between Sectors, Strategies, and Actions

This plan lays out a framework for climate mitigation over the next 30 years, based on our best understanding today. As the plan is carried out, we anticipate that sectors and strategies will largely persist as the backbone of that framework, while the actions needed will change over time as some actions are completed or found to not be feasible or desirable, and as new actions are considered.

## Targets and Indicators

Performance measures can help us track whether we are making progress toward our climate mitigation goals and determine whether our actions have been effective. Each sector includes one or more targets based on the scenario analysis described in Chapter 4—Plan Development. To track progress for some strategies, we may need to set supplemental targets as part of the longer-term monitoring of the plan. Key performance indicators are the quantitative metrics that measure progress toward the targets over time. Targets and indicators are part of the monitoring and evaluation plan included in Appendix 10.7.

## Considerations for Implementation

This section summarizes potential opportunities, obstacles, barriers, or tradeoffs raised throughout the process that we should consider as we move into implementation.

# HOW TO READ THE ACTION TABLES IN THIS CHAPTER

## SECTOR: A grouping of related strategies

**Strategy:** methods or pathways to address a particular sector

Strategy background and details.

### ASSESSED ACTIONS

B1.1

Action  
Number

Assessed Action Details

Actions listed below each strategy are potential means to address that strategy and emissions sector.

Impact  
GHG

icons

Greenhouse  
Gas Reduction  
Potential

Impact  
OTHER

icons

Co-Benefits  
and Youth  
Priority

## Greenhouse Gas Reduction Potential

The estimated annual quantity of greenhouse gas emissions an action will avoid or sequester as of 2030. This measure was the most important factor used to identify priority actions.



**High:** Addresses a large emissions source (e.g., energy use or transportation), has broad reach, and high enforceability.



**Medium/High:** Addresses a large emissions source, but relies on voluntary action.



**Medium:** Addresses a large emissions source, but has limited reach.



**Medium/Low:** Addresses a small or unmeasured emissions source (e.g., agriculture, solid waste), and has broad reach or high enforceability.



**Low:** Addresses a low emissions source, and has limited scope or enforceability; or lays the foundation for other actions, although it may not reduce emissions directly.

# WHAT THE ICONS MEAN

## Co-Benefits

Nearly all the assessed actions support one or more of the Regional Goals adopted for this planning process (see Chapter 2). The icons below indicate an action's potential benefits to the community, in addition to its ability to address emission sources.

### Ecosystem Health:

Supports the protection and preservation of environmentally sensitive species and lands, open space, water quality and water supply, or air quality. *Regional Goals 2, 4, 8, 10*

### Adaptation Value:

Supports an action in the Thurston Climate Adaptation Plan.

### Social Equity:

Supports the equal distribution of resources among historically disadvantaged or marginalized communities. *Regional Goal 6*

### Economic Benefit:

Supports local prosperity, including through investments, markets, and jobs. *Regional Goals 3, 7, 12*



### Other Regional Goal:

Supports another regional goal, including vibrant city centers and corridors, zero waste, or education. *Regional Goals 1, 5, 11*

## Youth Priority




































As the generation who will be tasked with adapting most to climate impacts, youth voices have had a strong influence on this planning process. These actions were identified as important by a team of students and educators as part of the multicriteria analysis.



## 5.2 Buildings & Energy Sector

### Strategy B1. Reduce energy use in existing residential buildings.

Residential energy use currently is the largest source of greenhouse gas emissions in our region. While newer buildings may be constructed to meet greener standards, the majority of homes in the Thurston region were built before 1988, with one in five dating back 50 or more years. Looking at our emission reduction targets, more than two-thirds of the housing units that will exist in 2050 already exist today, so retrofitting existing buildings is a key strategy. While energy efficiency improvements can pay for themselves over time through reduced heating and cooling expenses, the upfront cost may be a barrier for many. More than a third of homes in the Thurston region are rented, which means their occupants may have less control over choosing appliances or making building improvements that increase efficiency. The actions described below will support a transition toward higher efficiency homes by providing more information to consumers about home energy use and incentives for efficiency upgrades.





























ASSESSED ACTIONS		Impact GHG	Impact OTHER	
B1.1	<b>residential energy performance ratings.</b> Require energy performance ratings and disclosures for homes at time of sale, lease, or rent so that owners, tenants, and prospective buyers are informed before making purchasing or rental decisions		  	  
B1.2	<b>residential energy audits.</b> Develop and adopt policies that require residential properties to undertake an energy audit at the time of sale or during a substantial remodel. Work with financial institutions to develop mortgage products that incorporate audited energy efficiency recommendations.		  	  
B1.4	<b>rental housing energy efficiency incentives.</b> Provide incentives such as property tax breaks for landlords who install energy conservation measures in rental housing.		  	  
B1.5	<b>property tax credit.</b> Create incentives such as a property tax credit for property owners who participate in energy efficiency.		  	  
B1.6	<b>rental housing energy efficiency baseline.</b> Require rental units to meet baseline levels of energy efficiency and make more stringent over time.		  	  








Potential Impact:



## Strategy B2. Reduce energy use in existing commercial/industrial buildings.

Energy used to power businesses contributes to more than a quarter of our local carbon footprint (26 percent). Operations range from small retail and professional offices to sprawling warehouses. Improving efficiency across this sector will require approaches that target these different scales. The Thurston region currently has more than 42 million square feet of commercial and industrial area, but it is distributed unevenly. The greatest proportion of commercial building area is in the city of Olympia, while industrial space is concentrated in Lacey and Tumwater. As home to the headquarters of many state agencies, the Thurston region's stock of office space includes a large share of public sector buildings—these organizations can show leadership by increasing efficiency and reduce long-term energy costs to taxpayers. While it is hard to predict our future needs for work space, commercial and industrial buildings must be adapted over the coming decades to help reduce greenhouse gas emissions and accommodate the more than 50,000 new jobs anticipated to be added in our region between now and 2045.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
B2.1	<b>commercial energy benchmarking &amp; disclosure.</b> Require energy performance ratings for commercial structures be disclosed so that owners, tenants, and prospective buyers are informed before making purchasing or rental decisions.		  	  
B2.3	<b>LED lighting.</b> Install LED lighting in public-sector buildings and infrastructure (e.g., streetlights, traffic signals).		  	  
B2.6	<b>cool roofs.</b> Create an incentive program for the installation of reflective roofs on commercial buildings to reduce building energy consumption and the urban heat island effect.		  	  
B2.8	<b>performance standard.</b> Set energy efficiency performance standards for commercial buildings with gross floor areas smaller than 50,000 square feet.		  	  

Potential Impact:  Greenhouse Gas Reduction Potential  Ecosystem Health  Social Equity  Economic Benefit  Adaptation Value  Other Regional Goal  Youth Priority

## What We Heard...

*"The greenest development is updating and fixing old neighborhoods."*

Public comment  
at Thurston County Fair



## Strategy B3. Reduce energy use across building types.

Increasing efficiency in our built environment will require builders and contractors to learn and adapt to new materials and practices. The following actions will help support that transition by providing technical assistance to share what works and celebrating development that takes on this challenge.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
B3.1	<b>energy education.</b> Provide educational resources and technical assistance to industry professionals, building owners and managers on all aspects of energy efficient building design, retrofits, and operations for new and existing buildings.			
B3.4	<b>exemplary buildings.</b> Partner with public, private, non-profit, and faith-based organizations to facilitate rapid deployment and public awareness of high-profile demonstration buildings that use innovative energy efficiency and/or technology to limit energy use.			
B3.5	<b>green building tracking.</b> Develop data methodology to monitor use and impacts of green building incentives, to inform future incentives and develop recommendations for policy or programs			

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority



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

To meet the needs of a growing population, our region will need to add approximately 30,000 new housing units by 2030 and nearly 55,000 new units by 2050, as well as around 23 million square feet of additional commercial and industrial space. Standards for energy efficiency in new development are generally set by the State Building Code Council, and requirements scheduled to go into place in 2021<sup>2</sup> set stricter emissions thresholds for most new buildings. Developers can incorporate greener practices more easily in new construction than existing structures, but such requirements can increase upfront costs—incentives and tools like the actions listed below can help to encourage the adoption of green building practices while balancing the need to keep housing affordable and local business costs down.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
B4.4	<b>green public buildings.</b> Require that new local government facilities and other public buildings demonstrate green building technologies and practices.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>
B4.5	<b>permitting incentives.</b> Offer streamlined permitting, lower fees, or other incentives for projects that meet green building certification standards.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>
B4.6	<b>energy efficiency tax exemptions.</b> Create a local property tax reduction or credit for new buildings that meet an energy efficiency performance standard.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>
B4.7	<b>land use incentives.</b> 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.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>
B4.9	<b>permit counter technical assistance.</b> Hire or contract with dedicated green building specialists to provide technical assistance through the permitting and development process.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>
B4.11	<b>grid-connected appliances.</b> Require smart appliances in new construction, especially water heaters that control timing of demand.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>
B4.12	<b>multifamily submetering.</b> Require submetering for new multifamily buildings so residents can track energy use.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div>*</div><div>E</div><div>\$</div></div>	<div><div>A</div><div>O</div><div>Y</div></div>

Potential Impact:

Greenhouse Gas Reduction Potential

\*

Ecosystem Health

E

Social Equity

\$

Economic Benefit

A

Adaptation Value

O

Other Regional Goal

Y

Youth Priority

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal































Youth Priority

<sup>2</sup> In response to the COVID-19 pandemic, Governor Inslee delayed scheduled implementation of changes to the State Building Code from July 1, 2020 to February 1, 2021.

