

Meeting Agenda

City Hall 601 4th Avenue E Olympia, WA 98501

Land Use & Environment Committee

Information: 360.753.8244

Thursday, March 27, 2025

4:00 PM

Online and Room 112

Register to attend:

https://us02web.zoom.us/webinar/register/WN hFHTwY4QR8qQ7L37F1c5Sq

- 1. CALL TO ORDER
- 2. ROLL CALL
- 3. APPROVAL OF AGENDA
- 4. PUBLIC COMMENT

(Estimated Time: 0-15 Minutes)

During this portion of the meeting, community members may address the Committee for up to two (2) minutes regarding the Committee's business meeting topics.

- 5. APPROVAL OF MINUTES
- **5.A** 25-0283 Approval of February 20, 2025 Land Use & Environment Committee

Meeting Minutes

Attachments: Minutes

- 6. COMMITTEE BUSINESS
- **6.A** 25-0226 Olympia 2045 Updating the Goals and Policies of the Capital Facilities

Chapter of the Comprehensive Plan

Attachments: Draft Amendments

Planning Commission Letter

Social Justice and Equity Commission Letter

Public Comments and Staff Responses

Engage Olympia 2045 CFP Webpage

6.B 25-0260 Olympia 2045 - Transportation Chapter of the Comprehensive Plan

Update

<u>Attachments:</u> <u>Transportation Chapter - clean version</u>

<u>Transportation Chapter - tracked changes</u>

List of Changes

Planning Commission Recommendation Letter

Staff Response to Planning Commission

Social Justice and Equity Commission recommendation letter

TRPC Provisional Acceptance Letter

Link to Engage Olympia Transportation Page

6.C <u>25-0255</u> Consideration of Capital Mall Triangle Subarea Planned Action Ordinance

and Engineering Design and Development Standards Revisions

Recommendation

Attachments: Planned Action Ordinance

Councilmember Vanderpool Recommendations

Staff Responses to Councilmember Vanderpool's Recommendations

EDDS Ordinance

Planning Commission Recommendation

Public Comment
Project Webpage

7. REPORTS AND UPDATES

8. 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 Committee 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.



Land Use & Environment Committee

Olympia 2045 - Updating the Goals and Policies of the Capital Facilities Chapter of the Comprehensive Plan

Agenda Date: 3/27/2025 Agenda Item Number: 6.A File Number: 25-0226

Type: recommendation Version: 1 Status: In Committee

Title

Olympia 2045 - Updating the Goals and Policies of the Capital Facilities Chapter of the Comprehensive Plan

Recommended Action

Committee Recommendation:

Move to accept the Planning Commission recommendation to approve the proposed changes to the goals and policies for capital facilities for the Olympia 2045 Comprehensive Plan and forward to a City Council Study Session for discussion.

City Manager Recommendation:

Move to accept the Planning Commission recommendation to approve the proposed changes to the goals and policies for capital facilities for the Olympia 2045 Comprehensive Plan and forward to a City Council Study Session for discussion.

Report

Issue:

Whether to accept the Planning Commission recommendation to approve the proposed changes to the goals and policies for capital facilities for the Olympia 2045 Comprehensive Plan and forward to a City Council Study Session for discussion.

Staff Contact:

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

Presenter(s):

Joyce Phillips, AICP, Principal Planner

Background and Analysis:

The Comprehensive Plan exists in two volumes. Volume One includes the main chapters of the plan, including Land Use; Transportation; Utilities; Economy; and Parks Arts and Recreation among others. There is a half-page chapter titled "Capital Facilities Plan" that essentially directs the reader to Volume Two, which is the Capital Facilities Plan that is updated each year as part of the capital

Type: recommendation Version: 1 Status: In Committee

budgeting process.

Volume Two, or the Capital Facilities Plan (CFP), includes information about proposed capital facility projects, estimated costs, how they will be paid for, and when they are likely to occur. Some projects take multiple years of funding before they can be physically constructed. By statute, the CFP focuses on the first six years. The Introduction section of the CFP includes the goals and policies related to capital facilities. These goals and policies have not been updated since the plan went through its previous major update, which was adopted in December of 2014.

A small team of City staff worked to review and propose updates to the goals and policies. These proposed revisions were then shared with the City's staff team working on the Comprehensive Plan update. It was then shared with recognized neighborhoods, interested parties, adjacent jurisdictions and agencies, and the public. A 30-day comment period was provided, with a commitment to consider all comments received by October 24 in revisions proposed prior to the public hearing.

The draft chapter was also shared with three of the City's Advisory Committees for an opportunity to ask questions and provide input. This included the Planning Commission on November 4, 2024, the Utilities Advisory Committee on November 7, 2024, and the Social Justic and Equity Commission on December 2, 2024.

Comments from the public and Advisory Committees received were considered and a public hearing draft was issued on December 9, 2024. The hearing draft was posted online the same week. Staff provided a copy of the revised draft and responses to the two community members that provided written comments on the first draft.

Advisory Committees Input

Minor revisions were suggested by the Advisory Committees regarding prioritizing equity, efforts that help address climate change, and increasing accessibility. The Social Justice and Equity Commission provided a comment letter (see Attachment 3).

Planning Commission Recommendation

After conducting a public hearing and deliberating on the proposed amendments, the Planning Commission recommended approval. The Planning Commission recommendation letter is attached (see Attachment 2).

Climate Analysis:

The wide variety of projects included in CFPs, over a number of years, can make it challenging to assess changes to greenhouse gas emissions. Overall, the projects proposed help reduce greenhouse gas emissions by addressing energy use in city-owned buildings, transportation projects that also benefit bicyclists and pedestrians, and projects designed to increase capacity and efficiency or our drinking water, wastewater, and stormwater systems.

By continuing to serve our community members, as well as accommodating new growth, within the existing City limits and urban growth areas, we are working to create a compact and urban community. This helps us reduce emissions from the transportation sector by promoting active forms of transportation and providing for shorter trips required in order to meet our daily needs. It allows for the delivery of drinking water, sanitary sewer, and stormwater treatment facilities in a contained, compact area which is more efficient and costs less to serve than it would otherwise.

Type: recommendation Version: 1 Status: In Committee

The CFP supports the following portions of the Climate Mitigation Plan:

- Reduce energy use in existing buildings.
- Reduce energy use in new construction or redevelopment. The new maintenance facility for Waste ReSources will meet or exceed current energy efficiency requirements.
- Helps implement land use policies that increase urban density and reduce urban sprawl.
 Compact, walkable communities help increase urban density and reduce sprawl. The CFP includes several transportation projects that support compact environments for bicyclists and pedestrians.
- Increase the efficiency of the transportation system. The variety of multimodal transportation improvements in the CFP aim to provide greater mobility options and consider people trips rather than volume to capacity ratios for automobiles. This considers efficiency of the whole system. It also supports the related strategy of increasing the use of active forms of travel, such as walking and biking.
- Increase the use of public transit. Sidewalks, bicycle lanes, safety improvements and streetlights all support greater use of public transit.
- Increase the efficiency of water and wastewater infrastructure. The CFP includes replacement
 of aging and small diameter pipes and projects that address seismic issues.
- Divert more solid waste from landfills. The new Waste ReSources facility will help the city capture more recyclable materials that would otherwise go to the landfill.

While not every project will directly reduce greenhouse gas emissions, by providing the infrastructure and services necessary to support our existing community and anticipated growth within the growth boundary, we can serve a greater number of people efficiently and compactly, while also providing parks, open spaces, and fire protection.

Changes were made in the public hearing draft to address comments regarding prioritizing projects that address climate change.

Equity Analysis:

Equity is considered as the Comprehensive Plan chapters are being updated and in the master plans the capital projects generally come from are developed. In addition, equity issues are considered during budgeting and decision making. The City strives to balance equity in its capital projects by including projects in various parts of the City, across multiple types of projects (transportation, parks, drinking water, etc.), and by improving accessibility in City facilities (ADA Transition Plan for accessibility). This work is done within the constraints of the funding sources and the limitations associated with many of them.

Some of the high level data that is considered is that in Olympia, roughly 37% of all households are cost burdened, with almost half of those households being severely cost-burdened. BIPOC members of our community are more likely to be cost-burdened than others. Approximately 42% of Olympians have a household income of less than \$50,000. Approximately 15% of our population live in poverty. In 2021, 13.5% of people in Olympia have a disability, up from 12.9% in 2016. Additionally, obesity rates have been rising in children and adults in Washington State.

Changes were made in the public hearing draft to better incorporate comments about equity and accessibility for those with disabilities.

Type: recommendation Version: 1 Status: In Committee

Neighborhood/Community Interests (if known):

The first draft was routed to all Recognized Neighborhood Associations (RNAs) and emailed to all "parties of record" for the Olympia 2045 planning project. Two written comments were received that are specific to these goals and policies.

The public hearing draft was routed to all RNAs and parties of record at least 10 days prior to the public hearing. Additionally, staff reached out to the two people who had commented on the first draft, to answer questions and to ensure they were aware of the new draft and their continued ability to provide comments on it.

Financial Impact:

The Comprehensive Plan Update, which includes the review and updating of the goals and policies for the Capital Facilities chapter of the plan, is being funded, in part, by a \$175,000 grant from the Washington State Department of Commerce.

Options:

- 1. Accept the Planning Commission recommendation to approve the proposed changes to the goals and policies for capital facilities for the Olympia 2045 Comprehensive Plan and forward to a City Council Study Session for discussion.
- Accept the Planning Commission recommendation to approve the proposed changes to the goals and policies for capital facilities for the Olympia 2045 Comprehensive Plan, with specific modifications, and forward to a City Council Study Session for discussion.
- 3. Do not accept the Planning Commission recommendation to approve the proposed changes to the goals and policies for capital facilities for the Olympia 2045 Comprehensive Plan and do not forward it to a City Council Study Session for discussion.

Attachments:

Draft Amendments
Planning Commission Letter
Social Justice and Equity Commission Letter
Public Comments and Staff Responses
Engage Olympia 2045 CFP Webpage



Olympia 2045 - Capital Facilities

Volume 1 of the Comprehensive Plan establishes the vision for what our community will be like in the future based on the projected population increase we expect to occur over the next 20 years. It addresses several topics – including those related to infrastructure such as transportation, drinking water, sanitary sewer, and more. Based on that vision, master plans are developed to identify the infrastructure investments needed to achieve the vision. These master plans identify capital projects that are needed based on the Future Land Use Map (which identifies which types of land uses are allowed and where, such as low- medium- or high-density residential, commercial, industrial, or mixed use) and the existing and anticipated population. The Capital Facilities Plan (CFP) is Volume 2 of the Comprehensive Plan. The CFP is updated every year to identify projects, their estimated costs, and how they will be funded. The primary focus is on the next 6 years. The CFP can be viewed at olympiawa.gov/budget under "Documents and Reports".

What is Happening Now?

The Goals and Policies of the CFP have not changed since the previous Comprehensive Plan update was completed in 2014. As part of the Olympia 2045 Comprehensive Plan Update process, we are reviewing the existing Capital Facility goals and policies to consider updates to them. The first draft was issued on September 24th. Two public comments were submitted. A few minor changes have been made for this Public Hearing draft. Staff is now seeking input on the draft changes below.

What is a Capital Facility?

Before we consider changes to the goals and policies, let's address what capital facilities are. A capital facility is a structure, improvement, piece of equipment or other major asset, including land that has a useful life of at least five years. Capital facilities are provided by or for public purposes and services including, but not limited to, the following:

- Bike lanes
- Detention Facilities
- Drinking Water
- Fire and Rescue
- Government Offices
- Law Enforcement

- Libraries
- Parks and Open Space
- Recreational Facilities
- Streets and Sidewalks
- Sanitary Sewer

- Solid Waste Collection and Disposal
- Stormwater Facilities
- Street Lighting Systems
- Traffic Signals
- Curb access ramps

FROM VOLUME 1 OF THE OLYMPIA COMPREHENSIVE PLAN

Capital Facilities Plan



City project manager checks in on a capital facilities project.

The <u>Capital Facilities Plan</u> (CFP) is the mechanism by which the City schedules the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation in other Comprehensive Plan chapters. It includes City of Olympia parks, transportation, utilities and general capital projects. The 6-year financing plan for capital projects is amended annually.

Note: This page is NOT the proposed Capital Facilities Plan. The Capital Facilities Plan (CFP) is reviewed and updated annually. It is included as part of the Olympia Comprehensive Plan by reference. View the <u>2021-2026 Capital Facilities Plan most recent Capital Facilities Plan on the City's Budget webpage</u>.

FROM VOLUME 2 OF THE OLYMPIA COMPREHENSIVE PLAN

Goal 1: The Capital Facilities Plan provides the public facilities needed to promote orderly compact urban growth, protect investments, maximize use of existing facilities, encourage economic development and redevelopment, promote private investment, increase public well-being and safety, protect and improve the natural environment and implement the Comprehensive Plan.

Policy 1.1: Annually Regularly review, update and amend a six-year Capital Facilities Plan that:

- a. Is subject to <u>annual regular</u> review and adoption, respectively, by the Planning Commission and City Council.
- b. Is consistent with the Comprehensive Plan, master plans and adopted investment strategies.
- c. Defines the scope and location of capital projects or equipment.

- d. States why each project is needed and its relationship to established levels of service.
- e. Includes project <u>design and</u> construction costs, timing, funding sources and projected operations and maintenance impacts.
- f. Serves as the City's plan for capital project development.
- g. Includes an inventory of existing capital facilities and a forecast of capital facility needs.
- h. Monitors the progress of capital facilities planning with respect to rates of growth, development trends, changing priorities and budget and financial considerations.
- i. Considers needs and priorities beyond the six-year time horizon.
- j. Is coordinated with Thurston County and the Olympia School District and North Thurston Public Schools if school impact fees are being charged.
- **Policy 1.2:** Encourage active community member participation throughout the process of developing and adopting the Capital Facilities Plan. Provide the public with adequate time to review and respond to the Plan and related proposals.
- **Policy 1.3:** Support joint development and use of facilities such as parks and museums, and protection of shared resources such as critical areas and open space.
- **Policy 1.4:** Coordinate with other capital facilities service providers to keep each other current, maximize cost savings and schedule and upgrade facilities efficiently.
- **Policy 1.5:** Evaluate and prioritize proposed capital improvement projects using the following long-term financial strategy principles and guidelines:
 - a. Do projects well or not at all.
 - b. Focus programs on Olympia residents, and businesses, and utility customers when service is provided outside city limits.
 - c. Preserve and maintain physical infrastructure.
 - <u>d.</u> Use an asset management <u>and full life cycle cost</u> approach to the City's real estate holdings, facilities, and utility infrastructure.
 - d.e. Consider climate projections in life cycle assessments, planning, and design capacities for all capital projects.
 - e.f. Use unexpected one-time revenues for one-time costs or reserves.
 - f.g. Pursue innovative approaches.
 - g.h. Maintain capacity to respond to emerging community needs.
 - h.i. Address unfunded mandates.
 - i.j. Selectively recover costs.
 - <u>j.k.</u> Recognize the connection between the operating and capital budgets, such as <u>increased maintenance and operating costs of new capital projects</u>.
 - k.l. Utilize partnerships wherever possible.
 - Lm. Stay faithful to City goals over the long run.
 - n. Think long-term.
 - m.o. Pursue grants.

Policy 1.6: Ensure that capital improvement projects are:

- a. Financially feasible.
- b. Consistent with planned growth patterns provided in the Comprehensive Plan.
- c. Consistent with State and Federal law.
- d. Compatible with plans of State agencies.
- e. Sustainable within the operating budget.

Policy 1.7: Give priority consideration to projects that:

- a. Are required to meet State or Federal law.
- b. Implement the Comprehensive Plan, including the requirement to accommodate it's 20-year future growth forecast.
- c. Reduce greenhouse gas emissions, increase climate resiliency, and implement adaptation strategies.
- e.d. Are needed to meet concurrency requirements for growth management.
- d.e. Are already initiated and to be completed in subsequent phases.
- e.f. Renovate existing facilities to remove deficiencies or allow their full use, preserve the community's prior investment or reduce maintenance and operating costs.
- f.g. Replace worn-out or obsolete facilities.
- g.h. Promote social, economic and environmental revitalization of commercial, industrial and residential areas in Olympia and its Growth Area.
- h.i. Are substantially funded through grants or other outside funding.
- i. Address public hazards.
- i. Reduce greenhouse gas emissions, increase climate resiliency and implement adaptation strategies.
- **Policy 1.8:** Adopt each update of this Capital Facilities Plan as part of the Comprehensive Plan.
- **Policy 1.9:** Adopt by reference updates of the Olympia <u>and North Thurston</u> School Districts' Capital Facilities Plans as part of this Capital Facilities element. Identify and recommend to the Districts that <u>it-they</u> revise any elements of the School District's' plans that are inconsistent with the Comprehensive Plan.
- **Policy 1.10:** Monitor the progress of the Capital Facilities Plan on an ongoing basis.
- **Policy 1.11:** Recognize the year in which a project is carried out, or the exact amounts of expenditures by year for individual facilities, may vary from that stated in the Capital Facilities Plan due to:
 - a. Unanticipated revenues or revenues that become available to the City with conditions about when they may be used.
 - b. Change in the timing of a facility to serve new development that occurs in an earlier or later year than had been anticipated in the Capital Facilities Plan.
 - c. The nature of the Capital Facilities Plan as a multi-year planning document. The first year or years of the Plan are consistent with the budget adopted for that financial

period. Projections for remaining years in the Plan may be changed before being adopted into a future budget.

Goal 2: As urbanization occurs, the capital facilities needed to direct and serve future development and redevelopment are provided for Olympia and its Urban Growth Area.

Policy 2.1: Provide the capital facilities needed to adequately serve the future growth anticipated by the Comprehensive Plan, within projected <u>future</u> funding capabilities <u>and strategies</u>.

Policy 2.2: Plan and coordinate the location of public facilities and utilities to accommodate growth in advance of need, and in accordance with the following standards:

- a. Coordinate urban services, planning and standards by identifying sites for schools, parks, fire and police stations, major stormwater facilities, greenbelts and open space consistent with goals and policies promoting compact growth in the Comprehensive Plan prior to development. Acquire sites for these facilities in a timely manner and as early as possible in the overall development of the area.
- b. Assure adequate capacity in all modes of transportation, public and private utilities, municipal services, parks and schools.
- c. Protect groundwater from contamination and maintain groundwater in adequate supply by identifying and reserving future supplies well in advance of need.
- d. Proactively seek opportunities to combine capital facilities projects that are identified in facilities master plans or other City plans, such as sewer and water main extensions, transportation connections/improvements, and projects to address sea level rise.
- e. Prioritize capital facilities projects that provide multiple benefits for the public.

 Rework any capital projects that may result in maladaptation or interfere with environmentally sensitive areas, contribute to hazards, or would exacerbate current climate vulnerabilities.

c.

Policy 2.3: Use the type, location and phasing of public facilities and utilities to direct urban development and redevelopment consistent with the Comprehensive Plan. Consider the levelprovision of key facilities that-can be provided when planning for various densities and types of urban land use.

Policy 2.4: Ensure adequate levels of public facilities and services are provided prior to or concurrent with land development within the Olympia Urban Growth Area.

Policy 2.5: When planning for public facilities, consider expected future economic activity, goals for responding to the impacts of climate change, and the need for housing affordable at all income levels as projected in the Comprehensive Plan.

Policy 2.6: Maintain a process for identifying and siting essential public facilities consistent with State law and County wide Planning Policies.

Goal 3: The City prudently manages its fiscal resources to provide needed capital facilities.

- **Policy 3.1:** Ensure a balanced approach to allocating financial resources among: (1) maintaining existing facilities, (2) eliminating existing capital facility deficiencies, and (3) providing new or expanding facilities to serve development and encourage redevelopment.
- **Policy 3.2:** Use the Capital Facilities Plan to integrate all of the community's capital project resources (grants, bonds, city funds, donations, impact fees and any other available funding).
- **Policy 3.3:** Allow developers who install infrastructure with excess capacity to use latecomers agreements wherever reasonable.
- **Policy 3.4:** Pursue-Balance funding strategies that derive revenues from growth that can be used to provide capital facilities to serve that growth with strategic public investments that support the development of more housing. These strategies include, but are not limited to:
 - a. Collecting impact fees for transportation, parks and open space, and schools.
 - <u>b.</u> Allocating sewer and water connection fees primarily to capital improvements related to urban expansion.
 - b.c.Local improvement districts, tax increment financing, bonds, public/private partnerships, and other area-specific-funding and financing tools.
 - <u>e.d.</u> Developing and implementing other appropriate funding mechanisms to ensure new development's <u>proportional</u> <u>fair share</u> contribution to public facilities.
- **Policy 3.5:** Assess the additional operations and maintenance costs, including staffing resources, associated with acquisition or development of new capital facilities. If accommodating these costs places a financial burden on the operating budget, consider adjusting the capital plans.
- **Policy 3.6:** Achieve more efficient use of capital funds through joint use of facilities and services by utilizing measures such as inter-local agreements, regional authorities and negotiated use of privately and publicly owned land.
- Policy 3.7: Consider potential new revenue sources for funding capital facilities that are needed to meet the goals and future growth projections in the Comprehensive Plan.

 Analyze and identify targeted infrastructure investments for new revenues that provide clear public benefits. Examples of potential new revenue sources include, such as:
 - a. Growth-induced tax revenues.
 - b. Additional voter-approved revenue.
 - c. Regional tax base sharing.
 - d. Regional cost sharing for urban infrastructure.
 - e. City- or County-wide bonds.

- Local Improvement Districts.
- g. Tax increment financing.
- h. Public/private partnerships.
- f.i. Other financing tools.

Policy 3.8: Choose among the following available contingency strategies should the City be faced with capital facility funding shortfalls:

- a. Increase general revenues, rates, or user fees; change funding source(s).
- b. Decrease level of service standards in the Comprehensive Plan and reprioritize projects to focus on those related to concurrency.
- c. Change project scope to decrease the cost of selected facilities or delay construction.
- d. Decrease the demand for the public services or facilities by placing a moratorium on development, developing only in served areas until funding is available, or changing project timing and/or phasing.
- e. Encourage private funding of needed capital project; develop partnerships with Lacey, Tumwater and Thurston County (the metropolitan service area approach to services, facilities or funding); coordinate regional funding efforts; privatize services; mitigate under the State Environmental Protection Act (SEPA); issue long-term debt (bonds); use Local Improvement Districts (LID's); or sell unneeded City-owned assets.
- **Policy 3.9:** Secure grants or private funds, when available, to finance capital facility projects when consistent with the Comprehensive Plan.
- **Policy 3.10:** Reassess the Land Use Element of the Comprehensive Plan if probable funding strategies for capital Facilities facilities are projected to falls short of needs over the 20-year planning period.
- Goal 4: Public facilities constructed in Olympia and its Growth Area meet appropriate safety, construction, durability, and sustainability, universal accessibility, and equity standards.
 - **Policy 4.1:** Adhere to Olympia's Engineering Development and Design Standards when constructing utility and transportation related facilities.
 - Policy 4.2: Regularly update the Engineering Development and Design Standards.
 - **Policy 4.3:** Ensure that the Engineering Development and Design Standards are consistent with the Comprehensive Plan, including its goals for adapting to climate change, and projected need for housing affordable at all income levels.
 - **Policy 4.4:** Apply value engineering approaches on major projects in order to efficiently use resources and meet community needs.
 - Policy 4.5: Consider and address equity issues in the development of the master plans that identify capital projects needed to implement the Comprehensive Plan. Develop equity-based metrics for use in identifying underserved areas so action can be taken to bring them up to current standards.

ing those with disabilities.	gs, parks, and infrastructure are accessible to	

Olympia Planning Commission

January 27, 2025

Olympia City Council PO Box 1967 Olympia WA 98507-1967

SUBJECT: Olympia 2045 Comprehensive Plan Capital Facilities Chapter Goals and Policies

Dear Mayor Payne and Councilmembers:

The Planning Commission is pleased to recommend approval of the goals and policies of the Capital Facilities Chapter of the Olympia 2045 Comprehensive Plan, as proposed. We understand this update work is being completed in a phased manner, with each chapter being considered individually. We also understand that final adoption will not occur until the entire draft is reviewed for internal consistency as well.

The Commission had a briefing on the chapter on November 4, 2024. The Utility Advisory Committee had a briefing on November 7, 2024. The Social Justice and Equity Commission also received a briefing on December 2, 2024. Revisions to the draft were made, to reflect comments received at the briefings and from the public. A public hearing was conducted on January 27, 2025. Commission deliberations took place on January 27, 2025.

While we do not recommend any specific changes to the chapter, we do recommend that implementation and outreach continue to have, and enhance, a strong commitment to equity and hearing from all community members, especially those who may be marginalized or have less opportunity to participate.

We appreciate the opportunity to review the proposed chapter and provide a recommendation for moving this portion of the periodic update forward. Thank you for your consideration.

Sincerely,

Greg Quetin Chair

Gregory R. Quet



City of Olympia | Capital of Washington State

P.O. Box 1967, Olympia, WA 98507-1967 | olympiawa.gov

February 24, 2025

Olympia City Council cc: Olympia Planning Commission

Honorable Mayor Payne and City of Olympia Councilmembers,

As part of the Olympia 2045 update of the Comprehensive Plan, the City Council has provided the Social Justice and Equity Commission with an opportunity to weigh in on the draft chapters to offer equity-related recommendations. This letter is intended to share with you the Commission's conversation regarding the Capital Facilities chapter, on which the Commission received a briefing at our December 2, 2024 meeting.

The Commission discussed the Capital Facilities chapter with Community Planning and Economic Development staff and had the opportunity to ask questions related to how equity is addressed in the chapter and how it was considered during its development. The Commission's discussion centered around the following topics:

- Ensuring that accessibility is intentionally and specifically addressed in future capital facilities plans.
- Sustainability planning for maintaining accessibility in infrastructure like sidewalks.
- We acknowledge that state and federal standards may change however, we believe Olympia should continue to strive to meet and exceed those standards in alignment with our values.

Lastly, Commissioners recommended inclusion of language around equity and universal accessibility be included more explicitly in the chapter goals, to emphasize that they are being considered and guiding the work of this chapter. We appreciate the opportunity to review goals and policies within the Capital Facilities chapter of the Comprehensive Plan, provide feedback on the updated process, and learn how this work promotes equitable growth and development in our community while protecting our natural environment.

Best Regards,

Robin Rosen-Evans, Vice-Chair Social Justice & Equity Commission

RR:mm

Joyce Phillips

From: Joyce Phillips

Sent: Tuesday, December 17, 2024 2:56 PM

To: ckelpforest@gmail.com

Subject: RE: Olympia 2045 - Capital Facilities - Public Comment

Attachments: CFP PH Draft 12092024 Track Changes.pdf

Hi, Cynthia.

Thank you for taking the time to review and comment on the proposed revisions to the goals and policies for capital facilities. As someone who provided comments, I wanted to ensure you have the most recent proposal – the public hearing draft. The public hearing for this is tentatively scheduled for January 27th. You are more than welcome to submit additional comments for the Planning Commission and City Council's consideration.

I wanted to share that, in my opinion, the mention of developer fees as a revenue source of capital facilities is included in Policy 3.4. This policy includes the assessment of impact fees on new development, utility connection fees, and other funding mechanisms to ensure new development's proportional fair share contribution to public facilities.

I wanted to ensure you have the most recent proposal and the opportunity to review it so you could determine if you would like to provide any additional comments before or at the public hearing. I would be happy to share any comments with the Planning Commission for its consideration as it develops its recommendation for the City Council.

Please feel free to reach out with any comments, questions, or suggested changes. I'd be happy to share your comments.

Joyce

From: ckelpforest@gmail.com <ckelpforest@gmail.com>

Sent: Tuesday, September 24, 2024 7:35 PM **To:** Joyce Phillips <jphillip@ci.olympia.wa.us>

Subject: RE: [WPOA] Fwd: Olympia 2045 - Capital Facilities - jphillip@ci.olympia.wa.us - Public Comment

Joyce,

After reviewing the first Draft of the Capital Facilities Chapter of the 2045 Olympia Comp Plan, I am concerned that there is no direct mention of Developer Fee revenues as a source for Capital Facilities projects/needs. These fees should be required and available for all capital facility projects such as school facilities, roads and road infrastructure, traffic noise, transportation, lighting, etc.

Please include this comment in future revisions of the Capital facilities Chapter.

Sincerely, Cynthia Stonick _____

Greetings.

The first draft of changes to the goals and policies in the Capital Facilities Chapter of the Comprehensive Plan is available for review and comment. This is part of the Olympia 2045 Comprehensive Plan Periodic Update, as required by the Growth Management Act (GMA). Please review and submit comments by October 24, 2024.

Staff from multiple city departments have drafted these amendments to the goals and policies section of the Capital Facilities Plan (which is Volume 2 of the Comprehensive Plan). There is still time to review and comment on the draft chapter. Staff anticipates a refined version of this draft will be made once public and agency comments are submitted and reviewed.

Joyce

Joyce Phillips, AICP, Principal Planner (she/her) City of Olympia | Community Planning and Development 601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967 360.570.3722 | olympiawa.gov

Note: Emails are public records and are eligible for release.

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Joyce Phillips

From: Olympia2045

Sent: Tuesday, December 17, 2024 2:38 PM

To: Rad Cunningham; Olympia2045; Gregory Quetin

Subject: RE: Olympia 2045 - Capital Facilities

Attachments: CFP PH Draft 12092024 Track Changes w notes.pdf

Hi, Rad.

Thank you for taking the time to review and comment on the proposed revisions to the goals and policies for capital facilities. As someone who provided comments, I wanted to ensure you have the most recent proposal – the public hearing draft. The public hearing for this is tentatively scheduled for January 27th. You are more than welcome to submit additional comments for the Planning Commission and City Council's consideration.

I wanted to explain the reasons why some of the changes are being proposed. Staff proposed removing reference to the "six year" CFP because we are striving to focus the plan on the full twenty year planning horizon (2045) rather than only the first six years of the plan that are "financially constrained" and must include a balanced assessment of the costs of each project and how it will be funded. The intention is to provide a better, more complete picture of what is needed over the planning horizon of the Comprehensive Plan.

Staff proposed changing "annually" to "regularly" in case the City decides to move to a two-year budget cycle in the future. Until such a time as that does occur (if it does), the practice of annual updates will remain in place.

You are correct that Policy 2.5 and Policy 3.4 may be seemingly at odds with each other. We do have language at the beginning of the Comprehensive Plan Introduction Chapter, in Volume 1 of the Plan, that encourages the City to balance the goals and to read them in concert with the full plan. This can certainly be challenging. Please see revisions to Policy 3.4, which may address your comment.

Please do not hesitate to reach out with any additional comments, questions, or suggestions. I'm happy to help and will gladly share your comments at the public hearing. Joyce

Joyce Phillips, AICP, Principal Planner (she/her) City of Olympia | Community Planning and Development 601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967 360.570.3722 | olympiawa.gov

Note: Emails are public records and are eligible for release.

From: Rad Cunningham <1radnc@gmail.com> Sent: Tuesday, September 24, 2024 9:17 PM **To:** Olympia2045 < Olympia2045@ci.olympia.wa.us>; Gregory Quetin < gquetin@ci.olympia.wa.us> **Subject:** Re: Olympia 2045 - Capital Facilities

Hi, I would like to submit some comments on the revised Capital Facilities Plan chapter of the Olympia 2045 plan.

First, thank you to anyone who is reading this for your efforts to set the long term vision and direction of the city, it's crucial work!

Here are some thoughts

- -Removing 'six year' and 'annual' appears to reduce accountability, If capacity is an issue maybe amend to 'every other year' or something.
- -Love the inclusion of 'pursue grants'
- -Love the inclusion of a reducing GHG goal for projects.

Policy 2.5 about affordable housing and Policy and Policy 3.4 a about collecting impact fees seem to be at odds with each other. Are you taxing new housing or are you incentivising it? You can't have it both ways. Maslow's hierarchy of needs suggests to me we need housing first and parks and transportation next. I know it's a vital revenue source but if you want to be real about promoting affordable housing you have to be ready to make sacrifices.

I love the edits to Policy 3.7, maybe they can help address funding gaps if my comment above is seriously considered.

Thanks again,		
Best,		
Rad		

On Tue, Sep 24, 2024 at 2:46 PM Olympia2045 < Olympia2045@ci.olympia.wa.us > wrote:

You are receiving this email as a Party of Record for the City of Olympia's Comprehensive Plan Update (Olympia 2045). If you no longer wish to receive these emails, please reply and ask to be removed from the list.

Greetings.

The first draft of changes to the goals and policies in the Capital Facilities Chapter of the Comprehensive Plan is available for review and comment. This is part

of the Olympia 2045 Comprehensive Plan Periodic Update, as required by the Growth Management Act (GMA). Please review and submit comments by October 24, 2024.

Staff from multiple city departments have drafted these amendments to the goals and policies section of the Capital Facilities Plan (which is Volume 2 of the Comprehensive Plan). There is still time to review and comment on the draft chapter. Staff anticipates a refined version of this draft will be made once public and agency comments are submitted and reviewed.

Joyce

Joyce Phillips, AICP, Principal Planner (she/her)

City of Olympia | Community Planning and Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.570.3722 | olympiawa.gov

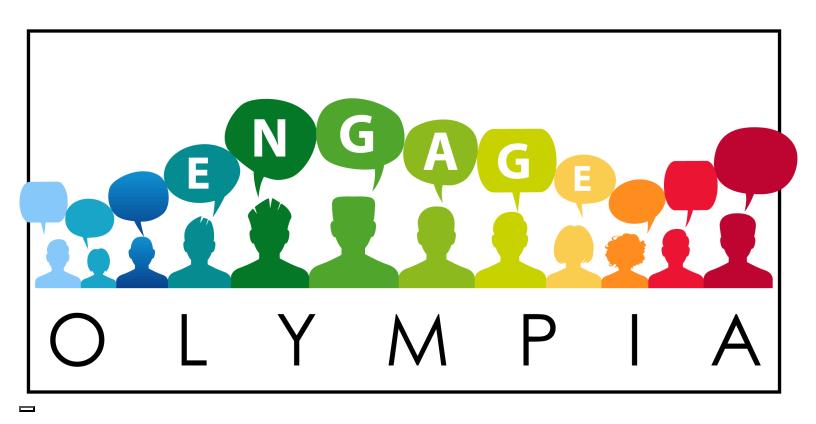
Note: Emails are public records and are eligible for release.

--

R. Norwood Cunningham, MPH, MPA

Cell: 206.898.7661

Linkedin: http://www.linkedin.com/in/radcunningham



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Olympia 2045: Capital Facilities Plan





What's happening?

Every 10 years, the City is required by State law to review and update its Comprehensive Plan. This update will look out to year 2045 to show, among other things, how the City will accommodate new population and employment growth. It is also an opportunity to make sure the Plan and Development Regulations meet current state requirements that may have changed since the last major update of the Plan.

Each chapter of the Comprehensive Plan will be updated individually, with its own public participation process and opportunities to provide feedback.

This page is for the Capital Facilities Plan chapter update. To learn more about the general update process or other chapters, visit our <u>Comprehensive Plan Update home page</u>.

What does the Capital Facilities Plan chapter address?

The Capital Facilities Plan is the place where what is needed over the next 20 years to implement the Comprehensive Plan is shown. It is a plan that shows what is needed, how much it is likely to cost, and how the City intends to pay for the improvements. Much of the detail is in the associated master plans, all of which are to be consistent with each other and designed to implement the Future Land Use Map and community vision.

How to get involved

Review and Comment on the public hearing draft (review links below). Comments or questions can be submitted to Joyce Phillips at jphillip@ci.olympia.wa.us or olympia2045@ci.olympia.wa.us.

Staff developed a public hearing draft, based on comments from the public, staff, and advisory committee input. The public hearing was held on Monday, January 27, 2025.

- Planning Commission Recommendation
- <u>Capital Facilities Plan Goals and Policies Track Changes</u>
- Capital Facilities Plan Goals and Policies Clean Copy

Page last updated: 05 Feb 2025, 01:40 PM

Who's listening

Joyce Phillips

Principal Planner

Phone 360-570-3722

Email jphillip@ci.olympia.wa.us



Chapter timeline



Summer 2024

Review goals and policies and suggest any changes, if needed. Review existing CFP for compliance with Growth Management Act requirements (forecasts, inventory, projected needs). Review for consistency with any proposed changes to related chapters.



Fall 2024

Issue draft, solicit feedback.



Winter/Spring 2025

Public meetings, public hearing, council consideration and acceptance.

Documents

- Capital Facilities Plan Goals and Policies Clean Copy (938 KB) (pdf)
- Capital Facilities Plan Goals and Policies Track Changes (1.09 MB) (pdf)
- Planning Commission Recommendation (99.4 KB) (pdf)

Links

☑ Olympia's current Comprehensive Plan

Stay informed!



<u>Submit an email request</u> to become a "party of record" for this update process.

You can also <u>subscribe to our Planning & Development E-news group</u> to get email updates about many planning and development projects in Olympia.

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Land Use & Environment Committee

Olympia 2045 - Transportation Chapter of the Comprehensive Plan Update

Agenda Date: 3/27/2025 Agenda Item Number: 6.B File Number: 25-0260

Type: discussion Version: 1 Status: In Committee

Title

Olympia 2045 - Transportation Chapter of the Comprehensive Plan Update

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to recommend changes to the Transportation Chapter and forward it to a City Council study session for discussion.

Report

Issue:

Whether to recommend changes to the Transportation Chapter and forward it to a City Council study session for discussion.

Staff Contact:

Michelle Swanson, AICP, Senior Planner, Public Works Transportation, 360.753.8575

Presenter(s):

Michelle Swanson, AICP, Senior Planner

Background and Analysis:

Since the Comprehensive Plan's last full update in 2014, Olympia adopted its first-ever Transportation Master Plan in 2021. The focus of this update to the Transportation Chapter of the Comprehensive Plan has been to integrate the master plan and incorporate recent changes the state legislature made to the Growth Management Act (GMA).

Legislative changes

One recent change to the GMA is that cities must measure the level of service of their transportation system for all users of it: pedestrians, bicyclists, transit users, and drivers. Previously, cities only had to measure how well it worked for drivers. Additionally, cities must estimate future demand on the transportation system for all users and not just drivers.

Type: discussion Version: 1 Status: In Committee

Olympia is among the first cohort of cities to plan under these requirements. Because of the work done in developing the master plan, we are well-positioned to meet these requirements in a meaningful way.

Integrating climate and equity

Additional changes the legislature required with this update was to integrate climate and equity. Both have a clear nexus with transportation, and the draft chapter reflects this.

Also, goals and policies to address climate resilience and mitigation are being developed and reviewed as part of the Climate Chapter. These goals and policies will be integrated into all chapters of the Comprehensive Plan, including the Transportation Chapter, after the Climate Chapter is reviewed and accepted by the City Council.

Community input and changes

The public outreach for this chapter began in 2023 with a survey and discussion with the Bicycle & Pedestrian Advisory Committee (BPAC) on the transportation values and vision of the plan.

In 2024, staff held two rounds of public outreach online, summaries of which are posted on Engage Olympia, link attached. We also held an in-person open house during the summer in 2024.

Throughout 2024 and early 2025, staff briefed the BPAC five times and the Planning Commission four times, including a work session dedicated solely to this chapter. We also briefed the Social Justice and Equity Commission (SJEC) and Youth Council. The SJEC has submitted a comment letter, attached.

Staff has appreciated the thoughtful feedback people have given us at each step along the way and worked to incorporate it in each draft.

Consistency

The Transportation Chapter is required to be consistent with the Thurston Regional Transportation Plan. The Thurston Regional Planning Council has reviewed the draft chapter and issued a provisional certification, attached. Final certification will depend on review of the Land Use and Urban Design Chapter to ensure it is consistent with the Transportation Chapter, as well as the final Transportation Chapter to ensure it has not changed significantly.

Planning Commission's recommendation

On February 3rd, the Planning Commission held a public hearing. It has made a recommendation to accept the chapter, contingent on some changes that are outlined in its letter, attached. Staff has written a response to the issues raised in the letter, also attached. In general, we support the Planning Commission's recommendations, with a few suggested changes.

Possible approach for review

Because this chapter has gone through three public drafts and may be the longest chapter to review, the attached tracked changes version may be difficult to read. With each draft, staff has also published a list of significant changes for the public to review. We have compiled those lists in the attached "list of changes." Reading this list and the "clean" version of the chapter might be a more accessible way to review the chapter.

Type: discussion Version: 1 Status: In Committee

Please note the attached draft chapter is the Planning Commission's public hearing draft, so it does not reflect the changes the Planning Commission or staff recommend.

Climate Analysis:

The transportation sector is the second-largest source of greenhouse gas emissions in Thurston County. The policies in the Transportation Chapter are designed to result in more walking or rolling, biking, and transit use and less driving, which will help Olympia decrease vehicle miles traveled and greenhouse gas emissions.

Transportation and climate staff have worked together closely to ensure that the goals and policies in both chapters will be consistent. For example, transportation staff have updated the vehicle miles traveled and greenhouse gas reduction goals in the Transportation Chapter to reflect the Youth Climate Inheritance Resolution of becoming a net-zero emissions city by 2040.

Equity Analysis:

The transportation system we have inherited makes it difficult for people to get their needs met without having to own a vehicle. Also, because many of the costs of owning a vehicle are fixed, lower -income people pay a much higher percentage of their incomes to own and maintain one.

For the people in Olympia with disabilities that prevent them from driving, investing in sidewalks, crosswalks, curb ramps, and bike infrastructure is vital to helping them get to transit or their destinations.

Additionally, the focus in the plan on rebalancing the transportation system to make it easier for people to walk, roll, bike, and ride transit relative to driving will make the transportation system more equitable than it currently is.

Neighborhood/Community Interests (if known):

Members of the community have consistently said in a variety of public outreach methods over several years that they want to live in a city in which it is easier to walk or roll, bike, or take transit. The Transportation Chapter reflects this vision.

Financial Impact:

Updating the Comprehensive Plan is a multi-year effort, and a major investment in staff resources. A grant from the Washington State Department of Commerce for \$175,000 helped cover some costs, including vehicle traffic modeling.

Options:

- 1. Move to recommend changes to the Transportation Chapter and forward it to a City Council study session for discussion.
- 2. Recommend further changes to the Transportation Chapter and request that staff return to this Committee with the changes for further discussion. This would compress the timeline for a City Council discussion. The deadline for adoption of the plan is December 31, 2025.
- 3. Forward to the City Council study session without any changes. The City Council would not benefit from any recommended changes made by the Land Use and Environment Committee, potentially increasing the scope of the Council's review.

Type: discussion Version: 1 Status: In Committee

Attachments:

Transportation chapter - clean version
Transportation chapter - tracked changes
List of changes
Planning Commission Recommendation Letter
Staff Response to Planning Commission
Social Justice and Equity Commission recommendation letter
TRPC Provisional Acceptance Letter
Link to Engage Olympia Transportation page

Transportation



A bicyclist waits in the bike box on Legion Way as an Intercity Transit bus rolls past on Capitol Way.

What Olympia Values:

Olympians want an inclusive transportation system that supports the economy, everyone's well-being, and limits impacts to the environment. We want to use the system to connect to our homes, businesses and gathering spaces and promote a healthy city.

Our Vision for the Future:

A complete transportation system that moves people, not just vehicles.

Introduction

Olympia's future transportation system will focus on moving people, not just vehicles. It will feel safe and inviting to people of all abilities, whether they are walking, using a walking aid to roll, riding a bicycle, taking transit, or driving. This will create vibrant urban areas, reduce our environmental impact, cost less

and use fewer resources.

Our future streets will work for all modes of transportation, and we will build offstreet connections for pedestrians and bicyclists. We will build streets that are human scale, or designed for people first and vehicles second. A more connected grid of smaller streets will shorten trips for people walking, rolling, and biking, and it will allow cars, trucks, buses and emergency vehicles to have direct and efficient routes.

As Olympia grows, we will use our transportation system more efficiently by adding roundabouts, sidewalks, crosswalks, bike lanes, and by making improvements so transit can move through the system more easily. By prioritizing pedestrians, bicyclists, and transit users over single-occupancy vehicles, we will ensure that more people will be able to safely get around using the best mode of transportation for them.



The lower roundabout that links the 4th and 5th Avenue Bridges to the westside.

This Transportation chapter describes the vision, goals, and policies that guide decision-making about Olympia's future transportation system. The

<u>Transportation Master Plan</u> shows the projects we will build to realize the vision outlined here, and it offers greater detail about:

- Funding
- Future policy considerations
- Future areas of study
- Concurrency and impact fee projects, or how we'll ensure the transportation system keeps pace with new growth

Equity

Building a transportation system in which everyone can move around and meet their needs means considering the injustices built into the transportation system in previous generations. Those injustices reflect assumptions that often only considered the needs of dominant social groups.

For example, there have always been people who cannot drive: children, some people with disabilities, those who cannot afford a vehicle, and some elders, to name a few. Previous generations invested in building streets that had no sidewalks, curb ramps, bike lanes, or marked crosswalks, and we have inherited those streets. This means it is harder and less safe for people to get around if they don't drive.

To make our streets more equitable, we will rebuild them to include the infrastructure that supports walking, rolling, biking, and transit.

These changes will be complemented by land use that encourages a greater mix of activities closer together. High frequency transit on direct routes will allow people to get to places that are farther than they can walk, roll, or bike.

Policies to effect these changes are woven throughout this plan. In many places we specifically mention people rolling or using walking aids. In others, we refer to pedestrians and bicyclists. When we do, we always include pedestrians and bicyclists with disabilities in those definitions.

For more information about the City's approach to equity in this plan, please see the equity statement in the Community Values and Vision Chapter.

GT1 Everyone has a safe and inviting way to get around Olympia, regardless of their age, income, or ability.

PT1.1 New infrastructure is compliant with the Americans with Disabilities Act

and reflects the priorities shown in the City's ADA Transition Plan.

PT1.2 Pedestrian and bicycle infrastructure investments are prioritized so that people can get to parks, schools, medical facilities, grocery stores, public buildings, dense employment centers, dense residential areas, and they connect to transit.

PT1.3 New infrastructure is built where it is most needed based on access to key services, connections to transit, and other criteria described in the Transportation Master Plan.

PT1.4 The City has proactive maintenance and asset management programs for pedestrian and bicycle infrastructure.

Climate change

The <u>Thurston Climate Mitigation Plan</u> identifies the transportation sector as the second-largest source of greenhouse gas emissions in Thurston County. As the power grid transitions to more sustainable sources, transportation is likely to become the biggest source of greenhouse gas emissions in Thurston County and the City of Olympia.

This was confirmed by Olympia's 2021 Inventory of Community-Wide Greenhouse Gas Emissions and 2021 Community Greenhouse Gas Emissions Reduction Strategy Analysis, which establishes greenhouse gas reduction targets that will help us reach the goal of net-zero emissions by 2040. For the transportation sector to do its part, we will need to significantly reduce Olympia's "vehicle miles traveled." This refers to the number of miles people travel in Olympia in vehicles in a year.

The most effective way to reduce vehicle miles traveled is to make it easier to walk or roll, ride a bike, or take transit than it is to drive. It will take time to reshape our city to support that, not only by adding pedestrian-, bicycle-, and transit-supportive infrastructure to the streets, but also by changing our land use patterns so the distances people must go are shorter. With more Olympians living closer to the places we need to go, it will be easier to walk, roll, or ride a bike to get there. Concentrating housing and key services along frequent transit routes will make it easier for us to take the bus to the places beyond an easy walk, roll, or bike ride.

In the mid-term as that transition takes place, electric vehicles are one strategy

that will help reduce emissions. EVs will still take up the same amount of space in the transportation system as gas-powered vehicles, which will lead to more traffic congestion as our population increases. Their widespread adoption will also continue to support the car-centric land use patterns that make it difficult to transition to a more compact city. Olympia needs to make that transition if we are going to have a sustainable city in which it is easier to not drive at all.

Nearly every goal and policy in this chapter is designed to create that future sustainable city's transportation system. From building vital street connections to adding sidewalks, bike lanes, curb ramps, and crosswalks, the transportation system we build in the next 20 years will be one that addresses climate change head on.

For more information about the City's overall climate change approach, please see the Climate Change Chapter. The Land Use & Urban Design Chapter describes how we will change our land use patterns to complement the future transportation system.

Goals and Policies

GT2 The transportation system will support meeting the target of net-zero greenhouse gas emissions by 2040.

PT2.1 Reshape the transportation system so that it's easier to walk or roll, bike, or take transit than to drive.

GT3 Vehicle miles traveled will be 25% lower than 2021 levels by 2040.

PT3.1 Build and retrofit streets to support walking, rolling, biking, and taking transit.

GT4 100% of light-duty vehicles within Olympia will be electric by 2040. 75% of heavy-duty vehicles will be either electric or fueled by green hydrogen by 2040.

PT4.1 Support the state of Washington's law that all new light-duty passenger vehicles sold, purchased, or registered will be electric starting with the model year 2030.

- **PT4.2** Seek ways to encourage people to replace gas-powered vehicles with electric vehicles.
- **PT4.3** Encourage Intercity Transit's transition to green fuel buses.
- **PT4.4** Encourage the Port of Olympia to transition diesel-powered freight vehicles serving the Port to green fuels.
- **PT4.5** Encourage the school district to transition diesel-powered school buses to green fuels.

GT5 Seek ways to reduce the urban heat island effect in street design.

- **PT5.1** Include street trees in street design to shade sidewalks, protect asphalt from heat, and buffer pedestrians. Proper selection, care, and placement are critical to long-term maintenance of trees along streets, pavement, and sidewalks.
- **PT5.2** Include vegetation in street designs to reduce heat island and stormwater impacts and to improve the visual appeal of streets.
- **PT5.3** Where feasible, use pavement and sidewalk materials that reduce heat island and stormwater impacts.



A bicycle-only crossing on 7th Avenue at Jefferson Street, which also includes a marked crosswalk for pedestrians with ADA compliant curb ramps.

Complete Streets

Streets with wide sidewalks, trees, and curb ramps invite us to walk or roll. Bike lanes with buffers or separation from vehicle lanes or routes on quiet streets make biking more appealing and convenient, and they reduce conflicts with drivers. The way we design our streets will create new opportunities for how we travel within our city and how we interact with one another.

"Complete streets" are built for pedestrians, bicyclists, and transit riders, as well as cars, trucks, and buses. They increase the number of people walking and rolling, biking, and using transit, and they are also safer for drivers. Complete street policies complement other goals, such as boosting our economy, reducing congestion, increasing land-use density, minimizing environmental impacts, and giving people more opportunities to be physically active.

Olympia's <u>complete streets ordinance</u>, passed in 2016, is one example of the City's commitment to build complete streets.



The area around the State Avenue and East Bay Drive intersection has narrow travel lanes, a transit boarding island, bike lane between the boarding island and travel lane to reduce conflicts between bicyclists and drivers, and bulb-outs to shorten the distance pedestrians need to cross.

GT6 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale and encourage safe driving.

- **PT6.1** Retrofit major streets to be human scale and include features to make walking, rolling, biking, and transit use safe and inviting.
- **PT6.2** Build streets with individual lanes that are as narrow as safely possible to discourage speeding while making sure larger vehicles can enter areas where they are needed.
- **PT6.3** Establish speed limits to create a safe environment for pedestrians and bicyclists, especially in school zones.
- **PT6.4** Reduce the impact of traffic on pedestrians by creating buffers such as on-street parking, trees, planter strips, wide sidewalks, and creating interest along the street with amenities and building design.

- **PT6.5** Create attractive streetscapes with sidewalks, trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive and functional transit stops and shelters.
- **PT6.6** Build intersections that are safe for pedestrians, bicyclists, and drivers. Use minimum dimensions (narrow lanes and crossings) for a human-scale environment while maintaining vehicle access and safety.
- **PT6.7** Add compact roundabouts and other traffic calming features where appropriate for speed management and safety.
- **PT6.8** Use medians for access control that minimizes the number of vehicle lanes, to add pedestrian crossing islands, and to add vegetation.
- **PT6.9** Build streets in a grid pattern of small blocks to allow streets to be narrow and low-volume, encourage walking and rolling, and provide a choice of routes.
- **PT6.10** Minimize driveways along major streets to reduce conflicts between drivers and bicyclists and pedestrians. Encourage shared driveways or provide access off side streets and alleys.
- **PT6.11** Require consolidation of driveways and parking lot connectivity for adjacent commercial areas to facilitate access from one site to another without having to access the street.
- **PT6.12** Study converting 4th and State Avenues to two-way streets. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.
- **PT6.13** Consider modified street design to enhance the function of a street for a particular mode, such as bicycling, or to support the unique identity of a street, such as a historic district.
- **PT6.14** Study the impacts of closing some neighborhood and downtown streets to vehicle traffic. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.
- **PT6.15** Provide adequate and safe street and pathway lighting in a way that reduces light pollution.

- **PT6.16** Consider ways to reduce vehicle noise through street design so that residents, pedestrians, and bicyclists are less impacted by it.
- **PT6.17** Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the <u>Street Safety Plan</u>.
- **PT6.18** Automate traffic enforcement in key locations, such as near schools, to encourage safe driver behavior.



A bicyclist on State Avenue.

GT7 As new streets are built and existing streets are reconstructed, add multimodal features consistent with the policies in this plan and specified in the City of Olympia Engineering Design and Development Standards.

PT7.1 Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include enhanced bike lanes, sidewalks, planter strips, enhanced crosswalks, and other infrastructure that support pedestrian and bicyclist comfort and safety.

- **PT7.2** Build major collector streets to connect arterials to residential and commercial areas. Include enhanced bike lanes, sidewalks, planter strips, and enhanced crosswalks.
- **PT7.3** Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets should include sidewalks, and planter strips, and they may include marked or enhanced crosswalks. Some neighborhood collectors form part of the low-stress bike network shown in the <u>Transportation Master Plan</u> and should be built to include the appropriate bike infrastructure.
- **PT7.4** Build local access streets to provide direct connections to properties within neighborhoods. All new local access streets should include sidewalks and planter strips, and some local access streets form part of the low-stress bike network shown in the <u>Transportation Master Plan</u>.
- **PT7.5** Provide transit stops and service accommodations, in consultation with Intercity Transit. Encourage sidewalk access to all designated stops and consider crosswalk improvements to facilitate access, including mid-block crossing islands on high-volume streets.
- **PT7.6** Install or allow traffic-calming devices on local access, neighborhood collector, and some major collector streets where speeds, volumes, and other conditions indicate a need. Consider pedestrian, bicyclist, and transit bus safety and access when installing traffic-calming devices.
- **PT7.7** Allow on-street vehicle or bicycle parking to support adjacent businesses, buffer pedestrians and bicyclists, and slow traffic.
- **PT7.8** Add bulb-outs for shorter pedestrian crossings and to slow traffic on existing arterials and major collectors with on-street parking. Consider building bulb-outs on neighborhood collector streets with on-street parking where overall narrowing of the street is not possible.
- **PT7.9** Allow the City to modify street standards in environmentally sensitive areas based on planning work and to specify these changes in the code.
- **PT7.10** Use innovative designs to reduce or eliminate stormwater run-off.
- PT7.11 Help pedestrians safely cross major streets by building features such as

bulb-outs, crossing islands, and beacon systems.

PT7.12 Use Olympia's regularly updated <u>Engineering Design and Development</u> <u>Standards</u> to ensure that transportation-related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

GT8 Streets allow the efficient delivery of goods and services.

- **PT8.1** Design streets so that goods and services can be delivered safely and efficiently. This means buses, commercial trucks, emergency and other public service vehicles have an appropriate level of access.
- **PT8.2** Designate and enforce appropriate linear curb space so that commercial vehicles can load and unload in urban areas.
- **PT8.3** As the viability of cargo delivery by bicycle approaches ensure that street design supports it.
- **PT8.4** Consider large-vehicle movement in the design of arterial and major collector streets, particularly at intersections, and on streets in industrial- and mixed-use areas while prioritizing pedestrian and bicyclist safety.
- **PT8.5** Require alleys where feasible and practical and retain alleys as public rights-of-way.
- **PT8.6** Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.
- **PT8.7** Maintain alleys for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars, or other obstructions.

Connectivity

A well-connected network of smaller streets helps create a better city for walking and rolling, biking, riding the bus, and driving. This connectivity creates a human-scale environment by making routes shorter and more direct, which is one of the most effective ways we can re-shape Olympia to be easier to walk,

roll, and bike in. This is reinforced by the way we build streets now: all new streets have sidewalks with planter strips on both sides, and we require major streets to have enhanced bike lanes.

A well-connected street grid is also crucial for transit service, as it offers more route options and turnaround points for buses. It provides direct and efficient access for service vehicles, such as waste resources trucks, delivery trucks, and emergency vehicles. During emergencies and major construction, the grid provides options: if one route is blocked, other direct routes are available. And because well-connected streets create more direct routes, fewer miles are driven, which reduces emissions.

The City's commitment to building a well-connected street grid dates back to 1994, when we did a study that determined that instead of widening our streets, we should build a connected grid of smaller streets. This study led to the street connections shown on the maps in Appendix A and specific development requirements found in the Engineering Design and Development Standards. In the next few years, the City is planning to update that study.



Downtown has a well-connected street grid.

Goals and Policies

GT9 The street network is a well-connected system of small blocks, allowing short, direct trips for pedestrians, bicyclists, transit users, drivers, and service vehicles.

- **PT9.1** Connect streets in a grid-like pattern of smaller blocks as specified in the <u>Engineering Design and Development Standards</u>.
- **PT9.2** Build new street connections to reduce travel time and distances for all users of the street system.
- **PT9.3** Build new street connections so that people walking, rolling, biking, or accessing bus stops have direct route options, making these modes more inviting.
- **PT9.4** Build new street connections so that motor vehicle trips are shorter to save fuel, cut travel time, and reduce pollution.
- **PT9.5** Build new street connections so the grid provides other routes if an emergency or major construction blocks travel.
- **PT9.6** Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.
- **PT9.7** Build a human-scale street grid of small blocks. To keep blocks small, use street spacing criteria to define the frequency and block sizes of different types of streets.
- **PT9.8** Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix A. Require the use of the <u>Engineering Design and Development Standards</u>.
- **PT9.9** Examine alternative street alignments and/or street designs when connecting streets through wetlands or other critical areas. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the best option.
- **PT9.10** Seek public and private funding to construct street connections in the network.

- **PT9.11** Require new developments to connect to the existing street network and provide for future street connections to ensure the gridded street system is built concurrent with development.
- **PT9.12** Retrofit existing development into a pattern of short blocks.
- **PT9.13** Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets. (See maps and lists in Appendix A.)
- **PT9.14** Build a dense grid of local access and collector streets to provide multiple ways to enter and exit neighborhoods instead of using arterial streets for trips within the neighborhood.
- **PT9.15** Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets or to destinations such as schools, parks, and trails wherever possible.
- **PT9.16** Planned but still unbuilt street connections, or "stub outs," will be identified by signs at the location and in formal documentation, including plans and maps of newly platted areas.
- **PT9.17** Plan and identify street connections throughout the city to ensure they are eventually connected.
- **PT9.18** Plan for adequate rights-of-way for future streets.
- **PT9.19** Use traffic-calming devices to slow vehicles where necessary, especially when new streets are connected to existing neighborhoods.
- **PT9.20** If the City decides that a street connection will not be built, build bike and pedestrian pathways for safe and direct non-motorized access. Minimum spacing should be based on block sizes defined in the Engineering Design and Development Standards.
- **PT9.21** If stub-outs exist for a future street connection, bicycle and pedestrian access should be provided in the public right-of-way as an interim measure.
- **PT 9.22** Study the additional street connections Olympia needs in order to build a complete street network that serves everyone, whether walking, rolling, biking,

taking transit, or driving. As part of the study, consider the impacts of building only pedestrian and bicycle connections instead of full streets.



The Fairview Pathway connects Fairview Street to the Karen Fraser Woodland Trail.

GT10 Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.

- PT10.1 Establish and improve pathways in existing built areas.
- **PT10.2** Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.
- **PT10.3** Use pathways to connect new development to adjacent schools, parks, trails, and shopping areas.
- **PT10.4** Install signs at pathways to indicate they are open to the public and an official part of the transportation network.

PT10.5 Coordinate with the state of Washington to increase bicycle and pedestrian access through the Capitol Campus.

GT11 A network of regional and local trails enhances mobility for bicyclists and pedestrians.

- **PT11.1** Work with regional jurisdictions to develop the on- and off-street trails network, as identified in the <u>Thurston Regional Trails Plan.</u>
- **PT11.2** Increase access to trails by requiring or acquiring pathways, easements, or dedicated rights-of-way from new developments adjacent to current and future trails.
- **PT11.3** Install signs that identify the trails network, public destinations, nearby streets, and transit routes consistent with regional policy.
- **PT 11.4** Encourage retail businesses next to trails to include entrances that face the trail.

System Completeness and Concurrency

One of the ways we gauge the quality of a community is how easily we get around. Due to the investments made by previous generations, it is relatively easy to get around by car in Olympia. We will maintain that system and seek ways to keep traffic flowing while also building a complete system for pedestrians, bicyclists, and transit users.

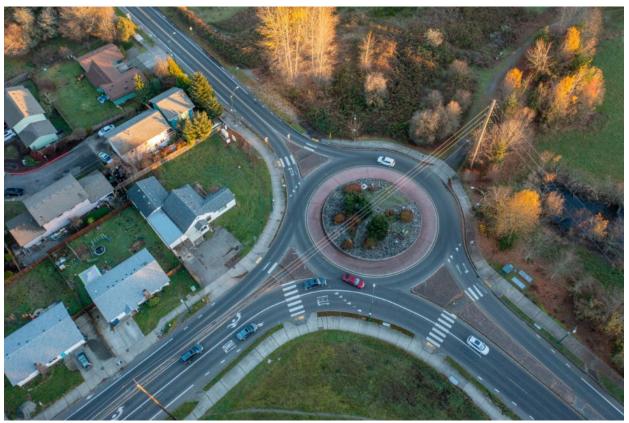
As our population increases, so too will demand for space on our streets. In addition to building roundabouts, which increase the efficiency of intersections, we will also make it more feasible for people to get around without driving. This includes building new street connections, sidewalks, enhanced crosswalks, enhanced bike lanes, bike corridors, and collaborating with Intercity Transit to support robust transit service.

All of these investments will increase the capacity of our transportation system. To keep the capacity in balance with new development, we will ensure that new transportation infrastructure is built "concurrently," or at the same time, with new growth.

Olympia's concurrency program is "plan-based," meaning that we have defined

the projects needed to keep the system's capacity at pace with new development in the <u>Transportation Master Plan</u>. We also track our transportation system's capacity for "person trips," or all trips that people make, whether walking, rolling, riding a bike, taking transit, or driving.

When new development occurs, we measure the number of person trips the development is expected to generate. We add capacity for that new development by building the projects defined in the Transportation Master Plan as concurrency projects. Those projects include sidewalks, bike corridors, street reconstruction, enhanced crosswalks, and roundabouts. Specific concurrency projects are shown in the City's Capital Facilities Plan.



The roundabouts on Boulevard Road have kept traffic moving as the area has grown, allowing Boulevard to remain a two-lane street.

Goals and Policies

GT12 In response to new growth, build new transportation infrastructure to address new person trips on the system.

- **PT12.1** Implement a system completeness framework for transportation concurrency in which the supply of new transportation infrastructure that supports growth shall exceed the travel demand of new growth.
 - Supply is defined by the concurrency project list identified in the <u>Transportation Master Plan</u> and reflected each year in the <u>Capital Facilities</u> Plan
 - Demand is measured by PM peak hour person trip generation
 - Supply and demand are equated using "mobility units" as defined in <u>OMC</u> 15.20.020
 - Mobility units of supply are considered available to support new development when the transportation improvement is fully funded, as identified in the Capital Facilities Plan New development will not be allowed if there is no supply of mobility units.
- **PT12.2** No street will exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block.
- **PT12.3** Seek ways to retrofit existing major streets to be more human scale, including studying the implications of reducing five-lane streets to three lanes. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.
- **PT12.4** Prioritize roundabouts over signals at intersections to maintain traffic flow.
- **PT12.5** Seek ways to connect parking lots to allow internal trips without needing to use adjacent public streets.
- **PT12.6** Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW <u>36.70A.070</u> (6). Proposed improvements to state-owned facilities will be consistent with the <u>Thurston Regional Transportation Plan</u>, the <u>State Highway System Plan</u>, and the <u>State Active Transportation Plan</u>.

GT13 The impacts of new land-use development on the transportation system are mitigated appropriately.

PT13.1 Require mitigation for the transportation impacts of new developments, which will be consistent with the <u>Transportation Master Plan</u> and <u>Street Safety</u>

Plan.

PT13.2 Require new development to build improvements or contribute funds to improve the function and safety of the streets, such as installing bike and pedestrian infrastructure, roundabouts, special lanes for buses, or modifying traffic signals.



Bulb-out and streetscape built with new development in north downtown.

- **PT13.3** Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.
- **PT13.4** Use the <u>State Environmental Policy Act</u> to determine mitigation requirements for the impacts of new development on the transportation system.
- **PT13.5** As the street system is improved with new development, construct complete streets and maintain an urban form that is human scale.

GT14 On designated strategy corridors (see map in Appendix G), facilitate increased land use density. Prioritize improvements to transit service and the safety and comfort

of walking, rolling, and biking.

PT14.1 Along strategy corridors, add bike lanes, sidewalks, and curb ramps. Also improve transit service along strategy corridors and use demand management measures, such as parking management. This is to ensure that transit, walking and rolling, and biking are safe, attractive, and easy to use.

PT14.2 Expand the city's network of street connections, pathways, and trails to improve mobility.

Land Use

The land use and transportation goals and policies of this plan are interconnected. When housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit stops can be close by and convenient for longer trips outside the neighborhood. In compact, mixed-use areas, it is easier for people to walk or roll, bike, and ride the bus than it is to drive, reducing our dependency on our cars.

The dense, mixed areas we are trying to achieve are made more attractive, comfortable, and functional when streets have wide sidewalks, safe crosswalks, curb ramps, enhanced bike lanes, and the bus is convenient. We can optimize our investments in the transit system by locating a mixture of dense land uses near our major bus routes. Without the coordination of land use and transportation, we will see worsening congestion and an increase in greenhouse gas emissions.



An attractive sidewalk along a bus route downtown that has bike racks and street furniture.

Goals and Policies

GT15 The transportation system provides attractive walking, rolling, biking, and transit options, so that land use densities can increase without creating more traffic congestion.

PT15.1 Build a system that encourages walking, rolling, biking, and transit to reduce car trips and help achieve our land use density goals.

GT16 A mix of strategies is used to encourage infill development in the city, which both supports and is supported by walking, rolling, biking, and transit.

PT16.1 Increase allowed densities in the downtown core and along parts of the urban corridors, where walking, rolling, biking, and transit are more viable for the majority of trips people need to make.

- **PT16.2** Continue to support incentives to redevelop in downtown, along urban corridors, and in focus areas such as the Capital Mall Triangle, the Lilly/Pacific area, and the Lilly/Martin area.
- **PT16.3** 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.
- **PT16.4** Allow housing in commercial and employment areas to reduce how far people have to travel to meet their needs.
- **PT16.5** Allow neighborhood centers and small scale commercial uses in residential areas to reduce how far people have to travel to meet their needs.
 - GT17 The urban corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, Capitol Way/Boulevard and portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are areas where a large portion of trips are made by walking, rolling, biking, and transit. (See Appendix G Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)
- **PT17.1** Retrofit streets in urban corridors to <u>City Street Standards</u> to attract new development and increase densities.
- **PT17.2** Enhance the gridded street network of small blocks adjacent to urban corridors.
- **PT17.3** Encourage increased density and land-use patterns along urban corridors through zoning, incentives, and other regulatory tools.
- **PT17.4** Encourage schools, public services, major employers, and senior and multi-family housing to locate along urban corridors.
- **PT17.5** Encourage public agencies to build in the urban corridors, so community members and employees can easily walk, roll, bike, or take public transit to these buildings. Work with the state of Washington to include urban corridors in the state's preferred leasing area.

PT17.6 Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors.



A person walks on the tree-lined sidewalks of Briggs Drive.

GT18 Streets are safe and inviting public spaces, where people want to be.

- **PT18.1** Design streets to enhance the unique qualities and "sense of place" of a neighborhood or district.
- **PT18.2** Design streets as gathering spaces and destinations and highlight their cultural and natural features.
- **PT18.3** Look for opportunities to create multi-use, public spaces along streets and encourage public and private efforts to make these places unique and memorable.



An Intercity Transit bus leaving the Olympia Transit Center.

Transit

We can use bus service for many of the routine trips we make, which reduces congestion and emissions. As traffic increases, transit will be an efficient way to move more people on the same streets.

Intercity Transit is the primary public transit operator for Thurston County, and its strong partnership with the City will be critical to meeting community transportation needs.

Olympia envisions service of at least 15-minute frequency along urban corridors (see GT 17), where people can use transit more spontaneously. Bus service will also be vital for maintaining mobility along strategy corridors, shown on the map in Appendix G. If congestion on these corridors impacts bus scheduling, we will prioritize transit's mobility.

Supporting high-frequency service is a commitment in which the City and Intercity Transit will jointly invest. Intercity Transit will provide fast, frequent and reliable bus service along these corridors, and the City will provide operational

improvements to prevent bus delays in congestion. Attractive streetscapes, enhanced crosswalks, and sidewalks will improve people's access to transit. The City will also encourage a mix of land uses and increased densities along these corridors to increase ridership.

These corridors will also serve as regional connectors between Olympia, Lacey, and Tumwater. To sustain the level of service for transit in these corridors, increased residential and commercial density of development is needed. They will ideally connect with similar corridors in Lacey and Tumwater.

Over the long term, Intercity Transit and the communities it serves will together carry out the most current <u>long-range transit plan</u> and the <u>Thurston Regional</u> <u>Transportation Plan</u>.



A bus on Franklin Street.

Goals and Policies

GT19 Urban corridors have high-quality transit service, allowing people to ride the bus spontaneously and easily replace car trips with trips by bus.

- **PT19.1** Develop a system with fast, frequent, and predictable service on urban corridors. Transit service should operate at least every 15 minutes on weekdays where surrounding land uses support it.
- **PT19.2** Coordinate with Intercity Transit to give traffic signal priority to buses, build bypass or exclusive transit lanes, and take other measures designed to speed bus service.
- **PT19.3** Ensure street, site, and building designs are well-planned for pedestrian use along urban corridors.
- PT19.4 Eliminate minimum parking requirements along urban corridors.

GT20 Intercity Transit's short- and long-range plans are supported.

- **PT20.1** Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, system operational efficiencies, land uses, and site design support transit along current and future routes.
- **PT20.2** Coordinate with Intercity Transit on bus stop locations so they are safe, accessible, and inviting for pedestrians and bicyclists.
- **PT20.3** Build in-lane bus stops instead of bus pullouts to help keep transit on time.
- **PT20.4** Consult with Intercity Transit when new developments are being reviewed so that current and future bus routes can be accessed by transit vehicles.
- **PT20.5** Make transit more inviting by designing transit access at major destinations such as worksites, schools, medical facilities, and shopping complexes in a manner that allows efficient access for buses. Also put bus stops in locations that are more convenient than parking areas.
- **PT20.6** Coordinate with Intercity Transit in requiring developers to provide facilities that help transit riders easily walk, roll, or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.

- **PT20.7** Encourage Intercity Transit to provide service to passenger rail stations or other intermodal facilities.
- **PT20.8** Explore opportunities for circulator transit routes to enhance connectivity between urban corridors, their adjacent neighborhoods, and the city center.
- PT20.9 Encourage Intercity Transit to maintain a fare-free system.

GT21 The region is prepared to advance high-capacity transportation.

- **PT21.1** Work with Intercity Transit and the <u>Thurston Regional Planning Council</u> to plan for long-range, high-capacity transportation in Thurston County.
- **PT21.2** Support connections beyond Thurston County by coordinating with Grays Harbor Transit, Mason Transit, and Lewis Transit when appropriate.
- **PT21.3** Preserve significant rail corridors threatened with abandonment as identified in the <u>Regional Transportation Plan</u>.
- **PT21.4** Integrate land use and high-capacity transportation planning so that dense urban centers are developed around multi-modal transit stations, and coordinate this regionally.
- **PT21.5** Encourage the Washington State Department of Transportation and the <u>Thurston Regional Planning Council</u> to identify and address deficiencies in regional transit services.
- **PT21.6** Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.

GT22 The rail system can move materials over long distances efficiently and inexpensively.

PT22.1 Work with regional partners and the Washington State Department of Transportation to support and expand freight rail in the region.

Walking and Rolling

This plan aims to make streets safe and inviting for more people walking or rolling. The City can accomplish this over time by designing streets that are "human scale," or places where people can enjoy walking or rolling, sitting, or interacting with others. Building and retrofitting streets by planting trees, creating landscaped strips, and installing decorative lighting can encourage people to walk or roll and create an active street life.

When streets are designed for people, rather than dominated by cars, neighbors interact, businesses thrive, and people feel more engaged in their community. All of this can stimulate activity, attract development, and improve people's quality of life even as the population increases.



The rebuilt sidewalk on Franklin Street included some public art elements to make walking more inviting.

Well-designed sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles, and they provide a flat and predictable surface for walking or rolling. For those using walking aids, sidewalks and curb ramps significantly enhance their ability to get around.



The flashing beacons, island, and crosswalk marking make crossing East Bay Drive at Olympia Avenue safer and more inviting.

Another important safety factor for pedestrians is to ensure that streets are easy to cross. Enhanced crosswalks shorten the crossing distance, make pedestrians more visible to drivers, and offer other safety features to make crossing the street more comfortable.

The sidewalks and enhanced crosswalks we plan to build are outlined in the <u>Transportation Master Plan</u>.

Goals and Policies

GT23 Walking and rolling is safe and inviting, and more people walk or roll for transportation.

PT23.1 Support education and encouragement programs to promote and improve the safety of walking.

- **PT23.2** Ensure <u>City Street Standards</u> reflect the importance of walking and rolling for transportation and recreation.
- **PT23.3** Build new streets and retrofit existing streets to be more inviting for walking and rolling with sidewalks, enhanced crosswalks and streetscape improvements.
- **PT23.4** Keep streets and lanes as narrow as possible, including at intersections, and seek additional ways to slow vehicles and encourage safe driving.
- **PT23.5** Consider the needs of people walking and rolling in all aspects of street operations and maintenance.
- **PT23.6** Use construction practices that provide safe access for pedestrians. When roadway closures are necessary for construction, provide a reasonably direct route through or around the construction area for people walking or rolling.
- **PT23.7** Require direct, safe, and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.
- PT23.8 Explore the expanded use of alleys for pedestrian travel.

GT24 Sidewalks and curb ramps make streets safe and inviting for walking and rolling.

- **PT24.1** Build all new streets with inviting sidewalks on both sides of the street and curb ramps at intersections.
- **PT24.2** Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for pedestrians to share space with vehicles.

GT25 Enhanced crosswalks remove barriers for pedestrians on major streets, especially large streets with high vehicle volumes. Enhanced crosswalks have features such as islands, flashing beacons, or bulb-outs that either raise driver awareness or shorten the distance people need to cross.

- **PT25.1** Build new major streets to include enhanced crosswalks mid-block between signals and roundabouts.
- **PT 25.2** Retrofit existing streets with the enhanced crosswalks identified in the Transportation Master Plan.
- **PT 25.3** Add bulb-outs on new streets with on-street parking to increase pedestrian safety.
- **PT25.4** Design intersections to make pedestrian crossing safety a priority: minimize the crossing width, make pedestrians more visible to drivers, improve lighting, make signal changes, and minimize "curb radii" (sharper corners instead of sweeping curves). Prioritize pedestrian safety over adding turn lanes.
- **PT25.5** Consider the needs of the elderly and disabled in all crosswalk design and signal timing.



Streetscape enhancements include awnings, trees, and wide sidewalks.

GT26 Streetscapes buffer pedestrians from motor vehicle traffic, enhance the experience of walking and rolling, and increase the attractiveness of an area.

PT26.1 Separate sidewalks from motor vehicle traffic with buffers of trees and landscaping. Consider integrating green stormwater infrastructure in buffers as appropriate.

- **PT26.2** Allow on-street parking as a buffer, where appropriate, between pedestrians and motor vehicle traffic.
- **PT26.3** Provide sidewalks wide enough to include the "streetscape" elements and space needed to support active street life. In busy pedestrian areas, install benches, artwork, café seating, and other features to make streets interesting and inviting, while maintaining safe walking surfaces and adequate space for those using walking aids like scooters or wheelchairs.
- **PT26.4** Require continuous awnings over the sidewalk along building frontages in densely-developed areas to protect pedestrians from weather; encourage them everywhere else.
- **PT26.5** Use pedestrian-scale lighting to make sidewalks feel safe and inviting at night.
- **PT26.6** Consider City investments to retrofit streets and add wide sidewalks and streetscape improvements as a method of drawing development to targeted areas.
- PT26.7 Integrate inviting bus stops and shelters into streetscape design.

Bicycling

Bicycling is an efficient, inexpensive, and emissions-free way of getting around our community. Ebikes allow more people to bicycle even in our hilly terrain. Building a complete network of safe and inviting infrastructure that minimizes interactions between bicyclists and drivers will allow more people to ride their bikes instead of drive.



A family bikes on the 11th Avenue Pathway.

The <u>Transportation Master Plan</u> outlines a low-stress bike network that is spaced about every half mile. When the network is built out, no one will ever be more than a quarter mile from one of the routes. The network is made up of enhanced bike lanes, bike corridors on quiet neighborhood streets, and trails. Enhanced bike lanes offer greater separation from vehicles than traditional bike lanes.

This network will also be supported by maintenance and operations practices that remove barriers to bicycling.



A bicyclist rides in the separated bike lane on Martin Way, which is one kind of enhanced bike lane.

Goals and Policies

GT27 Bicycling is safe and inviting, and more people bike for transportation.

PT27.1 Build a network of low-stress bike routes on half-mile spacing, so no one is ever more than a quarter mile from one. Low stress bike facilities will include enhanced bike lanes on major streets, standard bike lanes and/or bike corridors on smaller streets, trails, pathways, and special treatments to help a wider range of people feel comfortable riding bicycles.

PT27.2 Develop a strategy to support bicycling to and through the downtown core with the next update to the Transportation Master Plan.

PT27.3 Ensure new streets are built with appropriate bicycle facilities for their classification, which are defined in the <u>Engineering Design and Development</u> Standards.

- **PT27.4** Consider the needs of bicyclists in all aspects of street operations and maintenance, including signal system operations.
- **PT27.5** Use construction and maintenance practices that provide safe access for bicycle travel. When roadway closures are necessary, provide for a reasonably direct bicycle route through or around the construction area.
- **PT27.6** Require new commercial developments, public facilities, schools, and multi-family housing to provide appropriate bike parking, including covered bike racks and lockers.
- **PT27.7** Consider public bicycle lockers or other secure bike parking downtown, particularly in City-owned parking lots or on-street vehicle parking spots.
- **PT27.8** Support education and encouragement programs to promote and improve the safety of bicycling.
- **PT27.9** Educate the public about street safety and behaviors that ensure the safety of bicyclists and pedestrians.

Transportation and Demand Management

When people drive less, there are fewer greenhouse gas emissions, less demand for space on the streets, and less traffic congestion. In recent years, people appear to be driving less than they used to. Several factors influence this, including online shopping and increased remote work in the wake of the Covid-19 pandemic.

Strategies to reduce driving are called "demand management," and they have long been a goal of the state's <u>Commute Trip Reduction Law</u>. They range from managing the costs of parking to make them more visible to drivers, or incentivizing people to car- or van-pool, ride the bus, bicycle, walk or roll to their destinations.

In the past, many demand management policies focused on commute trips because they were predictable and made by large numbers of people. Fewer commute trips are made in our community now, so we will focus on making it easier for people to not drive for all types of trips. In addition to supporting fare-free transit and building better infrastructure to support walking, rolling, and biking, we will also encourage school programs to help students walk, roll, bike, carpool, or take the bus to school. Large numbers of students and parents driving to and from school can create congestion and safety issues for students.

By reducing driving trips overall, we can increase density, both for housing and employment, without increasing traffic.



Teenagers getting on an Intercity Transit bus.

Goals and Policies

GT28 Walking and rolling, biking, riding the bus, carpooling, and vanpooling are convenient for all trips, including to work or school. Fewer drive-alone trips will reduce pollution and traffic congestion.

PT28.1 Help affected employers in the region meet the goals of the State's Commute Trip Reduction Law.

- **PT28.2** Support the state's <u>Commute Trip Reduction Law</u> with City policies and programs that encourage ridesharing, transit, walking, rolling, and biking.
- **PT28.3** Work with the state to locate new worksites in the City's dense urban area, in locations where frequent transit is possible, and where employees can easily walk, roll, and bike.
- **PT28.4** Work with community partners that provide programs, services, and incentives that promote transit, ridesharing, walking, rolling, and biking.
- **PT28.5** Encourage employers to allow flexible work schedules for on-site workers, so they can more easily ride transit or use rideshare.
- PT28.6 Encourage employers to support telework and compressed work weeks.
- **PT28.7** Give City employees high-quality commuter services and incentives, while limiting parking availability, as a way to discourage drive-alone commuting.



A family riding bikes home from school.

PT28.8 Encourage students to walk, roll, bike, or rideshare to reduce congestion near schools, to introduce them to transportation options, to encourage more exercise, and, at high schools, reduce the need for parking.

PT28.9 Coordinate City and school district policies to site new schools in locations where students can easily walk or bike to school, and where school employees and students can commute on public transit.

PT28.10 Provide sidewalks, bike lanes, trails, pathways, and crossing facilities near schools to encourage students to walk and bike.

GT29 Parking is provided in a way that makes its costs more clear to the driver, so people can make better-informed choices about whether to drive.

PT29.1 Manage the cost and supply of parking to prioritize on-street parking for customers over commuters.

PT29.2 Where paid parking exists, develop policies to ensure that people pay for parking the day or hour they use it. Avoid the sale of weekly, monthly, or yearly parking permits, so that people make the decision to drive on a daily basis. This may make them more inclined to walk, roll, bike, or take transit.

PT29.3 Work with the state of Washington on consistent parking strategies to help meet the commute trip and vehicle miles reduction goals of the region.

PT 29.4 Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.

Funding

Olympia's transportation funding comes from local, state, and federal sources. Many projects need funds from multiple sources, which requires being nimble to match funding opportunities to projects. Each year, the City updates its <u>Capital Facilities Plan</u> to show our best estimate for how new projects will be funded.

Funding for maintenance of streets, signals and other aspects of the transportation system can be found in each year's <u>operating budget</u>, which is primarily funded through the City's General Fund.

GT30 The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

PT30.1 Schedule regular maintenance of the City's transportation system for efficiency, greater predictability, and to reduce long-term costs.

PT30.2 As we improve our streets with new features such as sidewalks and enhanced bike lanes, develop a long-term strategy to fund the maintenance of

these facilities.

Regional Planning and Corridors

Many long-term transportation issues require regional coordination to be resolved. Regional issues that will require Olympia's attention include trails, transit, street connections, regional corridors, highway access, rail, and the use of the marine terminal. In some cases, funding strategies will also require regional coordination.

The <u>Thurston Regional Transportation Plan</u> is the blueprint for the region's transportation system, and it identifies projects and issues for regional attention. It is based on land use forecasts and regionally-established priorities, and it places heavy emphasis on the relationship between land use and transportation planning. The City is responsible for addressing the individual projects that emerge from the Regional Transportation Plan.

A longstanding policy in both the Regional Transportation Plan and Olympia's Comprehensive Plan has been to support urban corridors and strategy corridors, which are shown on the map in Appendix G.

Urban corridors: these are an integrated land use and transportation concept aimed at reducing sprawl and car dependence. The goal of urban corridors is to create attractive urban neighborhoods where people can walk, roll, or use transit to meet their daily needs. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density. As the land use densifies, we will build a multimodal transportation system that minimizes new vehicle trips.

Strategy corridors: most strategy corridors are also within urban corridors. These are streets where vehicle congestion may be heavy, but we will look to options other than widening to improve mobility. Some of those options might include adding roundabouts or making improvements to prioritize transit, such as adding queue jump lanes or extended green times for buses. Others might include adding sidewalks, crosswalks, or bike lanes.



An Intercity Transit bus going through the lower roundabout on its way to the westside.

Goals and Policies

GT31 Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.

PT31.1 Use this Comprehensive Plan and the <u>Thurston Regional Transportation Plan</u> to guide regional transportation decisions.

PT31.2 Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater.

PT31.3 Work with the cities of Lacey and Tumwater and Thurston County to develop urban corridors.

PT31.4 Work with neighboring jurisdictions to develop trails and their supportive infrastructure, such as signs, bathrooms, and pathways to connect trails to neighborhoods, schools, parks, shopping, and other essential places people need to go to.

- **PT31.5** Work with neighboring jurisdictions to improve freight, rail, and truck mobility.
- **PT31.6** Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed, on air and water transportation needs.
- **PT31.7** Work with regional jurisdictions to develop a funding strategy for the regional transportation network.
- **PT31.8** Coordinate with adjacent jurisdictions, the <u>Thurston Regional Planning</u> <u>Council, WSDOT, and the school district</u> on regional transportation and land-use goals.
- **PT31.9** Work with Lacey and Tumwater to promote dense commercial and residential development in urban centers and along urban corridors.
- **PT31.10** Work with the region to support the infrastructure needs of electric vehicles or other alternative fuel vehicles.

Appendix A: Transportation 2045 Street Classification and Connectivity Maps

These maps illustrate street classifications and planned street connections for arterials, major collectors, and neighborhood collectors. After this Plan is adopted, the City plans to study street connection needs throughout the city and may update these maps to reflect the results. Any update will include an opportunity for the public to share feedback.

Note on the Log Cabin Road Extension

The Log Cabin Road extension was proposed in previous comprehensive plans to connect Boulevard Road to Wiggins Road. This street connection was identified as needed for both the local and regional transportation system. It would serve motor vehicles, pedestrians, bicyclists, and potentially transit.

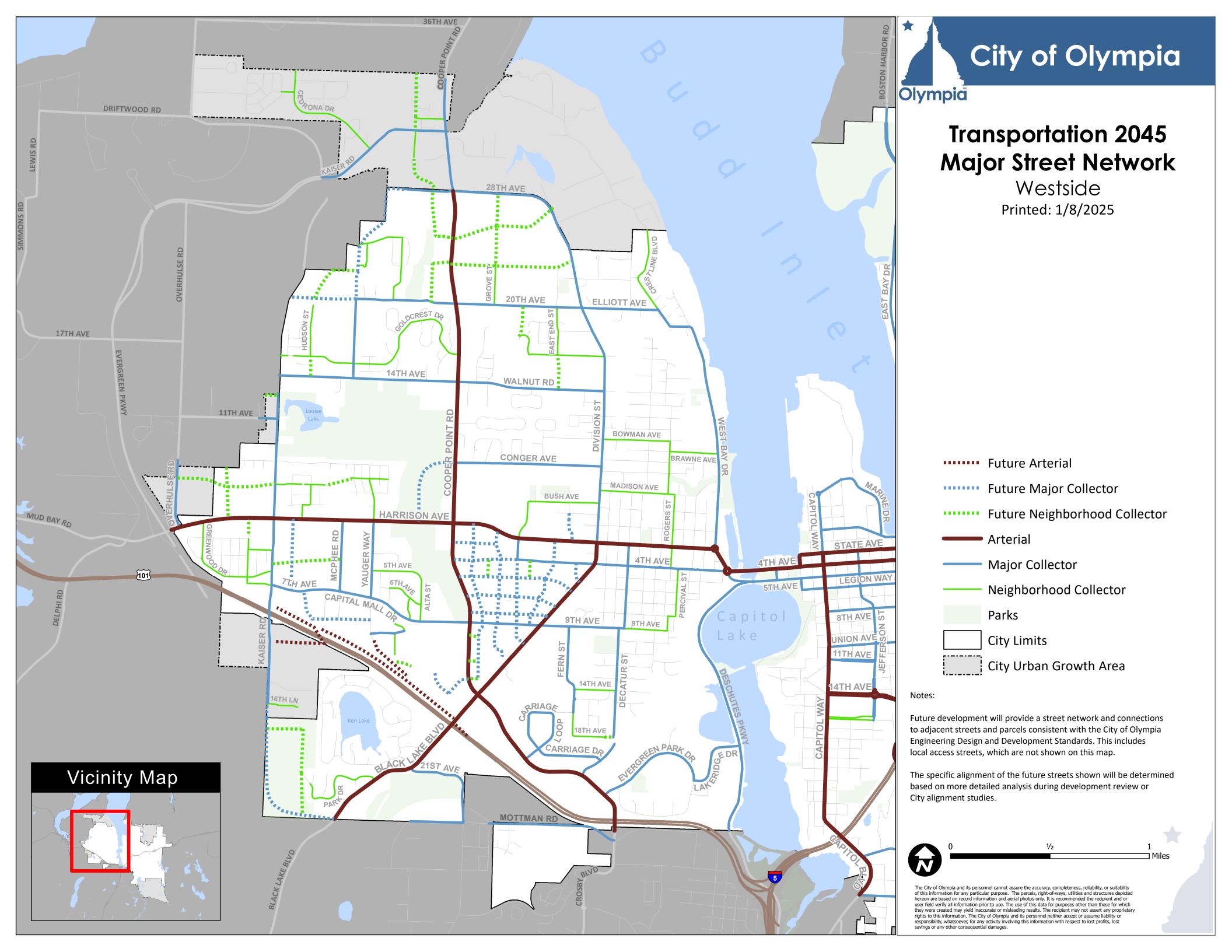
A 2016 evaluation indicated that the Log Cabin Road Extension is likely not needed until about 2040. In 2021, the City Council removed it and other smaller street connections in the vicinity from this plan.

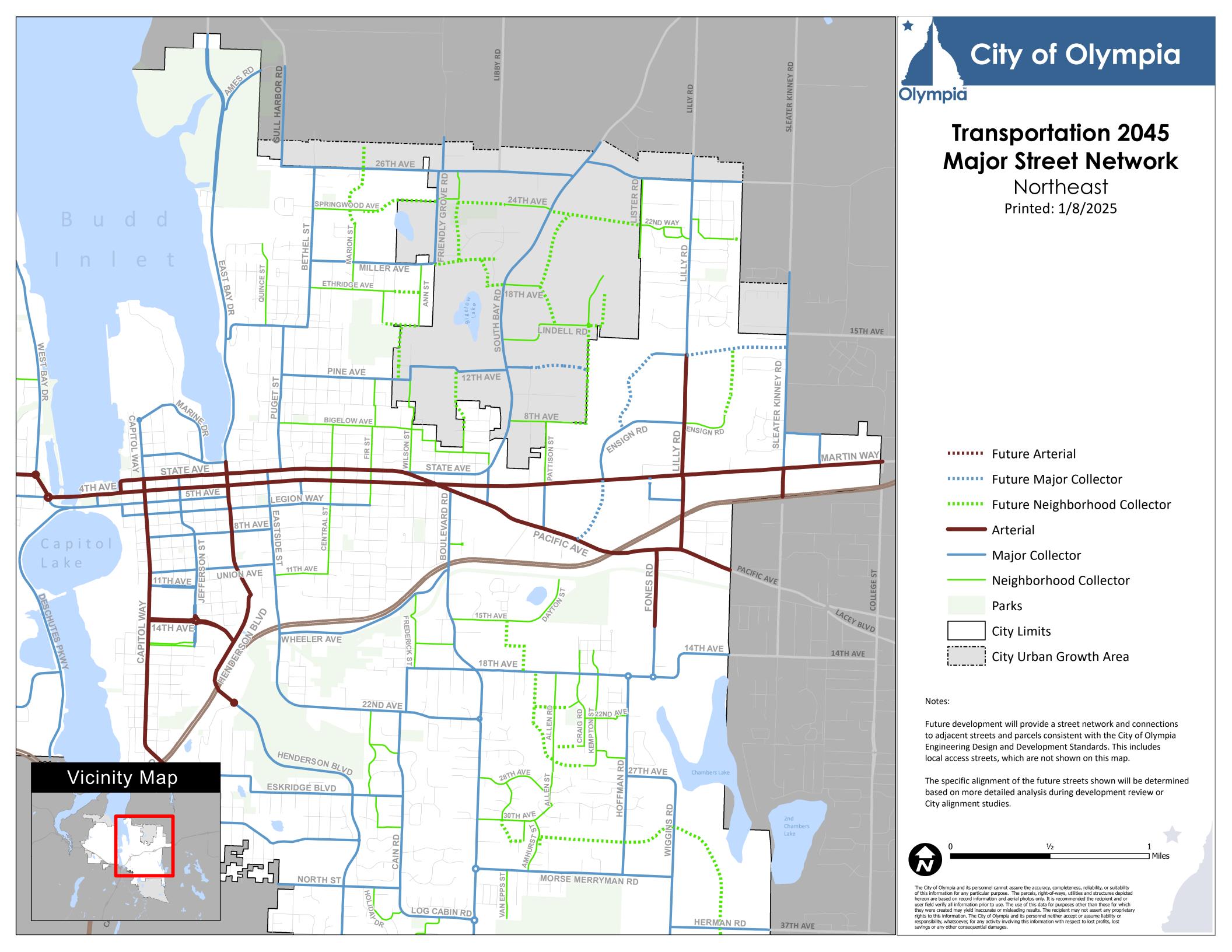
Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. Because the Log Cabin Road Extension was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be part of the evaluation.