## Strategy B5. Increase the production of local renewable energy.

Shifting our reliance for electricity away from polluting fossil fuels toward renewable sources like wind and solar power is one of the most important strategies we have to reduce emissions. Action at the state level, with the adoption of the Clean Energy Transformation Act, will move us a long way toward this end, but smaller-scale installation of renewable energy infrastructure can help support the transition as well, while saving ratepayers money over time and increasing local resilience. As of 2020, more than a thousand residential customers and over 60 businesses in the Thurston region have installed solar panels that feed into the power grid, generating nearly 10 million kilowatt hours each year.<sup>3</sup> The actions identified below are intended to set the stage for broader access to this technology.

ASSESSED ACTIONS		Impact GHG	Impact OTHER
B5.3	<b>public building solar.</b> Install solar photovoltaics on all available and feasible municipal sites, including building rooftops, city hall, schools, police and fire stations, community centers, municipal water pump sites, and transit depots.		     
B5.5	<b>SolSmart.</b> Evaluate and adopt elements of SolSmart program and adopt solar friendly practices.		     
B5.8	<b>solar-ready.</b> Amend local development code to require solar-ready construction for all building types.		     
B5.10	<b>group purchasing.</b> Develop/support a city-sponsored group solar purchasing program.		     

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority

## What We Heard...

*"Approve more options for very small, well-designed, affordable housing using incentives to cultivate interest by builders to construct."*

Response to community questionnaire






















<sup>3</sup> Puget Sound Energy, data provided 4/16/2020.





## Strategy B6. Convert to cleaner fuel sources.

Greening our electrical grid is essential to achieving the climate targets, but electricity is not our only fuel source. Although it has a reputation for being “cleaner than coal,” natural gas also contributes to climate change, particularly by leaking methane, a powerful greenhouse gas far more potent than carbon dioxide, although less prevalent. Natural gas also can affect both indoor and outdoor air quality, causing impacts to public health.<sup>4</sup> Approximately 32 percent of the Thurston region households rely on natural gas as their primary source of heat at home.<sup>5</sup> Across the partner jurisdictions, that proportion is highest in Lacey (45 percent), although the greatest number of households that use natural gas are in unincorporated Thurston County (12,487 homes). Actions assessed for this plan would restrict new natural gas connections and encourage those with existing connections to shift to cleaner options.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
B6.1	<b>natural gas to electric conversions.</b> Educate business owners and residents on the options for electric appliances and the benefit of pairing electrification with the installation of renewable energy. Create incentives to support fuel switching.		 	 
			 	
B6.2	<b>electric appliances in new construction.</b> Update municipal code to require electric appliances in new construction.		 	 
			 	
B6.4	<b>natural gas transition.</b> Phase out new natural gas connections in new buildings over time.		 	 
			 	

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority

<sup>4</sup> Zhu, Y, et al., April 2020.

<sup>5</sup> U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates.

# Buildings and Energy Sector: TARGETS AND INDICATORS

## TARGETS

*Baseline Year: 2015*

- Reduce residential and commercial electricity consumption by 20 percent by 2030 and 30 percent by 2050.
- Reduce industrial electricity consumption by two percent by 2030 and five percent by 2050.
- Reduce residential and commercial natural gas consumption by 20 percent by 2030 and 50 percent by 2050.
- Reduce industrial natural gas consumption by ten percent by 2030 and 30 percent by 2050.
- Reduce residential consumption of other fuels (liquid petroleum gas, wood) by ten percent by 2030 and 20 percent by 2050.

## KEY PERFORMANCE INDICATORS

- Annual residential, commercial, and industrial electricity consumption
- Annual residential, commercial, and industrial natural gas consumption
- Residential energy use per capita
- Commercial energy use per square foot

## SUPPLEMENTAL PERFORMANCE INDICATORS

- Proportion of housing units with electric heat
- Grid-supplied renewable electricity
- Number of energy efficiency upgrades
- Proportion of households cost-burdened by energy and housing costs as a percentage of household income

# Buildings and Energy Sector: CONSIDERATIONS FOR IMPLEMENTATION

The Thurston region is experiencing rising home prices and a severe lack of affordable housing. Actions taken to reduce emissions from the building sector must be designed with consideration of their impact to the cost of housing. Local builders already face a steep learning curve changing their practices in response to the new requirements of the state Building Code and a lack of local markets for some newer materials. A concern is that additional, restrictive requirements will favor large chains over local builders and contractors, who will be less able to purchase greener construction materials at scale.

The Clean Energy Transformation Act's push toward clean sources for electricity can dramatically reduce emissions from the building sector, but the tradeoffs include the need for new energy infrastructure and the potential for higher energy costs. Locally, we can support that transition by increasing energy efficiency of our building stock, including in lower income and senior households, and by enabling streamlined permitting for projects that support the energy grid of the future. This may include establishing clear expectations for how to proceed when renewable energy infrastructure conflicts with other community priorities, such as tree preservation. The most efficient way to shift our grid will likely involve large scale renewable energy infrastructure in other areas of the state and county, however, advancing more locally distributed renewable energy sources can help support local resilience and independence.

Actions that focus on changing price signals through subsidies and incentives must carefully consider their potential impacts. Property tax and permit fee reductions reduce revenue sources that fund schools and support staff, undercutting our ability to develop local expertise, update infrastructure, process permits for greener construction, and advocate for further climate mitigation measures. Tax and fee reductions should only be proposed when offset by new or different revenue sources. Incentives must be designed by first understanding what market or social factors create barriers to developing more energy efficient buildings. Such programs should be targeted to benefit disadvantaged groups, or to projects that go above and beyond to set a model for others. Pilot programs that begin through incentives can lay the groundwork to understand where regulatory requirements can be most effective.

## 5.3 Transportation and Land Use Sector

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

When people opt to live close to the places they work, shop, and meet up with others, they make fewer, and shorter, driving trips—this is how increased density leads to reduced greenhouse gases. Planning for more compact growth in urban centers supports many of our regional goals, by making our cities and neighborhoods more vibrant, creating a robust economy, and reducing development pressure on environmentally sensitive areas. This strategy reinforces other approaches for reducing transportation emissions, by improving the viability of transit and making it safer and easier to get around by foot or bicycle.

The land use vision set out in *Sustainable Thurston* includes the following targets:

- By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated urban growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center.
- By 2035, at least 17 percent of homes in Lacey, Olympia, and Tumwater’s urban areas will be located in an urban corridor or center.
- Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural area.

As of 2019, our region is not on track to achieve these targets. The concentration of housing within walking distance of urban centers, corridors, and neighborhood centers has stalled around 46 percent, although recent development in downtown urban areas is pointing the way toward increases in density.

ASSESSED ACTIONS		Impact GHG	Impact OTHER
T1.1	<b>coordinated long term planning-future infill and urban sprawl reduction.</b> 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	<b>middle-density housing.</b> 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	<b>Eco districts.</b> 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.		

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority





Intercity Transit buses line up at the Olympia Transit Center in downtown Olympia. Source: Intercity Transit

ASSESSED ACTIONS		Impact GHG	Impact OTHER
T1.4	<b>20-minute neighborhoods.</b> 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.		
T1.9	<b>ADUs.</b> Amend development codes to allow for attached and detached accessory dwelling units (ADUs) in urban residential areas.		
T1.11	<b>land use efficiency.</b> 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.		

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal























Youth Priority



## Strategy T2. Increase efficiency of the transportation system.

The minutes spent waiting in traffic can add up to a substantial climate impact. Actions that improve congestion on our roads, either through investments in transportation infrastructure or by reducing the number of people driving at peak periods, will reduce emissions while also improving air quality and the ability of people and goods to get where they need to go.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
T2.2	<b>transportation efficiency.</b> Fund programs and projects to increase transportation efficiency, reduce delay, and reduce emissions such as signalization coordination improvements along with application of speed harmonization techniques (ex. reevaluate speed limits, roundabouts vs signalized intersection, street connectivity). Added benefits are decreased idling time (pollution) and improve fuel efficiency (cost savings to driver).		 	 
T2.4	<b>vehicle efficiency outreach.</b> Develop educational campaigns about benefits (reduced greenhouse gas emission, increase fuel efficiency, safety) of properly inflated tires, including signage at gas stations and local businesses and partnering with schools.		 	 
T2.17	<b>teleworking/flex work.</b> Increase opportunities for employee teleworking options and staggering workdays or schedules to reduce employees driving during peak traffic times.		 	 
T5.13	<b>telecommuting infrastructure.</b> Develop grants and provide financial resources for installation of infrastructure necessary to support telecommuting.		 	 

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal













































Youth Priority



## Strategy T3. Increase adoption of electric vehicles.

As our energy sources become cleaner, with electricity coming mostly from renewables, vehicles powered by gas and diesel will become our greatest local source of emissions. One of the easiest shifts we can make is to also power our transportation using electricity. As of April 2020, the Thurston region has 2,162 registered electric vehicles or EVs.<sup>6</sup> This number will need to increase substantially over the coming years to make a dent in transportation emissions. At the state level, the Zero Emission Vehicle standard adopted in 2020<sup>7</sup> will likely push auto companies toward offering a greater range of electric vehicles to consumers. Even as new EVs become more prevalent at dealerships, we know that generally one-third of the miles traveled in an average year in our region are driven in vehicles that are more than ten years old.<sup>8</sup> The actions assessed for this plan will help set the stage locally for greater adoption of EVs by reducing technical and economic barriers.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
T3.1	<b>EV parking new construction.</b> Require large commercial and residential buildings to dedicate a percentage of parking spots for electric vehicle charging.		 	 
			 	
T3.2	<b>free EV parking.</b> Allow free parking for all electric vehicles at local government buildings and in city centers to encourage the adoption of all electric vehicles. Increase cost of parking for non-EV vehicles.		 	 
			 	
T3.5	<b>EV-ready building code.</b> Require all new residential construction be built EV ready. Create a simple and consistent residential charging station permitting process to reduce costs and time to development.		 	 
			 	
T3.7	<b>EV integration.</b> Reevaluate regulations and make necessary changes to ensure charging stations are able to be permitted in locations where they are needed.		 	 
			 	
T3.10	<b>zero emission fleets.</b> Investigate options then set appropriate timetables and policies for municipal and other governmental entities to replace public fleets with cleaner, energy-efficient vehicles to reduce long term fuel costs, improve air quality, and reduce greenhouse gas emissions.		 	 
			 	
T3.11	<b>EV education.</b> Partner with environmental and other agencies to increase consumer awareness about EV options and incentives for use and purchase		 	 
			 	

### Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal













Youth Priority

<sup>6</sup> Washington Department of Licensing.


























<sup>7</sup> Washington Legislature, SB 5811.

<sup>8</sup> Resource Systems Group 2013.

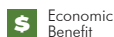
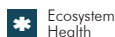
ASSESSED ACTIONS		Impact GHG	Impact OTHER	
T3.14	<b>EV mass purchase discounts.</b> Create a group purchase program for residents to get deep discounts on EVs, other fuel efficient and alternative fuel vehicles.		 	 
T3.15	<b>EV purchase incentives.</b> Partner with car sale and lease dealerships to provide incentives for purchase of electric vehicles by Thurston County residents. Look to establish pilot programs with those neighborhoods, individuals with greatest VMT potential.		 	 

## Strategy T4. Increase the use of public transit.

Public transportation connects people with jobs, school, healthcare, and community services in ways that are more carbon efficient than driving alone. Applying many of the actions assessed for this strategy, Intercity Transit's 2019-2024 Strategic Plan predicts a minimum 40 percent increase in ridership in the next five years. Continued investment in transit will most aid those who don't have access to other forms of transportation due to disabilities, age, or income, but also brings broader community benefits, such as better access to employment, workforce recruitment, and improvements in air pollution.





















ASSESSED ACTIONS		Impact GHG	Impact OTHER	
T4.1	<b>increase transit.</b> Increase local public transit routes/frequency with a focus on ensuring the greatest number of riders have access to a low-carbon transportation option. Any expansion of service should include an analysis of climate impacts to ensure the program does not result in an increase in greenhouse gas emissions.		 	 
T4.3	<b>transit connections.</b> Identify and implement first/last mile, low carbon solutions to connect neighborhoods without the population to support fixed routes transit options. Engage homeowners associations for representation and feedback. Any expansion of service should include an analysis of climate impacts to ensure the program does not result in an increase in greenhouse gas emissions.		 	 
T4.4	<b>fareless system.</b> Maintain a fareless system for public transit.		 	 
T4.10	<b>rider education/benefits.</b> Maintain and expand a regional online page that lists all the mode shift education efforts and employer benefits opportunities (Thurston Here-To-There). Include a comments section for suggestions to further transit education and ridership.		 	 
T4.15	<b>promote transit benefits.</b> Work with employers and transit agencies to develop ways to incentivize employee ridership (ex. rebates for employees who give up use of employer parking facilities).		 	 

Potential Impact:



## Strategy T5. Increase use of active forms of travel (such as, bicycling, walking).

Currently, most Thurston region residents drive alone to work and use a car for most other trips. While many residents enjoy walking and bicycling for recreation, just three percent of commute trips are made using these active modes.<sup>9</sup> Making it easier for people to walk and bike for typical errands, rather than driving a car, will help reduce emissions while also supporting our regional goals and improved public health. These actions can benefit low income and other marginalized communities by reducing the need to rely on a private vehicle. The actions identified below will help address gaps and barriers in our current network.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
T5.1	<b>walk/bike infrastructure.</b> Coordinate bicycle and pedestrian plans of the cities and Thurston County into a large regional plan to expand walking and bicycling infrastructure, including separated and protected opportunities. Coordinate efforts to maximize funding mechanisms and opportunities.		 	 
T5.2	<b>barriers to active transportation.</b> Develop a regional inventory to identify gaps in connectivity for safe cycling and walking. Then develop a strategy to prioritize projects and a plan for funding.		 	 
T5.4	<b>school drop-off alternative modes.</b> Maintain and expand a walking/ bicycling incentive program with safety education for families.		 	 
T5.11	<b>mode-shift targets and car-free areas.</b> Reevaluate long term plans and update to prioritize people walking and riding bikes. Set goals for mode shift and plans on how to achieve those goals like developing car-free corridors in commercial and mixed-use areas to encourage mode shift.		 	 

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority

## What We Heard...

*"More incentives to bike. More protected bike lanes along with improving the existing network of trails/current bike lanes."*

Response to community questionnaire

<sup>9</sup> U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates.

# Transportation and Land Use Sector: TARGETS AND INDICATORS

## TARGETS

### *Baseline Year: 2010*

- By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated urban growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center.
- By 2035, at least 17 percent of homes in Lacey, Olympia, and Tumwater's urban areas will be located in an urban corridor or center.
- Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural area.

### *Baseline Year: 2015*

- Reduce vehicle miles traveled in passenger vehicles by five percent by 2030 and 20 percent by 2050.
- Reduce vehicle miles traveled in light-duty trucks by ten percent by 2030 and 15 percent by 2050.
- Reduce vehicle miles traveled in heavy-duty trucks by 20 percent by 2050.
- Increase average fuel efficiency of passenger vehicles by 20 percent by 2030 and 60 percent by 2050.
- Increase average fuel efficiency of light-duty trucks by ten percent by 2030 and 40 percent by 2050.
- Increase average fuel efficiency of heavy-duty trucks by ten percent by 2050.

## KEY PERFORMANCE INDICATORS

- Vehicle miles traveled
- Average vehicle carbon intensity

## SUPPLEMENTAL PERFORMANCE INDICATORS

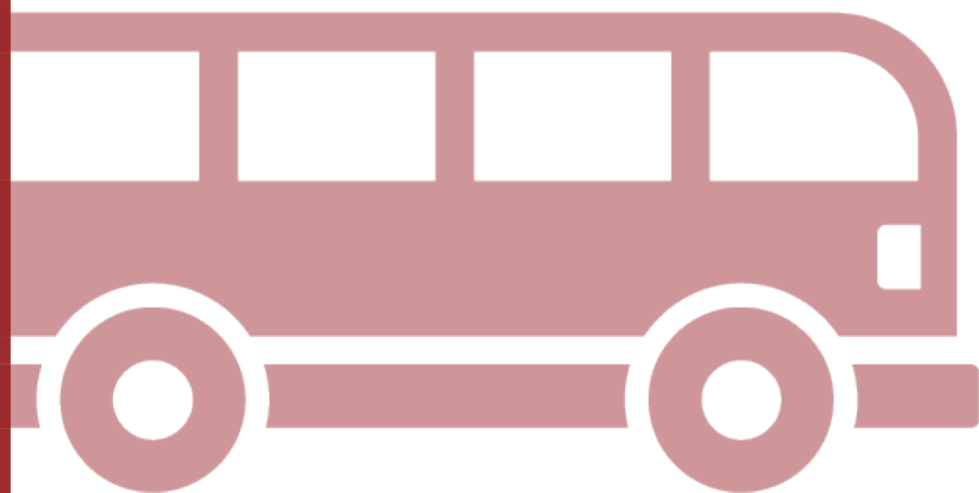
- Number of public transit passenger boardings
- Number of registered electric vehicles
- Number of public electric vehicle charging stations
- Proportion of vehicle trips made using modes other than driving alone (walk, bicycle, transit, carpool)
- Median household transportation costs as a percentage of median household income



# Transportation and Land Use Sector: CONSIDERATIONS FOR IMPLEMENTATION

The transportation strategies included in this framework use different levers for reducing emissions: some rely on changing the conditions in which people behave, others rely on people deciding to change their behavior. Increasing the adoption of electric vehicles, for example, allows people to reduce their carbon footprint without substantially changing the amount that they drive alone. Actions that focus on reducing vehicle miles traveled, in contrast, rely on people behaving in different ways than we see today, by living in denser communities and choosing to walk or take the bus instead of driving.