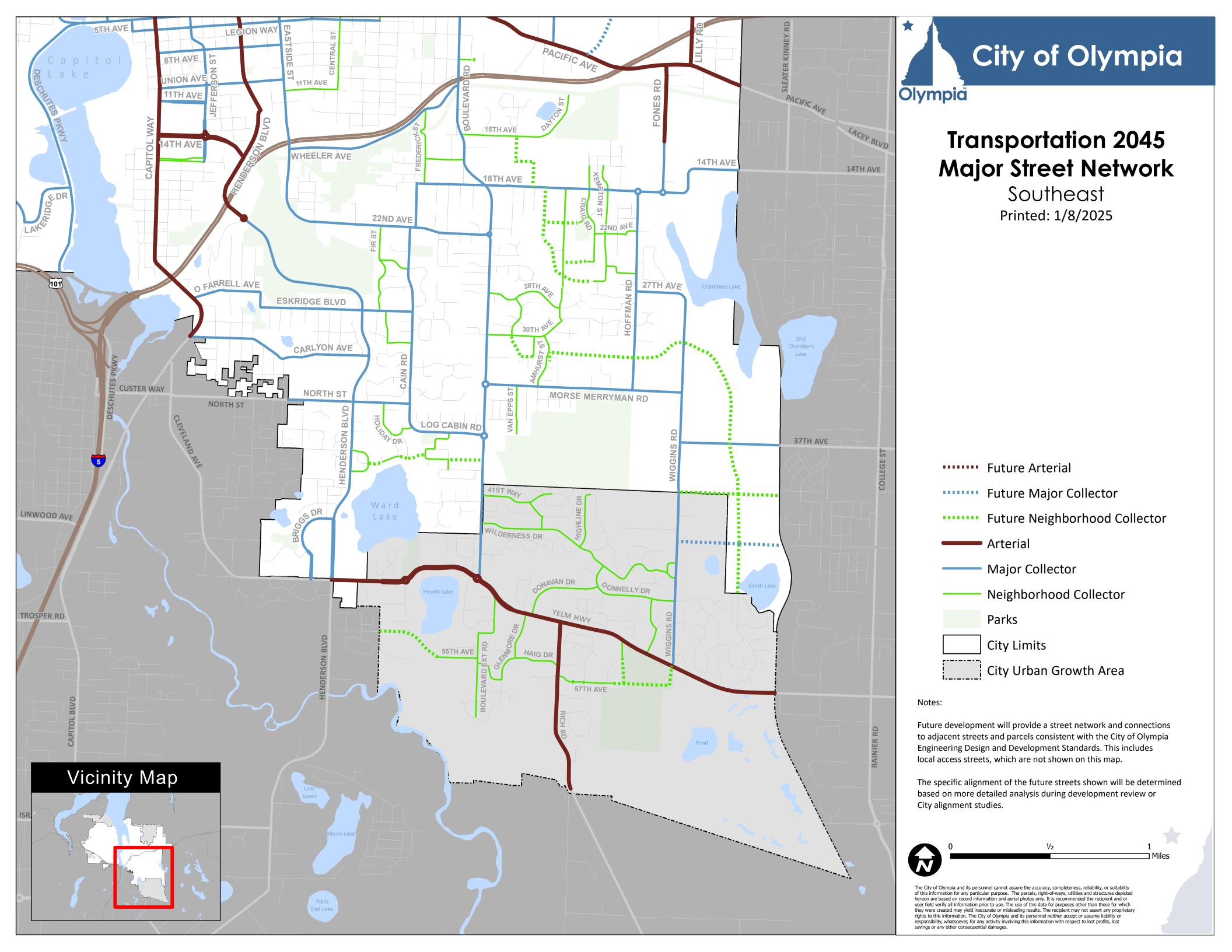
Note on the Lakewood Drive Connection

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)







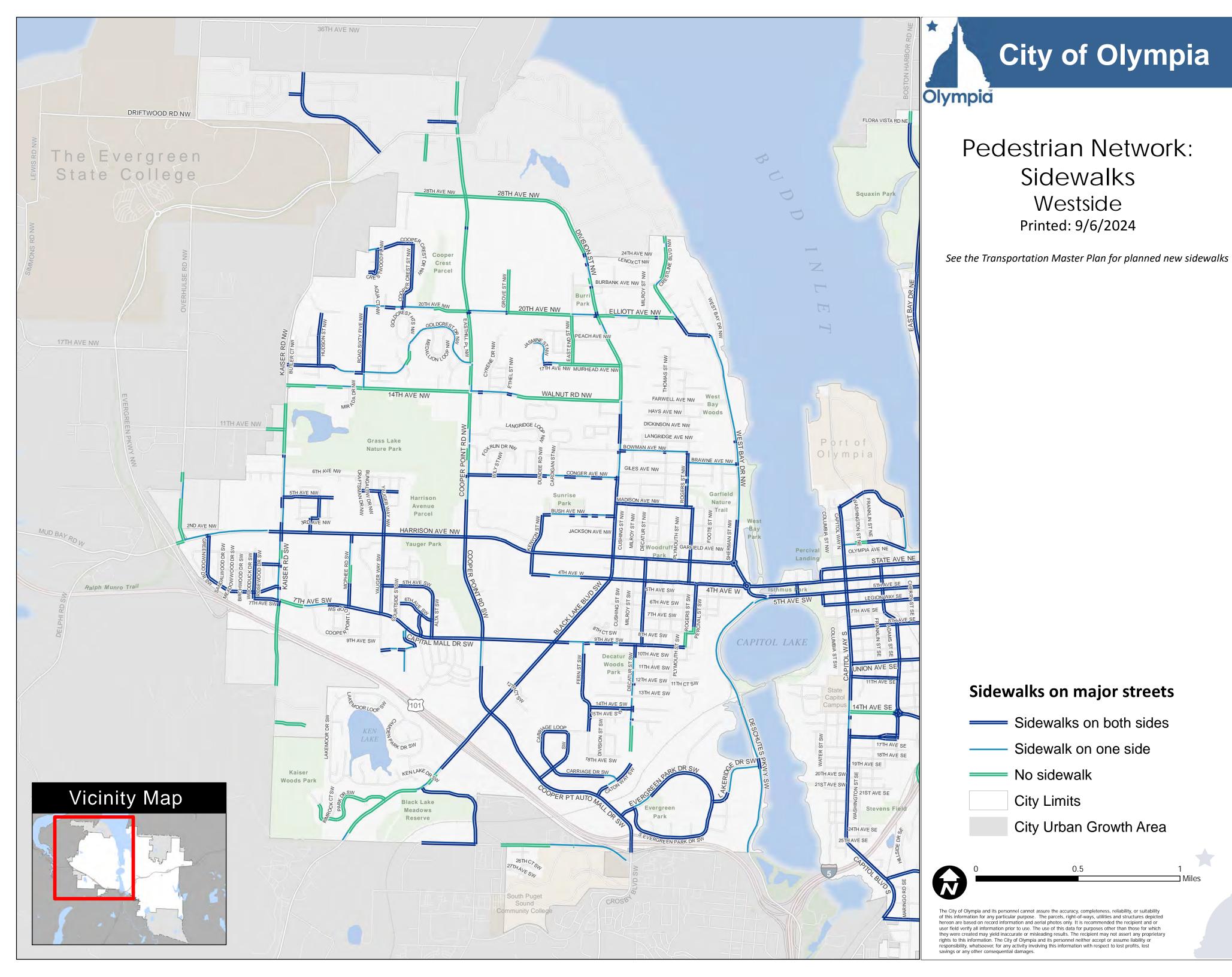
Appendix B: Pedestrian Network

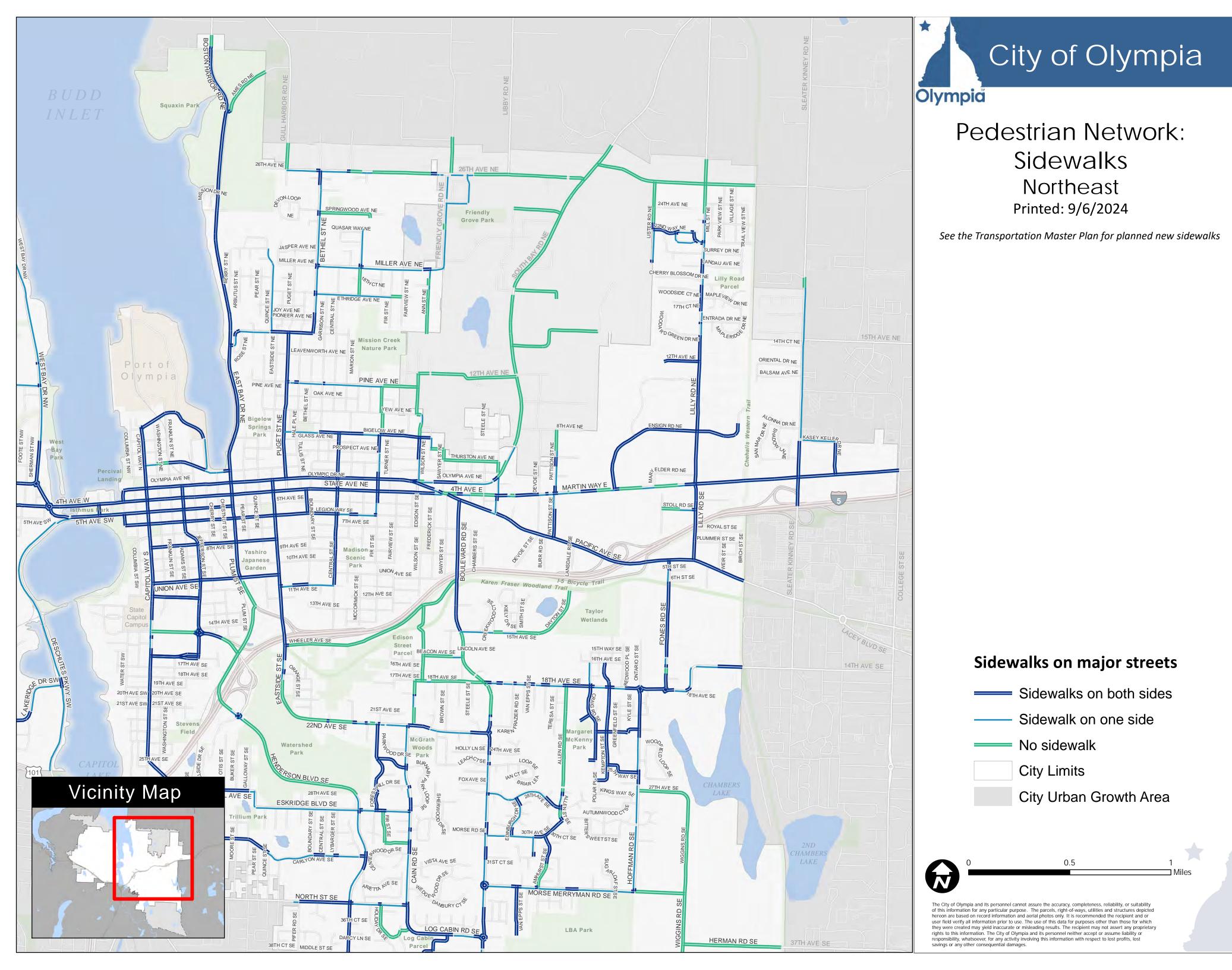
There are three elements to a pedestrian network:

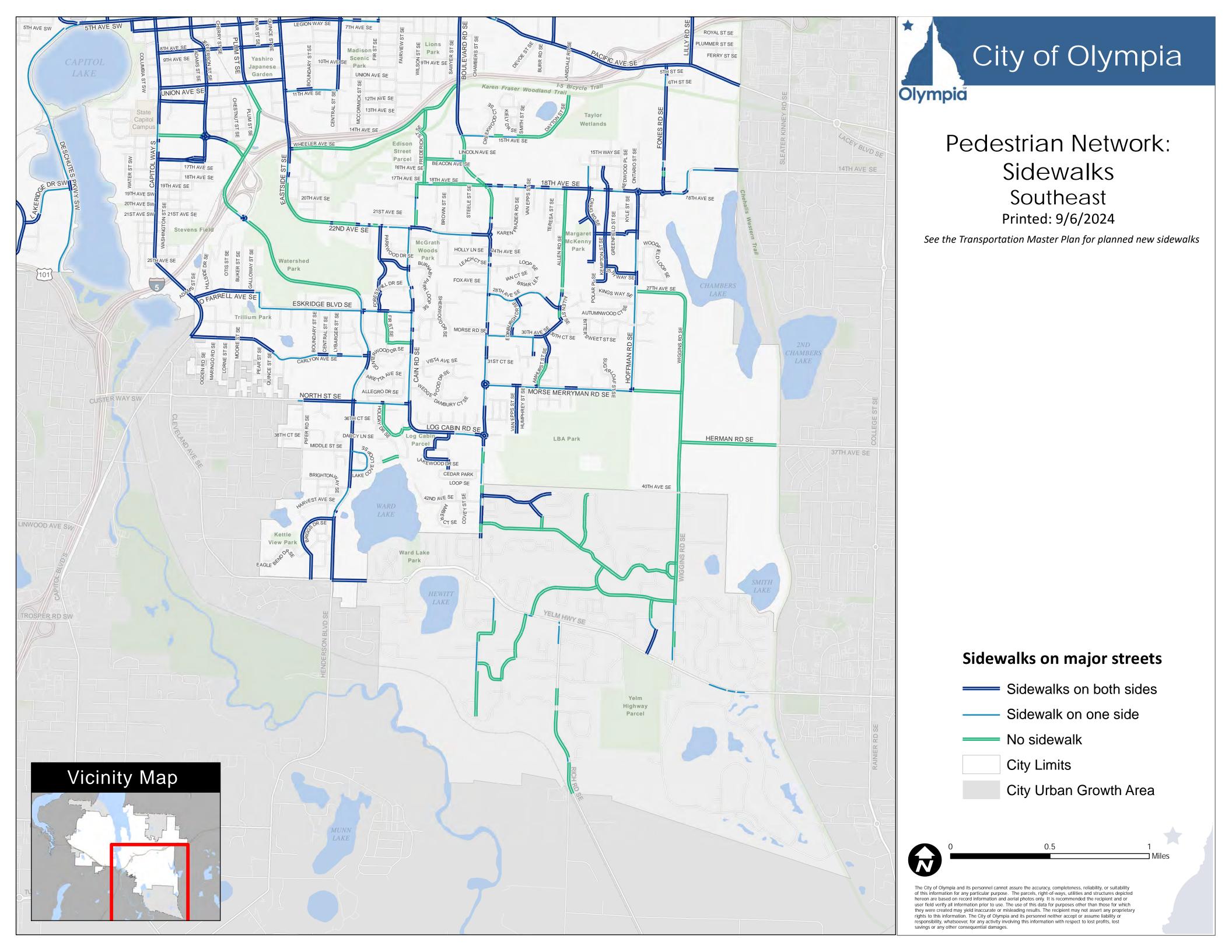
- Sidewalks
- Crosswalks
- Curb ramps

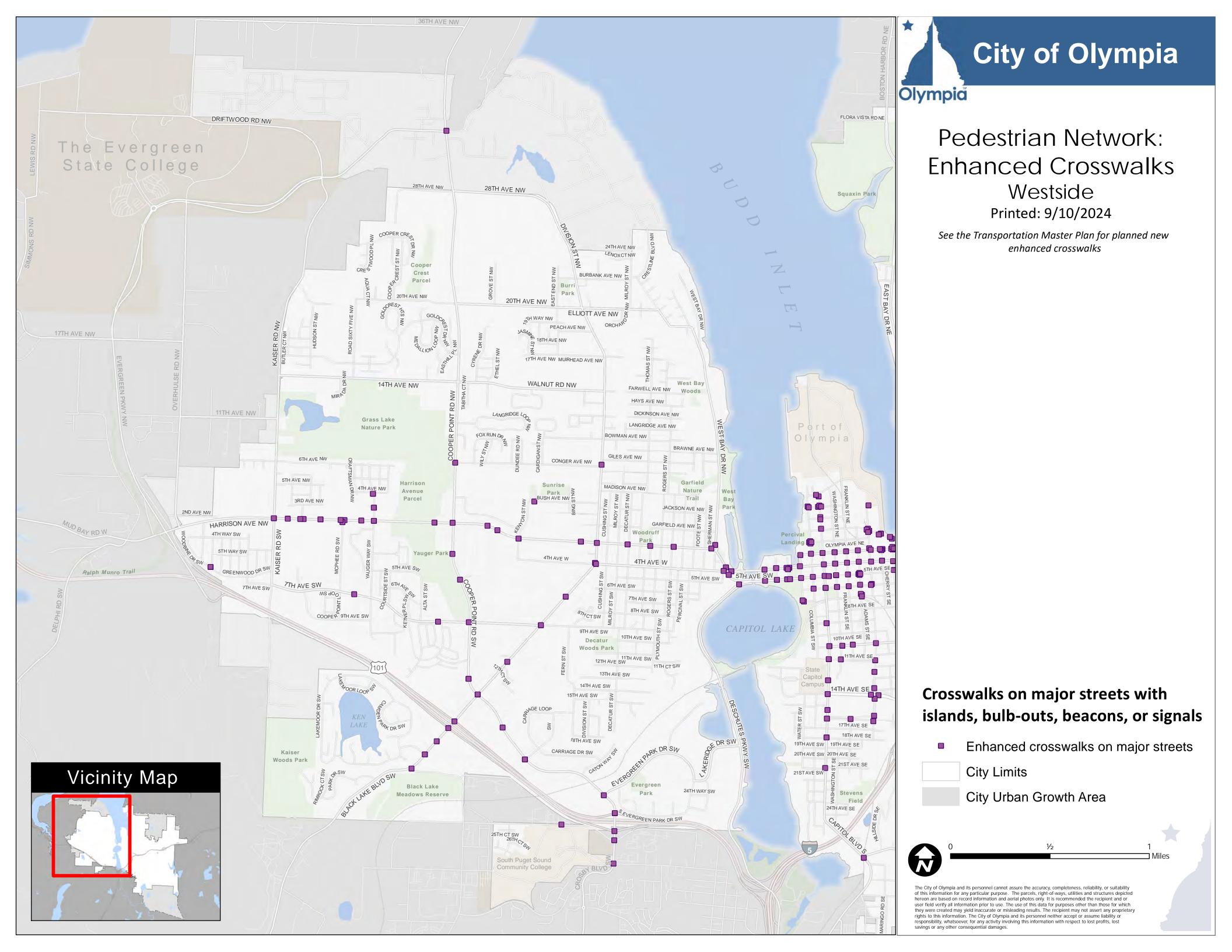
The <u>Transportation Master Plan</u> outlines and prioritizes the sidewalks, enhanced crosswalks, and curb ramps we need to build to have a complete network. The <u>Capital Facilities Plan</u> shows how we plan to fund those projects to get them built.

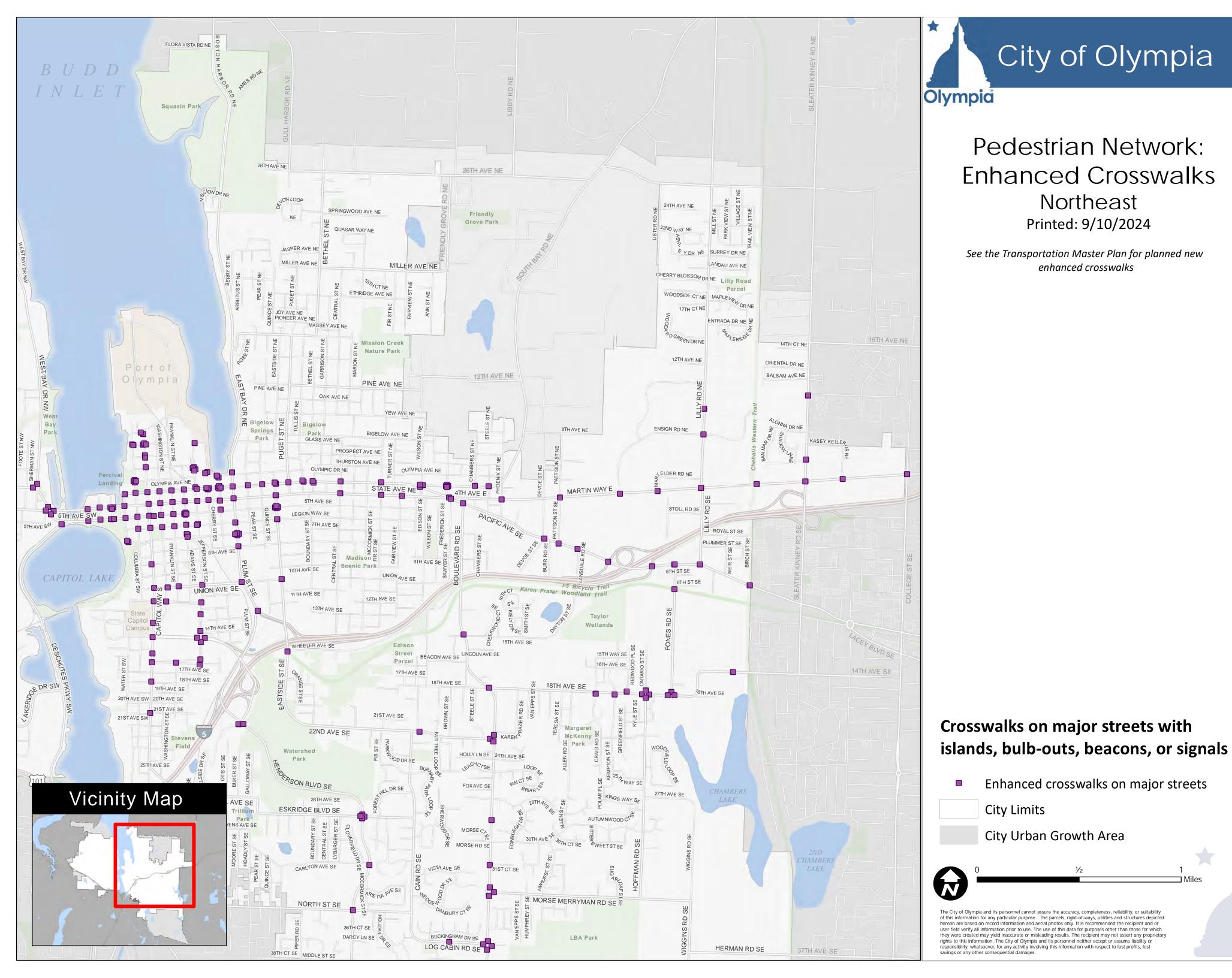
The existing network is shown in the maps that follow.

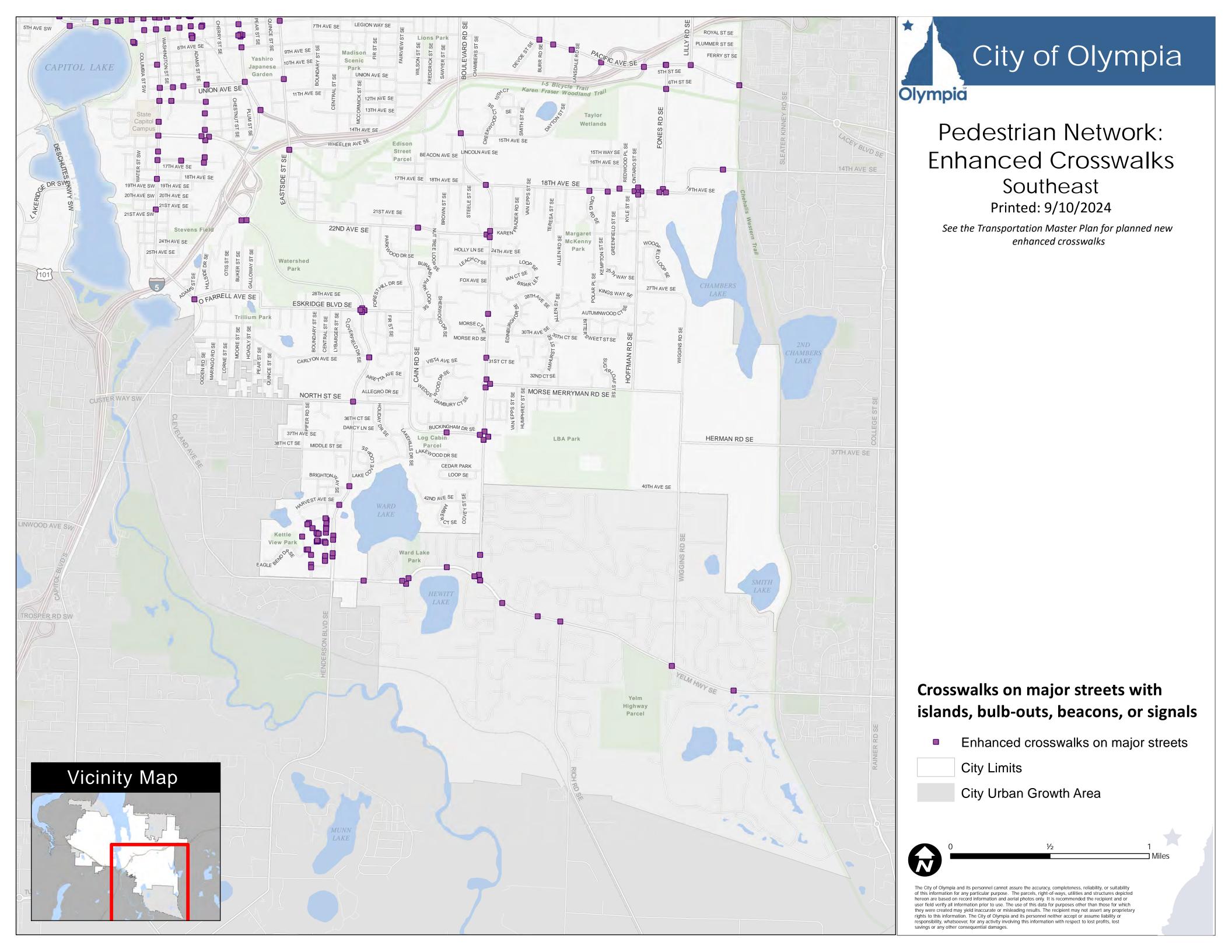


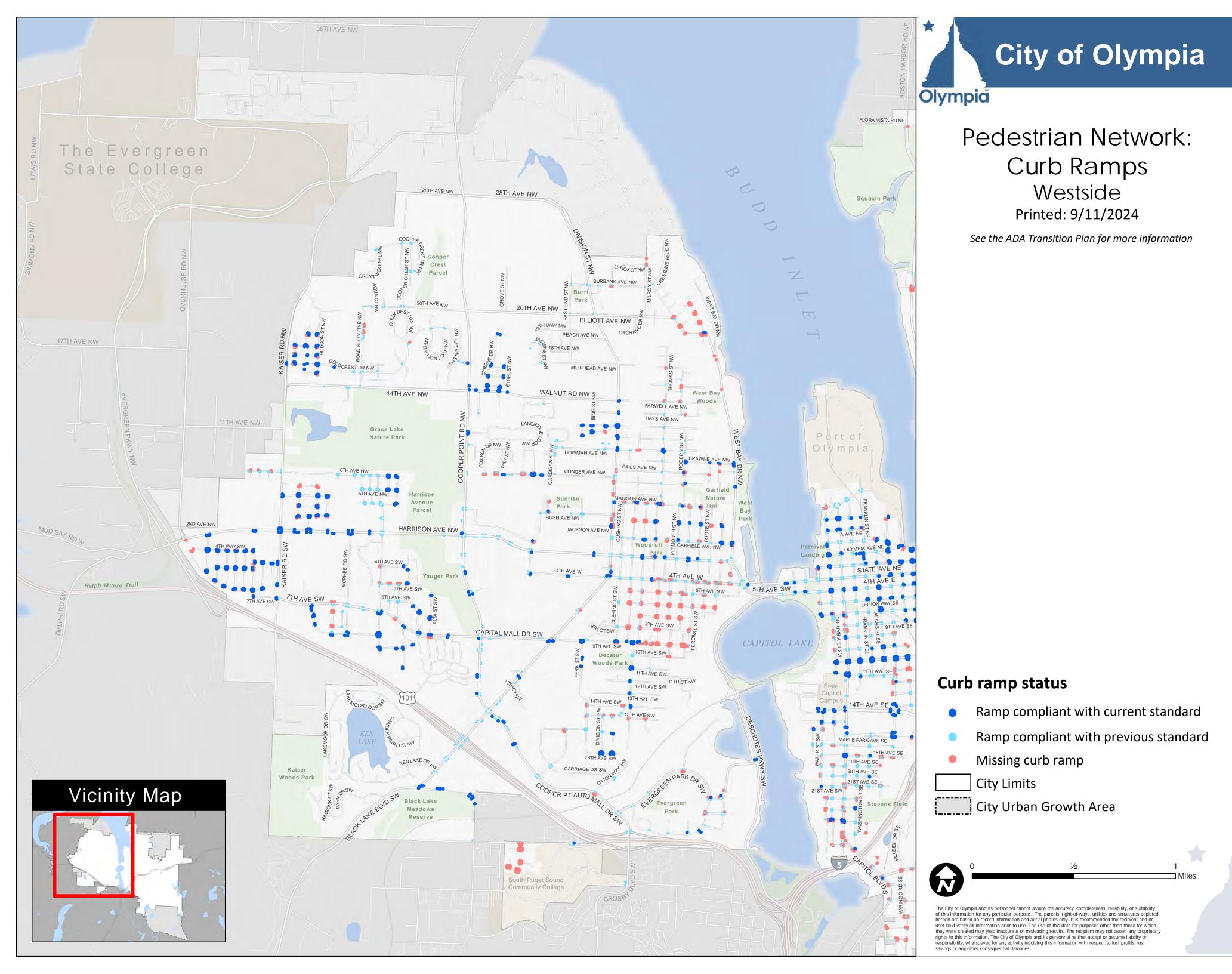


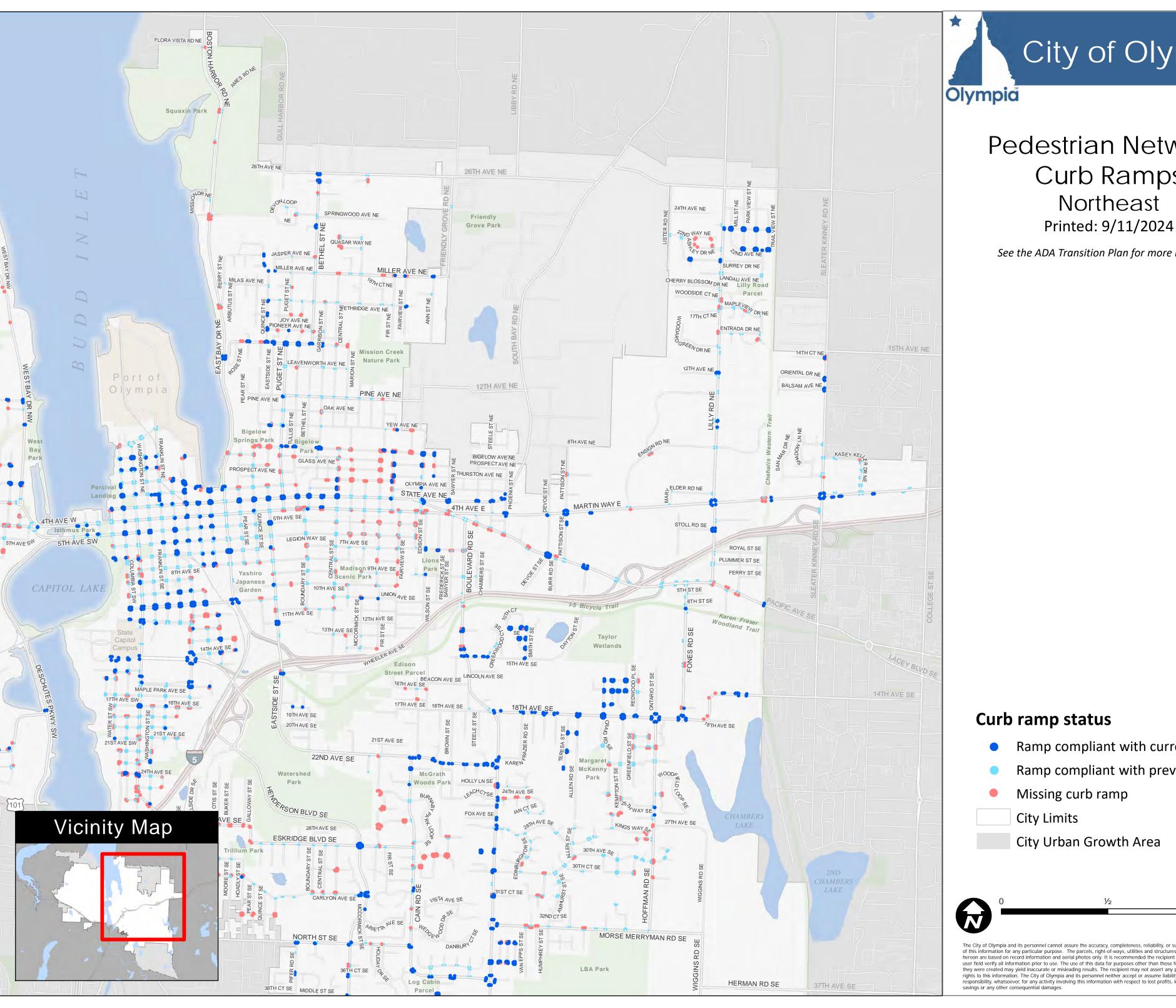












City of Olympia

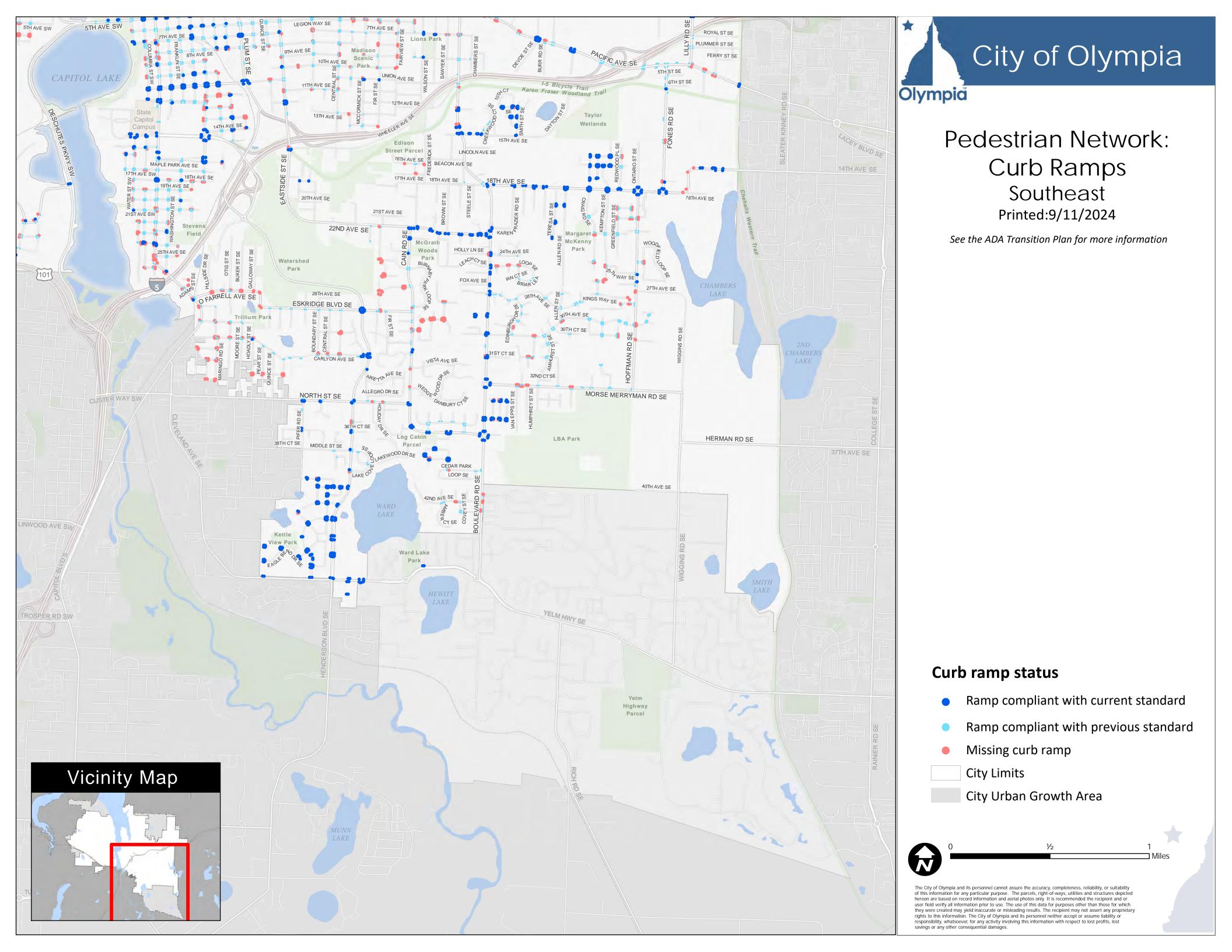
Pedestrian Network: Curb Ramps Northeast

See the ADA Transition Plan for more information

- Ramp compliant with current standard
- Ramp compliant with previous standard



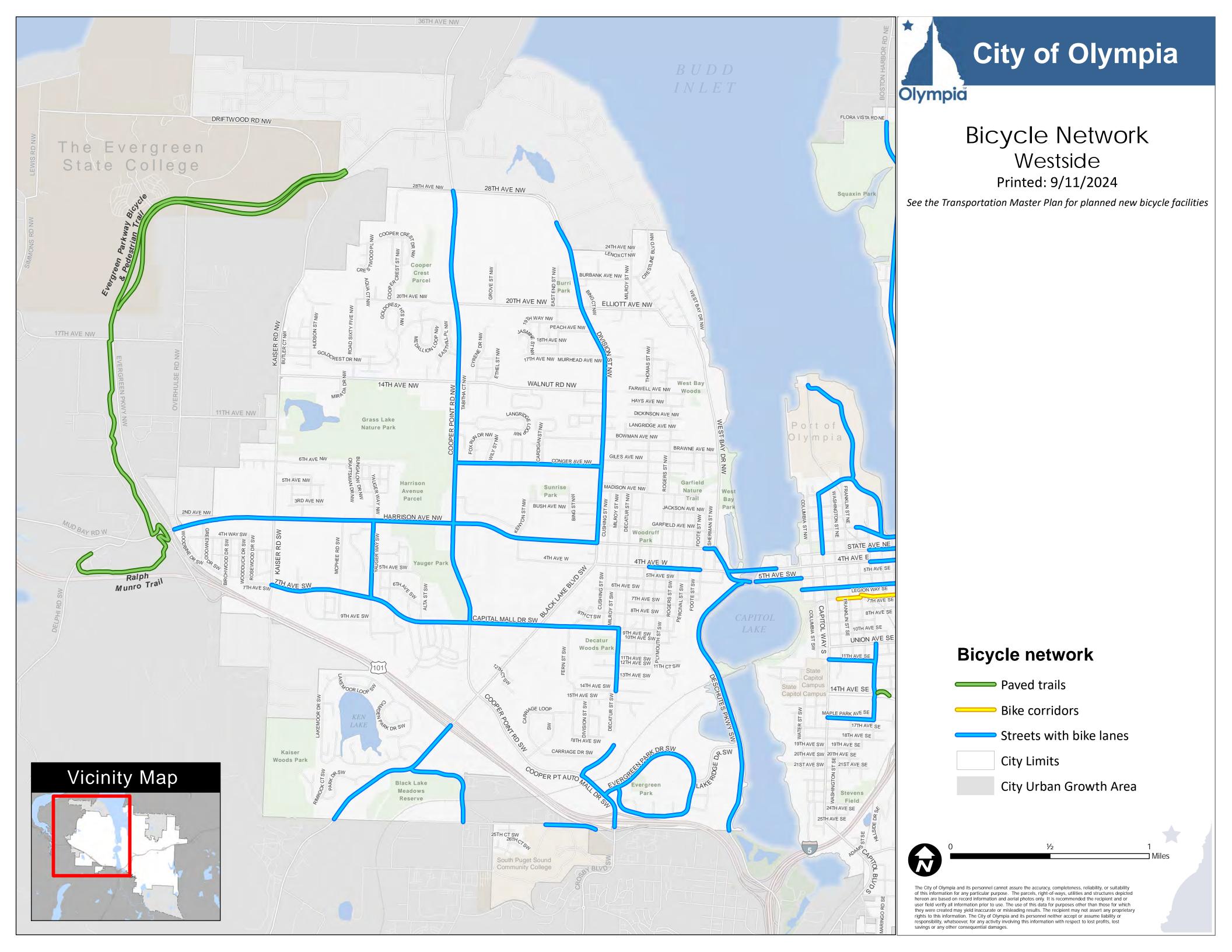
The City of Olympia and its personnel cannot assure the accuracy, completeness, reliability, or suitability of this information for any particular purpose. The parcels, right-of-ways, utilities and structures depicted hereon are based on record information and aerial photos only. It is recommended the 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.

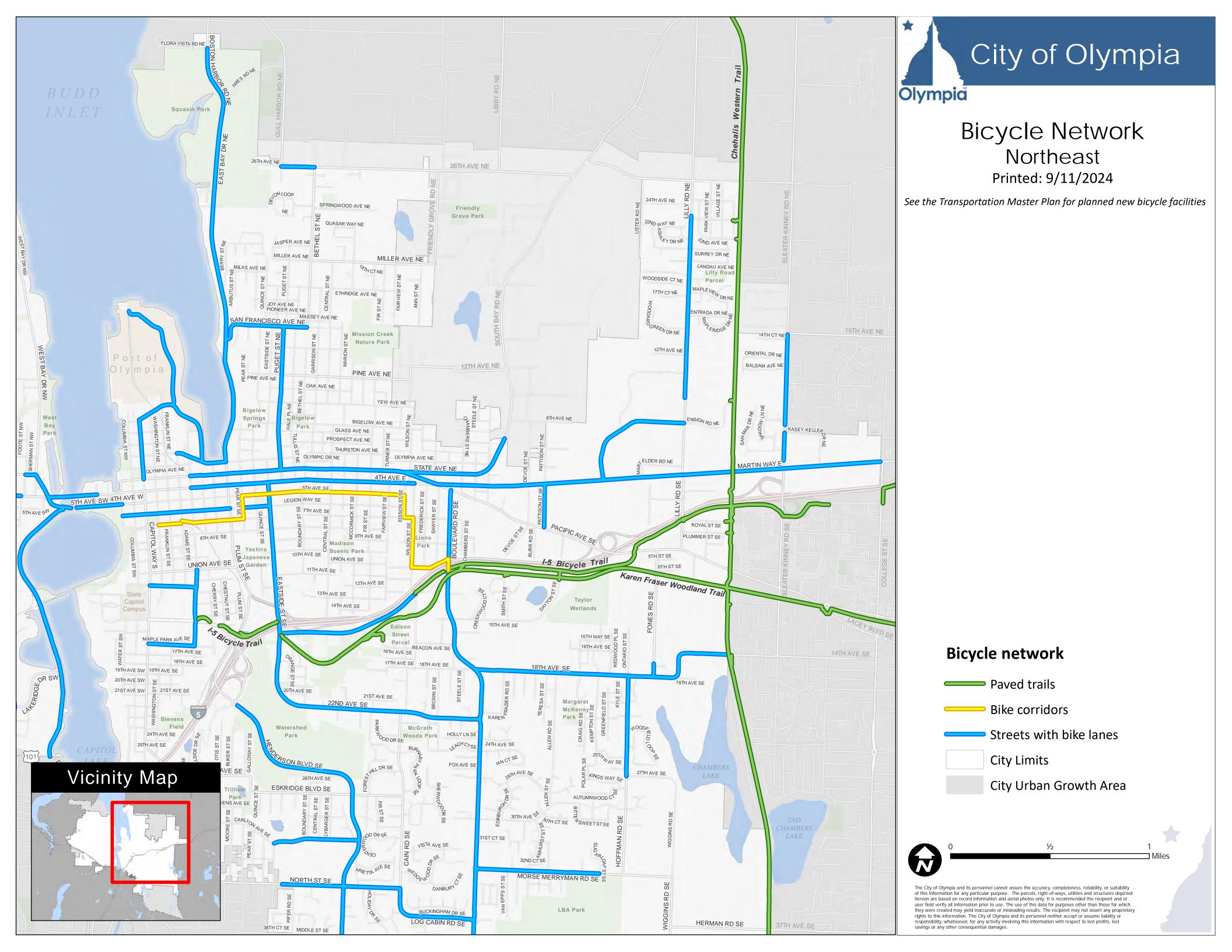


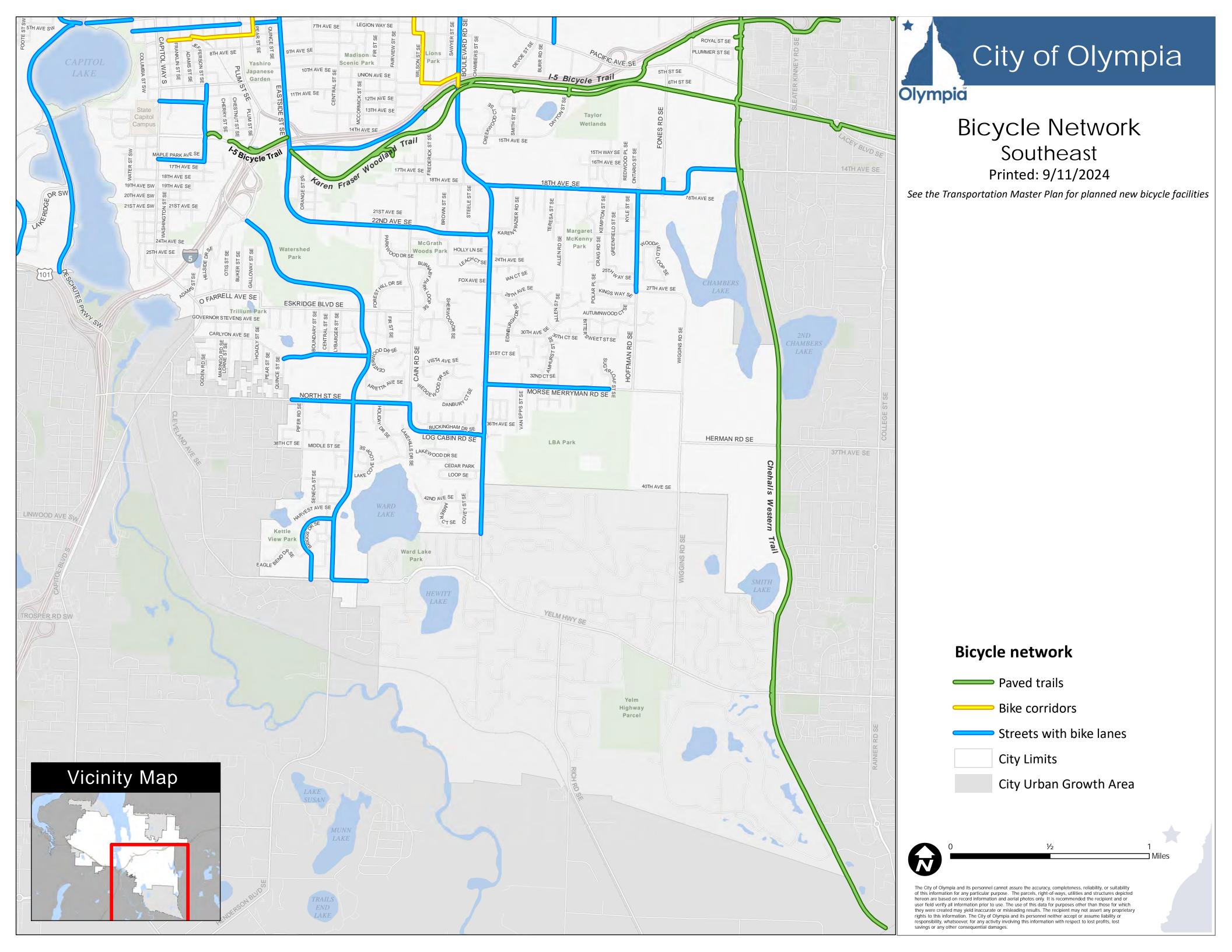
Appendix C: Bike Network Map

Please see the <u>Transportation Master Plan</u> for the planned low-stress bike network. The network will include enhanced bike lanes, bike corridors (called bike boulevards or neighborhood greenways in other cities), trails, and pathways. The <u>Capital Facilities Plan</u> shows how we plan to fund those projects to get them built.

The existing bike network of standard bike lanes, bike corridors, and trails is shown on the following maps.







Appendix D: Highways of Statewide Significance (Thurston County)

- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to US 101/Olympia (entire route)
- United States Highway 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- United States Highway 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 miles of physical gap not included)

Appendix E: Transportation Facilities and Services of Statewide Significance

- The Interstate Highway System: See Highways of Statewide Significance
- Interregional State Principal Arterials: See Highways of Statewide Significance
- Intercity Passenger Rail Services:
 - o Olympia to Seattle, with stops in Tacoma and Tukwila (7 trips per day)
 - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (7 trips per day)
- Intercity High-speed Ground Transportation: none
- Major Passenger Intermodal Facilities: none
- Ferry Terminals: none
- Intercity Bus Depot: Olympia Greyhound Station
- Olympia Transit Center (Intercity Transit, Mason Transit and Grays Harbor Transit, Twin Transit)
- Park and Ride Facilities: Martin Way (Lacey)
- Park and Ride Facilities: Mud Bay (Thurston County)
- Park and Ride Facilities: Hawks Prairie (Lacey)
- Park and Ride Facilities: Centennial Station (Thurston County)
- Rail Facilities: Centennial Station (Thurston County)
- The Freight Railroad System: none
- Switching and Terminal Companies: none
- The Columbia/Snake Navigable River System: none
- Marine Port Facilities and Services: Port of Olympia
- High Capacity Transportation System serving regions as defined in RCW 81.104.015: none
- Airport: Hoskins Field Airport
- Airport: Olympia Regional Airport

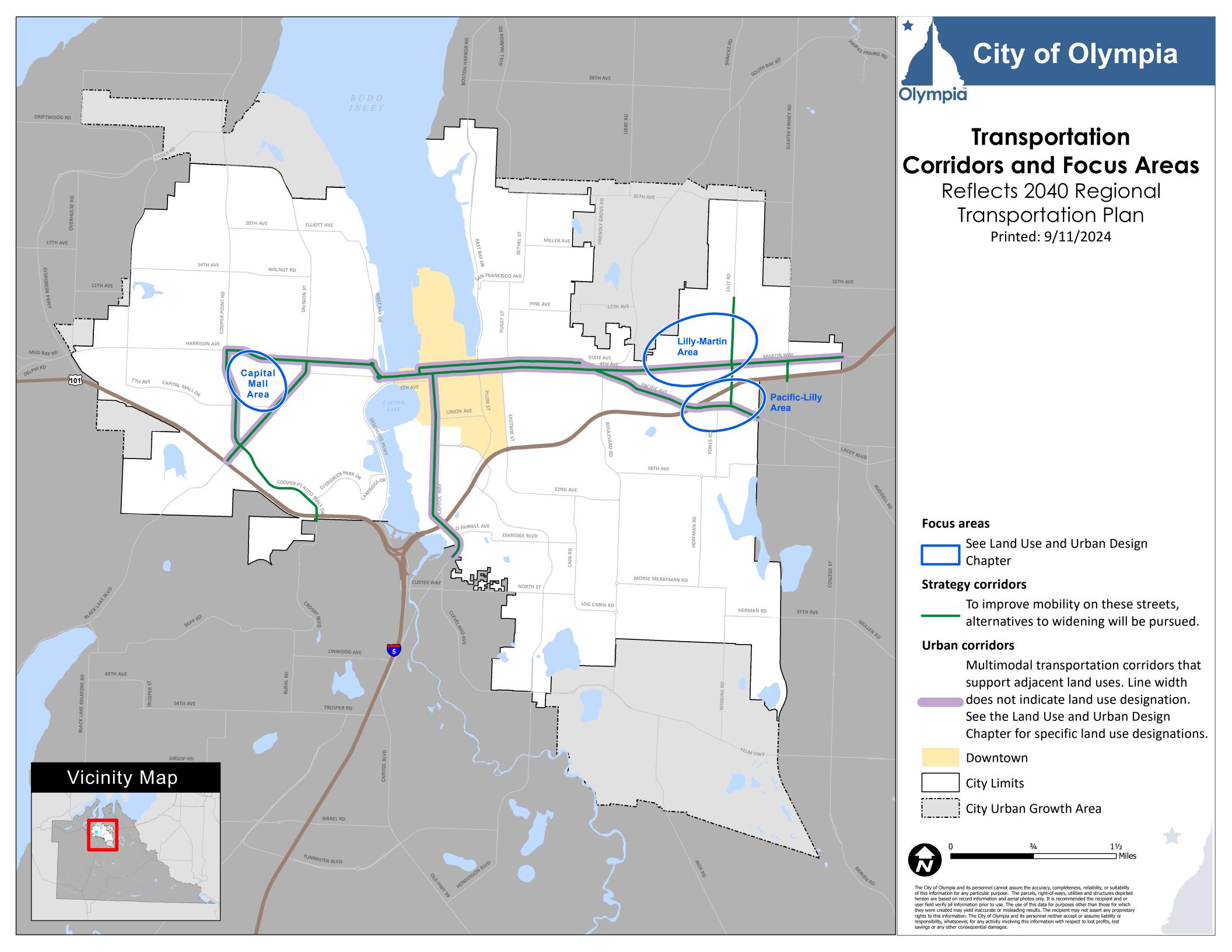
Appendix F: Facilities of Statewide Significance

The following Facilities of Statewide Significance are located in the Washington State Department of Transportation's Olympic Region, in Olympia:

- Interstate 5, from Mile Post 104.56 to 108.13, Limited Access Fully Controlled, Urban Interstate, National Highway System
- United States Highway 101, from Mile Post 364.91 5 to 366.91, Limited Access Fully Controlled, Urban Principal Arterial, National Highway System, State Scenic and Recreational Highway

Appendix G: Transportation Corridor Map

This map shows where urban corridors, strategy corridors, and focus areas are in Olympia.