In implementing these actions, we will need to consider who benefits from these strategies and ensure we are distributing those benefits equitably and where they will make the most sense. Actions that focus on creating a denser transportation network have many community co-benefits, increasing equity and access, but only if implemented in a way that does not lead to higher costs that drive lower-income families farther away from the urban center. Actions to support electric vehicles may be best targeted for residents in rural communities where mass transit is not an efficient option to reduce emissions. Incentive programs could be targeted to benefit low income or other disadvantaged groups, although reducing the number of people who have access to such programs may reduce the amount of emissions they reduce.


















## 5.4 Water and Waste Sector

**Strategy W1. Increase the efficiency of water and wastewater infrastructure.**








**Strategy W2. Reduce water consumption.**

**Strategy W3. Reduce emissions from wastewater treatment operations.**

While water and wastewater management contribute only a small piece of our regional greenhouse gas inventory, the energy used to power these utilities are large contributors to the carbon footprint of individual jurisdictions. The actions identified below center on ways for city and county governments to reduce waste and save money, while reducing their own emissions.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
W1.1	<b>municipal energy efficiency.</b> Conduct efficiency improvements to municipal water and sewage treatment systems. Prioritize components that consume the most energy and have high greenhouse gas emissions.		 	 
W2.2	<b>water audits.</b> Conduct water audits of city and county facilities to determine prioritization of capital improvements.		 	 
W3.1	<b>nitrous oxide capture.</b> Research and implement nitrous oxide mitigation strategies and strategies to avoid or reduce nitrous oxide emissions in wastewater processing. Present findings and cost vs benefits analysis to policy makers to determine what changes should be made.		 	 






















Potential Impact:

 Greenhouse Gas Reduction Potential
  Ecosystem Health
  Social Equity
  Economic Benefit
  Adaptation Value
  Other Regional Goal
  Youth Priority

## Strategy W4. Divert more solid waste from landfills.

## Strategy W6. Reduce consumption of carbon-intensive goods and services.

Although emissions generated outside the Thurston region by manufacturing and transporting goods consumed here are not measured as part of our current inventory, many people involved in developing this plan were interested in addressing the impacts of consumption and waste. In *Sustainable Thurston*, our region set a goal to move toward zero waste, but currently, we are not on track to meet this goal. Waste collected on a per capita basis has increased from a low of 1,140 pounds per person in 2012 to 1,318 pounds per person in 2016.<sup>10</sup>

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
W4.4	<b>waste audits.</b> Provide waste audits for business owners and education on practices that decrease waste (such as composting, recycling, and reuse).			
				
				
W4.10	<b>waste less food program.</b> Expand Thurston County's "Waste Less Food" program.			
				
				
W6.6	<b>supply chain.</b> Provide free technical assistance to local businesses in reducing the carbon intensity of their supply chains.			
				
				

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority

<sup>10</sup> Thurston County Solid Waste.

# Water and Waste Sector: TARGETS AND INDICATORS

## TARGETS

*Baseline Year: 2015*

- Reduce emissions from wastewater treatment by 20 percent by 2030.
- Reduce solid waste generated per capita by 10 percent by 2030 and 30 percent by 2050.

## KEY PERFORMANCE INDICATORS

- Tons of waste disposed to landfill
- Annual emissions from wastewater treatment

## SUPPLEMENTAL PERFORMANCE INDICATORS

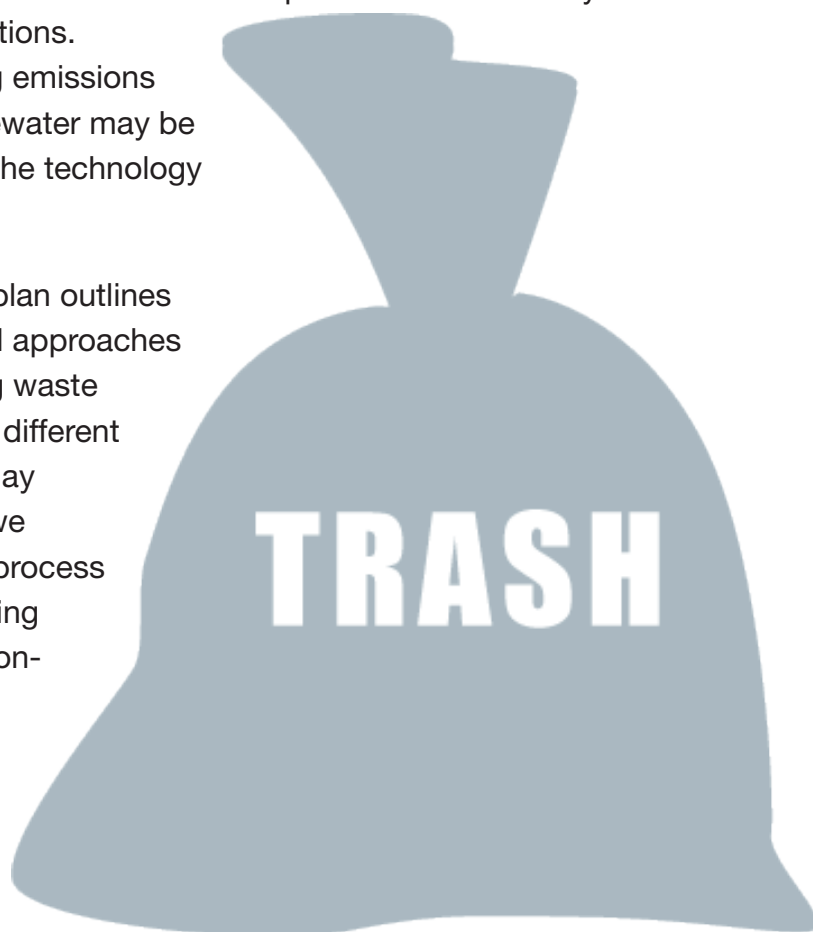
- Proportion of disposed waste that is compostable
- Number of septic tanks

# Water and Waste Sector: CONSIDERATIONS FOR IMPLEMENTATION

A first step for this sector will involve reviewing the assumptions behind calculating emissions from water and waste. The current methods used in the greenhouse gas inventory may not sufficiently account for the innovative work already being done at the LOTT Treatment facility and Roosevelt Regional Landfill. These calculations should be updated to ensure they reflect our local conditions.

Addressing emissions from wastewater may be limited by the technology available.

While this plan outlines some initial approaches to reducing waste emissions, different priorities may emerge if we develop a process for measuring consumption-based emissions.



















## 5.5 Agriculture, Forests, and Prairies Sector

**Strategy A1. Reduce emissions from agricultural practices.**

**Strategy A2. Support agricultural practices that sequester carbon.**

Agriculture in Thurston County is remarkably diverse—it includes everything from large commercial dairy and egg operations to orchards to specialty vegetables grown on small urban lots. Our average farm size is small at 14 acres. Around 500 farms have livestock—mostly cattle and chickens—and a large portion of agricultural land is managed minimally for grazing and growing hay.<sup>11</sup> While farms can reduce their impact with better management of animal waste and fertilizer, they can also play a role in offsetting the community’s emissions as a whole. Land management practices like cover cropping, no-till and minimum tillage conservation practices, crop rotations, soil amendments, and changes in grazing management have been shown to increase the rate of carbon stored in plants and soil. In 2020, the Washington State Legislature established the Sustainable Farms and Fields grant program, which will aid farmers and ranchers in adopting practices that increase carbon storage.

ASSESSED ACTIONS		Impact GHG	Impact OTHER
A1.2	<b>nutrient management.</b> Provide education and incentives (e.g., grants, loans, technical assistance) to encourage practices that reduce emissions from manure and fertilizer.		     
A2.1	<b>regenerative agriculture.</b> Expand regenerative agricultural practices among farmers that aim for a “whole farm” approach. Provide education on how to increase organic matter content and water retention in soils within urban and agricultural settings.		     

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal























Youth Priority

<sup>11</sup> USDA 2017 Agricultural Census



## Strategy A5/A6/A7. Preserve tree canopy and manage forests and prairies to sequester carbon.

Trees have been called the lungs of our planet, and they also can be very effective at removing carbon from the air and storing it in the soil. Historically, tall stands of Douglas fir, cedar and other tree species covered far more of Western Washington than they do today. Conserving existing tree canopy and forest areas and restoring areas that have been cleared can help to offset emissions from other activities, while providing a host of benefits for our local environment from storing and cleaning water to providing habitat for many sensitive species. Prairies can sequester large amounts of carbon in the roots of plants, and this sequestering is less vulnerable to fires than trees. Furthermore, working to preserve prairies will not only help several endangered species survive, it will reduce opportunities for urban sprawl. In enacting this strategy, it will be important to balance the carbon sequestering capacity of forests and prairies with the emission reducing potential of dense urban development and renewable energy infrastructure.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
A5.1	<b>reforestation &amp; afforestation program.</b> Develop a coordinated reforestation/afforestation program. Begin by identifying priority areas where reforestation and afforestation may have carbon reduction benefits.		 	 
A6.5	<b>municipal canopy.</b> Maximize tree canopy on jurisdiction owned or managed land, where appropriate in balance with other jurisdictional goals.		 	 
A6.9	<b>tree canopy preservation.</b> Develop a tree canopy ordinance that establishes a baseline for current urban canopy and sets goals for future canopy to increase resilience. Combine direct cooling value (urban heat island mitigation) with carbon sequestration value when evaluating urban tree management.		 	 
A7.3	<b>prairie preservation.</b> Support aggressive implementation of habitat conservation plans that provide for preservation and restoration of prairie habitat for endangered and threatened prairie species. NOTE: the sequestration role of prairies was not assessed for the plan, and language and actions related to prairies were added after the multicriteria analysis for the plan wer completed, at the direction of the Steering Committee.		 	 

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value



Other Regional Goal



Youth Priority

## What We Heard...

*"The number one priority needs to be preservation of wooded areas that contain our trees for carbon reduction."*

Response to  
community questionnaire

# Agriculture, Forests, and Prairies Sector: TARGETS AND INDICATORS

## TARGETS

*Baseline Year: 2015*

- Reduce acres of conventionally fertilized land by 20 percent by 2030 and 50 percent by 2050.
- Manage 6,600 acres of agricultural land to store carbon through regenerative agriculture practices by 2050.
- Manage forestland and prairies sufficient to sequester 375,000 tons of CO<sub>2</sub> annually by 2050.

## KEY PERFORMANCE INDICATORS

- Acres of fertilized farmland
- Tons of sequestered carbon

## SUPPLEMENTAL PERFORMANCE INDICATORS

- Percent tree canopy cover
- Acres of land using regenerative agriculture practices
- Acres of trees planted
- Acres of tree canopy protected
- Acres of prairie protected

# Agriculture and Forest Sector: CONSIDERATIONS FOR IMPLEMENTATION

Carbon sequestration was not included in the original suite of strategies proposed for climate mitigation but was added in response to community members who link the benefits of connecting land conservation and land management practices with climate mitigation goals. The wedge analysis shows carbon sequestration as a sizeable slice of our overall pathway to meet the 2050 emissions target. An important next step is to further analyze what actions will be required on the ground to meet our current carbon sequestration assumptions, and whether those assumptions are feasible. This may also include considering how preservation and restoration of other ecosystems, such as prairies and marine areas, may contribute to an overall carbon sequestration target.

Some stakeholders would prefer greater investment in reducing sources of emissions, before bringing sequestration into the mix of actions. If we are more effective at reducing the sources of emissions, we may need to rely less on sequestration to achieve our targets.

Another factor that will need to be addressed in implementation is how to balance preservation of trees and prairie habitat with other priorities, such as strategies that support increased urban density and development.










We will need to better define where and at what scale sequestration can be most effective, while considering other priorities.



## 5.6 Cross-Cutting Sector

### Strategy G1. Conduct education and outreach across climate mitigation areas.

This plan focuses on the ways local government can reduce local contributions to climate change but achieving those reductions will require action from people at all levels. Many local businesses, community partners, and residents have already expressed their desire for climate action and demonstrate their commitment to improving our community. This strategy acknowledges the need for the partner jurisdictions to understand and work out how climate policies and programs can be tailored to best meet the needs of the people they serve, and how to communicate in ways that inspire the change we need to meet our goals.

ASSESSED ACTIONS		Impact GHG	Impact OTHER
G1.7	<b>social research and behavior change campaigns.</b> Work with higher education institutions to research effective behavior change through marketing and education. Use this information in developing campaigns to reduce high emissions greenhouse gases.		
Potential Impact:		 Greenhouse Gas Reduction Potential  Ecosystem Health  Social Equity  Economic Benefit  Adaptation Value  Other Regional Goal  Youth Priority	



## Strategy G4. Enhance monitoring and evaluation of climate mitigation measures and outcomes.

The actions included under this strategy will not reduce emissions directly, but they will help our community understand whether we are making progress toward achieving our goals. They also aim to fill information gaps identified over the course of this planning process and highlight ways to correct our course as we learn more.

ASSESSED ACTIONS		Impact GHG	Impact OTHER	
G4.1	<b>emissions inventory.</b> Prepare and publish an annual emissions inventory that tracks greenhouse gas emissions by jurisdiction and source category. Review and update emissions inventory methodology as necessary to address improvements to data or methodologies, improve consistency, incorporate changes to state or federal policies, or report on issues of local interest.		 	
			 	
			 	
G4.2	<b>performance measures.</b> Develop performance measures to determine progress toward greenhouse gas reduction targets and other regional goals. Regularly update and publicize for community to track their progress.		 	
			 	
			 	
G4.3	<b>other emission sources and sinks.</b> Expand sources and sectors in future emissions inventories to inform future regulatory policy to reduce greenhouse gas emissions. Connected to actions T1.5 and W6.1, and sequestration actions.		 	
			 	
			 	
G4.4	<b>vulnerable populations.</b> Develop a data and monitoring mechanism that is specific to marginalized groups and their needs related to climate change and climate reality (e.g., access to transportation, access to air conditioning, proximity to cooling centers) and develop a plan to address these vulnerabilities with solutions that help reduce greenhouse gas emissions.		 	
			 	
			 	
G4.6	<b>social cost of carbon.</b> Develop and adopt policies that require the use of a “social cost of carbon measure” in zoning, development, construction, and transportation decisions.		 	
			 	
			 	

Potential Impact:



Greenhouse Gas Reduction Potential



Ecosystem Health



Social Equity



Economic Benefit



Adaptation Value





Other Regional Goal



Youth Priority

## Strategy G5. Advocate for climate-mitigating state and federal policy.

While this planning process has helped answer the question of what local governments can do to address sources of climate change, it also has shed light on the limits of local authority when it comes to triggering large-scale transitions in our energy and transportation systems. The partnership among four jurisdictions that has powered this process is one of our greatest tools. By working together to advocate for strong state and federal climate action, we can amplify our influence on policy debates to come.

ASSESSED ACTIONS		Impact GHG	Impact OTHER
G5.5	<b>legislative agenda.</b> Prioritize climate mitigation policy in the municipalities' legislative agenda each year. Instruct municipal lobbyists to track and report on climate bills, and advocate for those bills that will help reduce local emissions. Work with other jurisdictions across the state to add this to the priorities for the Association of Washington Cities and Washington State Association of Counties.		

Potential Impact:



Greenhouse Gas  
Reduction Potential



Ecosystem  
Health



Social  
Equity



Economic  
Benefit



Adaptation  
Value



Other  
Regional Goal



Youth  
Priority







City of Lacey's Judd Street Bike Corridor.  
Source: City of Lacey



# 6. Implementation Strategy

**“[Climate change] is an issue that is happening right now. It’s not something in the future, it’s right now, and we need to fix it right now, because if we start worrying about it in 10 years, that’s when it’s too late.”**

Elyanna Calle,  
Timberline High School student,  
organizer of the 2019 Olympia Climate Strike







**Table 2.** Framework for Climate Mitigation Action

Achieving the vision and goals laid out for this plan will require bold leadership and, just as important, a sustained commitment to realizing the change necessary. It will require the attention, buy-in, and creativity of people in many different areas of our community and economy.

The *Thurston Climate Mitigation Plan* sets a framework for addressing the causes of climate change through strategies and actions that will reduce local sources of greenhouse gas emissions (see Figure 9). It also lays out the steps each of the four partner jurisdictions (Thurston County and the cities of Lacey, Olympia, and Tumwater) will need to take in the near term to get on track to achieving the 2030 and 2050 emission reduction targets.

This implementation strategy draws from the list of communitywide actions described in Chapter 5—*Strategies & Actions*, the results of the scenario analysis described in Chapter 4—*Plan Development*, as well as from perspectives provided by community members throughout the planning process.