Appendix H: 2045 Travel Demand

With increased population and employment, we expect more demand for space on Olympia's streets by 2045. As Olympia's land use patterns become more dense, this plan's policies will support an increase in people walking and rolling, riding bicycles, and taking transit to get where they need to go.

The <u>Transportation Master Plan</u> outlines the projects we plan to build to meet this demand. Briefly, it includes for:

Pedestrians: the enhanced crosswalks, new sidewalks, and curb ramps needed to have a complete network on major streets. These were prioritized based on several criteria, including how close they were to public buildings, bus stops, schools, parks, grocery stores, medical centers, and whether they were in areas of dense employment or housing.

Bicyclists: a low-stress bike network of routes planned about every half mile, so no one will ever be more than a quarter mile from one. These routes include a series of bike corridors, enhanced bike lanes, trails, and pathways.

Transit users: support for transit improvements, such as signal prioritization, queue jump lanes, in-lane bus stops and other infrastructure. Because most people walk or roll to or from a bus stop, we also prioritized pedestrian infrastructure near bus stops.

Multimodal users: roundabouts improve traffic flow at intersections, add enhanced crosswalks, and make it easier for transit buses to turn around. In some parts of Olympia, adding roundabouts will allow the City to reallocate space on the street to pedestrians or bicyclists.

Estimating the demand for most of these facilities is difficult for several reasons, one of which is because we suspect there is a lot of "latent demand." This means that many people would walk, roll, bike, or ride transit if our land use patterns and transportation system made it more feasible. This was a common thing people told us during the public outreach process for the <u>Transportation Master Plan</u>.

Additionally, estimating demand for sidewalks, crosswalks, bike lanes, and transit is a very new idea, and the tools to do that have not yet been built. Forecasting future vehicle traffic using travel demand models has been a standard practice

for decades, because vehicles take up so much space on the street relative to the number of people they typically carry, which leads to traffic congestion. Walking or rolling, riding a bike, or taking transit allow many more people to use a street, making congestion less likely. This is why there is not a standard practice of modeling future demand for walking, rolling, biking, or transit use.

For example, one estimate for the maximum number of people a street can carry is:

Sidewalk	9,000 people per hour
Bike lanes	7,500 people per hour
Dedicated bus lane, frequent service	10,000 – 20,000 people per hour
Mixed traffic with frequent buses	1,000 – 2,800 people per hour
Vehicle lane, no transit	600 – 1,600 people per hour

Source: NACTO, Transit Street Design Guide, https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/

Given our 2045 population estimate of 87,680 residents, when compared to the capacities of sidewalks and bike lanes in the table above, we do not expect to see pedestrian or bicycle congestion between now and 2045.

But that does not address the demand that people have for pedestrian, bike, and transit infrastructure that does not exist. People have told us in many public outreach processes that they want sidewalks on every street, frequent safe and inviting crosswalks, and low-stress bike infrastructure nearby. The Iransportation Master Plan shows how we aim to provide that amid our financial constraints. For example, we are prioritizing sidewalks on major streets over residential streets because the need for sidewalks is so great, and we have limited resources to build them.

<u>Intercity Transit's long range plan</u> includes policies to improve transit frequency and routing, and several policies within this plan and the <u>Transportation Master Plan</u> support it. As part of the creation of its long range plan, Intercity Transit reviewed several demographic characteristics common to transit riders, creating a "<u>Transit Propensity Index</u>," which helped guide the development of the plan. While it is not a blueprint of future demand, it is a useful indicator that Intercity Transit can use to guide future route development.

Additionally, Intercity Transit's plans to improve service on several of Olympia's

urban corridors complements our future land use and transportation vision outlined both in this plan and the <u>Transportation Master Plan</u>.

Level of service

Olympia defines its level of service for all modes of transportation to be a complete system. Complete systems for each mode are outlined in the <u>Transportation Master Plan</u>.

For more information about how this interfaces with Olympia's transportation concurrency program, please see Goal 12 and its supporting policies.

State-owned streets and highways

Within Olympia, the state of Washington owns some streets and highways, which are:

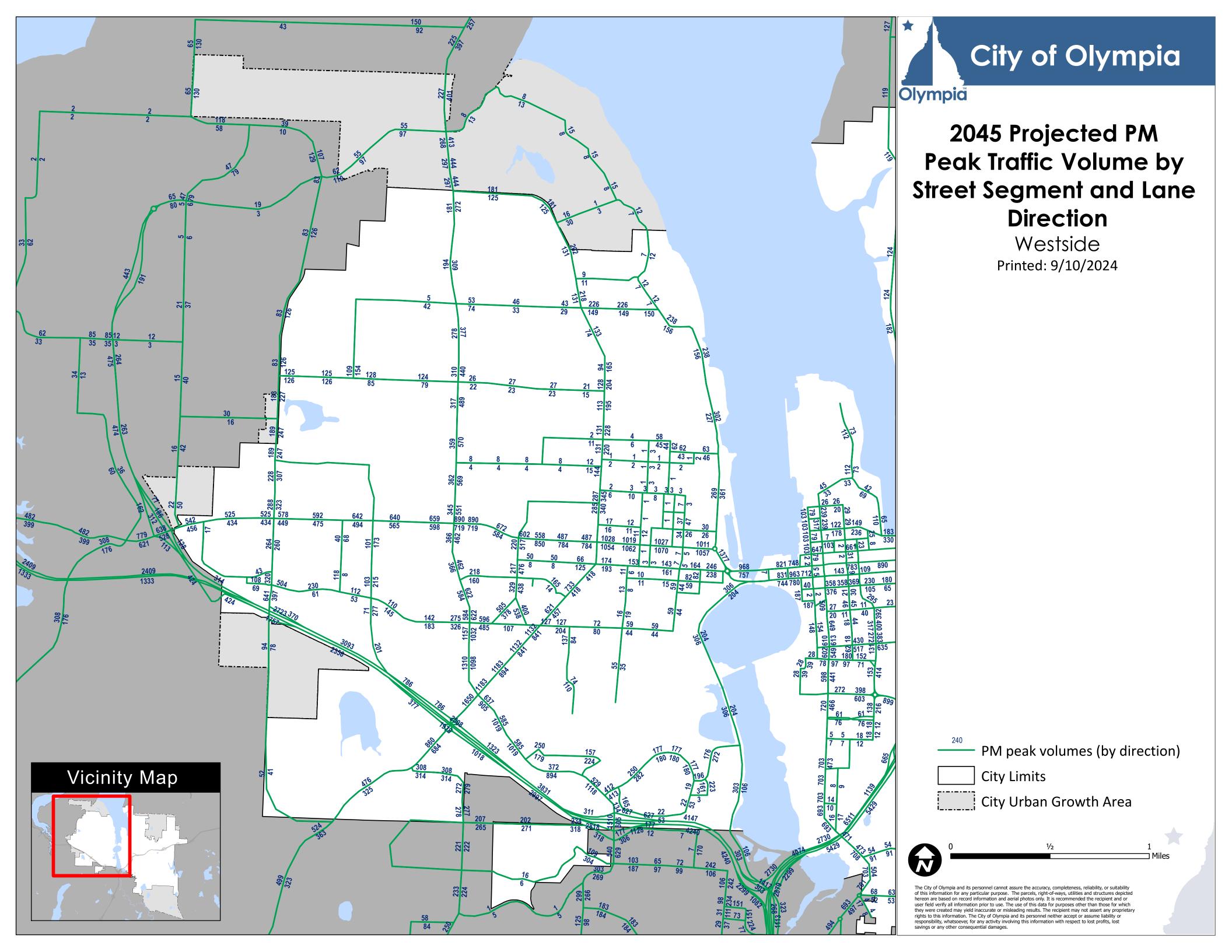
- Deschutes Parkway
- Washington Street between 7th Avenue and Legion Way
- Several streets on the Capitol Campus
- Interstate 5
- US 101

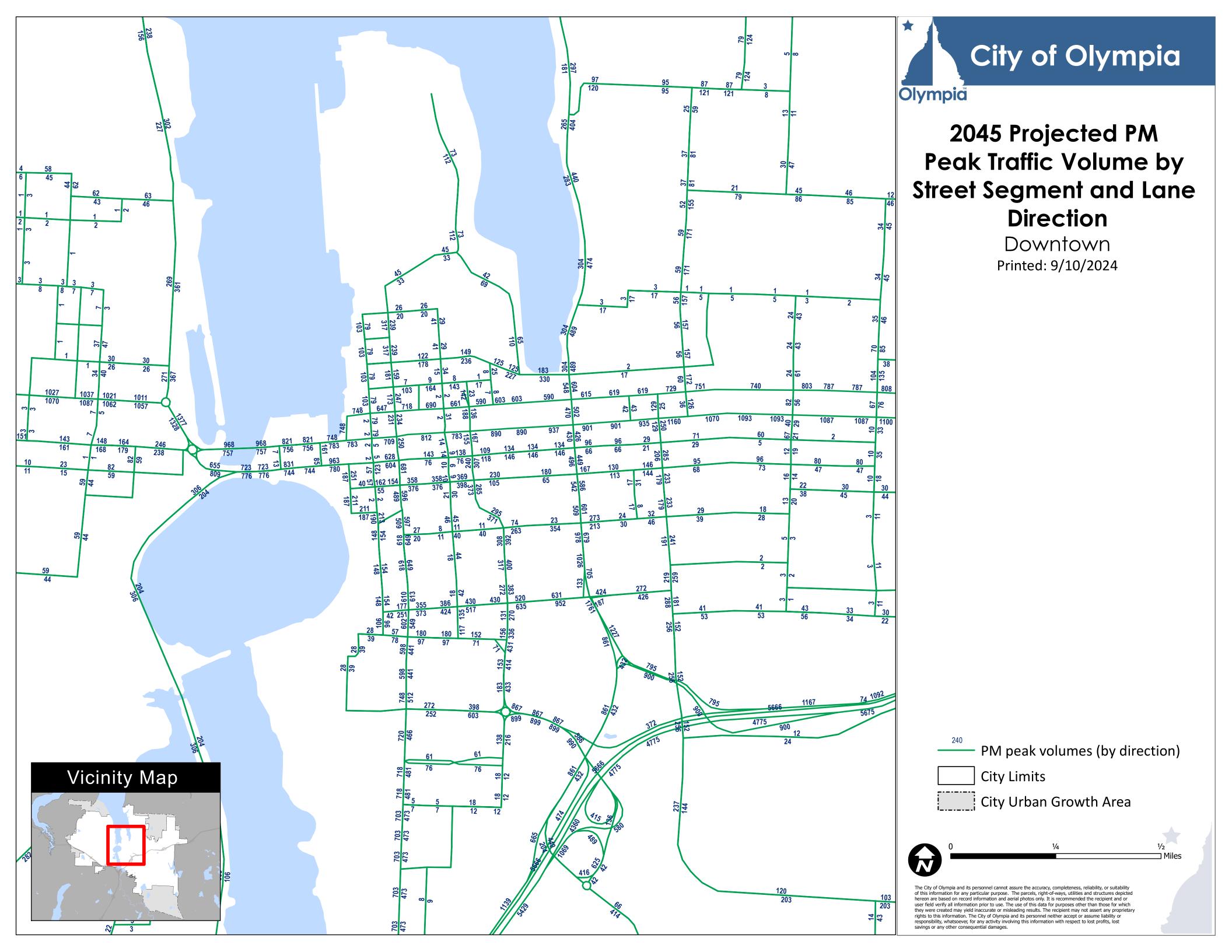
The <u>Transportation Master Plan</u> defines the multimodal needs on state-owned streets. For Interstate 5 and US 101, we expect that pedestrians and bicyclists will use Olympia's streets instead of the highways.

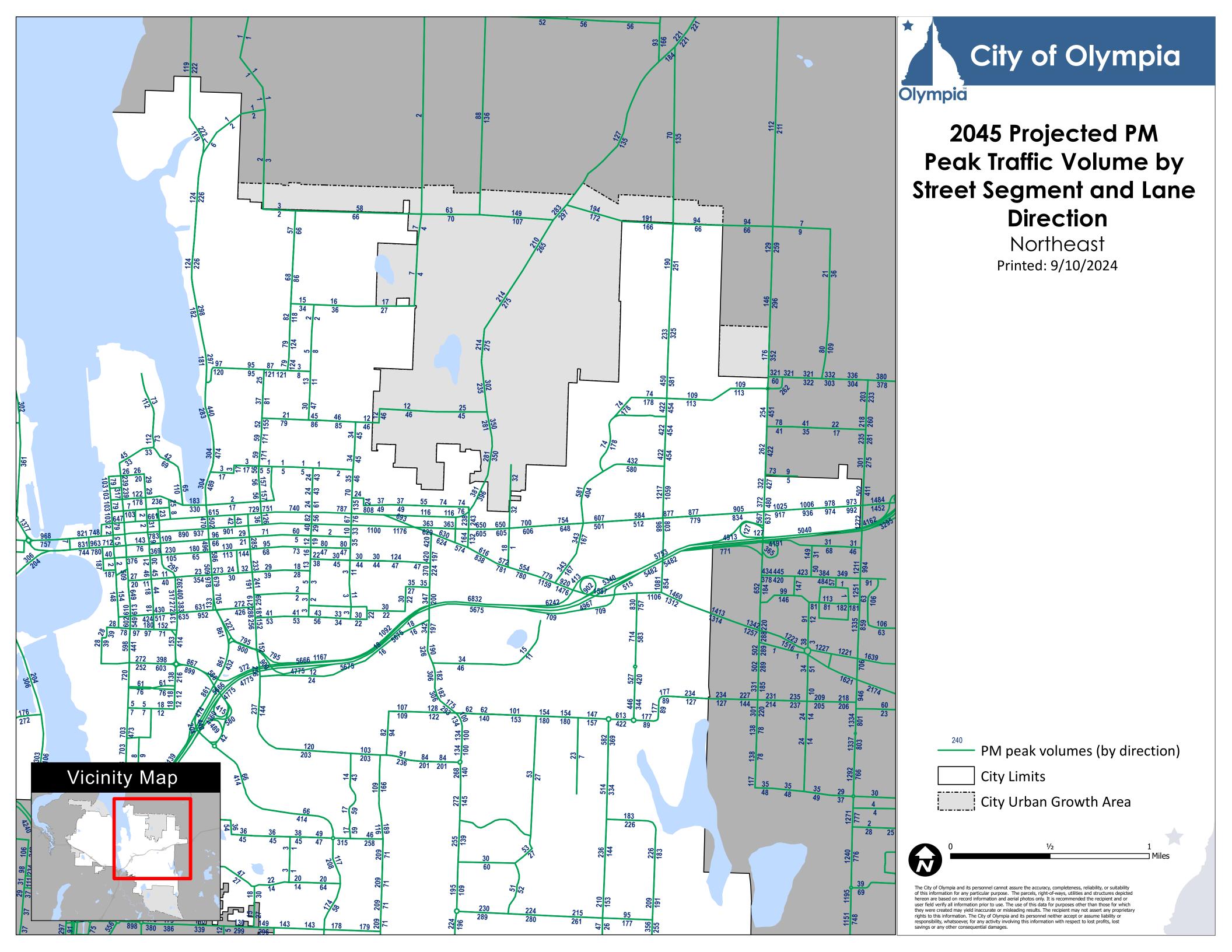
Future vehicle demand model

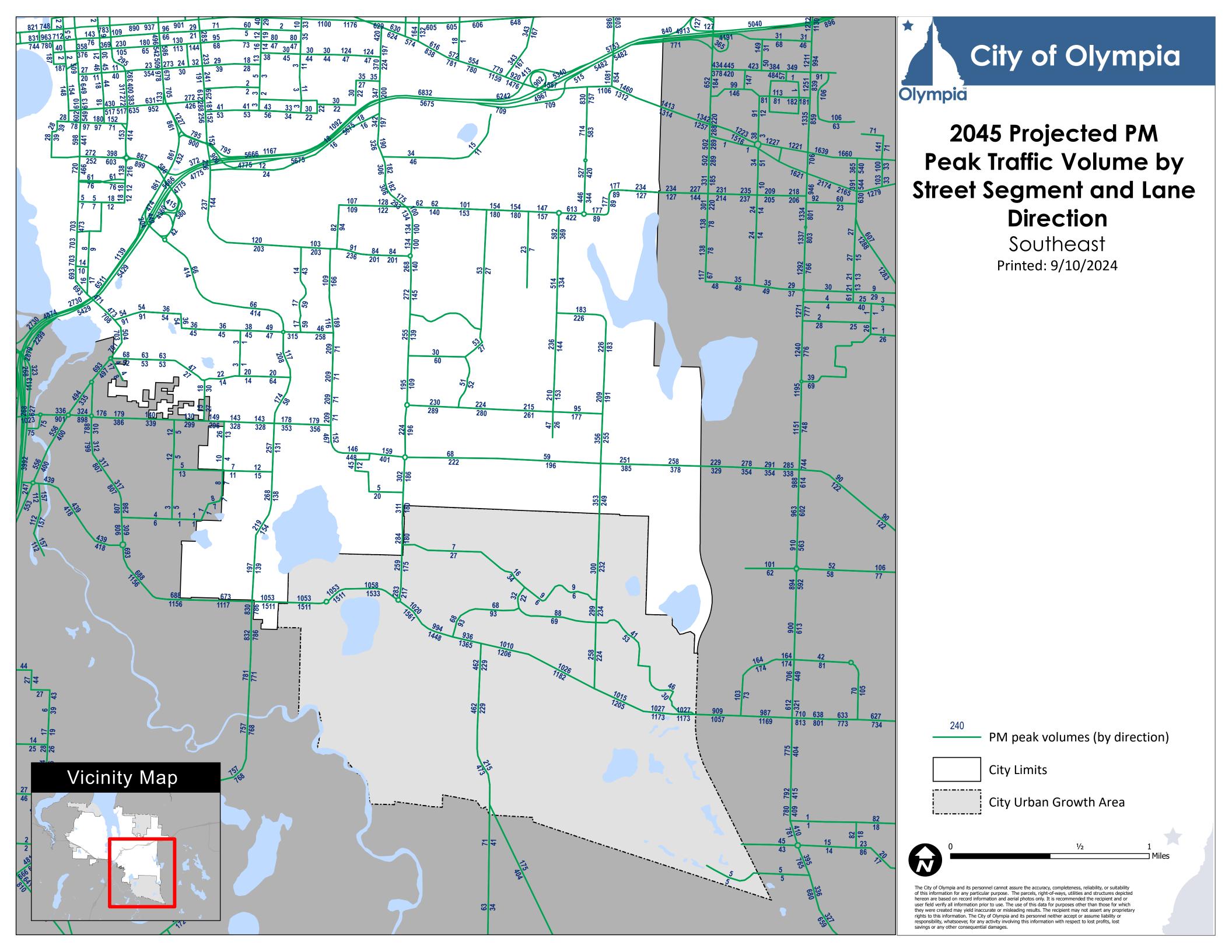
The <u>Thurston Regional Planning Council</u> maintains a <u>model</u> that estimates vehicle demand on major streets throughout our region. The following maps show the estimated vehicle demand for 2045 in Olympia and the urban growth area, and it includes estimated demand on state-owned streets and highways.

All models contain assumptions. This one assumes a reasonable rate of continued telework, that some street connections get made, and the future land use aligns with the Future Land Use Map shown in the Land Use and Urban Design Chapter. It also includes projected population and employment forecasts for the Thurston region.









Appendix I: ADA Transition Plan

The City of Olympia adopted an ADA Transition Plan in 2021, which includes provisions for removing barriers to access in the public right-of-way for people with disabilities. It can be found at olympiawa.gov/ada.

For More Information

- The City of Olympia <u>Transportation Master Plan</u> outlines prioritized projects for the next 20 years for all modes of transportation: walking and rolling, bicycling, riding transit, and driving.
- The City of Olympia <u>Engineering Design and Development Standards</u> implements comprehensive plan goals and policies. These technical standards govern all new construction and modification of transportation and utilities infrastructure.
- The <u>Thurston Regional Transportation Plan</u> describes how the region will work together to resolve regional problems and establish regional priorities.
- The Washington State <u>Growth Management Act</u> requires communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon.
- The <u>Commute Trip Reduction Law</u> calls on all state employers and large employers in urban areas to reduce drive-alone commute trips made by employees.
- The <u>Thurston Regional Trails Plan</u> defines off-street trail network priorities and issues throughout Thurston County.

Transportation



A bicyclist waits in the bike box on Legion Way as



Bicyclists and an Intercity Transit bus <u>rolls past on Capitol Wayshare the road along Olympia's 4th Avenue Bridge</u>.

What Olympia Values:

Olympians want <u>an inclusive</u>a transportation system that <u>supportsean move</u> people and goods through the <u>economy</u>, <u>everyone's well-being</u>, <u>and</u> <u>limitseommunity safely while conserving energy and with minimal environmental</u> impacts to the <u>environment</u>. We want to use the <u>systemit</u> to connect to our

homes, businesses and gathering spaces and promote <u>a</u> healthy <u>cityneighborhoods</u>.

Our Vision for the Future:

Complete streets that move people, not just cars. A complete transportation system that moves people, not just vehicles.

Introduction

Olympia's future transportation system will focus on moving people, not just carsvehicles. It will feel safe and inviting to people of all abilities, whether they are walking, using a walking aid to roll, riding a bicycle, taking transit, or driving. This will Our ability to create vibrant urban areas, reduce our environmental impact, and cost less and use fewer resources. conserve our financial and energy resources will depend on an increase in walking, biking and transit.

Our future streets will work for all modes of transportation. — thanks to our investment in sidewalks, bike lanes, trees, and We will build off-street connections for pedestrians and bicyclists. safe crossings. We will build streets that are human scale, or designed for people first and vehicles second.str, as well as cars. A more connected grid of smaller streets will shorten trips for people walking, rolling, and biking, and it willdriving, and allow cars, trucks, buses and emergency vehicles to have direct and efficient routes.

As Olympia grows, we will use our transportation system more efficiently by adding roundabouts, sidewalks, crosswalks, bike lanes, and by making prioritizing improvements so transit can move through the system more easily. By prioritizing pedestrians, bicyclists, and transit users over single-occupancy vehicles, we will ensure that more people will be able to safely get around using the best mode of transportation for them. As Olympia grows, we are learning to use a range of tools that will help us to both respond to growth and provide people with more choices. It won't eliminate congestion, but with the help of involved community members, our future system will provide safe and inviting ways for us to walk, bike, and use public transit.



Olympia's Gateway Corridor.



The lower roundabout that links the 4th and 5th Avenue Bridges to the westside.

This Transportation chapter describes the vision, goals, and policies that guide decision-making about Olympia's future transportation system. The Transportation Master Plan shows the projects we will build to realize the vision outlined here, and it offers greater detail about:

- Funding
- Future policy considerations

<u>Future areas of study</u> This Transportation chapter takes direction from a number of state, regional and local plans, policies, and guidelines:

- The Washington State <u>Growth Management Act</u> guides cities to link transportation and land use planning. This means that as growth occurs, the City will provide adequate public facilities and a transportation system that supports walking, biking, and public transit, as well as vehicles.
- The <u>Thurston Regional Transportation Plan</u> describes how the region will work together on regional problems and priorities. The plan encourages us to develop high-density, mixed use urban form in our cities, make new street connections, and find ways to reduce drive alone commuting.
- The <u>Olympia Transportation Mobility Strategy</u> provides overall guidance on how we can build a multimodal transportation system. It looks strategically at system capacity, complete streets, bus corridors, connectivity, transportation demand management, and funding.
- The City has relied on a number of studies in the past to help it make decisions on capacity, street connectivity, and street design, and these decisions have had a long-term impact on our local transportation system. They also have helped to shape the transportation goals and policies in this plan. See Appendix A, Transportation Planning History for study descriptions.
- This plan is consistent with the <u>Washington Transportation Plan</u>, which establishes a 20-year vision for the state's transportation system and recommends statewide transportation policies and strategies to the legislature and Governor.
- •
- <u>Concurrency</u> and impact fee projects, or how we'll ensure the transportation system keeps pace with new growth

Equity

Building a transportation system in which everyone can move around and meet their needs means considering the injustices built into the transportation system in previous generations. Those injustices reflect assumptions that often only considered the needs of dominant social groups.

For example, there have always been people who cannot drive: children, some people with disabilities, those who cannot afford a vehicle, and some elders, to name a few. Previous generations invested in building streets that had no sidewalks, curb ramps, bike lanes, or marked crosswalks, and we have inherited

those streets. This means it is harder and less safe for people to get around if they don't drive.

To make our streets more equitable, we will rebuild them to include the infrastructure that supports walking, rolling, biking, and transit.

These changes will be complemented by land use that encourages a greater mix of activities closer together. High frequency transit on direct routes will allow people to get to places that are farther than they can walk, roll, or bike.

Policies to effect these changes are woven throughout this plan. In many places we specifically mention people rolling or using walking aids. In others, we refer to pedestrians and bicyclists. When we do, we always include pedestrians and bicyclists with disabilities in those definitions.

For more information about the City's approach to equity in this plan, please see the equity statement in the Community Values and Vision Chapter.

GT1 Everyone has a safe and inviting way to get around Olympia, regardless of their age, income, or ability.

- **PT1.1** New infrastructure is compliant with the Americans with Disabilities Act and reflects the priorities shown in the City's ADA Transition Plan.
- **PT1.2** Pedestrian and bicycle infrastructure investments are prioritized so that people can get to parks, schools, medical facilities, grocery stores, public buildings, dense employment centers, dense residential areas, and they connect to transit.
- **PT1.3** New infrastructure is built where it is most needed based on access to key services, connections to transit, and other criteria described in the Transportation Master Plan.
- **PT1.4** The City has proactive maintenance and asset management programs for pedestrian and bicycle infrastructure.

Climate change

The Thurston Climate Mitigation Plan identifies the transportation sector as the second-largest source of greenhouse gas emissions in Thurston County. As the power grid transitions to more sustainable sources, transportation is likely to

become the biggest source of greenhouse gas emissions in Thurston County and the City of Olympia.

This was confirmed by Olympia's 2021 Inventory of Community-Wide Greenhouse Gas Emissions and 2021 Community Greenhouse Gas Emissions Reduction Strategy Analysis, which establishes greenhouse gas reduction targets that will help us reach the goal of net-zero emissions by 2040. For the transportation sector to do its part, we will need to significantly reduce Olympia's "vehicle miles traveled." This refers to the number of miles people travel in Olympia in vehicles in a year.

The most effective way to reduce vehicle miles traveled is to make it easier to walk or roll, ride a bike, or take transit than it is to drive. It will take time to reshape our city to support that, not only by adding pedestrian-, bicycle-, and transit-supportive infrastructure to the streets, but also by changing our land use patterns so the distances people must go are shorter. With more Olympians living closer to the places we need to go, it will be easier to walk, roll, or ride a bike to get there. Concentrating housing and key services along frequent transit routes will make it easier for us to take the bus to the places beyond an easy walk, roll, or bike ride.

In the mid-term as that transition takes place, electric vehicles are one strategy that will help reduce emissions. EVs will still take up the same amount of space in the transportation system as gas-powered vehicles, which will lead to more traffic congestion as our population increases. Their widespread adoption will also continue to support the car-centric land use patterns that make it difficult to transition to a more compact city. Olympia needs to make that transition if we are going to have a sustainable city in which it is easier to not drive at all.

Nearly every goal and policy in this chapter is designed to create that future sustainable city's transportation system. From building vital street connections to adding sidewalks, bike lanes, curb ramps, and crosswalks, the transportation system we build in the next 20 years will be one that addresses climate change head on.

For more information about the City's overall climate change approach, please see the Climate Change Chapter. The Land Use & Urban Design Chapter describes how we will change our land use patterns to complement the future transportation system.

Goals and Policies

GT2 The transportation system will support meeting the target of net-zero greenhouse gas emissions by 2040.

PT2.1 Reshape the transportation system so that it's easier to walk or roll, bike, or take transit than to drive.



GT3 Vehicle miles traveled will be 25% lower than 2021 levels by 2040.

PT3.1 Build and retrofit streets to support walking, rolling, biking, and taking transit.

GT4 100% of light-duty vehicles within Olympia will be electric by 2040. 75% of heavy-duty vehicles will be either electric or fueled by green hydrogen by 2040.

- **PT4.1** Support the state of Washington's law that all new light-duty passenger vehicles sold, purchased, or registered will be electric starting with the model year 2030.
- **PT4.2** Seek ways to encourage people to replace gas-powered vehicles with electric vehicles.
- PT4.3 Encourage Intercity Transit's transition to green fuel buses.
- **PT4.4** Encourage the Port of Olympia to transition diesel-powered freight vehicles serving the Port to green fuels.

PT4.5 Encourage the school district to transition diesel-powered school buses to green fuels.

<u>GT5</u> <u>Seek ways to reduce the urban heat island effect in street design.</u>

PT5.1 Include street trees in street design to shade sidewalks, protect asphalt from heat, and buffer pedestrians. Proper selection, care, and placement are critical to long-term maintenance of trees along streets, pavement, and sidewalks.

<u>PT5.2</u> Include vegetation in street designs to reduce heat island and stormwater impacts and to improve the visual appeal of streets.

<u>PT5.3</u> Where feasible, use pavement and sidewalk materials that reduce heat island and stormwater impacts.





Bicyclists travel over Olympia's 4th Avenue Bridge.

A bicycle-only crossing on 7th Avenue at Jefferson Street, which also includes a marked crosswalk for pedestrians with ADA compliant curb ramps.

Complete Streets

Streets with wide sidewalks, and trees, and curb ramps invite us to walk to the store or roll.a friend's house. Bike lanes with buffers or separation from vehicle lanes or routes on quiet streets make biking to work more appealing and convenient, and they reduce conflicts with drivers. The way we design our streets will create new opportunities for how we travel within our city, and how we interact with one another.

"Complete streets" are built for pedestrians, bicyclists, and transit riders, as well as cars, trucks, and buses. They increase the number of people walking and rolling, biking, and using transit, and they are also safersafe for drivers. They we hickes. Complete street policies complement other goals, such as boosting our economy, reducing congestion, increasing land-use density, minimizing environmental impacts, and giving people more opportunities to be physically active.

<u>Olympia's complete streets ordinance, passed in 2016, is one example of the City's commitment to build complete streets.</u>





4th Avenue near City Hall redesigned with bike lanes and wider sidewalks.

Goals and Policies

The area around the State Avenue and East Bay Drive intersection has narrow travel lanes, a transit boarding island, bike lane between the boarding island and travel lane to reduce conflicts between bicyclists and drivers, and bulb-outs to shorten the distance pedestrians need to cross.

GT1

GT6 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.

<u>PT6PT1.1</u> Retrofit major streets to be human scale and include features to make walking, <u>rolling</u>, biking, and transit use safe and inviting.

<u>PT6PT1.2</u> Build streets with individual lanes that are as narrow as safely possible to discourage speeding, while making sure larger vehicles <u>canare able to</u> enter areas where they are needed.

<u>PT6PT1.3</u> Establish speed limits to create a safe environment for pedestrians and bicyclists, <u>especiallywhile maintaining motor vehicle traffic flow. Speed limits shall not exceed 35 miles per hour on arterial and major collector streets, and 25 miles per hour on neighborhood collectors and local access streets, and in <u>school zones</u>the City Center. Provisions are allowed to establish 20 miles per hour speed limits for select conditions and as allowed by state law.</u>

<u>PT6</u>PT1.4 Reduce the impact of traffic on pedestrians by creating buffers such as on-street parking, trees, planter strips, wide sidewalks, and creating interest along the street with amenities and building design.

<u>PT6</u>PT1.5 Create attractive streetscapes with sidewalks, trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive and functional transit stops and shelters.

<u>PT6</u>PT1.6 Build intersections that are safe for pedestrians, bicyclists, and <u>drivers.motor vehicles.</u> Use minimum dimensions (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.

PT6.7 Add compact roundabouts and other traffic calming features where appropriate for speed management and safety.

<u>PT6.8</u>PT1.7 Use medians for access control <u>that minimizes</u>and to <u>keep</u> the number of <u>motor</u>-vehicle lanes, to add <u>pedestrian crossing islands</u>, and to <u>add vegetation</u>. <u>a minimum</u>.

PT1.8 Use medians for pedestrian crossing islands, and to enhance the beauty of the street.

<u>PT6</u>PT1.9 Build streets in a grid pattern of small blocks to allow streets to be narrow and low-volume, encourage walking and rolling, and provide travelers with a choice of routes.

<u>PT6</u>PT1.10 Minimize driveways along major streets to reduce conflicts between <u>drivers</u>vehicles and bicyclists and pedestrians. Encourage shared driveways or provide access off side streets and alleys.

<u>PT6</u>PT1.11 Require consolidation of driveways and parking lot connectivity for adjacent commercial areas to facilitate access from one site to another without having to access the <u>streetroadway</u>.

PT6.12 Consider a sStudy to converting 4th and State Avenues to two-way streets. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT1.12 Recognize the value of street trees for buffering pedestrians from motor vehicle traffic, to capture vehicle emissions, shade sidewalks, and protect asphalt from heat. Proper selection, care and placement are critical to long term maintenance of trees along streets, street pavement and sidewalks.

<u>PT6PT1</u>.13 Consider modified street design to enhance the function of a street for a particular mode, such as bicycling, or to support the unique identity of a street, such as <u>aan</u> historic district.

PT6.14 Consider a Study of the impacts of closing some neighborhood and downtown streets to vehicle traffic. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

<u>PT6.15</u><u>PT1.14</u> Provide adequate and safe street and pathway lighting, in a way that reduces light pollution.

PT6.16 Consider ways to reduce vehicle noise through street design so that residents, pedestrians, and bicyclists are less impacted by it.

PT6.17 Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the Street Safety Plan..

PT6.18 Consider Aautomate traffic enforcement in key locations, such as near schools, to encourage safe driver behavior.





Bicyclist on State5th Avenue.

GT2

GT7GT2 As new streets are built and existing streets are reconstructed, add multimodal features consistent with the policies in this plan and as specified in the City of Olympia Engineering Design and Development
Standards.. Engineering Design and Development Standards

PT7PT2.1 Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include enhanced bike lanes, sidewalks, planter strips, enhanced crosswalkspedestrian crossing features, and other infrastructure-amenities that support pedestrian and bicyclist comfort and safety.

<u>PT7PT2.2</u> Build major collector streets to connect arterials to residential and commercial areas. Include <u>enhanced</u> bike lanes, sidewalks, planter strips, and <u>enhanced crosswalks</u>pedestrian crossing features.

<u>PT7PT2.3</u> Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets should include sidewalks, and planter strips, and they may include pedestrian_crossingmarked or enhanced crosswalks-crossing features. Some neighborhood collectors form part of the low-stress include bike network shown in the Transportation Master Plan and should be builtlanes, or signs and markings to include the appropriatedesignate a bike infrastructure. route. (See Appendix D: Bike Network Map and List.)

PT7PT2.4 Build local access streets to provide direct connections to properties within neighborhoods. -All new local access streets should include sidewalks and planter strips, and some local access streets form part of may include wayfinding signs to direct cyclists to the low-stress bikelarger bicycle network shown in the Transportation Master Plan. -

<u>PT7PT2.5</u> Provide transit stops and service accommodations, in consultation with Intercity Transit. Encourage sidewalk access to all designated stops and consider <u>crosswalk pedestrian crossing</u> improvements to facilitate access, including mid-block crossing islands on high-volume streets.

PT7PT2.6 Install or allow traffic-calming devices on local access, neighborhood

collector, and some major collector streets where speeds, volumes, and other conditions indicate a need. Consider pedestrian, bicyclist, and transit bus safety and access when installing traffic-calming devices.

<u>PT7</u><u>PT2.7</u> Allow on-street <u>vehicle or bicycle</u> parking <u>to support adjacent</u> <u>businesses, buffer pedestrianson local access</u> and <u>bicyclists, and slow traffic.</u> <u>neighborhood collector streets.</u>

<u>PT7PT2.8 Make it a priority to aAddadd</u> bulb-outs for shorter pedestrian crossings and to slow traffic on existing arterials and major collectors with onstreet parking. Consider building bulb-outs on neighborhood collector streets with on-street parking where overall narrowing of the street is not possible.

<u>PT7</u>PT2.9 Allow the City to modify street standards in environmentally sensitive areas based on planning work, and to specify these changes in the code.

PT7PT2.10 Use innovative designs to reduce or eliminate stormwater run-off.

PT7.11 Help pedestrians safely cross major streets by building features such as bulb-outs, crossing islands, and beacon systems.

PT7.12PT2.11 Use Olympia's regularly updated Engineering Design and Development Standards to ensure that transportation-related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

<u>GT8PT2.12</u>-Regularly revise the <u>Olympia Municipal Code</u> and <u>Engineering</u> <u>Design and Development Standards</u> to give detailed guidance on how transportation services should be paid for and delivered in accordance with the principles established in this Comprehensive Plan.

GT3<u>GT8</u> Streets allow the efficient delivery of goods and services.

<u>PT8</u>PT3.1 Design streets so that goods and services can be delivered safely and efficiently. -This means buses, commercial trucks, emergency and other public service vehicles have an appropriate level of access.

PT8PT3.2 Designate and enforce appropriate linear curb space so that

commercial vehicles can load and unload in urban areas.

<u>PT8.3</u> As the viability of cargo delivery by bicycle approaches ensure that street design supports it.

<u>PT8.4</u> Consider large-vehicle movement in the design of arterial and major collector streets, particularly at intersections, <u>and</u> on streets in industrial- zoned areas, and in mixed-use areas <u>while prioritizing pedestrian and bicyclist safety</u>.

PT8.5PT3.4 Require alleys where feasible and practical and retain alleys as public <u>rightsright</u>-of-way.

<u>PT8.6</u>PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.

PT8PT3.6 Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.

PT3.7 Maintain <u>alleysalleyways</u> for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars, or other obstructions.

Connectivity

A city with a well-connected network of smaller streets helps create a better city for walking and rolling, biking, riding the bus, and driving. -This "connectivity" creates a human-scale environment by making. Whether people are walking, biking, or driving, their routes are shorter and. Transit riders can get to their stops more direct, which is one of the most effective ways we can re-shape Olympia to be easier to walk, roll, and bike in. This is reinforced by the way we build streets now: all new streets have sidewalks with planter strips on both sides, and we require major streets to have enhanced bike lanes.

<u>easily</u>.-A well-connected street grid <u>is also crucial for transit service</u>, <u>as it offers</u> <u>more route options and turnaround points for buses</u>. <u>It provides direct and efficient access for all types of service vehicles</u>, <u>such as waste resources trucks including transit buses</u>, delivery trucks, and emergency vehicles.



A street connection extends Olympia Avenue to the downtown.

A 1994 planning study conducted by the City led to the fully <u>During emergencies</u> and major construction, the grid provides options: if one route is blocked, other <u>direct routes are available.</u> And because well-connected <u>streets create more</u> <u>direct routes</u>, fewer miles are driven, which reduces emissions.

The City's commitment to street network we are now building a well-connected street grid dates back to 1994, when we did a study that . The study determined that instead of wideningcontinuing to widen our streetsmajor roads, we should build a connected grid of smaller streets. This study led toto the basis for our vision of a modified street grid and planned street connections shown on the maps. (See maps in Appendix B and the Transportation Planning History in Appendix A and specific development requirements found in the Engineering Design and Development Standards. In the next few years, the City is planning to update that study. for additional information.)



Because well-connected streets create more direct routes, fewer miles are driven, saving fuel and reducing pollution. During emergencies and major construction, the grid provides options: if one route is blocked, other direct routes are available.

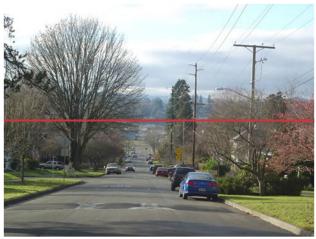


A grid also provides more opportunities to turn left, reducing traffic back-ups.

There can be challenges with making street connections. Topography and environmentally sensitive areas can make certain street connections infeasible. Some street connections and the resulting changes to traffic patterns have the potential to affect neighborhood character or disproportionately impact some residents. The City will balance decisions about the value of a street connection with potential impacts to the unique geography, character or historical context of a residential neighborhood. In these cases, policies help guide the analysis of a street connection. When street connections are not made for motor vehicle access, priority will be given to making a connection for bicyclists, pedestrians, emergency vehicles and transit.

Downtown has a well-connected street grid.

Pathways and trails provide connectivity for bicyclists and pedestrians. Pathways are shortcuts in neighborhoods that provide connections to parks, schools, trails and streets. Trails allow travel off the street system, benefitting bicyclists and pedestrians for transportation and recreation.



The gridded street network in an older neighborhood.

Goals and Policies

<u>GT9GT4</u> The street network is a well-connected system of small blocks, allowing short, direct trips for pedestrians, bicyclists, transit users, <u>driversmotorists</u>, and service vehicles.

<u>PT9PT4.1</u> Connect streets in a grid-like pattern of smaller blocks <u>as specified</u>. Block sizes should range from 250 feet to 350 feet in the Engineering Design and <u>Development Standards</u>. residential areas and up to a maximum of 500 feet along arterials.

<u>PT9</u>PT4.2 Build new street connections to reduce travel time and distances for all users of the street system.

<u>PT9PT4.3</u> Build new street and pathway connections so that people walking, rolling, biking, or accessing bus stops have direct route options, making these modes more inviting.

<u>PT9</u>PT4.4 Build new street connections so that motor_-vehicle trips are shorter, to save fuel, cut travel time, and reduce pollution.

<u>PT9</u>PT4.5 Build new street connections so the grid provides other routes if an emergency or major construction blocks travel.

<u>PT9</u>PT4.6 Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.

<u>PT9PT4.7</u> Build a human-scale street grid of small blocks. To keep blocks small, use by defining required dimensions in the <u>Engineering Design and Development Standards</u>. Use street_-spacing criteria to define the frequency <u>and block sizes</u> of different types of streets. in the grid, and define block sizes on each type of street to keep blocks small.

<u>PT9PT4.8</u> Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix <u>AAB</u>. Require the use of the <u>Engineering Design and Development</u> Standards..Engineering Design and Development Standards • .

PT9.9 Examine alternative street alignments and/or street designs when connecting streets through wetlands or other critical areas. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the best option.

<u>PT9.10</u>PT4.9 Seek public and private funding to construct street connections in the network.

<u>PT9.11PT4.10</u> Require new developments to connect to the existing street network and provide for future street connections to ensure the gridded street system is built concurrent with development.

PT9.12PT4.11 Retrofit existing development into a pattern of short blocks.

PT4.12 Build bike and pedestrian pathways for safe and direct non-motorized access. Where street connections are not possible, build pathways based on block sizes defined in the Engineering Design and Development Standards.

<u>PT9PT4.13</u> Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets. (See maps and lists in Appendix <u>AAB</u>.)

<u>PT9</u>PT4.14 Build a dense grid of local access and collector streets to provide motorists with multiple ways to enter and exit neighborhoods instead of using arterial streets for trips within the neighborhood.

<u>PT9</u>PT4.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built <u>willshould</u> have a maximum length of 300 feet and be built with pedestrian and bike connections to

adjacent streets, or to destinations such as schools, parks, and trails wherever possible.

<u>PT9PT4.16</u> <u>Planned</u> Use signs to identify planned but still unbuilt street connections, or "stub outs," will be identified by signs at" and to indicate the location and in formal documentation, including plans and type of street that is planned. This information should also be shown on maps of newly platted areas.

PT4.17 Create public bicycle and pedestrian connections for interim use when street connections are not completed with new development.

<u>PT9.17</u>PT4.18 Plan and identify street connections <u>throughout the cityin</u> <u>undeveloped areas</u> to ensure they are eventually connected.

PT9.1818 Plan for adequate rights-of-way for future streets.

PT9.1919PT4.20 Use traffic-calming devices to slow vehicles, where necessary, especially when new streets are connected to existing neighborhoods.

PT4.21 Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route directness index.

GT5-Street connections to existing residential areas and in environmentally sensitive areas will be carefully examined before a decision is made to create a connection for motor vehicle traffic.

PT5.1 Seek to avoid street connections through wetlands or other critical areas by examining alternative street alignments. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the preferred option.

PT5.2-Carefully examine proposed street connections to existing residential neighborhoods. The developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the unique neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for

motor vehicle traffic. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:

- Effects on the overall city transportation system
- Effects on reduced vehicle miles travelled and associated greenhouse gases
- Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated
- Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists
- Impacts on directness of travel for emergency-, public-, and commercial service vehicles
- An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections
- An assessment of traffic volumes at the connection and whether projected volumes are expected to exceed the typical range for that classification of street
- Bicycle and pedestrian safety
- Noise impacts and air pollution
- Social justice issues and any impacts on the unique character of a neighborhood or effects on affordability of housing
- Likelihood of diverting significant cross town arterial traffic on to local neighborhood streets
- Effectiveness of proposed traffic calming measures
- The cost of a street connection and the cost of any alternative approach to meeting transportation needs if a street connection is not made
- Consideration of the information in Appendix A of this chapter

PT5.3-PT9.20 If the City decides that a street connection will not be built, build bike and pedestrian pathways for safe and direct non-motorized access.

Minimum spacing should be based on block sizes defined in the Engineering Design and Development Standards.

PT9.21 If stub-outs exist for a future street connection, bicycle and pedestrian access should be provided in the public right-of-way as an interim measure.

PT9.22 Study the additional street connections Olympia needs in order to build a complete street network that serves everyone, whether walking, rolling, biking, taking transit, or driving. As part of the study, consider the impacts of building only pedestrian and bicycle connections instead of full streets.



The Fairview Pathway connects Fairview Street to the Karen Fraser Woodland Trail.

In the event that a street connection is not made for motor vehicles, priority will be given to pedestrian, bicycle, transit and emergency vehicle access.

<u>GT10</u>PT5.4 Address safety concerns on newly connected streets and build any needed improvements at the time when street connections are made. Define what constitutes safety improvements in the Engineering Design and Development Standards.

GT6GT10 Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.

PT10PT6.1 Establish and improve pathways in existing built areas.

<u>PT10PT6.2</u> Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent, developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.

PT10.3 Use pathways to connect new development to adjacent schools, parks, trails, and shopping areas.

<u>PT10.4PT6.3</u> Install signs at pathways to indicate they are open to the public and an official part of the transportation network.

<u>PT10.5</u>PT6.4 Coordinate with the <u>state of Washington</u>State to increase bicycle and pedestrian access through the Capitol Campus.

GT11GT7 A network of regional and local trails enhances mobility for <u>bicyclists</u>bicycles and pedestrians.

<u>PT11PT7.2</u> Increase access to trails by requiring or acquiring pathways, easements, or dedicated rights-of-way from new developments adjacent to current and future trails.

<u>PT11</u><u>PT7</u>.3 Install signs that identify the trails network, public destinations, nearby streets, and transit routes <u>consistent with regional policy</u>.

PT 11.4 Encourage retail businesses next to trails to include entrances that face the trail.

System Completeness and Concurrency Capacity

One of the ways we gauge the quality of a community is how easily we get around. <u>Due to the investments made by previous generations, it is relatively easy to get around by carNo one likes getting stuck in Olympia. We will maintain that system and seek ways to keep traffic flowing while also building a complete system for pedestrians, bicyclists, and transit users.</u>

As our population increases, so too will demand for space on our streets.- In addition to building roundabouts, which increase the efficiency of intersectionsOlympia, we will also make it more feasible for people to get around without driving. This includes building are looking for new street connections, sidewalks, enhanced crosswalks, enhanced bike lanes, bike corridors, and collaborating with Intercity Transit to support robust transit service.

All of these investments will increase the capacity of our transportation system.

To keep the capacity in balance with new development, we will ensure that new transportation infrastructure is built "concurrently," or at the same time, with new growth.

Olympia's concurrency program is "plan-based," meaning that we have defined the projects needed to keep the system's capacity at pace with new development in the Transportation Master Plan. We also track our transportation system's capacity for "person trips," or all trips that people make, whether walking, rolling, riding a bike, taking transit, or driving.

When new development occurs, we measure the number of person trips the development is expected to generate. We add capacity for that new development by building the projects defined in the Transportation Master Plan as concurrency projects. Those projects include sidewalks, bike corridors, street reconstruction, enhanced crosswalks, and roundabouts. Specific concurrency projects are shown in the City's Capital Facilities Plan. — ways that retain the human scale character of our streets—instead of adding more lanes.





Traffic and a cyclist move through downtown.

The concept of concurrency means that as our community grows, we add "capacity" to the street.

The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. In Olympia, we look at capacity more broadly and see it as our ability to move people.

The The roundabouts on Boulevard Road have kept traffic moving as the area has grown, allowing Boulevard to remain a two-lane street.

street system can move more people when more trips are made by walking, biking, or riding the bus. We will increase capacity on our streets by building facilities to support walking, biking, and transit. In many cases, adding roundabouts will be a key part of this approach.

Efforts to reduce auto trips, such as adding bike lanes and sidewalks and improving transit services will increase capacity on all major streets, but especially on strategy corridors (See Appendix H, the Corridor Map, for strategy corridors.)

The project list and maps in Appendix B include system capacity improvements for vehicles likely to be needed over the next 20 years.

Appendix I shows Traffic Forecast Maps of current and future traffic volumes.