# 6.1 Implementation Approaches

The broad strategies identified in Chapter 5—*Strategies & Actions* form the basis for implementation of the plan and the realization of the plan’s vision.

The suite of actions identified through the planning process cover a wide range of solutions. By including them in this plan, the intent is not to lock local jurisdictions into specific assignments, but to outline tangible, practical next steps worthy of further attention. As the plan is carried out over the next 30 years, it is expected that actions will change (be accomplished, found not effective, or new ones added), while the strategies will remain mostly unchanged. Prior to implementation, each action will require additional work to understand their feasibility, costs, and impacts.

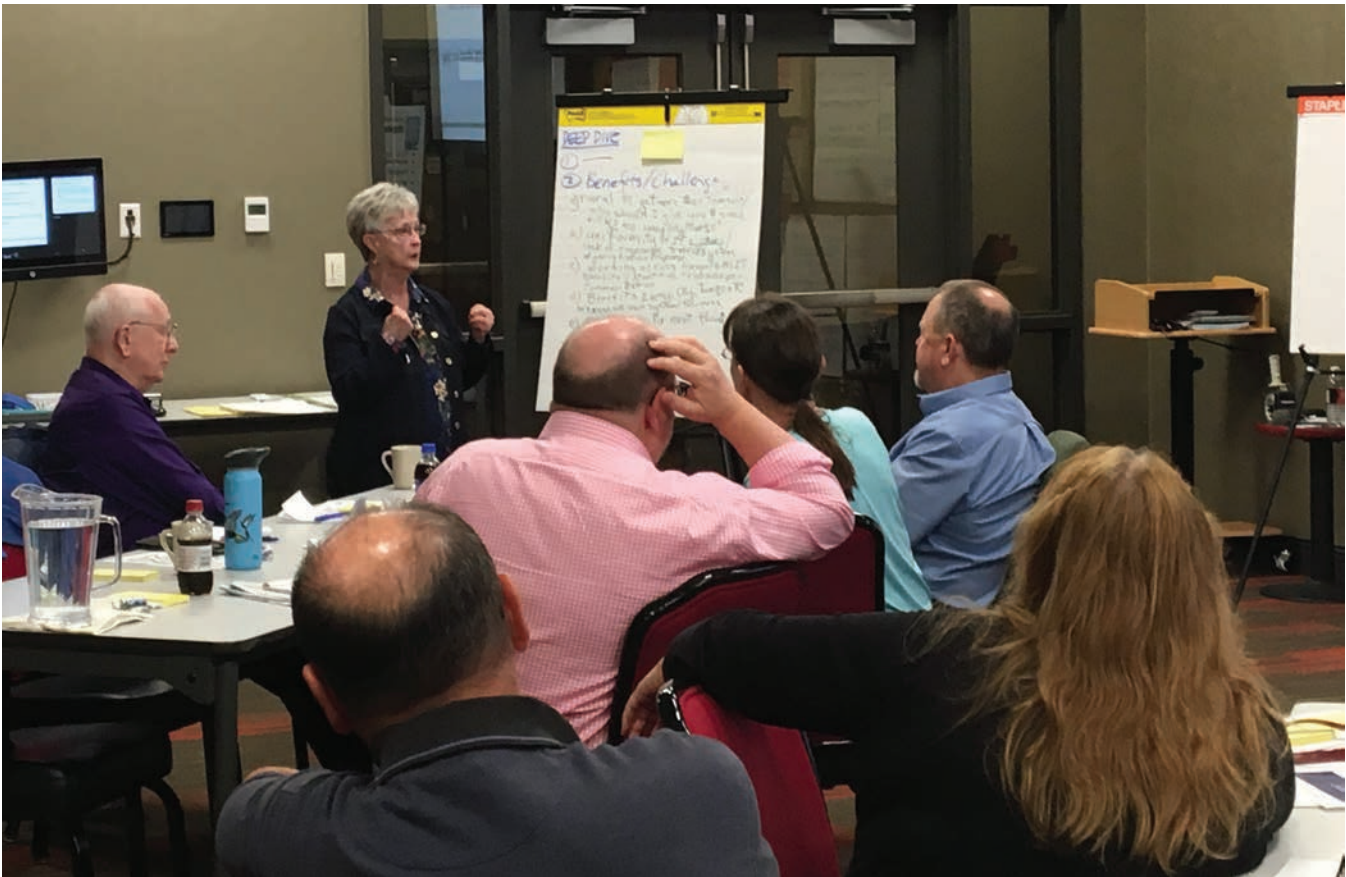
To start that process, staff from the four partner jurisdictions grouped actions into four general approaches: legislative agenda, regionally coordinated, individual jurisdictions, and supporting partner.

## Legislative Agenda

Over the course of the planning effort, it became clear that one of the most powerful actions available to local governments would be to use their shared influence to advocate for changes at the state level.

A number of assessed actions require steps by the state legislature to create additional authority or make other changes to state law before action can occur at the local level. For other actions, jurisdictions believe state direction would provide a more effective or efficient approach. Under the legislative agenda, partner jurisdictions commit to working together to advocate for changes to state law that advance our climate mitigation priorities, such as:

- Establish additional financial incentives for property owners to invest in energy efficiency upgrades, such as authority to provide local tax credits or exemptions. Such incentives should address all types of buildings, but in particular target improvements to rental housing units. Local jurisdictions can track properties receiving such incentives, once they are authorized.
- Set requirements that ensure standard building energy efficiency information is provided to prospective tenants and consumers during real estate transactions, at times of sale, lease, or rent.
- Build on changes in the state Building and Energy code to support an even faster shift toward efficient and electric appliances in new construction, and greater efficiency in smaller commercial buildings (less than 50,000 square feet).



## Regional Coordination

One of the great strengths our region brings to this challenge is our history of collaborative partnership. A number of actions identified in the plan would build on existing regional programs. Others would require new partnerships to develop a shared approach. Partner jurisdictions commit to work together in the following areas:

- **Buildings and permitting**
  - Develop standard approaches to incentivize and track green building practices across our region.
  - Develop standard approaches to consider climate impacts in permitting decisions.
  - Develop model regional standards or codes for priority climate actions, including for green public buildings, land use incentives, solar and electric vehicle-ready buildings.
- **Transportation planning**
  - Support, and in some cases expand, existing programs, including the Commute Trip Reduction Program, Thurston Here-To-There, and Safe and Active Walks to School.

- Consider, and where appropriate, address climate mitigation goals, targets, and actions in upcoming regional projects, such as the Regional Trails Plan and Capitol Campus Telework project.
- Prioritize funding for transportation projects that advance climate mitigation priorities, including through congestion mitigation and supporting walk/bike infrastructure.
- **Food waste.** Support and expand Thurston County’s waste less food program.
- **Carbon sequestration.** Develop a regional program to track and certify carbon sequestration, including through afforestation, prairie preservation and enhancement, and regenerative agriculture.
- **Monitoring and assessment.**
  - Monitor our region’s progress on climate action, by continuing to track regional greenhouse gas emissions and progress toward climate mitigation targets. Incorporate additional information.
  - Regularly report on performance so our strategy can adapt as our understanding evolves.
- **Ongoing climate coordination and public engagement**
  - Support ongoing regional coordination of climate action, through the continuation of the current Steering Committee or other governance body.
  - Keep the community informed about climate mitigation activities and provide additional opportunities for public involvement in climate mitigation actions.
  - Seek and support funding for climate mitigation priorities.

## Individual Jurisdictions

Many of the actions identified in the plan can be taken on by individual jurisdictions. Partner jurisdictions commit to addressing the following areas through their various departments and work programs:

- **Municipal Operations.**
  - Look for ways to reduce emissions from government operations, including by increasing energy efficiency of lighting and water systems, installing solar or other renewables on public buildings, and transitioning to electric fleets. Consider and prioritize climate impacts in capital improvement decisions.



Intercity Transit is a key partner for reducing emissions from transportation. In addition to its fixed bus routes, Intercity Transit operates a vanpool program and provides outreach programs to reduce car trips by commuters and students. Source: Intercity Transit

- Increase use of remote meetings, teleworking, and flexible work schedules to minimize emissions from employee travel.
- **Code and Regulatory Changes.** Review and update zoning and development codes and other regulatory programs to address priority climate actions, including solar-ready development, dense neighborhoods, electric vehicle infrastructure, and tree canopy preservation.
- **Staff development.** Dedicate resources to develop staff expertise to provide technical assistance to support climate mitigation actions like green building permitting.

## Supporting Partner

Some actions identified in the plan would be best led by a different entity in the community, rather than a local government. Partner jurisdictions commit to support climate mitigation actions led by other organizations that include, but are not limited to:

- Intercity Transit
- Thurston Conservation District
- LOTT Clean Water Alliance
- Thurston Economic Development Council
- Puget Sound Energy

In addition, some actions assessed in the plan may be best achieved through public-private partnerships or other types of sponsorship or collaboration.



## 6.2 Levers and Mechanisms for Implementation

Local governments use different levers to change underlying conditions in a system and motivate individuals and organizations to change behaviors and investment to support climate actions. As shown in Figure 13, the strategies and actions included in the *Thurston Climate Mitigation Plan* employ a variety of levers. Often, local governments use different levers in sequence to achieve a strategy as a progression from voluntary action, to price signals and investments, and only turn to mandates as a last resort if other levers fail to achieve the desired outcome.

The project partners identified likely mechanisms to achieve each action, including through an existing program, new program, capital improvement, regulatory or code change, or support of a third-party partner. The type of mechanism helps determine the type of costs for an action (such as staff, one-time, or operating costs) as well as the potential timing. Details on the primary mechanism for each action are included in Appendix 10.6.

### What We Heard...

*"If you're going to recommend actions, there need to be financial resources to help implement actions to keep housing affordable for low-income people, especially.."*

Interview with Trudy Soucoup,  
Homes First

*"Give very thoughtful consideration of impacts to rural areas. We have low income people, higher vulnerability people with limited access and resources. People here have to drive long distances. The bus doesn't get you where you need to go."*

Interview with Amy Loudermilk,  
Confederated Tribes of the Chehalis  
Reservation

**LEVER:** Voluntary Action

**DEFINITION:** Providing information, challenges, learning opportunities, technical assistance, examples, and other support can motivate people to try new behaviors.

**PRIMARY MECHANISM:** New or Existing Program / Support of a third-party

### Example Actions from Thurston Climate Mitigation Plan

Buildings & Energy	Transportation & Land Use	Water & Waste	Agriculture & Forests
B3.1 energy education B3.4 exemplary buildings B3.5 green building tracking B4.9 permit counter technical assistance B5.5 SolSmart B6.1 natural gas to electric conversions	T1.11 land use efficiency T2.4 vehicle efficiency outreach T2.17 teleworking T3.11 EV education T4.10 rider education/benefits T4.15 promote transit benefits T5.4 school drop-off alternative modes T5.11 mode shift targets	W4.4 waste audits W4.10 waste less food program W6.6 supply chain	A1.2 nutrient management A2.1 regenerative agriculture

**LEVER:** Price Signals

**DEFINITION:** Changing the economic impacts—the cost of consumption and other behaviors and the return on investment – through subsidies and incentives can motivate new behaviors and investment.

**PRIMARY MECHANISM:** New or Existing Program; Regulatory/code change

### Example Actions from Thurston Climate Mitigation Plan

Buildings & Energy	Transportation & Land Use	Water & Waste	Agriculture & Forests
B1.4 rental housing energy efficiency incentives B1.5 property tax credit B2.6 cool roofs B4.5 permitting incentives B4.6 energy efficiency tax exemptions B4.7 land use incentives B5.10 group purchasing	T3.2 free EV parking T3.14 EV mass purchase discounts T3.15 EV purchase incentives		A5.1 reforestation/afforestation

**LEVER:** Public Investments

**DEFINITION:** Investing government funds, short- and long-term, can create conditions that stimulate others to behave in new ways, and also significantly change the government's own carbon footprint.

**PRIMARY MECHANISM:** Capital Improvement

Example Actions from Thurston Climate Mitigation Plan			
Buildings & Energy	Transportation & Land Use	Water & Waste	Agriculture & Forests
B2.3 LED lighting B4.4 green public buildings B5.3 public building solar	T1.4 20-minute neighborhoods T2.2 transportation network efficiency T5.13 telecommuting infrastructure T3.10 convert to EV fleets T4.1 increase transit T4.3 transit connections T4.4 fareless system T5.1 walk/bike infrastructure T5.2 barriers to active transportation	W1.1 municipal energy efficiency W2.2 water audits W3.1 nitrous oxide capture	

**LEVER:** Mandating Change

**DEFINITION:** Requiring behavior and enforcing the requirements can result in widespread compliance.

**PRIMARY MECHANISM:** Regulatory/Code Change

Example Actions from Thurston Climate Mitigation Plan			
Buildings & Energy	Transportation & Land Use	Water & Waste	Agriculture & Forests
B1.1 residential energy performance ratings B1.2 residential energy audits B1.6 rental housing energy efficiency baseline B2.1 commercial energy benchmarking B2.8 performance standard B4.11 grid-connected appliances B4.12 multifamily metering B5.8 solar-ready development code B6.2 electric appliances in new construction B6.4 natural gas transition	T1.1 coordinated planning-future infill T1.2 middle density housing T1.3 Eco districts T1.9 ADUs T3.1 EV parking new construction T3.5 EV-ready building code T3.7 EV integration		A6.5 municipal canopy A6.9 tree canopy preservation

**Figure 13.** Levers for Climate Action. Adapted from the Carbon Neutral Cities Alliance.

## 6.3 Funding the *Thurston Climate Mitigation Plan*

Funding the work necessary to address climate change and meet the adopted emission reduction targets will require leadership and creativity. This is especially true as local governments and partner agencies face lower revenues and difficult budget decisions as a result of the COVID-19 pandemic.

Many climate strategies and actions have the potential to create economic benefits for the Thurston region by supporting new industries and job growth. They may also lead to savings for individuals or businesses, such as through reduced transportation or energy costs. Climate mitigation actions also increase the region's resilience and ability to both avoid and bounce back from natural disasters.

Detailed cost estimates for specific actions—and for regional climate mitigation as a whole—will depend on how jurisdictions decide to proceed in implementation. There are many decisions about staffing, program structure, and outside partnerships that may affect the total price tag for an action. Such detail was beyond the scope of this planning effort. Costs and benefits for a subset of priority actions will be considered in a supplemental analysis that will be completed in mid-2021.

The consultant team developed high-level estimates of potential direct costs to the four partner jurisdictions to complete an action or get it substantially underway (ex. staff or other resources). The estimates do not include broader costs to community members, outside agencies, private businesses, or other potential partners.

The communitywide implementation strategy (Appendix 10.6) also includes a breakdown of potential sources of funding for climate mitigation actions. While these are good starting places, City and County budgets, sources of funding, and estimated costs may change substantially over the life of this plan.

## 6.4 Implementation Timeline

The *Thurston Climate Mitigation Plan* identifies strategies and actions for reducing contributions to climate change over the next thirty years, based on our understanding today. Some of these actions will need to begin in the near term to realize impacts within that timeframe, others can have immediate impacts, and others are dependent on some enabling action. Some actions are one-time changes while others will require an ongoing effort to keep running. Not all actions assessed for the plan will be implemented in Year 1; some are sequential. For example, actions focused on fuel switching and encouraging adoption of electric vehicles are likely to be timed to kick in when our electrical grid uses cleaner sources of energy than it does currently.

Additional details on the communitywide implementation strategy, including leads, partners, timeframe and potential funding sources, is available in Appendix 10.6.

# What Can YOU DO to Take Climate Action?

Dramatic and lasting change comes from countless small shifts throughout society. Governments, business, families, and individuals all have a role to play. While this plan focuses on actions Thurston County, and the cities of Lacey, Olympia, and Tumwater can take to reduce local contributions to climate change, there are many things you can do to support that goal. Here are some ways to get started:

- ✓ **Start a conversation.** National surveys have shown that while most Americans believe global warming is happening and are worried about its impacts, the majority say they rarely or never hear it discussed among their friends and family. Researchers call this the “climate change spiral of silence” —people concerned about climate change avoid talking about their concerns because they don’t hear other people talking about it.<sup>12</sup> That silence can leave us feeling isolated and overwhelmed. You don’t need to be an expert on the science to let others know your hopes, fears, experiences, and actions when it comes to climate change—you might find out you share more common ground than you thought.
- ✓ **Rethink your ride.** Try increasing the number of trips you make by transit, carpooling, walking, or biking. Check out your options on [Thurston Here to There](#). Support your city in development that creates high density and mixed-use areas to reduce the need for driving. Buying a new car? Test drive an electric vehicle to see if it makes sense for you.
- ✓ **Reduce energy use.** Take an online [home energy assessment from Puget Sound Energy](#), and consider upgrading to higher efficiency appliances and fixtures. If you rely on natural gas for heat, consider switching to a ductless heat pump or other electric heat source. Investigate options for using more renewable energy at your home, place of worship, or business.
- ✓ **Buy smart, buy local.** Buying smart and buying less can lower your greenhouse gas footprint. Measure the food that you throw away and take the [Waste Less Food Challenge](#). Try a meat-free meal once a week. Choose items with less packaging and buy local to reduce emissions from shipping and packaging.
- ✓ **Advocate for change.** Tell your elected officials that addressing climate change is important to you, so they know to prioritize it when making work plans and budget decisions. If you have found it difficult to take a climate action, let them know what would make it easier or less expensive. Get together with your friends, neighbors, co-workers, or a local community organization to talk about what to do next.

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<sup>12</sup> Maibach, E. et al, 2016.