Goals and Policies

GT12 In response to GT8 Impacts of new growth, build newdevelopment on the transportation system are addressed by establishing network completeness standards that ensure that adequate transportation infrastructure to address new person trips on the system. is provided in concert with growth.

<u>PT12PT8.1</u> Implement a system completeness framework for transportation concurrency in which the supply of new transportation infrastructure that supports growth shall exceed the travel demand of new growth.

- Supply is defined by the transportation concurrency project list identified in the Transportation Master Plan and reflected each year in the Capital Facilities Plan Capital Facilities Plan
- Demand is measured by PM peak hour person trip generation
- Supply and demand are equated using "mobility units" as defined in 15.20.020 MC 15.20.020
- Mobility units of supply are considered available to support new development when the transportation improvement is fully funded, as identified in the Capital Facilities Plan New development will not be allowed if there is no supply of mobility units.

PT8.2-Consider signal upgrades and signal timing as standard ways to reduce congestion.

PT9-3

<u>PT12.2</u> No street will exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block. when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.

PT12.3 Seek ways to retrofit existing major streets to be more human scale, including studying the implications of reducing five-lane streets to three lanes. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT12PT8.4 PrioritizeConsider roundabouts overinstead of signals at

intersections to maintain traffic flow.

PT12.5 Seek ways to connect parking lots to allow internal trips without needing to use adjacent public streets.

PT12.6PT8.5 Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW 36.70A.070 ♣(6). Proposed improvements to state-owned facilities will be consistent with the Thurston Regional Transportation Plan, the State Highway System Plan, Thurston Regional Transportation Plan ♣ and the State Active Transportation Plan. State Highway System Plan within Washington's Transportation Plan.

GT13GT9 The impacts of new land-use development on the transportation system are mitigated appropriately.

PT13.1 Require mitigation for the transportation impacts of new developments, which will be consistent with the Transportation Master Plan and Street Safety

Plan. PT9.1 Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.

PT13PT9.2 Require new development to <u>build</u>construct improvements or contribute funds <u>totowards measures that will</u> improve the function and safety of the streets, such as installing bike and pedestrian <u>infrastructure</u>, <u>roundabouts</u>, <u>improvements</u>, <u>turn pockets or</u> special lanes for buses, or <u>roundabouts</u>, or modifying traffic signals.



Bulb-out and streetscape built with new development in north downtown.



A bus stops on Capitol Way.

<u>PT13</u><u>PT9</u>.3 Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.

PT13PT9.4 Use the State Environmental Policy Act State Environmental Policy Act

Act

to determine mitigation requirements for the impacts of new development on the transportation system.

<u>PT13PT9.5</u> As the street system is improved with new development, <u>construct</u> Complete streets and maintain an urban form that is human scale, when widening is necessary.

GT14GT10 On designated strategy corridors (see map in Appendix G), facilitate increased land use density. Prioritize improvements to transit service, and the safety and comfort of walking, rolling, and bikingeliminate transportation system inefficiencies.

PT14PT10.1 Along strategy corridors, addAdd bike lanes, and sidewalks, and curb ramps. Also improve transit service along strategy corridors services, and use demand management measures, such as parking management. This is to ensure that transit, walking and rolling, and biking are safe, attractive, and easy to use during peak travel periods on all streets, especially strategy corridors.

<u>PT14PT10</u>.2 Expand the <u>city's</u>City's network of street connections, pathways, and trails to <u>improve mobilityhelp relieve congestion</u>.

Land Use

The land use and transportation goals and policies of this plan are interconnected. When attractive housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit stops can be close by and convenient for longer trips outside the neighborhood. In compact, mixed-use areas, it is easier for people to walk or roll, bike, and ride the bus than it is to drive, reducing our dependency on our cars.

The dense, mixed areas we are trying to achieve are made more attractive, comfortable, and functional when streets have wide sidewalks, safe crosswalks, safe crosswalks,





An attractive sidewalk along a major bus route.

An attractive sidewalk along a bus route downtown that has bike racks and street furniture.

Goals and Policies

<u>GT15GT12</u> The transportation system provides attractive walking, <u>rolling</u>, biking, and transit options, so that land use densities can increase without creating more traffic congestion.

<u>PT15</u><u>PT12</u>.1 Build a system that encourages walking, <u>rolling</u>, biking, and transit to reduce car trips and help achieve our land_-use density goals.

GT16GT13 A mix of strategies is used to encourage infill development concentrate growth in the city, which both supports and is supported by walking, rolling, biking, and transit.

<u>PT16</u>PT13.1 <u>IncreaseConsider increasing</u> allowed densities in the downtown core and along parts of the urban corridors, <u>where walking, rolling, biking, and transit are more viable forwhile maintaining lower densities in the majorityperiphery</u> of <u>trips people need to make.</u> the City.

PT13.2 Consider a geographically influenced impact fee based on costs that would likely incentivize development or redevelopment in the downtown core and along parts of the urban corridor.

PT16.2 Continue to support incentives to redevelop in downtown, along urban corridors, and in focus areas such as the Capital Mall Triangle, the Lilly/Pacific area, and the Lilly/Martin area. **PT13.3** Consider incentives to address the specific challenges downtown redevelopment faces.

<u>PT16.3PT13.4</u> 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.

<u>PT16.4PT13.5</u> Allow housing in commercial and employment areas to reduce <u>how far people have</u>commute and errand distances, and encourage alternatives to travel to meet their needs. driving.

<u>PT16.5PT13.6</u> Allow neighborhood centers <u>and small scale commercial uses</u> in residential areas to reduce <u>how far people havecommute and errand distances</u> and encourage alternatives to <u>travel to meet their needs</u>. <u>driving</u>.

GT14 Greater density along priority bus corridors optimizes investments in transit and makes transit an inviting mode of travel. (See Appendix H, the Corridors Map, for 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.

PT14.3 Enhance the gridded street network of small blocks adjacent to bus corridors to improve access to transit.

GT17GT15 The urban corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, Capitol Way/Boulevard and portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are areas where a large portion of trips are made by walking, rolling, biking, and transit. (See Appendix GH Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)

<u>PT17</u>PT15.1 Retrofit—City streets in urban corridors to <u>City Street Standards</u>City <u>Street Standards</u> to attract new development and increase densities.

<u>PT17PT15.2</u> EnhanceWork with the <u>gridded street networkState</u> of <u>small blocks</u> <u>adjacentWashington</u> to <u>include</u> urban corridors in the state's preferred leasing area, so that state employees can easily walk, bike or take.

<u>PT17.3</u> Encourage increased density and land-use patterns along urban corridors through zoning, incentives, and other regulatory tools.

PT17.4 Encourage schools, public services, major employers, and senior and multi-family housing to locate along urban corridors. work.

PT17.5PT15.3 Encourage public agencies to build in the urban corridors, to

support the City's transportation efficient land use goals so community members and employees can easily walk, <u>roll</u>, bike, or take public transit to these buildings. Work with the state of Washington to include urban corridors in the state's preferred leasing area.

<u>PT17.6PT15.4</u> Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors.



A person walks on the tree-lined sidewalks of Briggs Drive.

<u>GT18GT16</u> Streets are <u>safe and inviting</u> public <u>spaces</u>, where people want to be.

<u>PT18</u>PT16.1 Design streets to <u>preserve or</u> enhance the unique qualities and "sense of place" of a neighborhood or district.

<u>PT18</u>PT16.2 Design streets as gathering spaces and destinations, and highlight their cultural and natural features.

<u>PT18PT16.3</u> Look for opportunities to create multi-use, public spaces along streets and encourage public and private efforts to make these places unique and memorable.



An Intercity Transit bus leaving the Olympia Transit Center.

Transit

We can use bus service for many of the routine trips we make, which reduces and significantly reduce congestion and emissions. As traffic increases, transit will be an efficient way to move more people on the same streets.

Intercity Transit is the primary public transit operator for Thurston County, and its strong partnership with the City will be critical to meeting community transportation needs.



People board a bus at the downtown Olympia Transit Center.

In the near term, Olympia envisions <u>service</u> a <u>distinct system</u> of <u>at least 15-minute frequency along urban "bus corridors (see GT 17), where:" major streets with high quality, frequent service that will allow people <u>cancanto</u> use transit more spontaneously. <u>Bus service will also be vital The first priority</u> for <u>maintaining mobility along strategy corridors</u>, shown on the <u>mapbus corridor development</u> will be along strategy corridors. See the <u>Corridor Map</u> in Appendix <u>G. If congestion on these H for bus corridors impacts bus scheduling, we will prioritize transit's mobility. and strategy corridors.</u></u>

Supporting high-frequency service is a Building bus corridors is a major new commitment in which the City and Intercity Transit will jointly invest. Intercity Transit will provide fast, frequent and reliable bus service along these corridors, and the City will provide operational improvements, such as longer green time at traffic signals to prevent bus delays in congestion. Attractive streetscapes, enhanced crosswalks, pedestrian crossings and sidewalks will improve enhance people's access to transit. The City will also encourage a mix of land uses and increased densities along these corridors to increase ridership.

<u>TheseBus</u> corridors will <u>also servebe planned</u> as regional connectors between Olympia, Lacey, and Tumwater. -To sustain the level of service for transit in these corridors, increased residential and commercial density of development is needed. They will ideally connect with similar corridors in Lacey and Tumwater.

Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range-transit-plan-long-range-transit-plan-and-the-transportation





A bus on Franklin Streettravels over the 4th Avenue Bridge.

Goals and Policies

GT19 Urban GT17 Bus corridors have high-quality transit service, allowing people to ride the bus spontaneously, and easily replace car trips with trips by bus.

PT19PT17.1 Develop a system of bus corridors with fast, frequent, and predictable service on urban corridors. Transit service should operate at least every 15 minutes on weekdays where surrounding land uses supporteall for it.

PT17.2 Achieve density and mix of land uses along bus corridors to support increased ridership and frequent service.

PT17.3 Formalize bus corridors through a joint agreement between Intercity Transit and the City of Olympia, with efforts to include Lacey and Tumwater.

<u>PT19.2PT17.4</u> Coordinate with Intercity Transit to give traffic signal priority to buses, build bypass or exclusive transit lanes, and take other measures designed to speed bus service.

<u>PT19.3PT17.5</u> Ensure street, site, and building designs are well-planned for pedestrian use along <u>urbanbus</u> corridors.

PT17.6 Integrate transit and bicycle network planning and require bicycle end of trip facilities, such as bike parking, along bus corridors.

<u>PT19.4PT17.7</u> Eliminate minimum parking requirements along <u>urban</u>bus corridors.

PT17.8 Give priority to sidewalks and mid-block pedestrian crossings that enhance access and safety on high frequency bus corridors.

GT20GT18 Intercity Transit's short- and long-range plans are supported.

<u>PT20PT18.1</u> Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, system operational efficiencies, land uses, and site design support transit along current and future routes.

<u>PT20</u><u>PT18.2</u> Coordinate with Intercity Transit on bus stop locations so they are safe, accessible, and inviting for pedestrians and bicyclists.

PT20.3 Build in-lane bus stops instead of bus pullouts to help keep transit on time.

PT20.4PT18.3 Consult with Intercity Transit when new developments are being

reviewed so that current and future bus routes can be accessed by transit vehicles.

PT20.5PT18.4 Make transit more inviting by designing transit access at major destinations such as worksites, schools, medical facilities, and shopping complexes in a manner that allows efficient access for buses. Also put, while placing bus stops in locations that are more convenient than parking areas.

<u>PT20.6PT18.5</u> Coordinate with Intercity Transit in requiring developers to provide facilities that help transit riders easily walk, <u>roll</u>, or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.

<u>PT20.7</u>PT18.6 Encourage Intercity Transit to provide service to passenger rail stations or other intermodal facilities.

<u>PT20.8PT18.7</u> Explore opportunities for circulator transit routes to enhance connectivity between urban corridors, their adjacent neighborhoods, and the city center.

PT20.9 Encourage Intercity Transit to maintain a fare-free system.

<u>GT21</u><u>GT19</u> The region is prepared to advance high-capacity transportation.

PT21PT19.1 Work with Intercity Transit and the Thurston Regional Planning Council Thurston Regional Planning Council to plan for long-range, high-capacity transportation in Thurston County.

PT21.2 Support connections beyond Thurston County by coordinating with Grays Harbor Transit, Mason Transit, and Twin Lewis Transit when appropriate.

<u>PT21.3PT19.2</u> Preserve significant rail corridors threatened with abandonment as identified in the <u>Regional Transportation Plan</u>. <u>Regional Transportation Plan</u>.

<u>PT21.4PT19.3</u> Integrate land use and high-capacity transportation planning so that dense urban centers are developed around multi-modal transit stations, and coordinate this regionally.

PT21.5

PT19.4 Encourage the Washington State Department of Transportation and the <u>Thurston Regional Planning Council Thurston Regional Planning Council </u> to identify and address deficiencies in regional <u>transit</u>commuter services.

<u>PT21.6</u>PT19.5 Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.

<u>GT22GT20</u> The rail system can move materials over long distances efficiently and inexpensively.

<u>PT22</u><u>PT20</u>.1 Work with regional partners and the Washington State Department of Transportation to support and expand freight rail in the region.

Walking and Rolling

This plan aims to make streets safe and inviting for walking for more people walking or rolling. The City can accomplish this over time by designing streets that are "human scale," or places where people can enjoy walking or rolling, sitting, or and interacting with others. —Building and retrofitting streets by planting trees, creating landscaped strips, and installing decorative lighting can encourage people to walk or roll and create an active street life.

When streets are designed for people, rather than dominated by cars, neighbors interact, businesses thrive, and people feel more engaged in their community. All of this can stimulate activity, attract development, and improve <u>people's</u>the quality of life, even as the population increases.



The rebuilt sidewalk on Franklin Street included some public art elements to make walking more



inviting.

A new sidewalk is buffered by a planter strip and street trees on San Francisco Avenue.

Well-designed sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles, and they-provide a flat and predictable surface for walking or rolling. For those using-with walking aids, sidewalks and curb ramps significantly enhance access. Sidewalks invite-people

to gather and interact in public space right outside their ability to get aroundfront door. Sidewalks provide safe places for children to walk, run, skate, and play.

Appendix C includes a map of sidewalk projects based on the <u>City of Olympia</u> <u>Sidewalk Program</u> (2003).





A flashing beacon at a crosswalk on Olympic Way will alert motorists to pedestrians.

The flashing beacons, island, and crosswalk marking make crossing East Bay Drive at Olympia Avenue safer and more inviting.

Another important safety factor for <u>pedestrians</u> walkers is to ensure that streets are easy to cross. <u>Enhanced crosswalks</u> Pedestrian crossing improvements shorten the crossing distance, <u>make pedestrians more visible</u> increase visibility of walkers to <u>drivers</u>, and offer other <u>motorists</u>, increase crosswalk law compliance, and enhance the safety <u>features</u> to <u>make crossing the street more comfortable</u>. and comfort of pedestrians.

<u>The sidewalks and enhanced crosswalks we plan to build are outlined in the Transportation Master Plan.</u>

Goals and Policies

<u>GT23GT21</u> Walking <u>and rolling</u> is safe and inviting, and more people walk <u>or roll</u> for transportation.

<u>PT23-PT21.1 Support education Encourage walking</u> and <u>encouragement</u> <u>programs to promote educate people about walking safety and improve the safety benefits of walking.</u>

<u>PT23</u><u>PT21</u>.2 Ensure <u>City Street Standards</u>City street standards reflect the importance of walking <u>and rolling</u> for transportation and recreation.

<u>PT23PT21</u>.3 Build new streets and retrofit existing streets to be more inviting for walking <u>and rolling</u> with sidewalks, <u>enhanced crosswalks</u>crossing improvements and streetscape improvementsenhancements.

PT23.4 Keep streets and lanes as narrow as possible, including at intersections, and seek other-additional ways to slow vehicles and encourage safe driving.

PT21.4 Allow property developers to pay a fee in lieu for sidewalks in certain instances so that sidewalks and other pedestrian improvements can be constructed in the locations they are most needed.

<u>PT23</u><u>PT21.5</u> Consider the needs of people walking <u>and rolling</u> in all aspects of street operations and maintenance.

<u>PT23</u><u>PT21</u>.6 Use construction practices that provide safe access for pedestrians. When roadway closures are necessary for construction, provide a reasonably direct route through or around the construction area for people walking <u>or rolling</u>.

<u>PT23PT21</u>.7 Require direct, safe, and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.

PT23PT21.8 Explore the expanded use of alleys for pedestrian travel.

<u>GT24GT22</u> Sidewalks <u>and curb ramps</u> make streets safe and inviting for walking and rolling.

<u>PT24PT22.1</u> Build all new streets with inviting sidewalks on both sides of the street and curb ramps at intersections.

<u>PT24PT22</u>.2 Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for <u>pedestrians</u> to share space with <u>motor</u> vehicles. <u>Prioritize sidewalk construction projects based on street conditions, transit routes, and the proximity to destinations such as schools.</u>

PT22.3 Retrofit selected smaller local access streets within neighborhoods with sidewalks to address unique conditions, such as: limited sight distance; the need for access to bus stops, schools and parks; or, because no other parallel street exists nearby to provide a safe walking route.

GT25 Enhanced crosswalksGT23 Pedestrian crossing improvements remove barriers for pedestrianswalkers on major streets, especially largewide streets with high vehicle volumes. Enhanced crosswalks have features such as islands, flashing beacons, or bulb-outs that either raise driver awareness or shorten the distance people need to cross.

<u>PT25</u><u>PT23</u>.1 Build new <u>major</u> streets <u>to include enhanced crosswalks mid-block</u> <u>between signals</u> and <u>roundabouts</u>.

<u>PT25.2 Retrofit</u> existing streets with <u>the enhanced crosswalks identified</u> in the <u>Transportation Master Plan.</u>

<u>PT25.3 Add crossing islands and "bulb--outs on new streets with on-street parking"</u> to increase pedestrian safety.

PT23.2 Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.

PT23.3 Add safe, mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between stop lights, and those with high-frequency transit service.

PT25PT23.4 Design intersections to make pedestrian crossing safety a priority: minimize the crossing width, make pedestrians more visible to drivers, improve with bulb outs and lighting, make signal changes, and minimize "curb radii" (sharper corners instead of sweeping curves). Prioritize pedestrian safety over adding turn lanes.

PT23.5 Consider the use of pavers or colored, patterned concrete on crosswalks in commercial or mixed use areas to increase motorist awareness of pedestrians and to improve the appearance of an area, without negatively affecting cyclists or pedestrians.

PT25.5PT23.6 Consider the needs of the elderly and disabled in all crosswalk design and signal timing.



Streetscape enhancements include awnings, trees, and wide sidewalks.

<u>GT26GT24</u> Streetscapes buffer <u>pedestrianswalkers</u> from motor vehicle traffic, enhance the experience of walking <u>and rolling</u>, and increase the attractiveness of an area.

PT26PT24.1 Separate sidewalks from motor_-vehicle traffic with buffers of trees

and landscaping. <u>Consider integrating green stormwater infrastructure in buffers</u> <u>as appropriate.</u>

<u>PT26</u><u>PT24</u>.2 Allow on-street parking as a buffer, where appropriate, between <u>pedestrianswalkers</u> and motor_-vehicle traffic.

PT26PT24.3 Provide sidewalks wide enough to include the "streetscape" elements and space needed to support active street life. In busy pedestrian areas, install benches, artwork, café seating, and other features to make streets interesting and inviting, while maintaining safe walking surfaces and adequate space for those using walking aids like scooters orin wheelchairs.

<u>PT26-PT24.4</u> Require continuous awnings over the sidewalk along building frontages in densely-developed areas to protect pedestrians from weather; encourage them everywhere else.

<u>PT26</u><u>PT24.5</u> Use pedestrian-scale lighting to make sidewalks feel safe and inviting at night.

<u>PT26-PT24.6 Consider-Use</u> City investments to retrofit streets and add wide sidewalks and streetscape improvements as a method of drawing development to targeted areas.

PT24.7-Develop streetscape plans for commercial and mixed use areas.

PT26.7PT24.8 Integrate inviting bus stops and shelters into streetscape design.

Bicycling

Bicycling is <u>anclean</u>, <u>economical</u>, efficient, <u>inexpensive</u>, and <u>emissions-free way of getting aroundideal for trips within</u> our community. <u>Ebikes allow more peopleAs with walking</u>, the vision of this plan is to <u>bicycle even in our hilly terrain</u>. <u>Buildingconsider biking as</u> a <u>complete network of safenetwork valuable mode of safetransportation</u>, and <u>inviting infrastructure that minimizes interactions between to make the safety of bicyclists and a high priority. Because bicyclists have access to the same streets as drivers will allow more people to ride their bikes instead of drive. , they must have both the same rights and responsibilities.</u>





A <u>family bikes onbicyclist approaches</u> the <u>11th</u>4th Avenue <u>Pathway</u>. Bridge.

The Transportation Master Plan outlines a low-stress bike well-connected network that of facilities for bicyclists is spaced about every half mile. When the network is built out, no one will ever be more than a quarter mile from one of key to increasing the routes. The network is made upuse of enhanced bicycles for regular transportation. A bicycle network includes bike lanes that offer greater separation from vehicles than traditional bike lanes, bike corridors on quiet neighborhood streets,, signs and markings, trails. Enhanced bike lanes offer greater separation from vehicles than traditional bike lanes.

<u>This</u>, pathways, and bicycle parking. An effective network will also be supported by maintenance and operations practices that remove barriers to bicycling.

Providing bike lanes on existing streets is a cost-effective way to create separate, safe spaces for bicycling, especially where vehicle volumes are high and motorists and bicyclists need a predictable system for sharing the street.

(Appendix D shows the list of bike lane projects identified in the Bicycle Master Plan and a map illustrating the existing and future bicycle network.)

Education, enforcement and encouragement can both improve bicycle safety and encourage more people to bike. Programs are needed to raise awareness of the benefits of bicycling, teach urban cycling skills to adults, teach children to be safe riders, and let all roadway users know what their responsibilities are.





A bicyclist <u>rides in the separated</u> adds a red light to her bike <u>lane on Martin Way, which is one kind of enhanced bike lane.</u> to be more visible by motorists.

Goals and Policies

GT27GT25 Bicycling is safe and inviting, and moremany people bike for transportationuse their bikes to both travel

and stay active.

PT27.1 Build a network of low-stress bike routes on half-mile spacing, so no one is ever more than a quarter mile from one. Low stress bike facilities will include enhanced bike lanes on major streets, standard bike lanes and/or bike corridors on smaller streets, trails, pathways, and special treatments to help a wider range of people feel comfortable riding bicycles.

PT27.2 Consider Develop a strategy to support bicycling to and through the downtown core with the next update to the Transportation Master Plan.

PT25.1 Retrofit streets to provide safe and inviting bicycle facilities. Use the Bicycle Master Plan (2009) to guide facilities development, but look for other opportunities to provide bicycle facilities where possible.

PT27.3 Ensure new streets are built with appropriate bicycle facilities for their classification, which are defined in the Engineering Design and Development Standards. PT25.2 Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors. Bike facilities planned for specific classifications of streets are defined in the Engineering Design and Development Standards .

PT25.3 Use signs and markings to alert drivers to the presence of bicyclists, to guide bicyclist and motorist behavior, and to guide bicyclists to destinations.

PT25.4 Explore the use of bicycle boulevards to support novice and family bicycling – streets with low volumes and special accommodations for bicycling.

PT25.5 Make pedestrian crossing islands large enough for families cycling together.

<u>PT27.4PT25.6</u> Consider the needs of bicyclists in all aspects of street operations and maintenance, including signal system operations.

<u>PT27.5</u>PT25.7 Use construction and maintenance practices that provide safe access for bicycle travel. When roadway closures are necessary, provide for a reasonably direct bicycle route through or around the construction area.

<u>PT27.6</u>PT25.8 Require new commercial developments, public facilities, schools, and multi-family housing to provide <u>appropriate bike parkingend of trip facilities</u> for bicyclists, including covered bike racks and lockers.

PT27.7 Consider public bicycle lockers or other secure bike parking downtown, particularly in City-owned parking lots or on-street vehicle parking spots.

<u>PT27.8 Support</u><u>PT25.9 Use</u> education <u>and</u>, encouragement and enforcement programs to <u>promote and improve</u> the safety of and promote bicycling.

PT25.10 Partner with businesses, schools, developers, and employers to support bicycling through site and building design, end of trip facilities and programs to promote bike use.

PT25.11 Educate people about biking and walking in order to reduce motorized travel and make the best use of the City's investments in infrastructure.

<u>PT27.9</u>PT25.12 Educate <u>the publicdrivers</u> about <u>street safety</u> and <u>behaviorsenforce regulations</u> that <u>ensureprotect</u> the safety of bicyclists and pedestrians.

PT25.13-Educate bicyclists and walkers about their responsibilities as users of the street system.

Transportation and Demand Management

When people drive less, there are fewer greenhouse gas emissions, less demand for space on the streets, and less traffic congestion. In recent years, people appear to be driving less than they used to. Several factors influence this, including online shopping and increased remote work in the wake of the Covid-19 pandemic.

Strategies to reduce driving are called "demand management," and they have long been a goal of the state's Commute Trip Reduction Law. They range from managing the costs of parking to make them more visible to drivers, or incentivizing people to car- or van-pool, ride the bus, bicycle, walk or roll to their destinations.

When more people ride the bus, carpool, walk, and bike for their daily commute, traffic congestion, pollution, and energy consumption are reduced. We also save money and get more exercise.

<u>In</u>Many current community efforts focus on helping both workers and students find alternatives to driving alone. Ridematch programs link carpoolers and help set up long distance vanpools. Frequent bus service to major work sites makes

the <u>past</u>, <u>many</u> <u>demand</u> <u>management</u> <u>policies</u> <u>focused</u> <u>onbus</u> <u>more</u> <u>inviting</u>. <u>Bike</u> <u>lanes</u>, <u>bike</u> <u>parking</u> <u>and</u> <u>networks</u> <u>of</u> <u>trails</u>, <u>sidewalks</u> <u>and</u> <u>safe</u> <u>crossings</u> <u>encourage</u> <u>people</u> <u>to</u> <u>walk</u> <u>and</u> <u>bike</u>.

Commute trip reduction efforts focus on employee and student commute trips because they were these trips are predictable and are made by large numbers of people. Fewer commute trips are made-inA successful change in these travel habits can have a positive impact on our community now, so we will focus on making it easier for people to not drive for all types of trips. streets.

<u>In addition to supporting fare-free transit and building better infrastructure to support walking, rolling, and biking, we will also encourage We need school programs as well as bicycle and pedestrian friendly streets to helpencourage students to walk, roll, bike, carpool, or take the bus to school. Large numbers of students and parents driving to and from school can create congestion and safety issues for students.</u>

By reducing driving trips overall, we can increase density, both for housing and employment, without increasing traffic.



State employees cross Capitol Way at the Tivoli Fountain.

Washington state's 1991 Commute Trip Reduction Law called on workers to reduce their drive alone commuting. Since then, commute trip reduction programs have focused on large worksites in the most congested areas of the state.



Teenagers getting on an Intercity Transit bus.

_When we reduce drive-alone commuting, we make the best use of existing streets and reduce the need for costly new lanes. And, when more people walk, bike, carpool and ride the bus, we can increase land use density without increasing traffic.

Goals and Policies

GT28GT26 Walking and rolling, biking, riding the bus, and carpooling, and vanpooling are convenient for all trips, including to work or school. Fewer drive-alone trips will reduce pollution and, energy consumption, and the growth in traffic congestion.

<u>PT28-PT26.1</u> Help affected employers in the region meet the goals of the State's <u>Commute Trip Reduction Law..Commute Trip Reduction Law.</u> S.

PT28PT26.2 Support the state's State's Commute Trip Reduction LawCommute Trip Reduction Law with City policies and programs that encourage ridesharing, transit, walking, rolling, and biking.

<u>PT28PT26.3</u> Work with the <u>stateState</u> to locate new worksites in the City's dense urban area,—in locations where frequent transit is possible, and where employees can easily walk, <u>roll</u>, and bike.

PT26.4 Encourage all employers in the City to reduce employee drive alone commute trips. Provide specific emphasis for worksites in the City Center.

PT26.5 Provide infrastructure to support walking, biking, transit, and ridesharing for commuting.

PT26.6 Encourage areas, such as malls, with high concentrations of employees, to develop coordinated commuter programs to reduce drive alone commuting.

<u>PT28.4PT26.7</u> Work with community partners <u>that</u>to provide programs, services, and incentives that <u>will</u>-promote transit, ridesharing, walking, <u>rolling</u>, and biking.

<u>PT28.5</u><u>PT26.8</u> Encourage employers and schools to stagger start times to reduce peak hour traffic volumes. Encourage employers to allow flexible work schedules for on-site workers, so they employees can more easily ride take advantage of transit or use rideshare and ridesharing opportunities.

<u>PT28.6</u> Encourage employers to <u>support teleworkallow telecommuting</u> and compressed work weeks to eliminate commute trips.

<u>PT28.7</u>PT26.10 Give City employees high-quality commuter services and incentives, while limiting parking availability, as a way to discourage drive-alone commuting.



A family riding bikes home from school.

PT26.11-Require end of trip facilities, such as clothes lockers, showers and bike parking for walking, biking and transit users at schools and worksites.



Students participate in a Walk and Roll event.

<u>PT28.8PT26.12</u> Encourage students to walk, <u>roll</u>, bike, <u>or and rideshare to</u> reduce congestion near schools, to introduce them to transportation options, to encourage more exercise, and, at high schools, reduce the need for parking.

<u>PT28.9</u><u>PT26.13</u> Coordinate City and school district policies to site new schools in locations where students can easily walk or bike to school, and where school employees and students can commute on public transit. Consider multi-story buildings on smaller lots to accommodate capacity needs closer to the urban core and to reduce disruption to the street grid.

<u>PT28.10</u>PT26.14 Provide sidewalks, bike lanes, trails, pathways, and crossing facilities near schools to encourage students to walk and bike.

PT26.15 Educate the public about travel options and how these choices benefit them, the community, and the environment.

GT29GT27 Parking is provided in a way that makes its costs more clear totoreduces the driver, so people can make better-informed choices about whether to drivenumber of employees who commute alone by car.

<u>PT29</u><u>PT27</u>.1 <u>ManageDiscourage drive alone commutes by managing</u> the cost and supply of <u>public</u> parking, <u>but give priority</u> to <u>prioritize on-street</u> parking for <u>customers over commuters</u><u>business patrons</u>.

PT29.2 Where paid parking exists, develop policies to ensure that people pay for parking the day or hour they use it. Avoid the sale of weekly, monthly, or yearly parking permits, so that people make the decision to drive on a daily basis. This may make them more inclined to walk, roll, bike, or take transit.

PT27.2 Establish parking standards that meet the needs of business patrons, but do not result in cheap and readily available parking for employees.

<u>PT29</u>PT27.3 Work with adjacent cities and the stateState of Washington on consistent parking strategies to help meet the commute trip and vehicle miles reduction goals of the region. This will also ensure that parking standards do not act as a deterrent to the location of development.

PT29.4 Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.

PT27.4 Collaborate to establish more park-and-ride lots in the region.

Funding

Olympia's transportation funding comes from local, state, and federal sources. Many projects need funds from multiple sources, which requires being nimble to match funding opportunities to projects. Each year, the City updates its Capital Facilities Plan to show our best estimate for how new projects will be funded.

<u>Funding</u> The funding sources we'll need to realize our transportation vision must be developed over time. As the economy changes, our population fluctuates, and funding circumstances change, the City will need to be flexible and resourceful about funding opportunities, while keeping the vision of this plan in mind.

Funding for transportation comes from federal, state and local sources.

Information on how the City spends transportation dollars is defined in the annual operating budget and the <u>Capital Facilities Plan</u>.

The City's operating budget allocates funds for maintenance of streets, signals and other aspects of the transportation system <u>can be found in each year's operating budget, which is primarily funded through the</u>. The City's General Fund pays for operations; this fund is made up of taxes and fees.

<u>GT30</u>The <u>Capital Facilities Plan</u> defines City construction projects for a six year period and identifies funding sources. Capital projects are paid for with a combination of grants, fees such as impact fees, General Fund dollars, gas tax



revenues, stormwater utility rates, and private utility taxes.

A resident learns about transportation funding at a public workshop

It will be important for the City to evaluate potential new funding sources such as:

- A commercial parking tax
- Local improvement districts
- Motor fuel taxes (levied County-wide)
- Transportation benefit districts.

However, each potential source must be carefully weighed for its legality, stability, fairness, and administrative complexity.

The GT30 projects shown in lists and maps in Appendix B, C and D reflect the vision of this plan, but may not be achievable within the 20 year horizon of this plan. The full network needs are described to provide a comprehensive view of the system we envision, and to be prepared for funding or other opportunities that would allow us to complete this work.

Goals and Policies

GT28 Transportation facilities and services are funded to advance the goals of the City and the region.

PT28.1 Make it a high funding priority to enhance the operational efficiency of the City's transportation system.

PT28.2 Plan and prioritize projects so they are consistent with available and projected funding to advance the community's transportation vision.

PT28.3 Use master plans, sub-area plans and facilities programs to identify improvements to our transportation system and how to fund them.

PT28.4 Continue to be innovative with the use of existing funds and explore new funding sources for transportation.

PT28.5 Support and partner with other agencies to obtain funding to improve public transportation services.

PT28.6 Use public and private funds to advance transportation priorities and meet the needs of new trips in the system.

PT28.7 Explore adding multimodal capital improvements to the list of projects that can be funded by impact fees, such as transit priority at signals, transit queue jump lanes, and pedestrian and bicycle improvements.

PT28.8 Partner with community organizations to help complete projects.

PT28.9 Encourage action at the federal and state level to address transportation funding needs for cities.

PT28.10 Focus transportation investments along urban corridors and in the city center to help stimulate development and achieve land use densification goals.



RW Johnson Boulevard is rebuilt.

GT29 The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

<u>PT30</u>PT29.1 Schedule regular maintenance of the City's transportation system for efficiency, and greater predictability, and to reduce long-term costs.

<u>PT30</u><u>PT29.2</u> As we improve our Protect street pavement by resurfacing streets with new features such as low-cost treatments before they deteriorate to a point that requires major reconstruction.

PT29.3 Require property owners to maintain their sidewalks and enhanced bike lanes, develop a long-term strategy to fund the maintenance of these facilities. planter strips.

Regional Planning and Corridors

Many long-term transportation issues require regional coordination to be resolved. Regional issues that will require Olympia's attention include trails, transit, <u>street connections</u>, <u>capacity and safety of regional corridors</u>, highway access, <u>passenger and freight rail</u>, <u>commuter services and park and ride lots</u>, and the use of the marine terminal. <u>In some cases</u>, <u>funding Funding</u> strategies will also require regional coordination.

The <u>Thurston Regional Transportation PlanThurston Regional Transportation Plan</u> is the blueprint for the region's transportation system, and it identifies projects and issues for regional attention. It is based on land_-use forecasts and regionally_-established priorities, and <u>it</u> places heavy emphasis on the <u>relationshipconnections</u> between land_-use and transportation planning. The City is responsible for addressing the individual projects that emerge from the Regional Transportation Plan.

A longstanding policy in both the Regional Transportation Plan and Olympia's Comprehensive Plan has been to support urban corridors and strategy corridors, which are shown on the map in Appendix G.

Urban corridors: these are an integrated land use and transportation concept aimed at reducing sprawl and car dependence. The goal of urban corridors is to create attractive urban neighborhoods where people can walk, roll, or use transit

to meet their daily needs. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density. As the land use densifies, we will build a multimodal transportation system that minimizes new vehicle trips.

Strategy corridors: most strategy corridors are also within urban corridors. These are streets where vehicle congestion may be heavy, but we will look to options other than widening to improve mobility. Some of those options might include adding roundabouts or making improvements to prioritize transit, such as adding queue jump lanes or extended green times for buses. Others might include adding sidewalks, crosswalks, or bike lanes.



An Intercity Transit bus going through the lower roundabout on its way to the westside.



A bus waits for passengers at the Olympia Transit Center.

Goals and Policies

GT31GT30 Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.

<u>PT31</u>PT30.1 Use this Comprehensive Plan and the <u>Thurston Regional</u> <u>Transportation Plan Thurston Regional Transportation Plan</u>

to guide regional transportation decisions.

PT31PT30.2 Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater.

<u>PT31</u><u>PT30</u>.3 Work with the cities of Lacey and Tumwater and Thurston County to develop <u>urbanbus</u> corridors.

<u>PT31</u>PT30.4 Work with neighboring jurisdictions to develop trails <u>and their</u> supportive infrastructure, such as signs, bathrooms, and pathways to connect trails to neighborhoods, schools, parks, shopping, and other essential places people need to go to.

PT31PT30.5 Work with neighboring jurisdictions to improve freight, rail, and truck mobility.

<u>PT31</u><u>PT30</u>.6 Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed, on air and water transportation needs.

PT31PT30.7 Work with regional jurisdictions to develop a funding strategy for

the regional transportation network.

PT31PT30.8 Coordinate with adjacent jurisdictions, and the Thurston Regional Planning Council, WSDOT, and the school districtThurston Regional Planning Council on regional transportation and land-use goals.

<u>PT31</u><u>PT30</u>.9 Work with Lacey and Tumwater to promote dense commercial and residential development in urban centers and along urban corridors.

<u>PT31</u><u>PT30</u>.10 Work with the region to support the infrastructure needs of electric vehicles or other alternative fuel vehicles.

Appendix A: Transportation Planning History

The policies and goals in this plan reflect a number of plans and studies the City has used in the past to identify and explore specific transportation problems, evaluate issues in more detail, and identify actions or system improvements. For example, the Boulevard Road Corridor Study recommended the use of roundabouts to address safety and congestion issues on this street. These plans have guided us on decisions affecting congestion and capacity, street connectivity, bicycle and pedestrian needs, and street design. This Appendix reviews findings and recommendations from prior plans and studies.



Public dialogues like this one can draw on a range of perspectives to solve problems.

Southeast Transportation Issues

The street network in the southeast provides north south routes, but few east west routes. Mobility is poor for autos, buses, bicycling and walking. This creates

overloading on the Yelm Highway and 18th Avenue corridors.

However, in 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalks and crossing islands was completed. And, beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects should increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking.

Log Cabin Road Extension: Boulevard Road to Wiggins Road

This comprehensive plan includes specific language and guidance on street connections, and it proposes major street connections in parts of the City. The Log Cabin Road extension was proposed in previous comprehensive plans to connect Boulevard Road to Wiggins Road. This street connection was identified as a need for both the local and regional transportation system. It would serve motor vehicles, pedestrians, bicyclists, and potentially transit.

A 2016 evaluation indicated that the Log Cabin Road street connection is likely not needed until about 2040. In 2021, the City Council removed the Log Cabin extension and other smaller street connections in this vicinity from this plan.

Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. This in depth evaluation is needed to understand the transportation and street connection needs in the southeast area. Because the Log Cabin Road street connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be included in this evaluation.

Fones Road-18th Avenue Area Connectivity Evaluation

Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east west major collector within the southeast area. In the past, other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. For example, in 1996, the City analyzed the proposed extension of 22nd Avenue to Wiggins Road and a neighborhood collector

connection from Dayton Street to Fones Road near Pacific Avenue. However, both alternatives were limited by the presence of wetlands.

The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.

At one time, there was a proposal to connect Dayton Street to the commercial and industrial land that lies along Fones Road. However, a Class II wetland (the headwaters of Woodard Creek) lies between the two areas. Several different alignments were evaluated, and the least costly would have been the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment also could have been used east of Fones Road to eventually connect with Sleater Kinney Road in Lacey.

However, any east west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak hour traffic volumes. Though designated a neighborhood collector, this connection would have been characteristic of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic. Access to this neighborhood still can be provided in a way that avoids affecting any wetlands: a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.

The elimination of these two potential transportation links will place more demand upon the existing network of collectors within this sub-area. However, improvements made to 18th Avenue, Fones Road, Yelm Highway, and Log Cabin Road should be able to handle this demand.

Fones Road Improvements

Fones Road from 18th Avenue north to Pacific Avenue needs to be widened to three to five lanes with turn pockets at major intersections. In 2010, a roundabout was installed at the intersection of Fones Road and 18th Avenue,

and second roundabout is planned at the south driveway of Home Depot. Both will allow Fones Road between 18th Avenue and the south Home Depot driveway to only be widened to three lanes: two lanes southbound and one lane northbound. (Turn lanes are planned at selected driveways.)

North of the south Home Depot driveway, four to five lanes are needed. The planned widening of Fones Road between 18th Avenue and Pacific will include bike lanes, sidewalks, planter strip, and streetlights. (Ordinance #5661, 12/26/96)

Chambers Basin Analysis

In 2006, groundwater and stormwater problems were evaluated in the area south and southwest of Chambers Lake, for future land use. The evaluation was prompted by concerns over whether adequate drainage could be provided in this valley, due to shallow groundwater and flat grades. At the land use densities proposed, there was a strong likelihood of persistent flooding, property damage, and other environmental impacts.

The evaluation determined that the valley area could not be developed to the planned urban densities of 5 to 13 units per acre, due to high groundwater and flat topography. As a result, the City reduced allowed development density and applied new low density street standards in the valley. The unique design standard for local access streets in this area is narrower than the conventional local access standard, with sidewalks on one side, rather than both sides.

Boulevard Road Corridor

The 2006 Boulevard Road Corridor Study defined the multimodal and capacity improvements that were needed for this corridor. Boulevard Road is a major north-south route and a major regional corridor to the city center. It is also considered a residential street to the many people who live along it.

Full street standards, including sidewalks, lighting and trees, are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left turn pockets.

Roundabouts are planned for three major intersections along the corridor. A double lane roundabout was built at Log Cabin Road in 2009. A single lane

roundabout at 22nd Avenue is planned for 2014, and a roundabout at Morse-Merryman Road is planned for construction sometime between 2014 and 2017.

The City plans to evaluate the long term need for a roundabout at 18th Avenue, as well as possible intersection improvements at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive. As safety and mobility concerns warrant, parking on Boulevard Road (north of where it crosses I 5) may be removed to allow for a center turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

Pacific and Lilly Focus Area

In the area bounded by Pacific Avenue and Interstate 5, Lilly Road and the city limits, the traditional block pattern of local access streets now provides good access for vehicles, bicyclists and pedestrians.

However, to the south of Pacific Avenue and north of the Woodland Trail, most properties are oriented toward Pacific Avenue, and the lack of side streets makes it hard for vehicles to enter or leave this busy arterial. This area lacks bike lanes and crossing islands, and is not inviting for pedestrians and bicyclists.

Meanwhile, nearby Lilly Road dead-ends at Pacific Avenue for travelers coming from the north, and just one block to the west, Fones Road dead-ends at Pacific Avenue for travelers coming from the south. Long-term, it would be ideal to align Fones Road to Lilly Road, but this would require major reconstruction of public rights of way and private properties.

Improvements to the street network could significantly improve traffic circulation in this area:

- Lilly Road should be extended southward to connect with Sixth Street, providing a new route for movement between Fones Road and Lilly Road.
- Fifth Street should be extended to connect with the new Lilly Road Extension.
- While Royal, Plummer, Ferry, Wier, and Birch streets now provide good access to the Pacific and Lilly area, they could be realigned to improve development potential. (However, any realignment would need to meet the City's intersection spacing standards, to maintain pedestrian sized blocks.)
- Plummer, or its successor street, should be connected through to the South Sound Center to create an additional connection between Lilly Road

- and South Sound Center.
- Access to Royal Street from Lilly Road has poor sight distance, and could be a candidate for closure; even now it is strictly one-way in-bound, because of this limitation. (Ordinance #5661, 12/26/96)

Lakewood Drive

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)

Northeast Transportation Issues

Northeast Olympia has seen a great deal of residential development, due to its close proximity to major retail and medical services and access to I-5. Like the southeast area, the northeast area has good north south corridors but few, if any, east west corridors.

Primarily, there is a need to develop east-west corridors at the major collector and neighborhood collector levels to help disperse local traffic away from the Martin Way corridor, and onto the local street network.

By providing a good major and neighborhood collector road network throughout the northeast area, no major road widening will be necessary through 2030.

Lilly Road Corridor

The congestion and access problems on the Lilly Road corridor north of Martin Way, past St. Peter Hospital and on to 26th Avenue will continue to increase without additional street connections to the east and west of Lilly Road. The City has identified this as a "strategy area," which means that before existing streets can be widened, new street connections must be considered.

Without additional street connections in the northeast, growth will increase traffic

congestion at the intersections of Martin/Lilly Road, Martin/Sleater-Kinney Road and Pacific/Fones Road.

Increases in peak hour traffic volumes will lead to longer delays at traffic signals, and will worsen the level of service at the intersections with traffic lights, projected to be at level of service F before 2020. Given the current conditions at these intersections, it would be difficult to justify building additional lanes to relieve congestion, and it would not be in keeping with the vision of this Plan.

With the loss of opportunities to connect Lilly Road to South Bay Road in two locations, at 12th Avenue and Lister Road (as described below), the City will need to place greater emphasis on the remaining proposed street connections in the area of Lilly Road. (Ordinance #5661, 12/26/96)

12th Avenue to 15th Avenue, NE, Corridor

In 2002, a new street connecting South Bay Road to Lilly Road, on the 12th-15th Avenue alignment was removed from City plans, as it included a wetland crossing. At that time, the City recommended that northeast area transportation options should be reviewed in the regional transportation plan update. Further consideration of other alternatives should occur, in order to determine how to deal with the Martin Way, Sleater Kinney, Lilly Road "strategy area."

It will be important for this eastern connection of the 12th/15th Avenue corridor to continue to be pursued from Lilly Road to Sleater Kinney. An extension of 15th Avenue (south of the Group Health facility) should connect with an extension of Ensign Road in the north south direction, west of and parallel to the Chehalis Western Trail. A crossing of the trail will be necessary and an easterly connection should be made at approximately 12th Avenue or 15th Avenue. Although this would result in a "T" type intersection between the existing 15th and 6th Avenue intersections on Sleater Kinney, the pattern of previous subdivisions has precluded any better intersection alignments.

West of Lilly Road, there is an opportunity to connect Ensign Road to a new north south street which would connect back into Lilly Road using 12th Avenue. This new connection would use Providence Lane, currently a private street. (Ordinance #5661, 12/26/96 and Ordinance #6195, 7/3/02)

Circulation North of 15th Avenue, NE

A proposed street connection west of Lilly Road from Lindell Road north and east to Lister Road was eliminated, due to concerns about a wetland crossing. Access to the residential area west of Lilly Road and south of 26th Avenue is needed and should be integrated into the surrounding neighborhoods. The 24th Avenue alignment is the remaining opportunity north of 15th for a new collector street. (Ordinance #5661, 12/26/96)

24th Avenue, NE, Alignment

With the loss of the Lister/Lindell Street connection, the proposed neighborhood collector connection on the alignment of 24th Avenue is increasingly important. Emergency service response time could be improved to this neighborhood by a connection proposed at 24th Avenue, NE. This would cross the same Class II wetland system as described in the 12th to 15th crossing.

At the proposed 24th Avenue crossing, Woodard Creek and the wetland lie in a depression, which is favorable for a bridge crossing. Approach fills would be allowed to keep the bridge a single span of 130 feet.

Stoll Road Area

Stoll Road is a dead-end street west of Lilly Road, between Martin Way on the north and I-5 on the south. The site is within an urban corridor and within a quarter mile of the major transportation arterials, where this plan calls for a mix of retail, office, and high density housing.

Unless new street connections are made, all traffic in and out of this neighborhood must pass through the intersection of Stoll Road and Lilly Road. Consequently, any major new development in this area will be dependent on providing new street connections to Martin Way, either by connecting the existing north south alignment of Stoll Road to Martin Way, or a westerly extension of the east west segment of Stoll Road to Martin Way, to be located south and west of Bailey Motor Inn. Additional local access streets would also be needed.

Participation in the cost of these improvements should be a condition of significant development approvals in the Stoll Road area. This participation could be through a local improvement district, a transportation benefit district, or some other measure, which equitably distributes the costs to benefiting properties. (Ordinance #5661, 12/26/96)

Westside Transportation Issues

Olympia's Westside experienced a great deal of commercial and residential development in the 1980s and early 1990s. Many of the commercial developments in West Olympia, such as the Capital Mall, Target, Top Foods, and the Capital Auto Mall, are regional in nature and tend to generate traffic from as far away as Pierce, Lewis, Mason, and Grays Harbor counties. And, because these are retail land uses that typically produce a large number of non-work-related trips, much of this traffic won't be affected by commute trip reduction strategies.

This fact, and the relatively limited access to this area, have prompted several studies. Each has produced similar results and recommendations. The West Olympia Access Study (2008 to 2010) drew further conclusions about traffic capacity and needed improvements, particularly access to US 101.

US 101/West Olympia Access Project

Access to and from West Olympia is primarily through the Black Lake/Cooper Point interchange and the Crosby/Mottman interchanges, which, together, feed traffic to Black Lake Boulevard and Cooper Point Road, currently the largest intersection in the City.

When the Crosby Boulevard/Mottman Road interchange was improved in 1996, the City of Tumwater and the Washington State Department of Transportation agreed not to build this interchange beyond five lanes at mid-block due to capacity limitations, and to keep the area as human scale as possible. Part of this agreement was to study additional future access to US 101. New access between US 101 and West Olympia would distribute traffic more evenly throughout the street network and take pressure off streets that otherwise would be overburdened.