***The Reserve*** - Senior Housing  
Development in the City of Lacey.  
Source: City of Lacey





# 7. Next Steps

**“The urgency to reduce emissions and prepare for global warming’s inevitable impacts has never been greater. The window of time for limiting warming to 1.5°C and 2°C continues to narrow. At the same time, additional emissions commit us to increasingly severe global and local impacts.”**

- Climate Impacts Group



Plans are only as good the work they spark—the *Thurston Climate Mitigation Plan* is no exception. With the close of this planning process, focus can shift to carrying out the strategies and actions identified in the plan. Knowing the threat climate change poses to current and future generations of the Thurston region’s residents, there is no time to lose. While the breadth of work and extent of change needed can feel daunting, this challenge presents many opportunities to build a future for our community that is innovative, resilient, and more equitable. The good news is that our region has incredible resources and spirit to make that change happen.

Following a public review period, this plan will be finalized and put forward for acceptance by the four partner jurisdictions. Supporting pieces of this plan will include:

- A monitoring framework to gauge accountability and track progress toward achieving the regional greenhouse gas emission targets. A description of the monitoring framework is included in Appendix 10.7.
- A resolution for accepting of the *Thurston Climate Mitigation Plan* to be considered by the four partner jurisdictions of Thurston County and the cities of Lacey, Olympia, and Tumwater. Appendix 10.9

In 2020, Puget Sound Energy installed its first public electric vehicle charging station at the Hub at Lacey. A network of fast, convenient EV charging stations will help support a transition to greener transportation in the region. Source: Puget Sound Energy



- An interlocal agreement that outlines commitments among the four partner jurisdictions for implementation of the *Thurston Climate Mitigation Plan* and continued collaboration on regional climate action. Appendix 10.10
- A supplementary assessment of the costs and benefits of priority actions, and ways to address social equity in implementation of the *Thurston Climate Mitigation Plan*. This assessment has been awarded funding through a grant from the Washington State Department of Commerce and is scheduled to be completed by mid-2021.

While the focus of this planning process has been on what Thurston County, and the cities of Lacey, Olympia, and Tumwater can do to reduce greenhouse gas emissions and mitigate impacts from climate change, the project partners encourage all community members—individuals, neighborhoods, businesses, service organizations, and agencies—to use the information gathered here to inform your own plans and commitments to address climate change. Many adaptation and mitigation actions—large and small—are needed to help our region and planet remain resilient in the face of climate change. To succeed, each of us will need to do our part, so let's get to work.

## What We Heard...

*"While local governments are the primary implementor, secondary ones will be builders, and you'll need them to translate those actions on the ground. Make sure to liaise with the building community to understand best practices, so when it comes time to put ideas into code, things will go smoothly."*

Interview with Erin Hall,  
Olympia Master Builders

*"Identify credible performance measures that are meaningful to the public and policy makers that can show if we are making progress."*

Response to  
community questionnaire



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# 8. Glossary and Acronyms

## 8.1 Glossary

**Action**—a specific service, program, incentive, regulation or other mechanism that local governments or other partners uses to implement a strategy.

**Equity**—a measure of how costs and benefits of action will be distributed fairly across communities or whether actions will avoid disproportionately affecting the most vulnerable in our communities. A 2014 report by the Urban Sustainability Directors Network defined equity in the following way: “Equity in sustainability incorporates procedures, the distribution of benefits and burdens, structural accountability, and generational impact. This includes:

- **Procedural Equity**—inclusive, accessible, authentic engagement and representation in processes to develop or implement sustainability programs and policies.
- **Distributional Equity**—sustainability programs and policies result in fair distributions of benefits and burdens across all segments of a community, prioritizing those with highest need.
- **Structural Equity**—sustainability decision-makers institutionalize accountability; decisions are made with a recognition of the historical, cultural, and institutional dynamics and structures that have routinely advantaged privileged groups in society and resulted in chronic, cumulative disadvantage for subordinated groups.
- **Transgenerational Equity**—sustainability decisions consider generational impacts and don’t result in unfair burdens on future generations.”

**Sector**—a grouping of sources of greenhouse gas emissions (such as, Buildings and energy), and related strategies and actions that address those sources.

**Sequestration or Carbon Sequestration**—a natural or artificial process by which carbon dioxide is removed from the atmosphere and held in solid or liquid form. Atmospheric carbon dioxide may be taken up by trees, grasses, and other plants through photosynthesis and stored as carbon in biomass (trunks, branches, foliage, and roots) and soils.

**Strategy**—a method or general approach to achieve a desired goal; in this case, a reduction in greenhouse gas emissions from a particular sector.

# 8.2 Acronyms

**ADU**—Accessory Dwelling Unit

**CAFE**—Corporate Average Fuel Economy

**CARB**—California Air Resources Board

**CETA**—Clean Energy Transformation Act

**CO<sub>2</sub>**—Carbon dioxide

**COPD**—Chronic obstructive pulmonary disease

**CR2**—Carbon Reduction and Resiliency Plan (City of Lacey)

**EV**—Electric Vehicle

**ICLEI**—International Council of Local Environmental Initiatives

**IPCC**—United Nations Intergovernmental Panel on Climate Change

**LPG**—Liquid petroleum gas

**CH<sub>4</sub>**—Methane

**MTCO<sub>2</sub>e**—Metric tons of carbon dioxide (CO<sub>2</sub>) equivalent

**N<sub>2</sub>O**—Nitrous oxide

**RNG**—Renewable natural gas

**STEDI**—South Thurston Economic Development Initiative

**TCAT**—Thurston Climate Action Team

**TRPC**—Thurston Regional Planning Council

**VMT**—Vehicle miles traveled

**ZEV**—Zero emission vehicle

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# 10. Appendices

- 10.1. Resolutions Adopting Common Targets to Reduce Communitywide Greenhouse Gas Emissions
- 10.2. 2018 Greenhouse Gas Emissions Inventory
- 10.3. Communitywide Actions List
- 10.4. Multicriteria Analysis
- 10.5. Scenarios Analysis Report
- 10.6. Communitywide Implementation Strategy
- 10.7. Monitoring Protocol
- 10.8. Community Engagement Summary
- 10.9. Resolution Accepting the Thurston Climate Mitigation Plan



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# Sea Level Rise



## A Plan to protect Downtown Olympia

The City of Olympia (City), LOTT Clean Water Alliance (LOTT) and the Port of Olympia, under the guidance of the consulting firm AECOM Technical Services, completed the Olympia Sea Level Rise Response Plan in March 2019.

Downtown Olympia is the social, cultural, historic, and economic core of the city. While our downtown's extensive shoreline helps make Olympia an extraordinary city, it also makes us vulnerable to flooding. In the coming decades, sea level rise could cause flooding downtown with property damage and loss of public services. At just 12-inches of sea level rise, a 100-year flood event could occur every other year.

Proactive action to adapt to sea level rise will be needed in the decades ahead to not only protect, but also enhance our downtown and our shoreline. The preservation of downtown Olympia will require the community's support and attention. Along the way, opportunities will exist to enhance the natural resources attributes of the shoreline.

## Olympia Sea Level Rise Response Collaborative

The City of Olympia, LOTT Clean Water Alliance and the Port of Olympia have formed the Olympia Sea Level Rise Response Collaborative ([view interlocal agreement](#)) to implement the [Olympia Sea Level Rise Response Plan](#). The Collaborative's Executive Committee includes up to two elected officials from each organization.

- [View the Olympia Sea Level Rise Collaborative work plan](#)
- [View Sea Level Rise Joint Administrative Committee and Collaborative meeting videos](#)

## Sea Level Rise videos

The Olympia Sea Level Rise Response Collaborative partnered with local videographer, Bill Lange owner of LTA Productions, to create a video series on Olympia's sea level rise response efforts. Mr. Lange donated his time and resources to produce the videos that are intended to inform the public about sea level rise/climate change, the impacts to downtown Olympia and how we as a community are adapting and responding.

- [View the videos](#)



# View the Sea Level Rise Plan

SLR Response Plan Executive Summary

Complete SLR Response Plan

Cover & Table of Contents

Chapter 1: Planning Context

Chapter 2: Engagement & Outreach

Chapter 3: Climate Science for Olympia

Chapter 4: SLR Vulnerability & Risk

Chapter 5: Approach to Adaptation

Chapter 6: Physical & Operational Strategies

Chapter 7: Governance & Informational Strategies

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Chapter 9: Implementation & Next Steps

Chapter 10: Monitoring & Action Triggers

Appendices & References

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## Story maps

Predicted sea levels

How Olympia floods

Our adaptation strategies





City Hall  
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## City Council

### **Executive Session Pursuant to RCW 42.30.110 (1)(g) - Personnel Matter (City Manager's Performance Evaluation)**

**Agenda Date:** 7/16/2024  
**Agenda Item Number:** 10.A  
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#### **Title**

Executive Session Pursuant to RCW 42.30.110(1)(g) - Personnel Matter (City Manager's Performance Evaluation)