In 2008, the City and the Washington State Department of Transportation (WSDOT) began a joint study of the City street and state highway systems on the Westside, and agreed on an approach to developing additional access to US 101.

The chosen approach includes an eastbound on ramp and a westbound off-ramp at Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from Black Lake Boulevard to Yauger Way as Phase 2

(beyond 20 years).

This approach will distribute traffic on the Westside street system and provide three westbound exit options. This redundancy in the street system is especially valuable to the hospital and medical facilities in the area, and will make better transit operations possible.

The approach will allow the existing commercial area near Black Lake Boulevard, Cooper Point Road and Harrison Avenue to grow and intensify in an area where infrastructure is already in place. This new access to US 101 also may create pressure to zone underdeveloped areas with high densities and a different mix of uses.

In cooperation with WSDOT, the extensive process to development of an Interchange Justification Report for these new ramps began in 2014. This report will include traffic analysis, environmental review, and initial design work. Future related work will identify improvements to the local street network to increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.

Harrison Avenue from West Bay Drive to Division Street

This corridor was examined in the City's 1992 4th 5th Avenue Bridge Corridor Study. The street is a strategy corridor, where the City does not recommend widening to solve congestion problems. Future capacity will be gained by expanding bus service, enhancing walking and biking, and using Transportation Demand Management measures.

From Division Street to Perry Street, increased traffic flow and safety might be achieved by constructing either left-turn pockets at selected intersections, or a continuous left-turn lane. From Perry Street to West Bay Drive there is limited right-of-way and steep slopes on either side of the street. The only access and flow improvements in this area are restricted left turns with periodic opportunities to make left and u-turns. The City should consider pedestrian access along and across the corridor if any modifications to Harrison are planned.

Harrison Avenue from Cooper Point Road to Overhulse Road Evaluation

In the mid-1990s, Harrison Avenue from Cooper Point Road to Yauger Way was

improved to meet street standards. It now has two vehicle lanes in each direction, a center turn lane, sidewalks, bike lanes, pedestrian crossing islands, and streetlights. The improvements between Yauger Way and Kaiser Road were in response to increased vehicle traffic on this street. Before the improvements, it was expected that the street would be at unacceptable levels of congestion by 2008 or 2009.

A 2006 study examined the need for and timing of the widening to four to five vehicle lanes. At several public meetings, community members and businesses gave the City a wide range of opinions on the widening issue. A consultant validated the technical analysis about the need to widen the road.

In 2011, the street was widened to four to five vehicle lanes, and bike lanes, planter strips, trees, lighting, and sidewalks were added. Pedestrian crossing islands were added for pedestrian safety, while preserving access to businesses. The remaining section of Harrison, from Kaiser Road to Overhulse Road, is likely to be completed as future developers fund frontage improvements.

West Bay Drive Corridor Study

West Bay Drive is a major collector and a primary link to northwest Olympia neighborhoods. The street is located between the shore of Budd Inlet and steep slopes to the west. This corridor was examined in the 2004 West Bay Drive Corridor Study, which identified ways to modify the major collector street standard to meet the needs of bicyclists, pedestrians and cars while minimizing the cut and fill of the steep slopes along the street.

The unique street standards identified for West Bay Drive are defined in the City's Engineering Design and Development Standards . The modified standards include sidewalks, bike lanes, and turn pockets. In some areas, the planned multi-use trail and sidewalk will be combined. Planter strips will vary and will be built only where possible, given the topography. On the east side, landscaping in the planter strips will not obstruct water and city views. Pedestrian crossing improvements have been identified at Brawne Avenue, the Garfield Trail, and the proposed Woodard Avenue pathway. A two-to-three lane street will be adequate for West Bay Drive based on traffic projections for the next 20 years. (Ordinance #6389, 1/24/06)

Kaiser Road and Black Lake Boulevard Area

Connections

New street connections are expected as more growth occurs in the area of Black Lake, Kaiser Road and US 101. The planned connection from Kaiser Road to Black Lake Boulevard south of US 101 will create a new north south corridor parallel to Black Lake Boulevard. Consistent with standards, this new 2 lane major collector will include bike lanes, sidewalks, planter strips, trees, lighting and a curved design to slow vehicle speeds.

If at some future time, Kaiser Road is extended to Black Lake Boulevard, extension of Park Drive to Kaiser Road may be considered in order to provide access for bicycles, pedestrians, and emergency vehicles.

Urban Corridors, Strategy Corridors and Bus Corridors

Urban Corridors

"Urban corridors" are an integrated land use and transportation concept defined in the 1993 Regional Transportation Plan and reflected in the 2025 Regional Transportation Plan. The urban corridor approach intends to reduce sprawl and dependence on the auto by allowing people to live in attractive urban neighborhoods where they can walk or use transit to get to work and meet their daily needs.

Urban Corridors are the major arterials in our system, that generally correspond with high density land uses. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, Capitol Way/Boulevard, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods. These streets remain urban corridors for transportation planning purposes, and to be consistent with Regional Transportation Plan. Urban corridors are shown on the Corridors Map, Appendix H.

Along these corridors, land use will be supported by a multimodal transportation system. Improvements for bicyclists, pedestrians and transit in these corridors are intended to allow the densities to increase while minimizing new car trips. It

is acceptable for arterial and major collector streets within urban corridors to have a transportation level of service E. Bus corridors will be developed along the strategy corridors within these urban corridors. These corridors can be found on the Corridors Map found in Appendix H.

The Urban Corridors Task Force, made up of policy makers from throughout the region convened in 2009 and met through 2011 to identify measures all cities in the region could pursue to achieve the vision for these corridors. The City of Olympia along with the cities of Lacey and Tumwater and Thurston County passed a joint resolution accepting the recommendations of the Urban Corridors Task Force in November 2012, (Resolution M-1786).

Strategy Corridors

Most "strategy corridors" are the City's major streets within urban corridors, though some fall outside urban corridor boundaries. As described in the Thurston Regional Transportation Plan , strategy corridors are places where road widening is not a preferred option for solving congestion problems, either because the street is already at the maximum five lane width, or because adjacent land uses are built out or environmentally sensitive. In strategy corridors, levels of service may exceed adopted standards, because while congestion may be at unacceptable levels, these are the areas where we want to encourage more density, more jobs and housing.

In strategy corridors, a different approach is needed for maintaining safety and mobility. If the City can make travel on foot, by transit and bicycle attractive and convenient, these strategy corridors will increase mobility despite increased traffic. Bus corridors will be developed along most of these corridors, where improved transit efficiency can encourage transit use. Traffic signal improvements that prevent buses from getting stuck in traffic, such as extended green time and queue jump lanes, will be an increasingly important focus for the City in these corridors. A map of the City's Strategy Corridors can be found on the Corridors Map found in Appendix H.

Bus Corridors

"Bus corridors" are Olympia's main bus routes: major streets with high-quality, frequent transit service. Bus corridors correspond to most strategy corridors. Transit is expected to help improve mobility and capacity on strategy corridors, as will street improvements, and a mix of dense land uses. The bus corridor

concept was introduced in 2009 as part of the Olympia Transportation Mobility Strategy . These corridors can be found on the Corridors Map found in Appendix H.

Downtown and City Center Transportation Issues

"Downtown" is defined as the area bounded by the bridges to the west, Marine Drive to the north, Eastside Street to the east, and Union Avenue to the south. The "City Center" is defined as the downtown the Capitol Campus, and the Port. City Center traffic levels vary throughout the day. For the most part, no new roadways are proposed here, based on the existing land use plan and expected development. The area is a well-connected grid-street network that can handle large volumes of traffic, and where plans are in place to provide excellent support to pedestrians, bicyclists and transit riders. Traffic congestion will continue in the City Center, but the City is focused on moving people and goods instead of accommodating only vehicles.

Some intersections in City Center will continue to be congested during morning and evening rush hours. But because the City Center is a strategy corridor, widening is not an option. Future capacity will come from improvements to walking, biking and transit.

The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, the Port of Olympia, and the potential noise and air quality effects they could have on adjacent properties.

The Port of Olympia's investment in redeveloping the East Bay area since the mid-1990s has created new street connections that improve access and mobility in northeast City Center. The Thurston Avenue Olympia Avenue connection from East Bay Drive to Jefferson Street has greatly improved access into the north part of the City Center, and now provides a new east west route option.

4th and 5th Avenue Corridor Study

In 1991, the City began a multi-stage study of the 4th and 5th Avenue corridors in an effort to improve transportation between the City Center and the Westside. The study looked at ways to reduce congestion and improve access and safety

for walking and biking. It also studied how the City could help maintain the livability of nearby neighborhoods, enhance City Center vitality, protect the environment, improve the appearance of the corridor, and improve access for buses and carpools.

The study recommended a new three-lane bridge, roundabouts, and a significantly enhanced street system for walking and biking. This corridor planning was critical to the City's ability to fast-track these projects after the 2001 earthquake and complete them by 2004.

A new four lane bridge to replace the old, two lane bridge would have been a simple solution to congestion. But the City's decision to build a three lane bridge kept its commitment to building human scale street system, while at the same time, reducing congestion.

A three lane bridge still allows two lanes to exit the downtown, which provided the greatest potential to alleviate congestion that could bring downtown to a standstill.

Additionally, the new roundabouts greatly improved traffic flow in the corridor, reducing delays and collisions—as well as the potential severity of any collision. Wide sidewalks, flashing light systems for crosswalks, roundabouts, and bike lanes enhanced access for bicyclists and pedestrians. Viewing areas on the bridge, art and a new park in the corridor transformed this transportation facility into a destination itself.

This project—one of the City's largest and most visible—demonstrated for the first time its major commitment to providing many travel options for community members. And it demonstrated how a transportation project can do more than just move cars. It can enhance the character of a City.

Olympia's Downtown Streetscape Strategy

The 2003 Downtown Streetscape Strategy Report provides a design template for streetscape improvements for Olympia's Downtown. Streetscape improvements will focus on public right of way improvements rather than zoning or development standards.

The City expects the strategy will be applied over the long term, through the combined efforts of annual capital improvements, streetscape improvements,

and partnerships with other public and private agencies.

East Downtown Streetscape

The east downtown area is defined as the area bounded by Plum Street on the east, Adams Street on the west, State Avenue on the north, and 7th Avenue on the south. A market analysis indicated that new types of commercial and residential development are becoming feasible in this area.

The 2003 Olympia East Downtown Development Plan calls for east downtown to feature a mix of commercial activities and housing types within a walkable neighborhood setting. Specific streetscape improvements have been defined to help achieve the vision for this district.

Improvements for 4th, State, Cherry, Chestnut, and Legion in the east downtown have been defined and incorporated in the development standards to guide public and privately funded improvements to these streets.

Downtown Growth and Transportation Efficiency Center (GTEC)

In 2007, the City Council established a "Growth and Transportation Efficiency Center" for downtown Olympia with the specific goal of reducing the commute trips of its some 20,000 City Center employees. A dense City Center will help meet the City's land-use, transportation, environmental, and economic goals. But only by reducing trips will it be able to have an effective transportation network and a dense, vibrant downtown.

Capitol Way Study

In 2005, the City studied the safety and transportation issues along the Capitol Way Corridor from 14th Avenue to Carlyon Avenue. Through a series of workshops, the City asked the community about potential multimodal improvements and to help define the unique historic, environmental, and community values in the corridor.

Many neighborhood residents told the City they were concerned about the history of accidents at the curve south of 25th Avenue, pedestrian crossing safety, vehicle speeds, the lack of a bicycle route, and the impacts of increased traffic volumes. They also identified the historic and neighborhood character elements they wanted preserved in the corridor.

This study explored roadway design options that would help solve problems identified by these residents, including a possible three lane roadway configuration. The City found, however, that reducing the number of vehicle travel lanes from four to three would increase congestion to an unacceptable level.

In the end, the City developed a four lane option that addressed some of the safety and mobility concerns expressed by the public.

City-Wide Planning Efforts

Street Standards Update

The City of Olympia's Engineering Design and Development Standards include standards for constructing all classifications of streets. Specific requirements and dimensions for all street features are defined, such as sidewalk width or the need for a bike lane. The street standards were updated in 2006 to align with "complete street" principles. Updates were made to street widths to reduce speeds, and smaller curb radius dimensions to narrow pedestrian crossings at intersections.

Transportation Mobility Strategy

In August 2009, the City Council accepted the Olympia Transportation Mobility

Strategy report. This was the City's first comprehensive transportation master planning effort, and its policy recommendations guide Olympia to becoming a more multimodal city. The report was developed by a consultant, working with an advisory group and staff. Mobility strategy policy recommendations are incorporated into this Plan.

Sidewalk Program

The <u>City of Olympia Sidewalk Program</u> (2003) was the City's first comprehensive sidewalk planning effort. Led by the Bicycle and Pedestrian Advisory Committee, the team inventoried missing sidewalks and prioritized segments for construction. The program focuses on building sidewalks on at least one side of all major streets. The criteria the team used to prioritize construction projects was based on street conditions and proximity to destinations for walkers. Appendix C includes maps illustrating missing sidewalk segments on major streets.

Bicycle Master Plan

The <u>Bicycle Master Plan</u> (2009) recommends ways to increase the number of people who bike for regular transportation, and increase their safety. It recommends that the City develop bike lanes and other street improvements, and encourage bicycling through educational outreach. The plan was developed in collaboration with the Bicycle and Pedestrian Advisory Committee and was accepted by Council in 2009. Appendix D includes a list of planned bike lane projects and a map illustrating the planned bicycle network consistent with the Bicycle Master Plan.



The Washington State Growth Management Act requires that the City prohibit any development that causes the level of service on a street to fall below adopted standards, unless it can make improvements or develop strategies that will lessen their impact. The City's Concurrency Report describes improvements needed with development in the next six years. Some of these projects are listed and shown in maps in Appendix B and shown on the Transportation Corridors Map in Appendix H.

Appendix AB: Transportation 20452030 Street Classification Capacity and Connectivity Project List and Maps

<u>TheseProjects are identified to achieve the Regional Transportation Plan and Olympia Comprehensive Plan goals and policies related to street capacity (level of service standards) and street connectivity. The following project list includes street capacity and street connectivity needs on arterials and major collector streets.</u>

The Transportation 2030 maps illustrate street classifications and planned street capacity improvements as well as the street connections forplanned on arterials, major collectors, and neighborhood collectors. After this Plan is adopted, the City plans to study street connection needs throughout the city and may update these maps to reflect the results. Any update will include an opportunity for the public to share feedback.

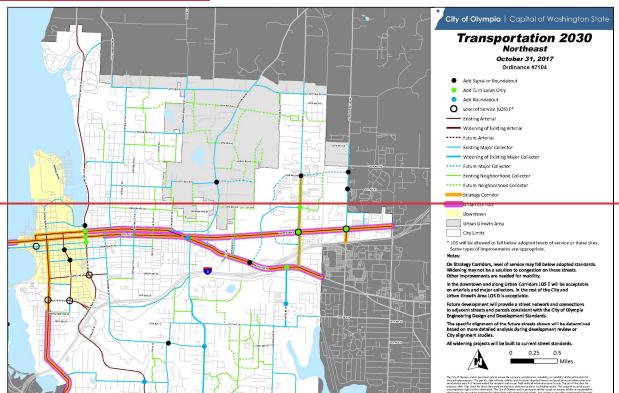
Note on the Log Cabin Road Extension

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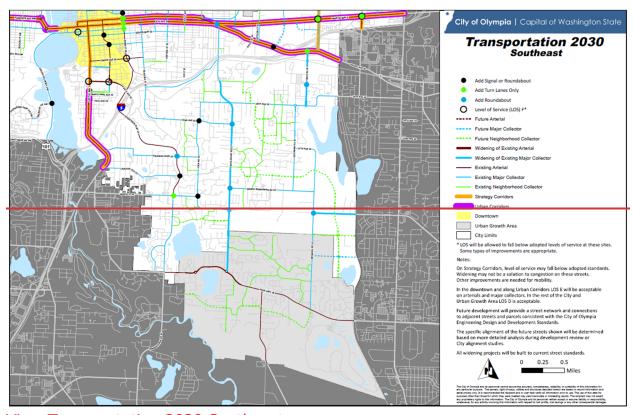
A 2016 evaluation indicated that the Log Cabin Road Extension is likely not needed until about 2040. In 2021, the City Council removed it and other smaller street connections in the vicinity from this plan.

Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. Because the Log Cabin Road Extension was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be part of the evaluation.

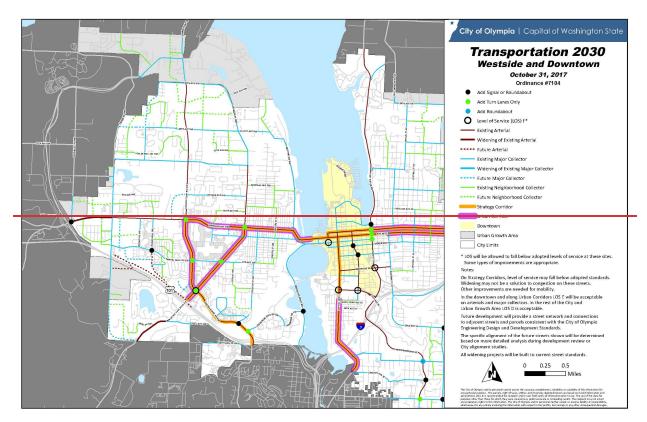
Note on the Lakewood



View Transportation 2030 Northeast map



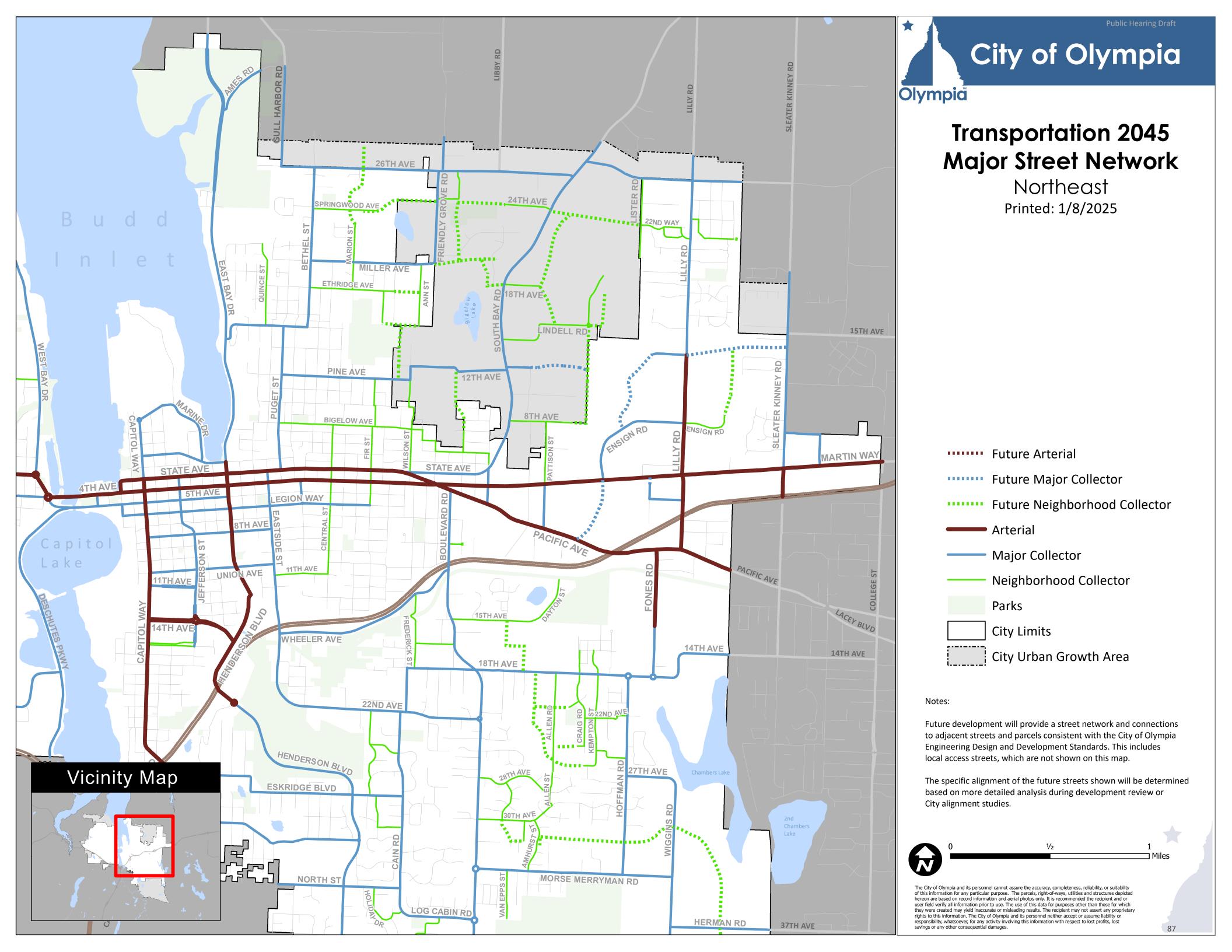
View Transportation 2030 Southeast map

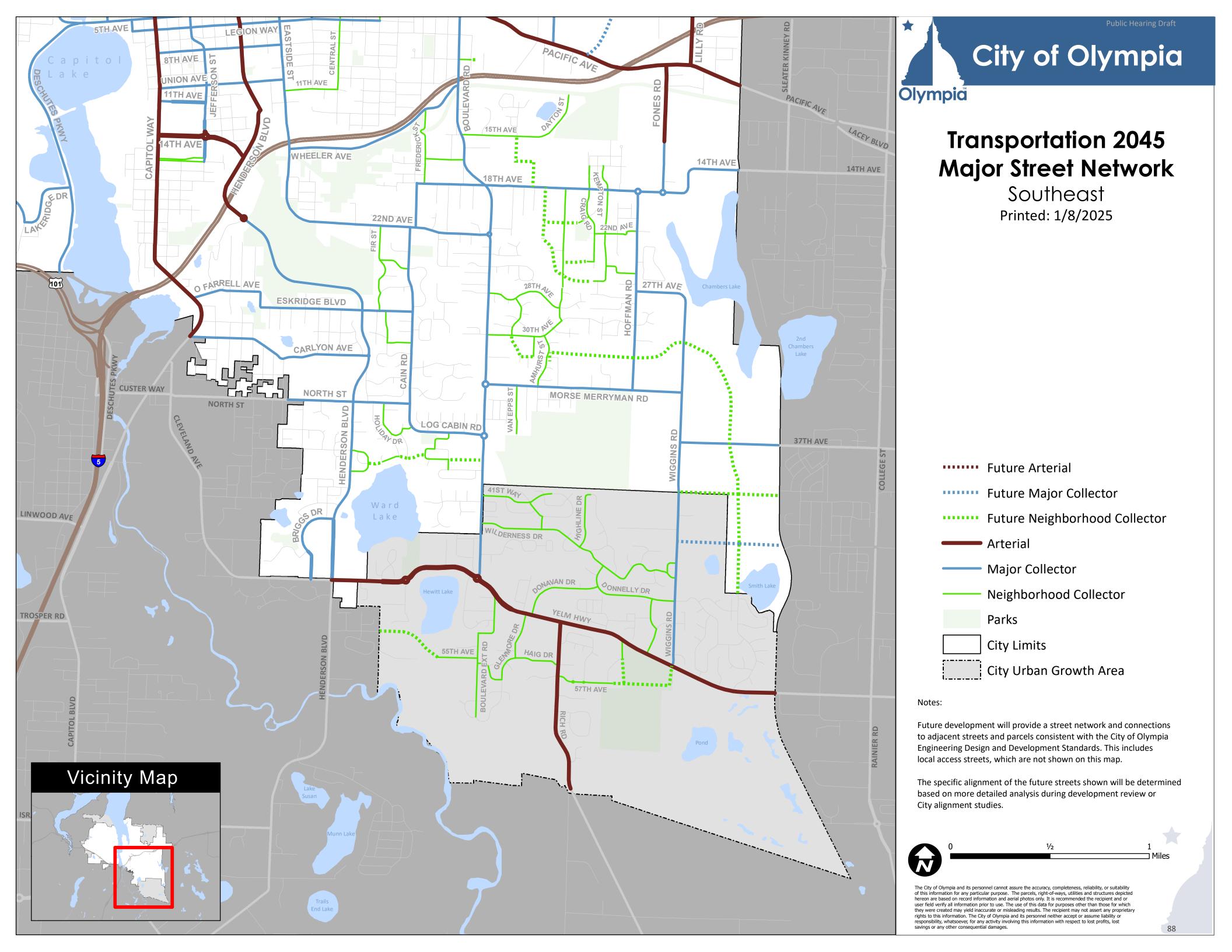


View Transportation 2030 Westside and Downtown map Lakewood Drive Connection

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)





Street Widening Projects

- Fones Road: widening to three to five lanes and roundabout (at Home Depot south access)
- Black Lake Boulevard: widening to two to three lanes (City Limits to 21st Avenue)
- Boulevard Road: widening to three lanes (roundabouts are listed with Intersection Projects)
- Harrison Avenue from Kaiser Road to Evergreen Parkway widening to four to five lanes
- Plum Street: widen Plum between 5th, 4th and State Avenues, add left turn lanes

Street Connections

- Yauger Way Extension to Top Foods
- Kaiser Road connection to Black Lake Boulevard
- 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road
- 12th Avenue connection to Ensign Road
- Ensign Road connection to Pacific Avenue

Intersection Projects

- Cooper Point Road and Caton Way: signal or roundabout
- Yauger Way (US 101 Off Ramp) and Capital Mall Drive: signal or roundabout
- Henderson Boulevard and Carlyon Avenue: signal or roundabout
- Legion and Adams: signal or roundabout
- 8th and Jefferson: signal or roundabout
- Boulevard Road/Pacific Avenue/Martin Way "Y" roundabout
- Lilly Road and Ensign Road: left-turn lanes
- Lilly Road and 15th Avenue connector: signal or roundabout
- Sleater-Kinney Road and 15th Avenue connector: signal or roundabout
- Boulevard Road and Log Cabin Road: complete roundabout (east leg only)
- Boulevard Road and Morse-Merryman Road: roundabout
- North Street and Cain Road: signal or roundabout
- North Street and Henderson Boulevard: add turn lanes
- Henderson Boulevard and Eskridge Boulevard: roundabout
- Wiggins Road and 37th Avenue: roundabout

- Black Lake Boulevard and Cooper Point Road at Top Foods: turn lane
- Sleater-Kinney Road and Martin Way: turn lane
- East Bay Drive and Olympia Avenue: traffic signal
- Division Street and Harrison Avenue: turn lane
- Lilly Road and Martin Way: turn lane
- 22nd Avenue and Cain Road/Wilson Street: turn lanes or signal
- Cooper Point Road and Harrison Avenue: turn lane
- Deschutes Parkway and Lakeridge Drive: traffic signal
- Cooper Point/Auto Mall Drive and Evergreen Park Drive: turn lane
- Cooper Point Road and Capital Mall Drive: turn lane
- Black Lake Boulevard and Capital Mall Drive: turn lane
- Pacific Avenue and Ensign Road: traffic signal

Other Projects

- All-Arterials: transit signal priority and high-occupancy vehicle improvements
- West Olympia Access to US 101: Interchange Justification Report
- West Olympia Access to US 101: Phase I Kaiser Road on and off ramps
- West Olympia Access to US 101: Phase 2 Yauger Way off ramp (beyond 2030 planning horizon)

Appendix B: Pedestrian C: Sidewalk Network

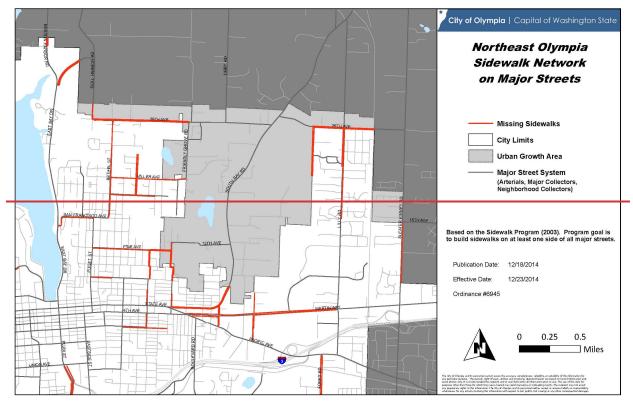
There are three elements to a pedestrian network:

- Sidewalks
- Crosswalks
- Curb ramps

The <u>City of Olympia Sidewalk Program</u> City of Olympia Sidewalks on arterials, major collectors and neighborhood collectors. The missing segments were prioritized for construction based on a scoring system that considered street conditions and pedestrian destinations. Please see the Sidewalk Program report for more background.

The Sidewalk Program focus is to provide a sidewalk on at least one side of all major streets. On streets where sidewalks are missing on both sides, each side is a separate project in this program. These Sidewalk Program projects are added to the 6-year Capital Facilities Plan . Timing of construction is based on funding. Priorities may be adjusted when projects can be combined with other planned construction.

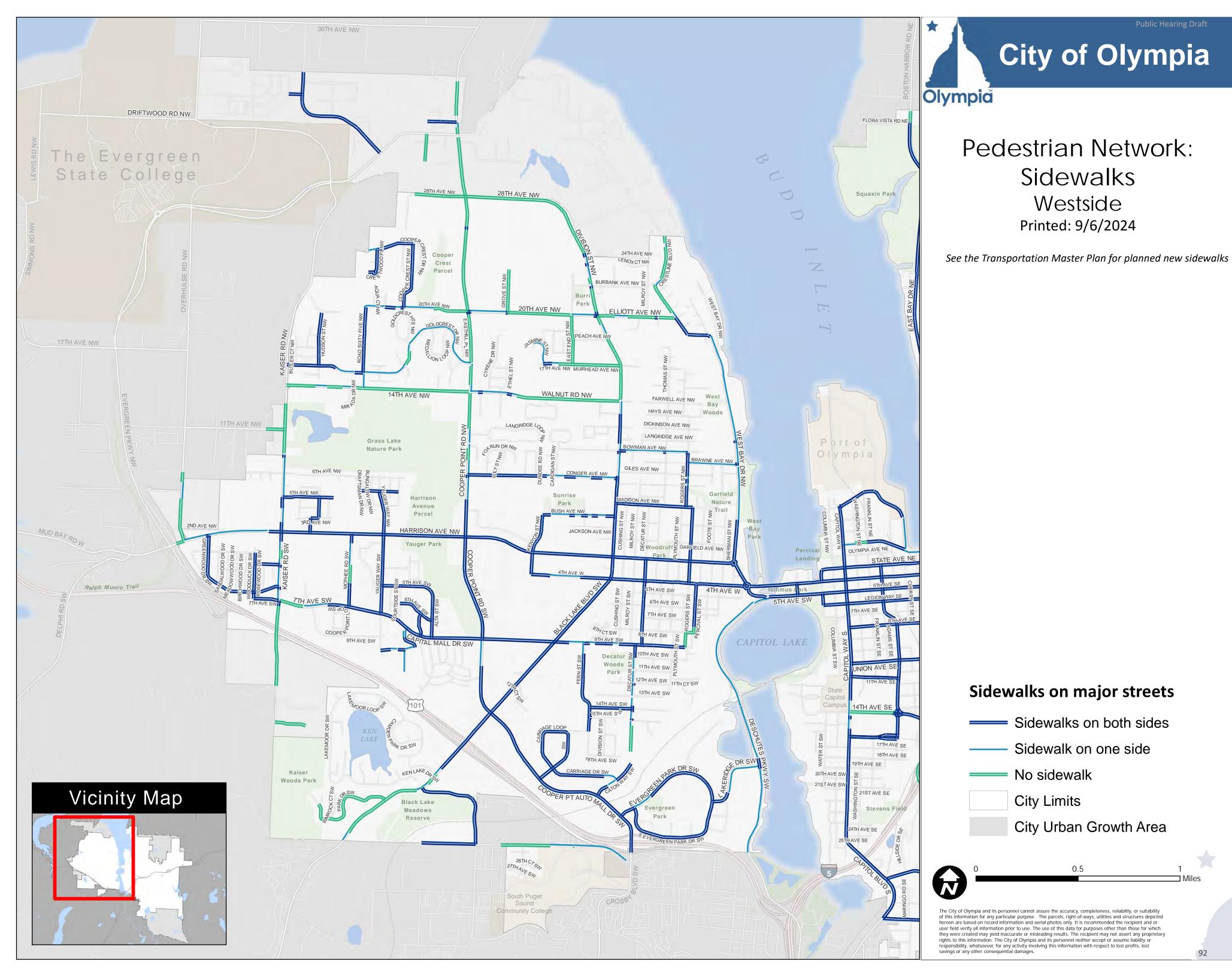
The three sidewalk network maps illustrate missing segments of sidewalk on major streets (as of 2011) based on the Sidewalk Program (2003) inventory. Please see the Sidewalk Program report for the list of projects.

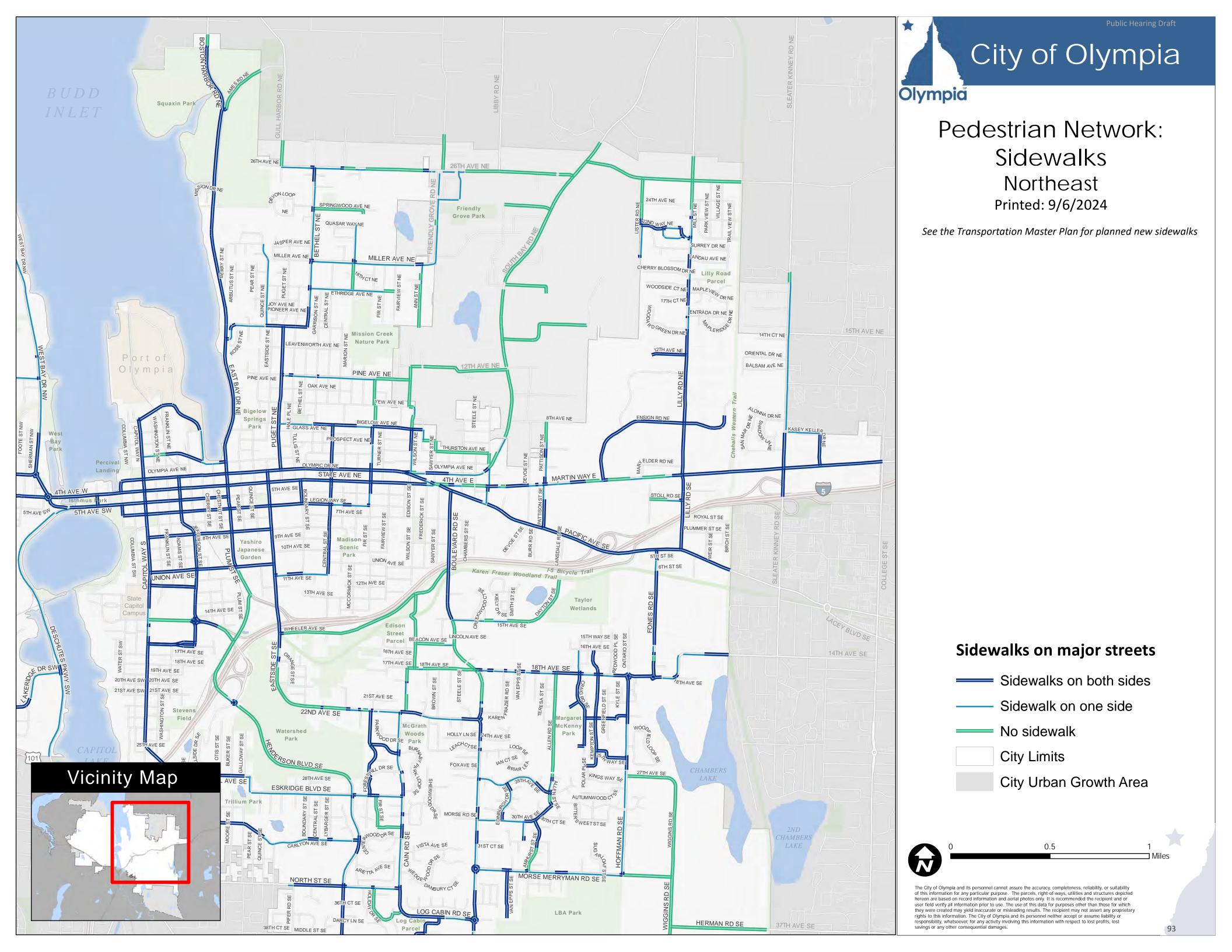


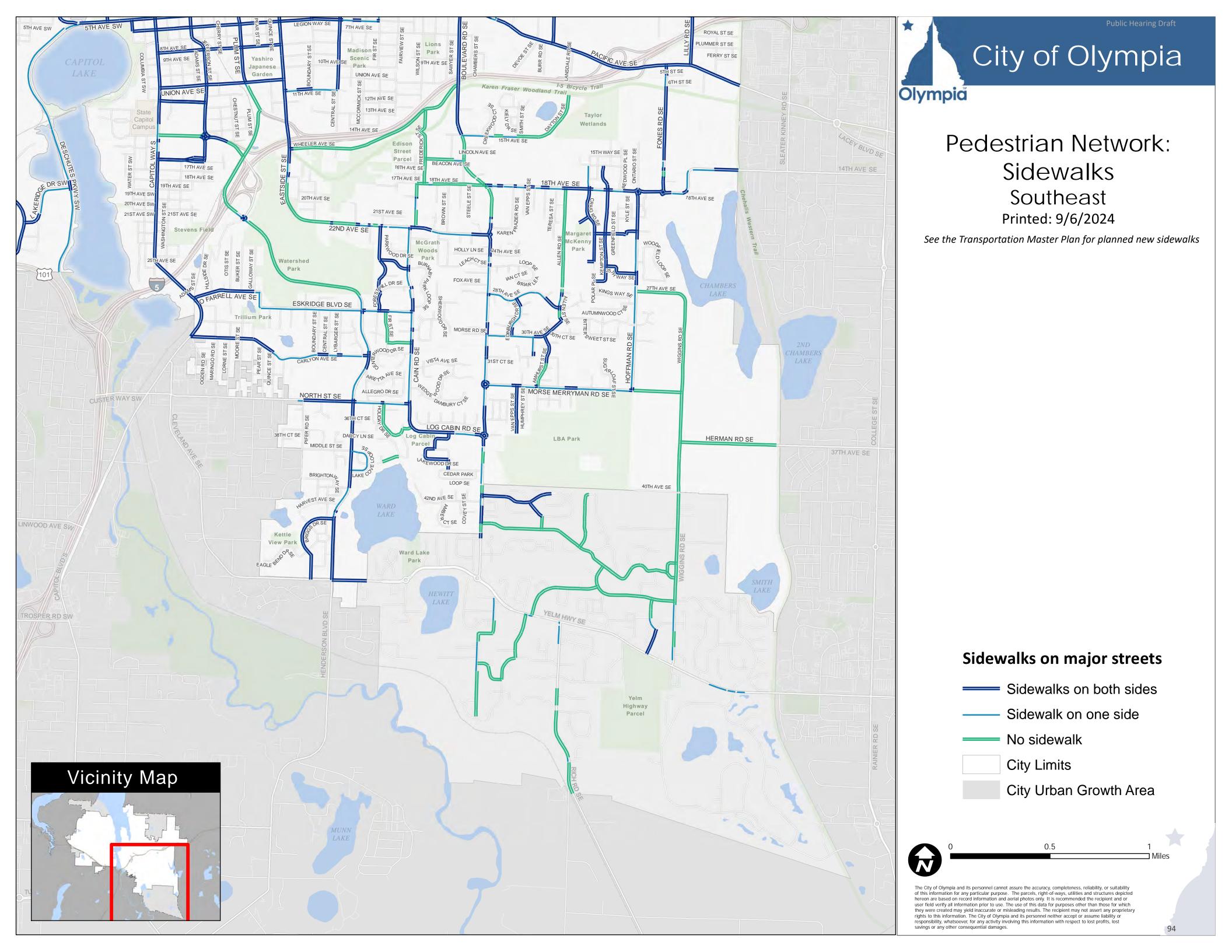
View Northeast Olympia Sidewalk Network on Major Streets map

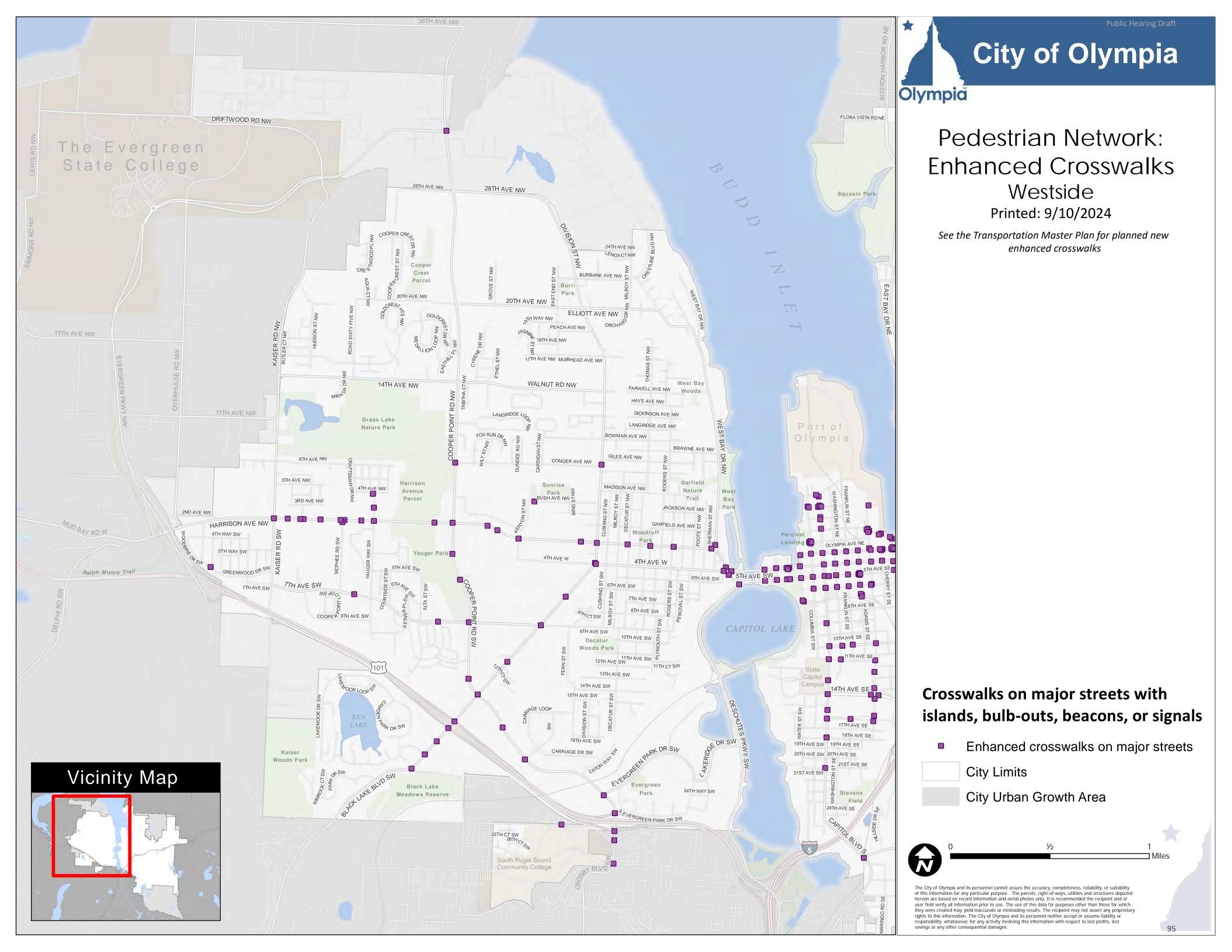
<u>The Transportation Master Plan outlines and prioritizes the sidewalks, enhanced crosswalks, and curb ramps we need to build to have a complete network. The Capital Facilities Plan shows how we plan to fund those projects to get them built.</u>

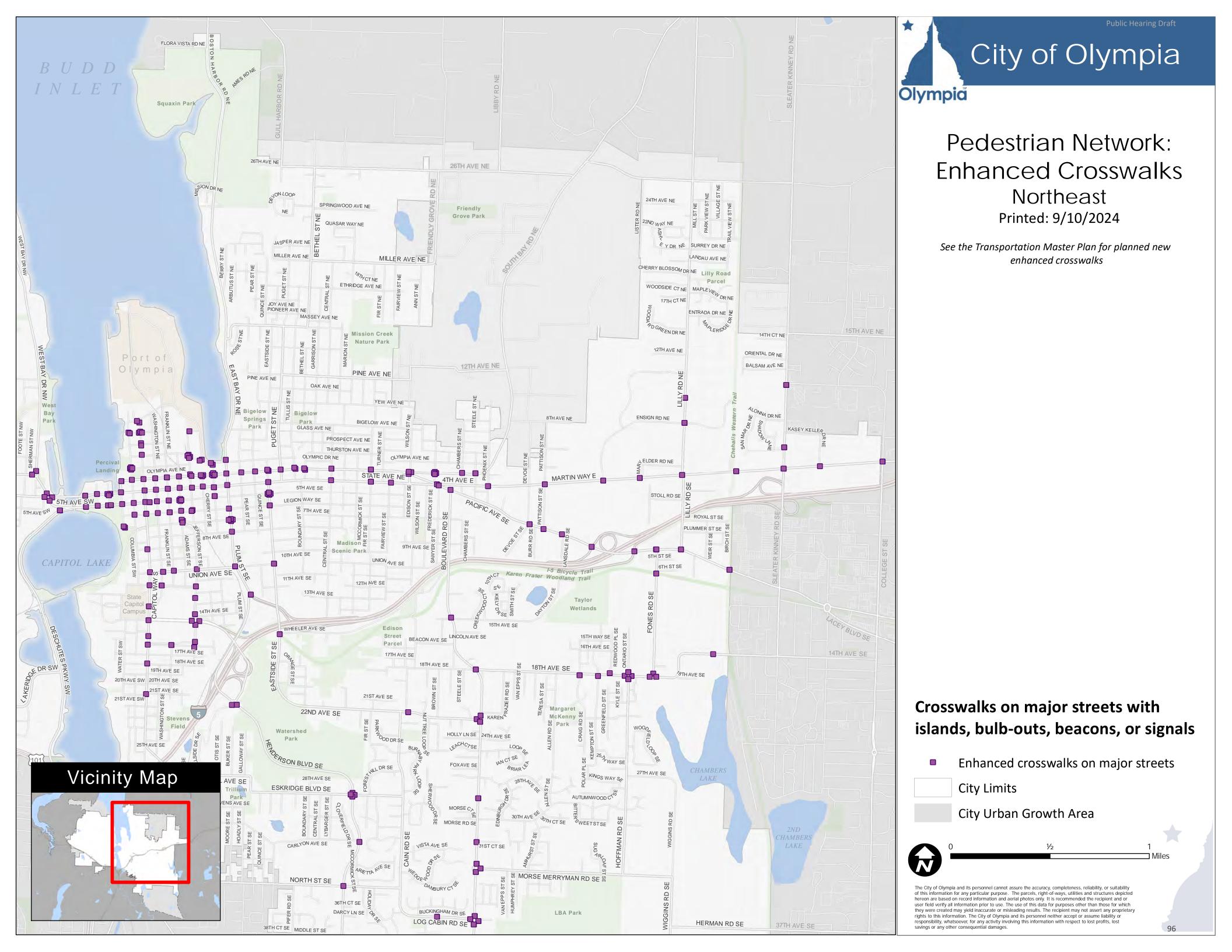
The existing network is shown in the maps that follow.

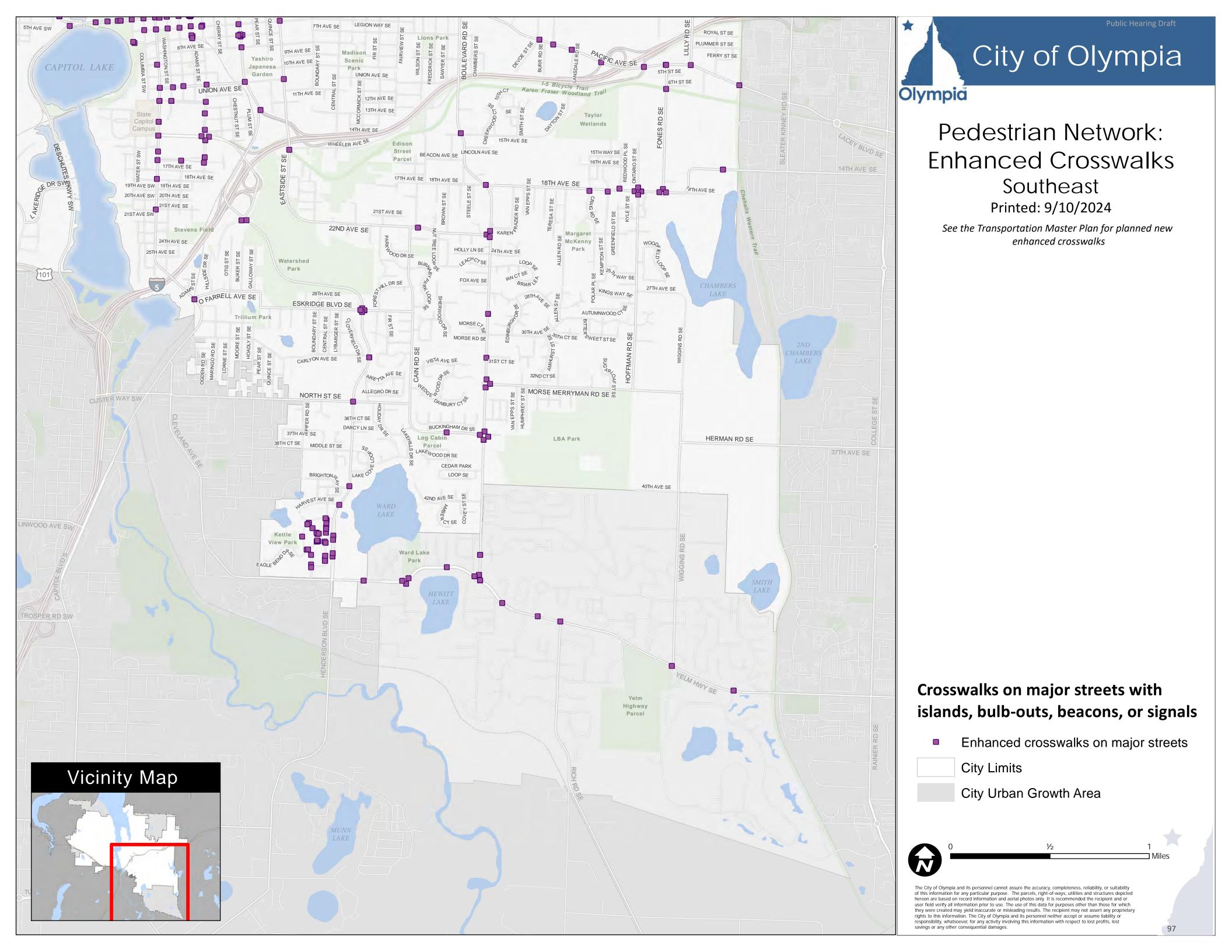


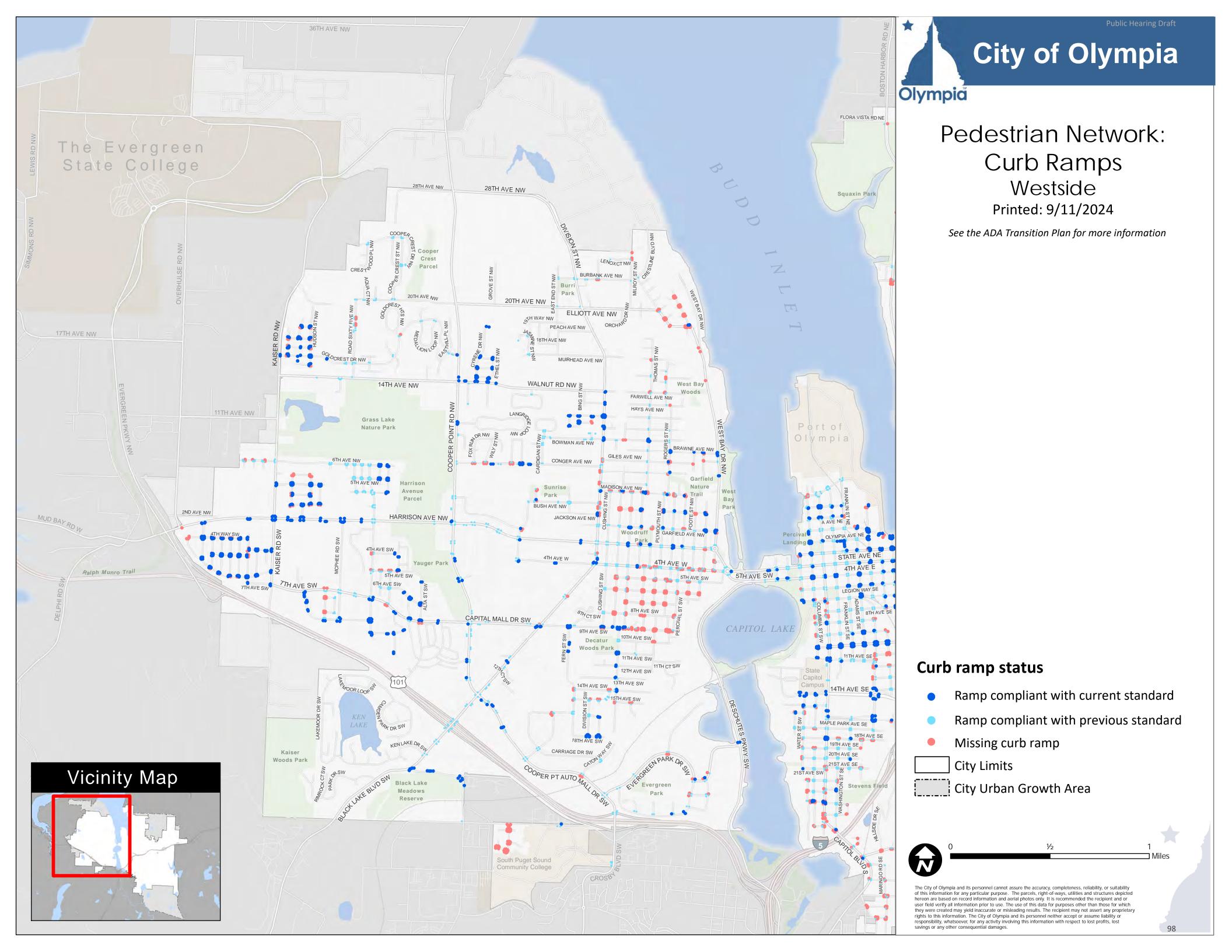


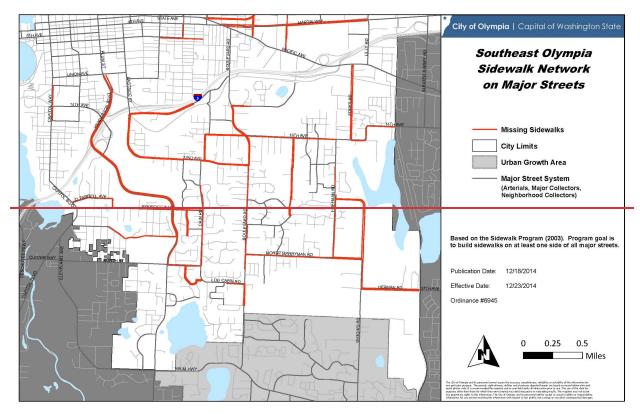




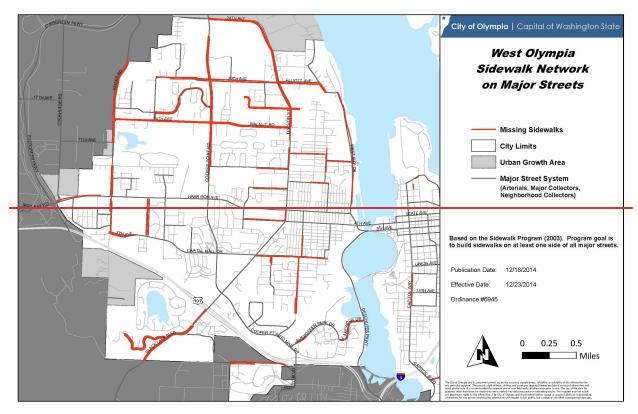








View Southeast Olympia Sidewalk Network on Major Streets map



View West Olympia Sidewalk Network on Major Streets map

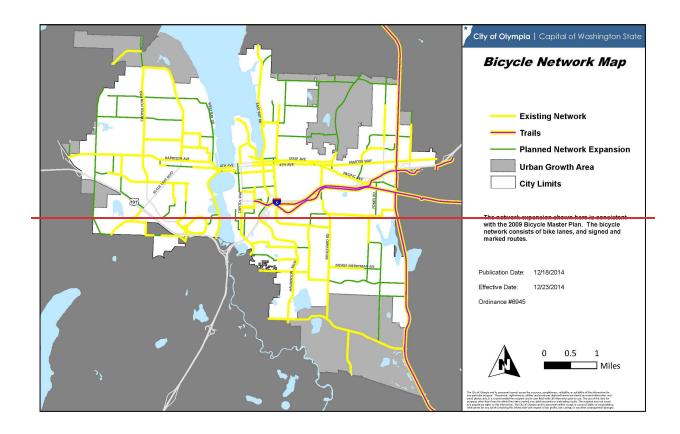
Appendix CD: Bike Network Map and List

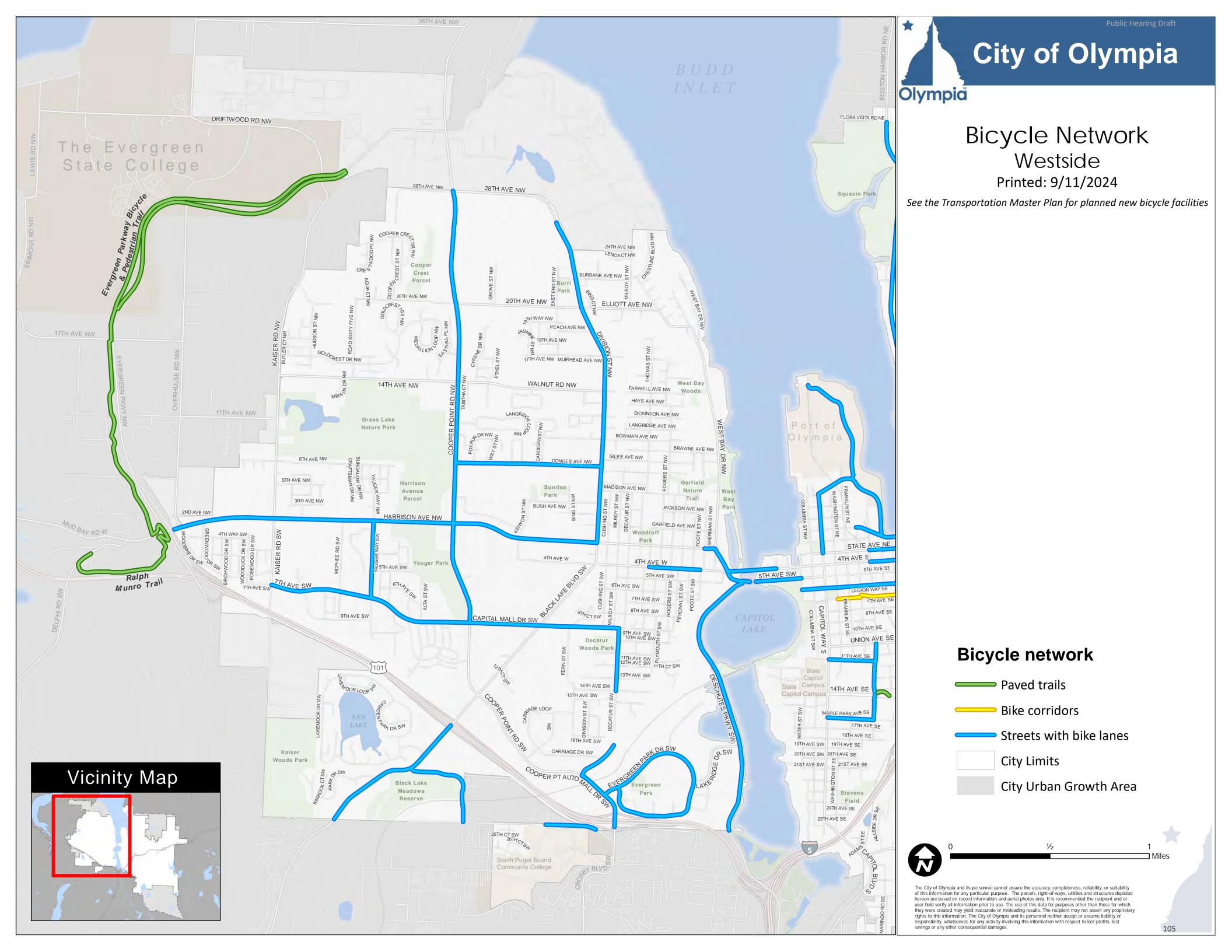
Please see the Transportation Master Plan for the planned low-stress bike network. The network will include enhanced bike lanes, bike corridors (called bike boulevards or neighborhood greenways in other cities), trails, and pathways. The Capital Facilities Plan shows how we plan to fund those projects to get them built.

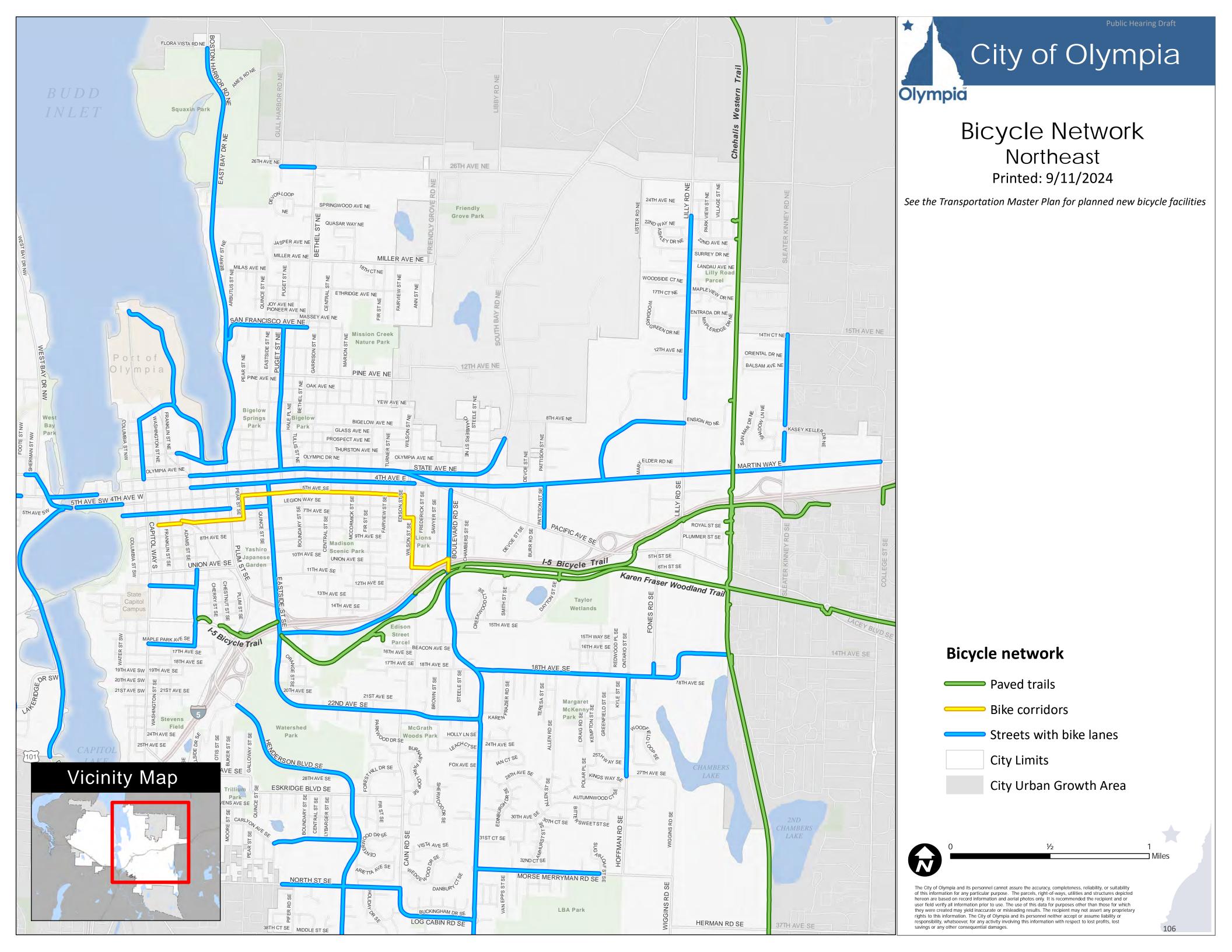
The bike lane projects in the <u>Bicycle Master Plan</u> (2009) represent the vision for the network, and are likely to go beyond the 20-year planning timeframe. These projects will be coordinated with the City's roadway resurfacing or reconstruction projects. Priorities may be adjusted for construction efficiencies. Some projects may be completed as frontage improvements built by private development in accordance with City street standards.

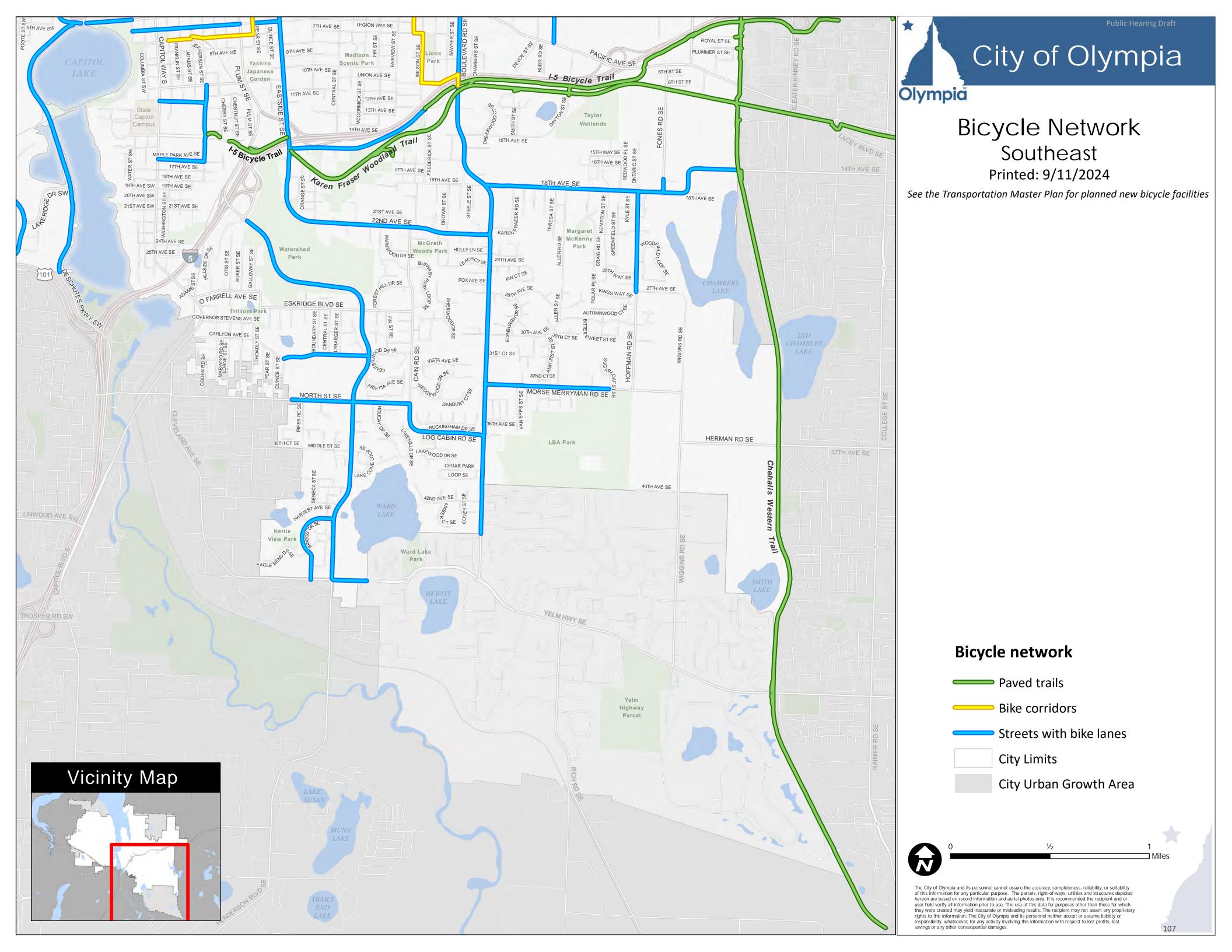
The <u>Bicycle Network Map</u> illustrates the existing network and future network expansion. This network includes bike lanes, as well as signed and marked routes.

<u>The existing bike network of standard bike lanes, bike corridors, and trails is shown on the following maps.</u>









Bicycle Network Map

This list of bike lane projects represents, at a rough planning level estimate, \$99,390,700 in 2011 dollars.

Near-Term

- San Francisco Avenue, NE, from East Bay Drive to Bethel Street
- Mottman Road, SW, from Mottman Court to South Puget Sound Community College
- 14th/Walnut Road, NW, from Kaiser Road to Division Street
- Herman Road, SE, from Wiggins Road to the Chehalis Western Trail
- Cooper Point Road, NW, from 14th Avenue to 20th Avenue
- Fones Road, SE, from Pacific Avenue to 18th Avenue
- Pine Avenue, NE, from Puget Street to east City limits
- Elliott /20th Avenue, NW, from Crestline Boulevard to Road 65
- Legion Way, SW, from Water Street to Capitol Blvd (eastbound only to avoid parking removal)
- Bethel Street, NE, from San Francisco Avenue to 26th Avenue
- Martin Way and Pacific Avenue "Y"
- Crestline Boulevard/Raft Avenue/Schneider Hill, NW, from West Bay Drive to Elliott Avenue
- West Bay Drive, NW, from Olympic Way to Schneider Hill Road
- Henderson Boulevard, SE, from Union Street to I-5
- Morse-Merryman Road, SE, from Sugarloaf Street to Wiggins Road
- 4th Avenue, W, from Black Lake Boulevard to Perry Street
- 4th Avenue, W, from Black Lake Boulevard to Kenyon Street
- 5th Avenue, SE, across the Capitol Lake dam (both directions)
- Cooper Point Road from 20th Avenue to 28th Avenue

Long-Term

- Kenyon Street, NW, from Capital Mall access road to Harrison Avenue
- Hoffman Road, SE, from 26th Avenue to Morse Merryman Road
- Kaiser Road, NW, from Harrison Avenue to Walnut Road
- 26th Avenue, NE, from Gull Harbor Road to Chehalis Western Trail
- McPhee Road, NW, from Capital Mall Drive to Harrison Avenue
- Wiggins Road, SE, 27th Avenue from Hoffman Road to Wiggins Road to Yelm Highway
- Decatur Street, SW, from 9th Avenue to Caton Way
- Lakeridge Drive, SW, from Deschutes Parkway to Evergreen Park Drive
- Fern Street, SW, from 9th Avenue to end
- Road 65, NW, from 20th Avenue to 14th Avenue
- Ames Road, NE, from Gull Harbor Road to East Bay Drive
- Ensign Road, NE, from Lilly Road to Chehalis Western Trail

- Pine Avenue/12th Avenue, NE, from Puget Street to South Bay Road
- Sleater Kinney Road/15th Avenue to 18th Avenue, SE
- Miller Avenue, NE, from Bethel Street to Friendly Grove Road
- Union Avenue, SE, from Capitol Way to Eastside Street
- Lilly Road, NE, from Winwood Place to Urban Growth Boundary
- 7th Avenue, NW, from Kaiser Road to McPhee Road
- Friendly Grove Road, NE, from Miller Avenue to Urban Growth Boundary
- Gull Harbor Road, NE, from Urban Growth Boundary to City limits
- Wheeler Avenue, SE, from Eastside Street to Boulevard (convert one-sided path)

Appendix **DE**: Highways of Statewide Significance (Thurston County)

- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to US 101/Olympia (entire route)
- United States Highway 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- United States Highway 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 miles of physical gap not included)

Appendix E: Transportation Facilities and Services of Statewide Significance

- The Interstate Highway System: See Highways of Statewide Significance
- Interregional State Principal Arterials: See Highways of Statewide Significance
- Intercity Passenger Rail Services:
 - Olympia to Seattle, with stops in Tacoma and Tukwila (<u>77</u>5 trips per day)
 - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (<u>775</u> trips per day)
- Intercity High-speed Ground Transportation: none
- Major Passenger Intermodal Facilities: none
- Ferry Terminals: none
- Intercity Bus Depot: Olympia Greyhound Station
- Olympia Transit Center (Intercity Transit, Mason Transit and Grays Harbor Transit, Twin Transit)
- Park and Ride Facilities: Martin Way (Lacey)
- Park and Ride Facilities: Mud Bay (Thurston County)
- Park and Ride Facilities: Hawks Prairie (Lacey)
- Park and Ride Facilities: Centennial Station (Thurston County)
- Rail Facilities: Centennial Station (Thurston County)
- The Freight Railroad System: none
- Switching and Terminal Companies: none
- The Columbia/Snake Navigable River System: none
- Marine Port Facilities and Services: Port of Olympia
- High Capacity Transportation System serving regions as defined in RCW 81.104.015: ♣: none
- Airport: Hoskins Field Airport
- Airport: Olympia Regional Airport

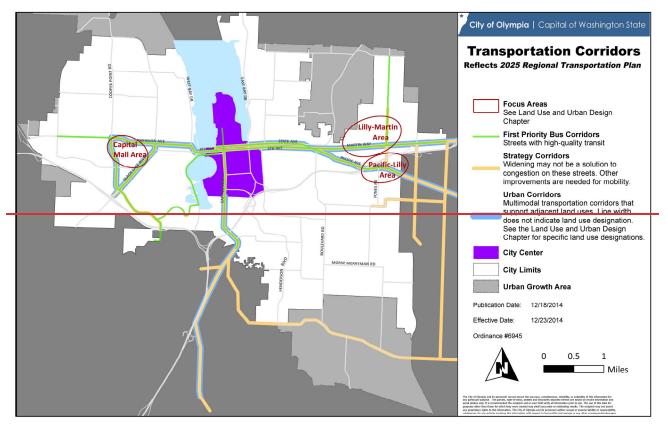
Appendix <u>FG</u>: Facilities of Statewide Significance

The following Facilities of Statewide Significance are located in the Washington State Department of Transportation's Olympic Region, in Olympia:

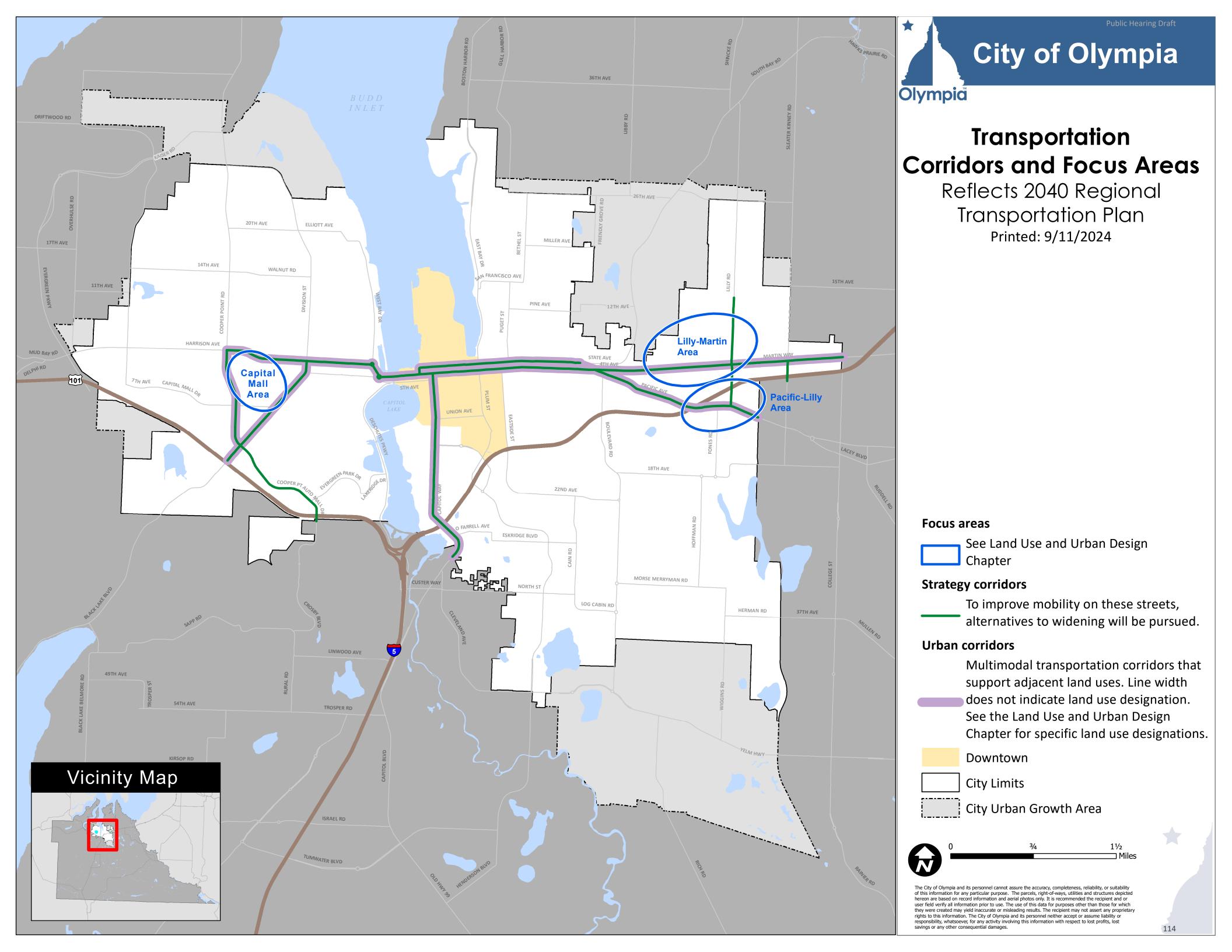
- Interstate 5, from Mile Post 104.56 to 108.13, Limited Access Fully Controlled, Urban Interstate, National Highway System
- United States Highway 101, from Mile Post 364.91 5 to 366.91, Limited Access Fully Controlled, Urban Principal Arterial, National Highway System, State Scenic and Recreational Highway

Appendix 6H: Transportation Corridor Map

This map <u>shows where</u> <u>illustrates the locations of bus corridors</u>, urban corridors, <u>strategy corridors</u>, and <u>focus areas are</u>strategy corridors in Olympia.



View Transportation Corridor Map



Appendix H: 2045 Travel Demand I: Traffic Forecast Maps

With increased population and employment, we expect more demand for spaceThese maps show current traffic volumes on Olympia's streets by 2045. As Olympia's land use patterns become more dense, this plan's policies will support an increasestreet system, as well as forecasted 2030 traffic volumes. These volumes were generated from a traffic model used for transportation planning in people walking and rolling, riding bicycles, and taking transit to get where they need to qo.

<u>The Transportation Master Plan outlines</u> the <u>projects we plan to build to meet this demand. Briefly, it includes for:</u>

Pedestrians: the enhanced crosswalks, new sidewalks, and curb ramps needed to have a complete network on major streets. These were prioritized Thurston County region. The volume data is based on several criteria, including how close they were to public buildings, bus stops, schools, parks, grocery stores, medical centers, and whether they were in areas of dense employment or housing.

Bicyclists: a low-stress bike network of routes planned about every half mile, so no one will ever be more than a quarter mile from one. These routes include a series of bike corridors, enhanced bike lanes, trails, and pathways.

Transit users: support for transit improvements, such as signal prioritization, queue jump lanes, in-lane bus stops and other infrastructure. Because most people walk or roll to or from a bus stop, we also prioritized pedestrian infrastructure near bus stops.

Multimodal users: roundabouts improve traffic flow at intersections, add enhanced crosswalks, and make it easier for transit buses to turn around. In some parts of Olympia, adding roundabouts will allow the City to reallocate space on the street to pedestrians or bicyclists.

Estimating the demand for most of these facilities is difficult for several reasons, one of which is because we suspect there is a lot of "latent demand." This means that many people would walk, roll, bike, or ride transit if our land use patterns and transportation system made it more feasible. This was a common thing people told us during the public outreach process for the Transportation Master Plan.

the

Additionally, estimating demand for sidewalks, crosswalks, bike lanes, and transit is a very new idea, and the tools to do that have not yet been built. Forecasting future vehicle traffic using travel demand models has been a standard practice for decades, because vehicles take up so much space on the street relative to the number of people they typically carry, which leads to traffic congestion. Walking or rolling, riding a bike, or taking transit allow many more people to use a street, making congestion less likely. This is why there is not a standard practice of modeling future demand for walking, rolling, biking, or transit use.

For example, one estimate for the maximum number of people a street can carry is:

<u>Sidewalk</u>	9,000 people per hour
Bike lanes	7,500 people per hour
<u>Dedicated bus lane, frequent</u> <u>service</u>	<u>10,000 – 20,000 people per hour</u>
Mixed traffic with frequent buses	<u>1,000 – 2,800 people per hour</u>
Vehicle lane, no transit	<u>600 – 1,600 people per hour</u>

<u>Source: NACTO, Transit Street Design Guide, https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/</u>

Given our 2045 population estimate of 87,680 residents, when compared to the capacities of sidewalks and bike lanes in the table above, we do not expect to see pedestrian or bicycle congestion between now and 2045.

But that does not address the demand that people have for pedestrian, bike, and transit infrastructure that does not exist. People have told us in many public outreach processes that they want sidewalks on every street, frequent safe and inviting crosswalks, and low-stress bike infrastructure nearby. The Transportation Master Plan shows how we aim to provide that amid our financial constraints. For example, we are prioritizing sidewalks on major streets over residential streets because the need for sidewalks is so great, and we have limited resources to build them.

Intercity Transit's long range plan includes policies to improve transit frequency and routing, and several policies within this plan and the Transportation Master Plan support it. As part of the creation of its long range plan, Intercity Transit reviewed several demographic characteristics common to transit riders, creating a "Transit Propensity Index," which helped guide the development of the plan.

While it is not a blueprint of future demand, it is a useful indicator that Intercity Transit can use to guide future route development.

Additionally, Intercity Transit's plans to improve service on several of Olympia's urban corridors complements our future land use and transportation vision outlined both in this plan and the Transportation Master Plan.

Level of service

Olympia defines its level of service for all modes of transportation to be a complete system. Complete systems for each mode are outlined in the Transportation Master Plan.

For more information about how this interfaces with Olympia's transportation concurrency program, please see Goal 12 and its supporting policies.

State-owned streets and highways

<u>Within Olympia, the state</u> of Washington <u>owns some streets and highways, which</u> are:

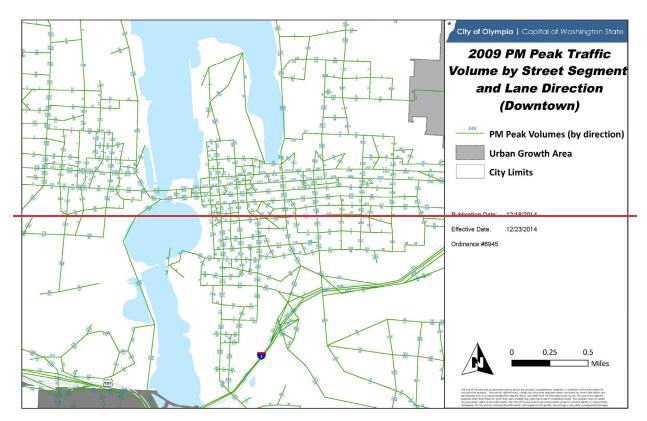
- Deschutes Parkway
- Washington Street between 7th Avenue and Legion Way
- Several streets on the Capitol Campus
- Interstate 5
- US 101

The Transportation Master Plan defines the multimodal needs on state-owned streets. For Interstate 5 and US 101, we expect that pedestrians and bicyclists will use Olympia's streets instead of the highways.

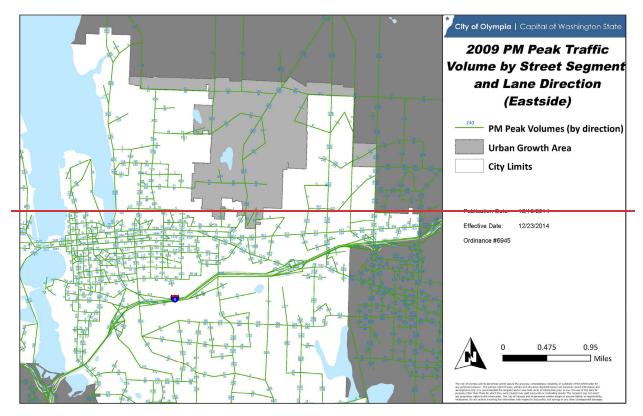
Future vehicle demand model

The Thurston Regional Planning Council maintains a model that estimates vehicle demand on major streets throughout our region. The following maps show the estimated vehicle demand for 2045 in Olympia and the urban growth area, and it includes estimated demand on state-owned streets and highways.

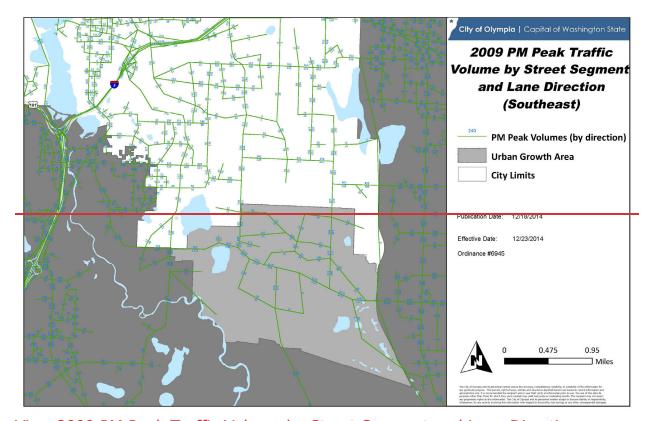
All models contain assumptions. This one assumes a reasonable rate of continued telework, that some street connections get made, and the future land use aligns with the Future Land Use Map shown in the Land Use and Urban Design Chapter. It also includes Office of Financial Management projected population and employment forecasts for the Thurston County region.



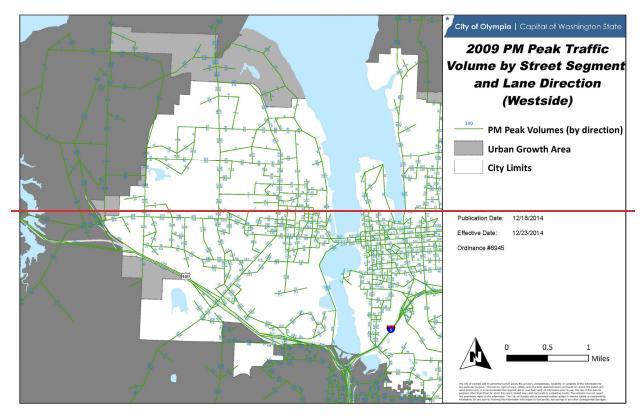
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)



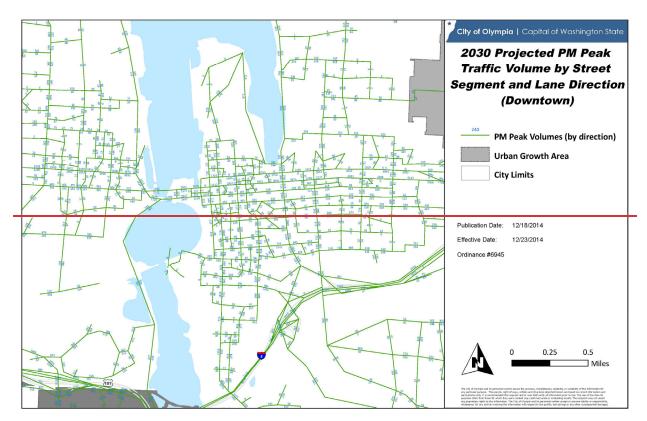
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)



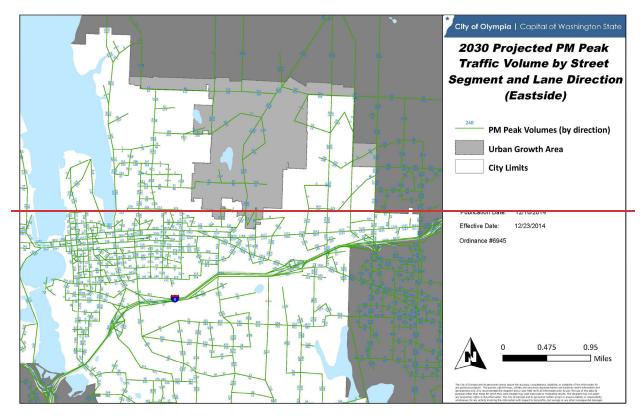
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)



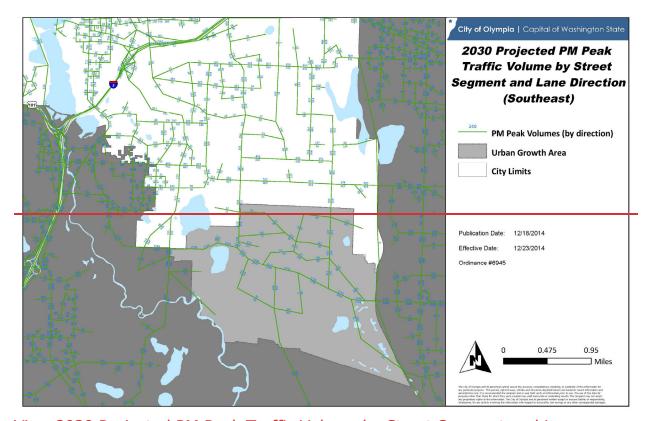
View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)



View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)



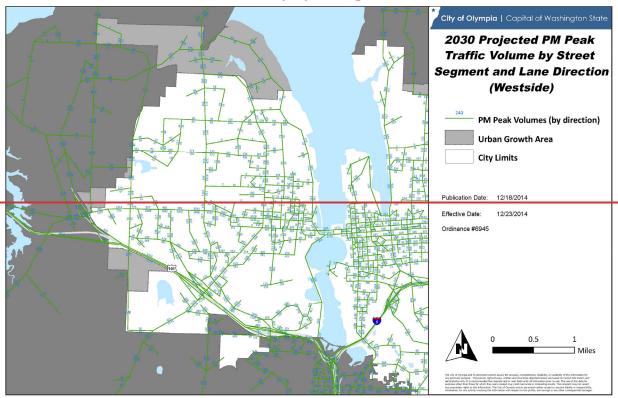
View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)



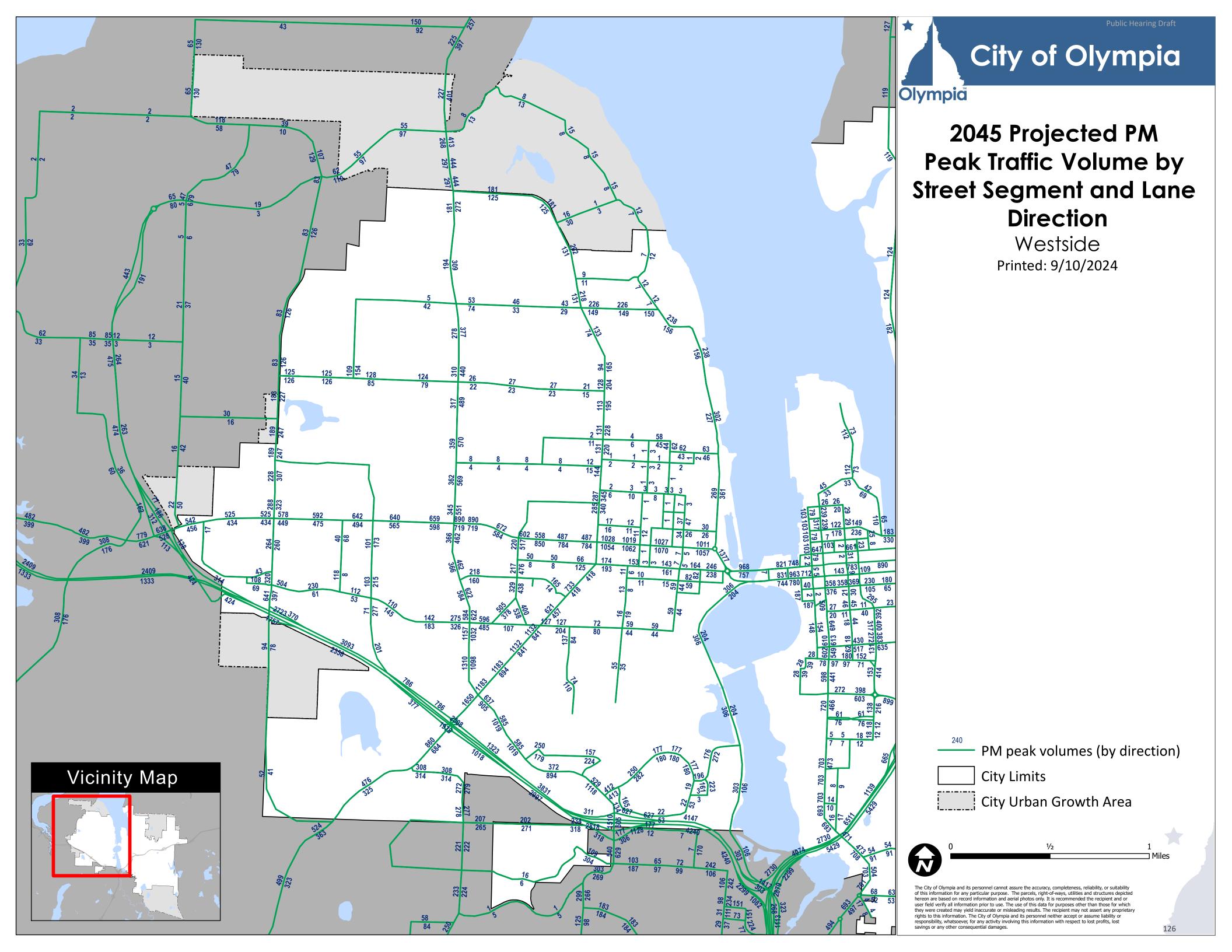
View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

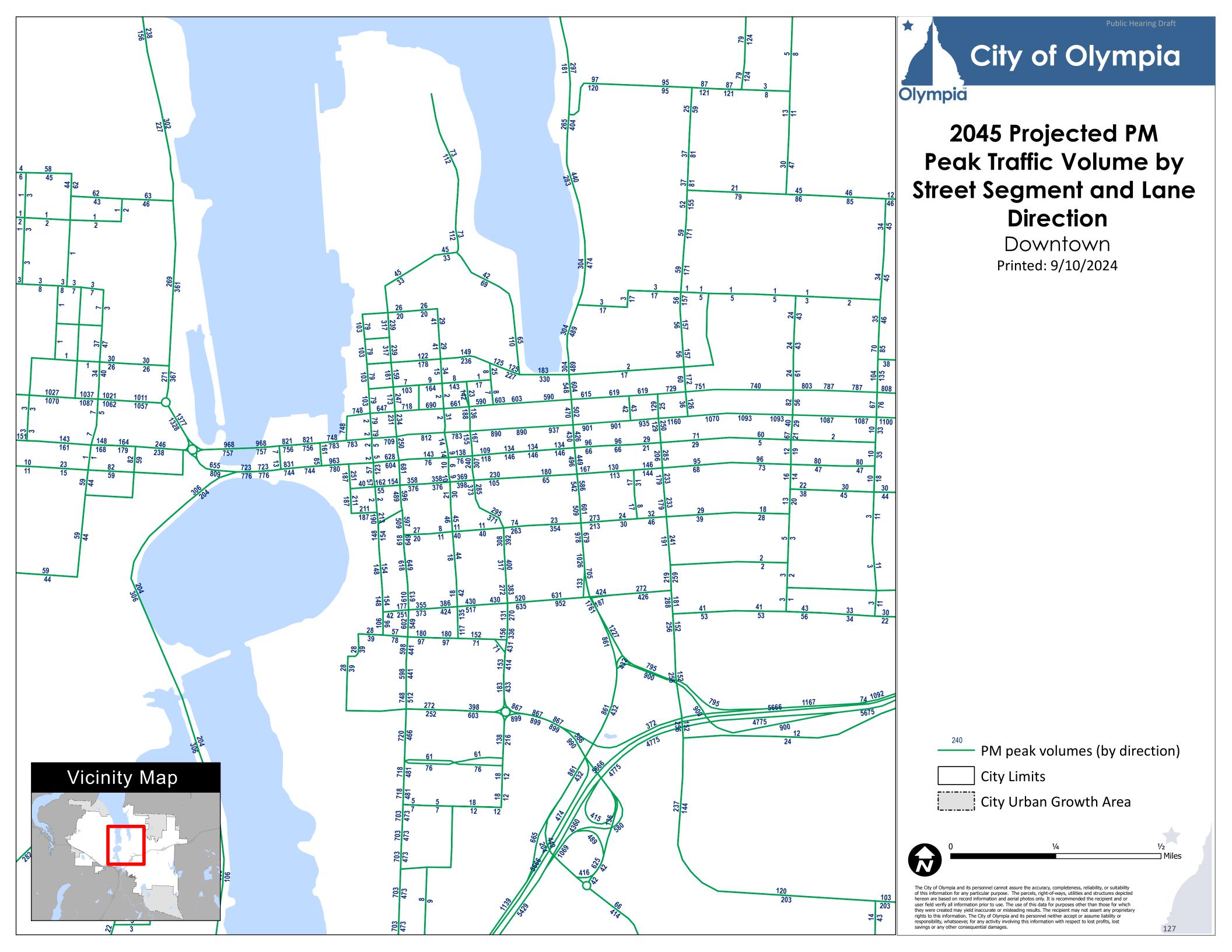
Appendix I: ADA Transition Plan

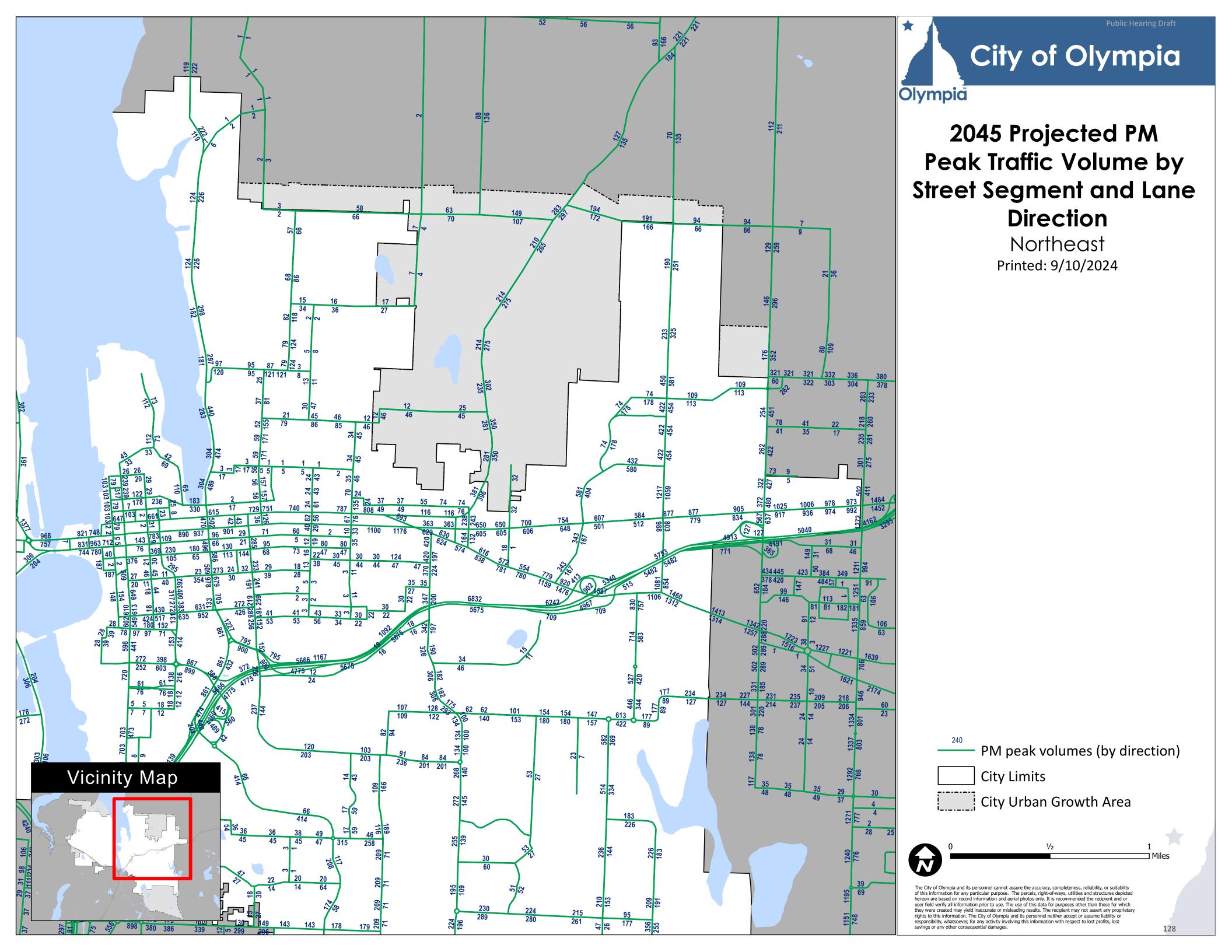
The City of Olympia adopted an ADA Transition Plan in 2021, which includes provisions for removing barriers to access in the public right-of-way for people with disabilities. It can be found at olympiawa.gov/ada.

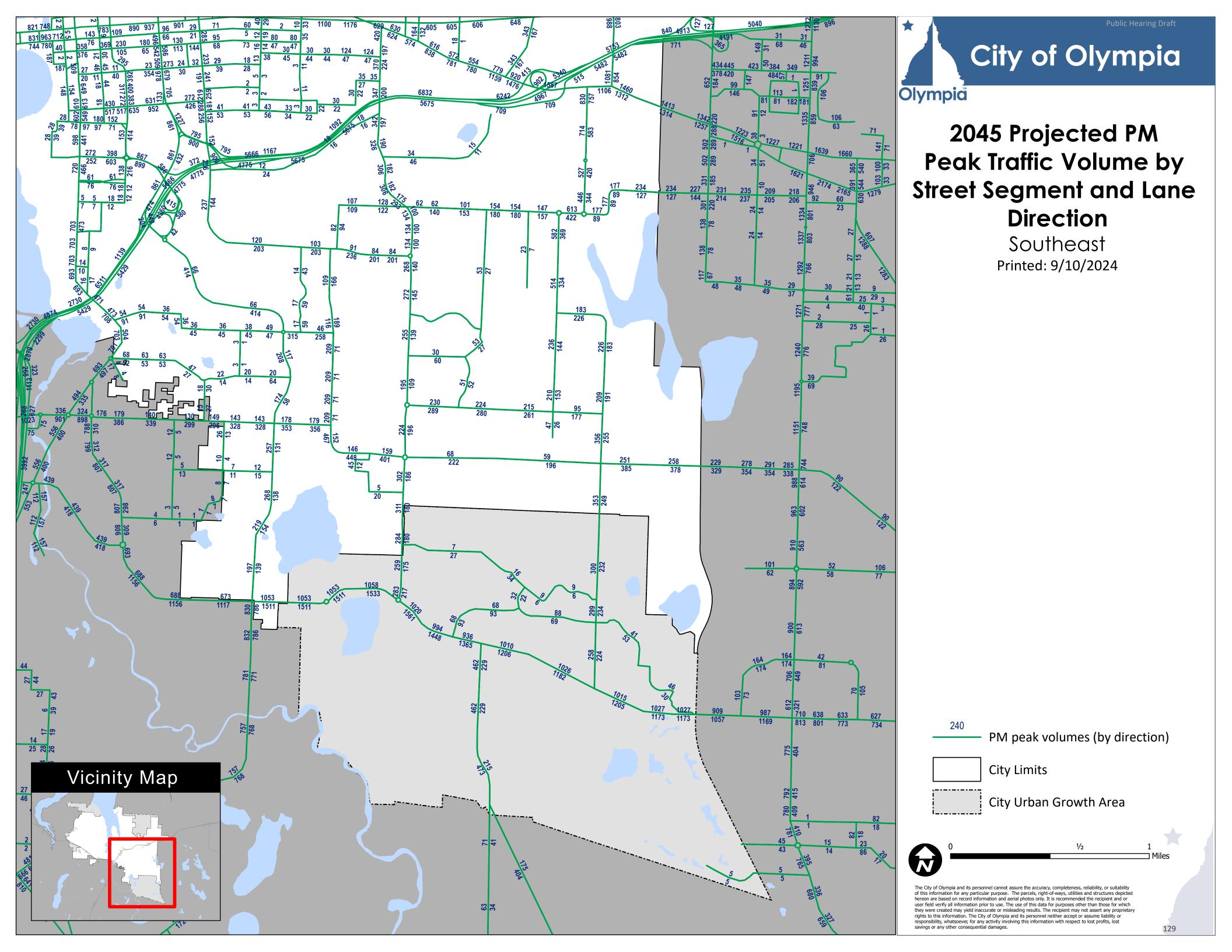


View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)









For More Information

- The City of Olympia Transportation Master Plan outlines prioritized projects for the next 20 years for all modes of transportation: walking and rolling, bicycling, riding transit, and driving.
- The <u>City of Polympia Transportation Mobility Strategy</u> Provides policy guidance for achieving a multimodal transportation system
- The City of Olympia <u>Engineering Design and Development</u>
 <u>StandardsEngineering Design and Development Standards</u> implements comprehensive plan goals and policies. These technical standards govern all new construction and modification of transportation and utilities infrastructure.
- The Washington State <u>Growth Management Act requires</u> guides communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon.
- The <u>Commute Trip Reduction LawCity of Olympia Sidewalk Program</u>
 [€]
 (2003) is a list of prioritized sidewalk projects on Olympia's major streets
- The City of Olympia <u>Bicycle Master Plan</u> 2 (2009) includes recommendations for bicycle facilities development and education and encouragement activities
- The Commute Trip Reduction Law a calls on all state employers and large employers in urban areas of the state to reduce drive-alone commute trips made by employees.
- The <u>Thurston Regional Trails Plan Thurston Regional Trails Plan</u>

 defines off-street trail network priorities and issues throughout Thurston County.

Olympia 2045: Transportation

Significant changes to the chapter

The Transportation Chapter has gone through three public drafts. With each draft, we published a list of major changes. We have compiled those lists below, so readers can better grasp the differences between the public hearing draft and the 2014 version.

First draft changes

Values and vision

- Added language to more explicitly address equity.
- Broadened description of safety, so it's less focused on traffic collisions.
- Removed language about parking, as it seemed too detailed to be a value or part of a vision.

Climate change

• Added this section to comply with an update to the Growth Management Act.

Equity

• Added this section to comply with an update to the Growth Management Act.

Complete streets

 Added PT6.17 to reflect the current practice: "Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the Street Safety Plan."

Connectivity

- Redrafted introduction to clarify the goals and policies.
- Removed GT5 and incorporated some of its supporting policies into GT9.

Transit

- Removed bus corridors section. In many places bus corridors overlapped with urban corridors, which is where long-standing policies have been in place to support frequent transit service.
 Where bus corridors did not align with urban corridors, rarely was zoning in place to create the density needed to support transit.
- Moved some of the supporting policies for bus corridors into the urban corridors section.

Walking

• Added "rolling" to be explicitly inclusive of people who use walking aids.

Bicycling

• Incorporated low-stress bike network developed in Transportation Master Plan.

Transportation Demand Management

 Expanded to address reducing all vehicle trips while still noting those that can lead to congestion, such as work or school trips.

Parking

• Changed to address everyone who parks rather than focus on commuters.

Funding

• Removed several sections that were addressed in the Transportation Master Plan.

Appendix A: Transportation Planning History

- Removed, as most topics were either no longer relevant or superseded by the Transportation Master Plan.
- Moved a few topics to other sections. Urban and strategy corridors moved to the Regional Planning and Corridors section. Southeast street connections moved to Appendix A: Transportation 2045 Street Classification and Connectivity Maps introduction.

Second draft changes

- Added language to the Plan's introduction that states "we will build streets that are humanscale, or designed for people first and vehicles second."
- Added language to introduction of Complete Streets section that states we will prioritize pedestrians, bicyclists, and transit users over drivers of single-occupancy vehicles.
- Removed GT4, as it was redundant with Land Use section. Replaced it with language about reducing the urban heat island effect.
- Added PT6.7: Add compact roundabouts and other traffic calming features where appropriate for speed management and safety.
- Added PT6.12 Consider a study to convert 4th and State Avenues to two-way streets. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.
- Added PT 6.14 Consider a study of impacts of closing some neighborhood and downtown streets to vehicle traffic. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.
- Added PT6.16 Consider ways to reduce vehicle noise through street design so that residents, pedestrians, and bicyclists are less impacted by it.
- Added PT6.18 Consider automatic traffic enforcement in key locations, such as near schools, to encourage safe driver behavior.
- Added PT 9.22 Study the additional street connections Olympia needs in order to build a
 complete street network that serves everyone, whether walking, rolling, biking, taking transit, or
 driving. As part of the study, consider the impacts of building only pedestrian and bicycle
 connections instead of full streets.
- Added a bullet point to 12.1: New development will not be allowed if there is no supply of mobility units.
- Added PT27.2 Consider a strategy to support bicycling to and through the downtown core with the next update to the Transportation Master Plan.
- Removed "enforcement" from PT23.1 and 27.6.
- Added language to 23.4 *Keep streets and lanes as narrow as possible, including at intersections, and seek other ways to slow vehicles and encourage safe driving.*
- Added PT27.7 Consider public bicycle lockers or other secure bike parking downtown, particularly in City-owned parking lots or on-street vehicle parking spots.

Third draft changes

- Rewrote vision to A complete transportation system that moves people, not just vehicles.
- Added PT1.3 New infrastructure is built where it is most needed based on access to key services, connections to transit, and other criteria described in the Transportation Master Plan.
- Added PT1.4 The City has proactive maintenance and asset management programs for pedestrian and bicycle infrastructure.
- Added language to PT6.17 Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the Street Safety Plan.
- Added language to PT7.7 Allow on-street *vehicle or bicycle parking* to support adjacent businesses, buffer pedestrians and bicyclists, and slow traffic.
- In places that said "consider a study" changed the language to say "study."
- Removed language about multi-story buildings for schools from PT28.9 for inclusion in the Land Use and Urban Design chapter.
- Added PT 29.4 Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.

Olympia Planning Commission

February 24, 2025

Olympia City Council PO Box 1967 Olympia WA 98507-1967

SUBJECT: Olympia 2045 Comprehensive Plan Transportation Chapter

Dear Mayor Payne and Councilmembers:

The Planning Commission appreciates the effort and time that City of Olympia Staff have invested in engaging with the Planning Commission and incorporating our suggestions into the Transportation Chapter of the Olympia 2045 Comprehensive Plan. The Commission had briefings on the Chapter on June 3, 2024, and September 16, 2024. The Commission held a study session regarding this chapter on October 24, 2024. The Social Justice and Equity Commission also received a brief on July 22, 2024. A public hearing was conducted on February 3, 2025. Planning Commission deliberations took place starting on February 3, 2025, and concluded on February 24, 2025.

The Planning Commission believes that the chapter has been improved through multiple rounds of engagement and recommends approval of the Transportation Chapter of the Olympia 2045 Comprehensive Plan contingent upon the following modifications and revisions. Both Contingent Modifications and Other Considerations are detailed in two sections at the end of this letter. Here we would like to highlight and discuss our recommendation to expand the vision statement of the Transportation Chapter of the Olympia 2045 Comprehensive Plan.

The vision statement for the Transportation Chapter of the Olympia Comprehensive Plan currently reads:

Complete streets that move people, not just cars.

And has been modified in the current version after discussion with the Planning Commission to create a system level vision statement to read:

A complete transportation system that moves people, not just vehicles

The planning commission supports the goal of "moving people, not just vehicles" through retrofitting or designing streets to support multiple modes of transportation (i.e. "complete streets"). However, we believe that the vision for Olympia's transportation system, and thus the vision statement, should prioritize modes of transportation beyond single occupancy vehicles and enumerate more aspects of the transportation system than movement. Our proposed vision statement:

A sustainable, equitable, and resilient transportation system that prioritizes public transit, walking, rolling, and biking over single-occupancy vehicles. We aim to create vibrant, connected neighborhoods where people of all ages, abilities, and incomes can move safely and efficiently, reducing greenhouse gas emission building a stronger, more inclusive community.

Olympia's transportation system falls at the nexus of so many other Comprehensive plan goals: access to the city, building community, supporting the economy, equity, the environment, and the City's response to climate change. Transforming our transportation system to be less car dependent through more transportation choices is urgently needed climate action, environmental policy, and critical to building a more inclusive community that keeps everyone moving in a safe and inviting way while the city grows. It is both important that this transformation happens quickly to match Olympia's population growth and climate goals, and that the transformation must not leave anyone behind, including people that can't drive a vehicle and people that need to be able to drive a vehicle. This transformation will take increased investment, new strategies, and community engagement to achieve, each of which will require the city to maintain capacity to plan and execute changes.

As part of this transformation, the Planning Commission would also like to highlight a policy added in the preset draft of the chapter:

PT1.4 The City has proactive maintenance and asset management programs for pedestrian and bicycle infrastructure.

This policy supports actions that the City has already begun towards improving pedestrian and bicycle infrastructure with investments in maintenance and the evaluation of conditions city wide. During our discussions of this policy, much of the focus was on the equity of the previous policy that required below standard infrastructure to be reported by community members. This previous policy put the reporting responsibility on community members that may be most dependent on the infrastructure and/or have barriers to reporting. Numerous updates like these, big and small, have improved the chapter.

After completing deliberations, the motion to recommend approval of the chapter includes the modification of the vision statement detailed above and the following suggestions or modifications:

Contingent Modifications:

- Vision statement as detailed above
- Regularize the use of definitive language in policy statements to make clear the practical difference between, for example, a policy that would "consider" something versus a policy that "will study" something. In the current updates this is particularly relevant to PT6.12, PT6.13, PT6.14, PT6.18, examples:

PT6.12 **Study** converting 4th and State Avenues to two-way streets. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

And

PT6.13 **Consider** modified street design to enhance the function of a street for a particular mode, such as bicycling, or to support the unique identity of a street, such as a historic district.

And

PT6.14 **Study** the impacts of closing some neighborhood and downtown streets to vehicle traffic. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.



In the upcoming update to the 1994 Gridded Streets plan, pay particular attention to the
potential VMT reduction benefits of gridded streets and the possible benefits to VMT reduction
that walking and biking connections provided by pathway or non-vehicle street connections
could provide:



The City's commitment to building a well-connected street grid dates back to 1994, when we did a study that determined that instead of widening our streets, we should build a connected grid of smaller streets. This study led to the street connections shown on the maps in Appendix A and specific development requirements found in the Engineering Design and Development Standards. In the next few years, the City is planning to update that study.

• Consider how the word "incentivize" is used throughout the chapter. The planning commission found that "incentivize" brought to mind monetary approaches (e.g. Multifamily Tax Exemption), while a word like "encourage" might suggest a broader range of interventions (e.g. zoning changes, infrastructure investments or like streamline permitting) depending on the context. For example, PT16.2:



PT16.2 Continue to support incentives to redevelop in downtown, along urban corridors, and in focus areas such as the Capital Mall Triangle, the Lilly/Pacific area, and the Lilly/Martin area.

Modify PT9.15:

Existing:

PT9.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets or to destinations such as schools, parks, and trails wherever possible.

Proposal (change in bold):

PT9.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets or to destinations such as schools, parks, and trails **unless infeasible**.



Modify PT10.2:

Existing:

PT10.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.

Proposed (change in bold):

PT10.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent developed properties and create rights-of-way and pathway stubs to ensure future connections to undeveloped properties. These will be at the same interval spacing as street spacing requirements or at closer intervals, unless environmental or topographical constraints make this infeasible. Rights-of-way and stubs will be recorded as part of the subdivision process to guarantee long-term connectivity.



• Consider the hierarchy of statements occurring the Transportation Chapter of the Comprehensive Plan, the Transportation Master Plan, and the Olympia Engineering Design & Development Standards (EDDS). In the planning commissions reading of the comprehensive plan, they found that there was some circularity and locations where either the comprehensive plan contained technical details better left to the Master Plan or EDDS or where the Master Plan or EDDS contained the more aspirational policy better suited to the Comprehensive Plan. Continuing to improve consistency in these documents would benefit the readability of the comprehensive plan. For example, in public comment the following change to PT7.12 was suggested that the planning commission supports:

Existing:

PT7.12 Use Olympia's regularly updated Engineering Design and Development Standards to ensure that transportation-related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

Proposed (change in bold):

PT7.12 **Regularly update** Olympia's Engineering Design and Development Standards **to ensure they reflect the Comprehensive Plan and** that transportation-related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

Other Considerations:

 Consider further examples in PT 7.11 in regard to street treatments for safe crossing, such as signals.



We understand this update work is being completed in a phased manner, with each chapter being considered individually. We also understand that final adoption will not occur until the entire draft is reviewed for internal consistency as well.

We appreciate the opportunity to review the proposed chapter and provide a recommendation for moving this portion of the periodic update forward. Thank you for your consideration.

Sincerely,

Greg Quetin

Chair

Staff response to Planning Commission's comments

Planning Commission comment	Staff response
Requests new vision statement of: A sustainable, equitable, and resilient	We would request the addition of language to reduce vehicle miles traveled:
transportation system that prioritizes public transit, walking, rolling, and biking over single-occupancy vehicles. We aim to create vibrant, connected neighborhoods where people of all ages, abilities, and incomes can move safely and efficiently, reducing greenhouse gas emissions and building a stronger, more inclusive community.	A sustainable, equitable, and resilient transportation system that prioritizes public transit, walking, rolling, and biking over single-occupancy vehicles. We aim to create vibrant, connected neighborhoods where people of all ages, abilities, and incomes can move safely and efficiently, reducing vehicle miles traveled and greenhouse gas emissions and building a stronger, more inclusive community.
Regularize the use of definitive language in policy statements to make clear the practical difference between, for example, a policy that would "consider" something versus a policy that "will study" something. In the current updates this is particularly relevant to PT6.12, PT6.13, PT6.14, PT6.18	Thank you for the specific policies to review. We can make this change.
In the upcoming update to the 1994 Gridded Streets plan, pay particular attention to the potential VMT reduction benefits of gridded streets and the possible benefits to VMT reduction that walking and biking connections provided by pathway or non-vehicle street connections could provide.	Policy 9.22 addresses this: Study the additional street connections Olympia needs in order to build a complete street network that serves everyone, whether walking, rolling, biking, taking transit, or driving. As part of the study, consider the impacts of building only pedestrian and bicycle connections instead of full streets.
Consider how the word "incentivize" is used throughout the chapter. The planning commission found that "incentivize" brought to mind monetary approaches (e.g. Multifamily Tax Exemption), while a word like "encourage" might suggest a broader range of interventions (e.g. zoning changes, infrastructure investments or like streamline permitting) depending on the context.	We can make this change.
Modify PT9.15: Existing:	We can make this change.
LAISUIIg.	

PT9.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets or to destinations such as schools, parks, and trails wherever possible.

Proposal (change in bold):

PT9.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets or to destinations such as schools, parks, and trails unless infeasible.

Modify PT10.2:

Existing:

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Proposed (change in bold):

PT10.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent developed properties and create rights-of-way and pathway stubs to ensure future connections to undeveloped properties. These will be at the same interval spacing as street spacing requirements or at closer intervals, unless environmental or topographical constraints make this infeasible. Rights-of-way and stubs will be recorded as part of the subdivision process to guarantee long-term connectivity.

This policy is found under the goal of creating more pathways, which are short, off-street connections for pedestrians and bicyclists. Pathways are often created with easements and may not be in right-of-way. Adding language about creating rights-of-way and pathway stubs mixes the language used for pathways with that used for streets, which could create legal ambiguity and raise questions about the enforceability of this policy. This could prevent us from getting pathways with new development or leave the City vulnerable to a legal challenge. For that reason, we would prefer not to change the policy.

Additionally, we already have language that ensures rights-of-way and street stubs are recorded:

PT9.16 Planned but still unbuilt street connections, or "stub outs," will be identified by signs at the location and in formal documentation, including plans and maps of newly platted areas.

And if a full street will not be built, we do require a pedestrian/bicycle connection be built:

PT9.20 If the City decides that a street connection will not be built, build bike and pedestrian pathways for safe and direct non-motorized access. Minimum spacing should be based on block sizes defined in the Engineering Design and Development Standards.

PT9.21 If stub-outs exist for a future street connection, bicycle and pedestrian access should be provided in the public right-of-way as an interim measure.

Consider the hierarchy of statements occurring the Transportation Chapter of the Comprehensive Plan, the Transportation Master Plan, and the Olympia Engineering Design & Development Standards (EDDS). In the planning commissions reading of the comprehensive plan, they found that there was some circularity and locations where either the comprehensive plan contained technical details better left to the Master Plan or EDDS or where the Master Plan or EDDS contained the more aspirational policy better suited to the Comprehensive Plan. Continuing to improve consistency in these documents would benefit the readability of the comprehensive plan. For example, in public comment the following change to PT7.12 was suggested that the planning commission supports:

Existing:

PT7.12 Use Olympia's regularly updated
Engineering Design and Development
Standards to ensure that transportation-related
facilities constructed in Olympia and its
Growth Area are safe, well-constructed,
durable, and can be maintained.

Proposed (change in bold):
PT7.12 Regularly update Olympia's
Engineering Design and Development
Standards to ensure they reflect the
Comprehensive Plan and that transportationrelated facilities constructed in Olympia and its
Growth Area are safe, well-constructed,
durable, and can be maintained.

We can make this change.

Consider further examples in PT 7.11 in regard	We can make this change.
to street treatments for safe crossing, such as	
signals.	



City of Olympia | Capital of Washington State

P.O. Box 1967, Olympia, WA 98507-1967 | olympiawa.gov

February 24, 2025

Olympia City Council cc: Olympia Planning Commission

Honorable Mayor Payne and City of Olympia Councilmembers,

As part of the Olympia 2045 update of the Comprehensive Plan, the City Council has provided the Social Justice and Equity Commission with an opportunity to weigh in on the draft chapters to offer equity-related recommendations. This letter is intended to share with you the Commission's conversation regarding the Transportation chapter, on which the Commission received a briefing at our July 22, 2024 meeting.

The Commission discussed the Transportation chapter with Public Works Transportation staff and had the opportunity to ask questions related to how equity is addressed in the chapter and how it was considered during its development. The Commission's discussion centered around the following topics:

- Accessibility of bicycle and walking pathways
- Maintaining a balanced approach to transportation planning and the importance of supporting a multimodal transportation system
- Importance of supporting transit for the advancement of equity in our transportation systems
- Value of fare-free transit programs in promoting equitable access to public transit

We appreciate the opportunity to review goals and policies within the Transportation chapter of the Comprehensive Plan, provide feedback on the updated process and learn how this work promotes equitable growth and development in our community.

Best Regards,

Robin Rosen-Evans, Vice-Chair

Social Justice & Equity Commission

Rosea-Erlans

RR:mm



MEMBERS:

City of Lacey

City of Olympia

City of Rainier

City of Tenino

City of Tumwater

City of Yelm

Confederated Tribes of the Chehalis Reservation

Nisqually Indian Tribe

Town of Bucoda

Thurston County

North Thurston Public Schools

Olympia School District

Tumwater School District

Intercity Transit

LOTT Clean Water Alliance

Port of Olympia

PUD No. 1 of Thurston County

Associate Members:

Lacey Fire District #3
Puget Sound Regional Council
The Evergreen State College
Thurston Conservation District
Thurston Economic
Development Council
Timberland Regional Library



Marc Daily Executive Director

2411 Chandler Court SW Olympia, WA 98502

360-956-7575 360-741-2545 Fax

www.trpc.org

December 10, 2024

Michelle Swanson Senior Planner, City of Olympia 601 4th Ave E Olympia, WA 98501

Dear Michelle Swanson,

Thurston Regional Planning Council (TRPC) has completed its provisional review of the City of Olympia's (City) draft Comprehensive Plan Transportation Element and the submitted checklist as part of the certification process required under RCW 47.80.026 and RCW 36.70A.070(6). This review is an important step to ensure alignment with the principles and policies established in the currently adopted Regional Transportation Plan (RTP).

TRPC's provisional findings indicate that the City's draft Transportation Element effectively addresses many of the principles established in the RTP and is generally consistent with that plan. Our review identified several opportunities to strengthen alignment with the RTP, which are outlined in the attached document for your consideration.

Please note that this provisional review is not a final certification. To complete the certification process, TRPC must review the Transportation Element alongside the Land Use Element to confirm their mutual consistency and implementation, as required by RCW 36.70A.070. Additionally, we will need to evaluate the Transportation Element in relation to the City's Capital Facilities Plan (CFP) once completed to ensure the project list is consistent with the RTP.

TRPC staff recognize and commend your work to date to develop a draft Transportation Element that supports our region's vision for a transportation system that offers safe, efficient, and affordable transportation options, while supporting land use plans and quality of life objectives. We encourage the City to incorporate the suggested additions and submit updated materials, including the Land Use Element and Capital Facilities Plan, at least 60 days prior to adoption for final certification.

If you have any questions or need assistance, please don't hesitate to contact Michale Mills at MillsM@trpc.org or 360.741.2541. We look forward to working with you to complete the certification.

Sincerely,

Marc Daily

Executive Director

3/21/25, 9:46 AM Engage Olympia



Home



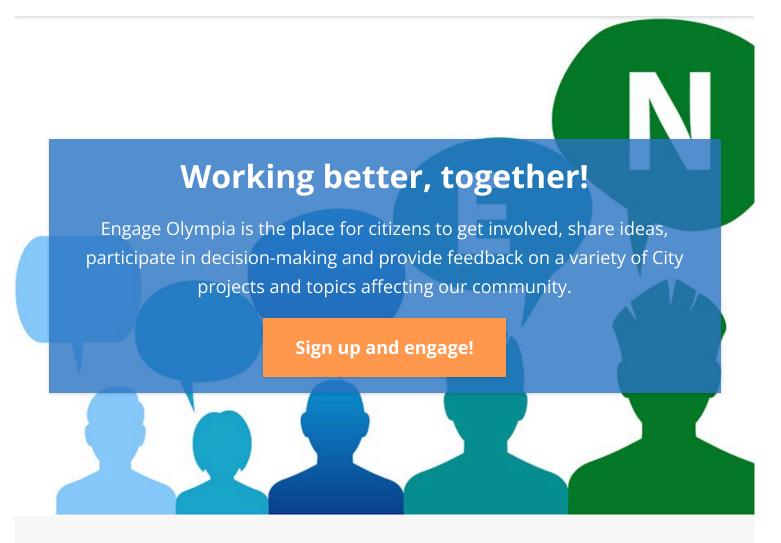
City of Olympia Website

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Wayfinding Master Plan

Help us choose designs for future wayfinding and gateway signage.

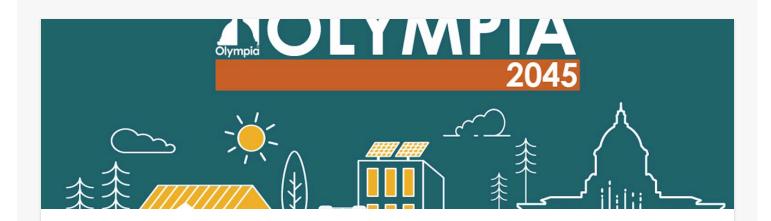
View project



S.H.A.R.E. Accelerator

Help us develop a Safe Housing and Rental Efficiency (SHARE) Accelerator program.

View project



Olympia 2045: Comprehensive Plan Update

What will Olympia look like in 2045? Help us update the City's Comprehensive Plan.

View project



Olympia Armory Creative Campus

Learn about the vision for the redevelopment of the Olympia Armory as a Creative Campus.

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Other Projects



3/21/25, 9:46 AM Engage Olympia

Capital Mall Triangle

Help us develop the future vision for the Capital Mall Triangle subarea.

View project



Olympia Strong: A Roadmap to Economic Opportunities

Help us build a roadmap to a healthy, inclusive and sustainable economic ecosystem.

View project



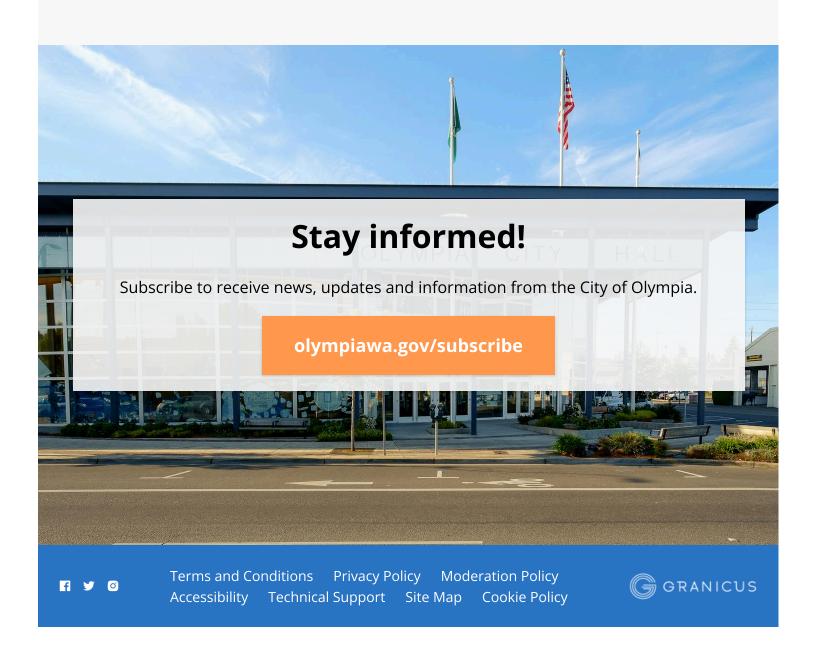
Climate Risk and Vulnerability Assessment

https://engage.olympiawa.gov 4/5

3/21/25, 9:46 AM Engage Olympia

Help assess the ways Olympia is susceptible to the impacts of climate change.

View project



https://engage.olympiawa.gov 5/5



Land Use & Environment Committee

Consideration of Capital Mall Triangle Subarea Planned Action Ordinance and Engineering Design and Development Standards Revisions Recommendation

Agenda Date: 3/27/2025 Agenda Item Number: 6.C File Number:25-0255

Type: recommendation Version: 1 Status: In Committee

Title

Consideration of Capital Mall Triangle Subarea Planned Action Ordinance and Engineering Design and Development Standards Revisions Recommendation

Recommended Action

Move to accept Planning Commission recommendation for the Planned Action Ordinance and forward to City Council for a decision and also recommend approval of the Engineering Design and Development Standards (EDDS) revisions and forward to City Council for a public hearing.

City Manager Recommendation:

Move to accept Planning Commission recommendation for the Planned Action Ordinance and forward to City Council for a decision and also recommend approval of the EDDS revisions and forward to City Council for a public hearing.

Report

Issue:

Whether to accept the Planning Commission's recommendation of approval for the Planned Action Ordinance and forward to City Council for a decision and also whether to recommend approval of the EDDS revisions and forward to City Council for a public hearing.

Staff Contact:

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

Presenter(s):

David Ginther, Senior Planner Michelle Swanson, Senior Planner AICP

Background and Analysis:

In July of 2024, the Capital Mall Triangle Subarea Plan was adopted following significant public outreach and public participation opportunities. The adopted plan contains a vision for the Capital Mall area to:

Type: recommendation Version: 1 Status: In Committee

- 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 subarea plan, and the environmental impact statement completed for the project, contain recommendations for changes to development regulations to encourage the envisioned type of development. This includes changes to both the municipal code and the EDDS. These are presented in separate ordinances due to the different review processes. Unlike the changes contained in the Planned Action Ordinance, the EDDS changes are not reviewed by the Planning Commission and are instead reviewed by the City Council and the Land Use and Environment Committee.

The proposed development regulation changes in the Planned Action Ordinance only apply within the Capital Mall Triangle Subarea. The proposed changes include establishing an Affordable Housing Height Bonus Overlay in the core of the subarea, increasing building heights in the High Density Corridor zones within the subarea, moving building stepbacks higher in some instances, and making parking requirements more flexible for retail, restaurants, offices, shopping centers, and daycares. The Planned Action Ordinance also includes transportation mitigation identified in the environmental impact statement.

The environmental impact statement provided up-front environmental review for future development which allows proposed development consistent with the Capital Mall Triangle Subarea plan to move forward with a streamlined project-level environmental review process. The ordinance establishes a limit, called a trip cap, on the cumulative number of vehicle trips generated by new development. Development that occurs prior to the trip cap being reached is allowed a streamlined environmental review process. When development is proposed that would exceed the trip cap it is to be required to conduct full environmental review. All development is still subject to all applicable standards and development regulations.

The proposed changes to the EDDS include adjusting intersection spacing and center line offsets to allow for smaller and more flexible block sizes. The changes also add a reference to the new planned action chapter in the Olympia Municipal Code that is being proposed through the separate, but related, Planned Action Ordinance. The proposed changes to the EDDS will only apply within the Capital Mall Triangle Subarea.

At the February 20, 2025, LUEC briefing, there was discussion among the committee members regarding possible additional amendments to the Planned Action Ordinance. Staff was directed to bring the ordinance(s) back with additional information on potential changes. A comment letter from Councilmember Vanderpool explaining potential additional changes is attached to this staff report. Also attached is a document containing staff responses and recommendations for the potential additional changes to the Planned Action Ordinance.

Note: The City's legal department has already reviewed both ordinances.

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.

Type: recommendation Version: 1 Status: In Committee

Development of high density housing in this area 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 affordable housing as well as market rate housing will benefit from additional housing options.

The proposed Affordable Housing Height Bonus Overlay allows additional building height if at least 30% of the dwelling units are affordable for those making 80% of the area median income or less. Using the 30% threshold will allow for a mix of affordable and market rate housing in the same development.

The ordinance proposes to increase building heights in the High Density Corridor zones which would allow for more residential units to be contained in a building. Businesses in general will benefit from additional residents (potential customers) living 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. The subarea plan provides several recommendations on methods to mitigate potential impacts to the business community including economic displacement.

Neighborhood/Community Interests (if known):

This Planned Action Ordinance and the EDDS revisions are implementing the Capital Mall Triangle Subarea Plan that was written using community input over a two-year period. Extensive outreach was conducted for the subarea planning project using multiple methods and a variety of participation opportunities were offered.

Notices of the January 6, 2025, Planning Commission public hearing on the Planned Action Ordinance were provided to the community by mail, email to the Parties of Record, E-news, notice to the Recognized Neighborhood Associations, and published in the Olympian. Notices were mailed to over 2,000 residents and property owners inside and outside the Capital Mall Triangle Subarea, including the apartment residents west of the subarea.

Financial Impact:

The project uses internal resources and no separate funding is used.

Options:

- 1. Move to accept Planning Commission recommendation for the Planned Action Ordinance and forward to City Council for a decision and also recommend approval of the EDDS revisions and forward to City Council for a public hearing.
- 2. Do not Move to accept Planning Commission recommendation of approval for the Planned Action Ordinance and forward to City Council for a decision and also recommend approval of

Type: recommendation Version: 1 Status: In Committee

- the Engineering Design and Development Standards (EDDS) revisions and forward to City Council for a public hearing.
- 3. Move to accept Planning Commission recommendation of approval for the Planned Action Ordinance and forward to City Council for a decision and also recommend approval of the Engineering Design and Development Standards (EDDS) revisions and forward to City Council for a public hearing with amendments to one or both.

Attachments:

Planned Action Ordinance
Councilmember Vanderpool Recommendations
Staff Response to Councilmember Vanderpool's Recommendations
EDDS Ordinance
Planning Commission Recommendation
Public Comment
Project Webpage

Ordinance	No.			

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, AMENDING OLYMPIA MUNICIPAL CODE TITLES 14 AND 18 AND ESTABLISHING A PLANNED ACTION FOR THE CAPITAL MALL TRIANGLE SUBAREA

WHEREAS, the State Environmental Policy Act (SEPA) and implementing rules provide for the integration of environmental review with land use planning and project review through designation of "planned actions" by jurisdictions planning under the Growth Management Act (GMA); and

WHEREAS, designation of a planned action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a planned action environmental impact statement (EIS) and thereby encourages desired growth and economic development; and

WHEREAS, the City wants to designate a planned action for the Capital Mall Triangle Subarea; 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 five-lane arterials. Street connectivity is limited, and existing intersections are strained in the subarea; and

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 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 Plan and planned action EIS 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, 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 EIS for the Capital Mall Triangle Subarea; 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, the City of Olympia developed a Public Participation Plan for the development and review of the subarea plan and planned action 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 convened a Stakeholder Work Group and held meetings on October 4, 2022, January 11, 2023, September 20, 2023, and November 28, 2023; 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 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, 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 Capital Mall Triangle Subarea planned action EIS 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 Capital Mall Triangle Subarea planned action EIS 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 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, on July 9, 2024, the Olympia City Council approved an ordinance adopting the Capital Mall Triangle Subarea Plan; and

WHEREAS, the Capital Mall Triangle Subarea planned action EIS identifies impacts and mitigation measures associated with planned development in the Capital Mall Triangle Subarea; and

WHEREAS, the City has adopted development regulations and ordinances which will help protect the environment; and

WHEREAS, the City is adopting regulations specific to the Capital Mall Triangle Subarea which will guide the allocation, form, and quality of desired development; and

WHEREAS, the City is adopting regulations specific to the Capital Mall Triangle Subarea to mitigate the impacts of future desired development, as specified in the planned action EIS; and

WHEREAS, on December 2, 2024, the Olympia Planning Commission received a briefing on the development regulation amendments; and

WHEREAS, on December 23, 2024, notice of the Planning Commission public hearing was provided to Recognized Neighborhood Associations pursuant to Chapter 18.78 OMC, Public Notification, and Chapter 18.86 OMC, Neighborhood Association Recognition and Notification; and

WHEREAS, on December 23, 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 December 27, 2024, a legal notice was published in The Olympian newspaper regarding the date of the Planning Commission's public hearing on the development regulation amendments; and

WHEREAS, on January 6, 2025, the Planning Commission held a public hearing on the development regulation amendments; and

WHEREAS, on January 6, 2025, the Planning Commission deliberated on the development regulation amendments and forwarded a recommendation to the City Council to approve an ordinance amending the development regulations; and

WHEREAS, on development regulatio	_, 2025, the Land Use and Environment Committee received a briefing on the n amendments; and
WHEREAS, onregulation amendment	, 2025, the Olympia City Council held a study session on the development is and
WHEREAS, onamendments; and	_, 2025, the Olympia City Council approved the development regulation

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

WHEREAS, the Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (October 2024) 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. <u>Amendment of OMC Section 14.00.000.</u> Olympia Municipal Section 14.00.000 is hereby amended as follows:

Title 14 ENVIRONMENTAL PROTECTION

Chapters:

14.04 Environmental Policy

14.06 Capital Mall Triangle Subarea Planned Action

Section 2. <u>Amendment of OMC Title 14.</u> Olympia Municipal Title 14 hereby amended to add Chapter 14.06 to read as follows:

Chapter 14.06 CAPITAL MALL TRIANGLE SUBAREA PLANNED ACTION ORDINANCE

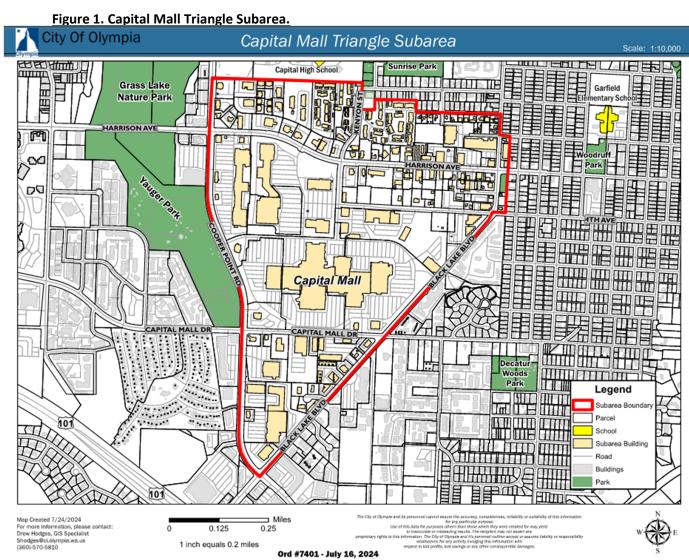
14.06.000 Chapter Contents

Sections: 14.06.010 Planned Action Area 14.06.020 Transportation Limits 14.06.030 Elements of the Environment 14.06.040 Changed Conditions

Section 2. <u>Amendment of OMC Chapter 14.06.</u> Olympia Municipal Code Chapter 14.06 is hereby amended to read as follows:

14.06.010 Planned Action Area

A. The Capital Mall Triangle Subarea Planned Action is limited to those properties located within the boundaries of the Capital Mall Triangle Subarea as shown in *Figure 1. Capital Mall Triangle Subarea* (the Planned Action Area).



14.06.020 Transportation Limits

A. The City has identified a net new vehicle trip end cap for the Planned Action Area, as reviewed in the Preferred Alternative of the Planned Action EIS. This trip cap was developed by reviewing both the Planned Action Area trip generation assumed in previous planning studies and the Planned Action Area trip generation as assumed in the Planned Action EIS. The net new vehicle trip end cap end is: 1,025 AM peak hour trip ends, or 1,900 PM peak hour trip ends.

- 1. In no case may net new vehicle trip ends exceed the trip cap established for the AM or PM peak hour. The City shall conduct monitoring to determine when the trip cap is reached. Development that results in the trip cap being exceeded will be required to conduct SEPA review in accordance with OMC Title 14 Environmental Protection.
- 2. All planned actions must be consistent with subsections (B) to (F) of this section.

B. SEPA Requirements

- 1. Up until the trip cap is reached, the SEPA Responsible Official, or designee, shall require a limited trip generation and distribution analysis prepared by any Planned Action Project applicants that must include the following elements:
 - i. Brief project description
 - ii. Expected AM Peak, PM Peak, and Daily vehicle trip ends generated
 - 1. Vehicle trip ends must account for pass-by trips and trips that are internal to the subarea. Pass-by and internal trips will not count against the trip cap.
 - iii. Anticipated trip distribution, including percentage of trip generation accessing US 101 via the Black Lake Boulevard interchange
 - iv. Assessment of site circulation and accesses that summarizes:
 - Location of accesses, including both accesses to the internal road network of the Subarea and principal accesses to the surrounding arterial streets (Cooper Point Road, Black Lake Boulevard, Harrison Avenue, and/or Capital Mall Drive).
 - a. Arterial access points must be confirmed in coordination with City staff
 - b. Layout of internal road network serving the Planned Action
 Project must be confirmed with City staff to ensure consistency
 with the alignments and access spacing documented in the
 Subarea Plan and the City of Olympia Comprehensive Plan.
 - 2. Number of AM peak hour, PM peak hour and daily trips expected to enter and exit each access.
 - 3. Anticipated turn storage lane requirements for both internal access points and arterial access points, including number of lanes and dimensions.
 - 4. Conformity with City standards for safe and efficient circulation and site access
 - v. Safety analysis including crashes from the most recent complete five-year period. The number of locations to be analyzed under this safety analysis must be confirmed with City staff, but must at minimum include all proposed access points onto existing roadways and any signalized or roundabout intersection adjacent to these access points. This safety analysis must summarize the following:
 - 1. Crashes by severity

- 2. Detailed crash trends for all serious or fatal crashes, including contributing circumstance and crash type trends.
- 3. Detailed crash trends for all pedestrian and bicycle crashes. including contributing circumstance and crash type trends.
- 4. Implications of these trends on implementation of the proposed access points and Planned Action Project.
- The SEPA Responsible Official, or designee, shall track that cumulative added vehicle trip ends (not including pass-by or internal trips) do not exceed the trip caps identified in Subsection A.
 - i. Once the trip cap is reached for either peak hour (consistent with the steps outlined in Subsection A), unless categorically exempt, a complete SEPA analysis will be required for any subsequent Planned Action Project. Depending on the scope of the development, this may include a traffic impact analysis consistent with the Traffic Impact Analysis guidelines contained in Chapter 4, Appendix 7 of the City of Olympia Engineering Design and Development Standards.
- 3. The SEPA Responsible Official, or designee, shall confirm the adequacy of the site access and circulation and safety analyses identified above.
- C. Concurrency. All Planned Action Projects must meet the City's transportation concurrency requirements standards per Chapter 15.20 of the Olympia Municipal Code.
- D. Impact Fee. The applicant for a Planned Action Project shall pay applicable impact fees for improvements addressed in the impact fee ordinance, Title 15 of the Olympia Municipal Code.
- E. Mitigation. Each Planned Action Project must provide its proportionate share of transportation capital improvements considered in the Planned Action EIS, so long as those improvements are not already captured in the impact fee program.
 - 1. Definitions of mitigation measures include:
 - i. Mitigation Measure: Means to prevent, reduce, or control adverse
 environmental effects of the Planned Action Project consistent with WAC 197 11-768, as described in the Planned Action EIS and incorporated in Section
 14.06.020.E(b) of this Ordinance.
 - ii. Performance Measure: A criterion that a Planned Action Project must adhere to in order to demonstrate mitigation is achieved consistent with the Planned Action EIS.

2. Mitigation Measures:

i. Transportation:

- Performance Measure: A Planned Action Project applicant shall demonstrate consistency with frontage, street design, and network connectivity standards established in the Subarea Plan, the Olympia Comprehensive Plan, the Olympia Transportation Master Plan, and the City of Olympia's Engineering Design and Development Standards, Chapter 4.
- 2. Mitigation Measure: A Planned Action Project application shall

implement motorized and nonmotorized transportation improvements mitigating a Planned Action Project's impacts consistent with Table E-1, the Transportation Master Plan, and City standards. The City shall condition all Planned Action Project permits to:

- a. Implement system improvements related to growth in the

 Subarea. A Planned Action Project applicant's responsibility to
 provide for system improvements is based on the payment of
 citywide impact fees for improvements included in the Subarea.
 In addition, the Planned Action Project applicant shall pay the
 Project's fair share of system improvements not included in the
 citywide impact fee in proportion to the vehicle trips generated
 to support necessary improvements identified in the Planned
 Action EIS (proportionate share).
- b. Provide site specific mitigation consistent with City standards.
 The City shall require safe and efficient circulation and site
 access and improvements attributable to each individual
 Planned Action Project in order to meet City standards based on the results of the Trip Generation and Distribution analysis documented in Section 14.06.020.B(a).
- 3. Mitigation Measure: Where a Planned Action Project would implement new roadways internal to the Subarea, these roadways must be consistent with the alignments and access spacing requirements documented within the Subarea Plan, the Olympia Comprehensive Plan, the Olympia Transportation Master Plan, and the Engineering Design and Development Standards, or as amended by the Director of Public Works or designee. The Planned Action Project applicant shall coordinate with the SEPA Responsible Official, or designee, to confirm consistency with the most recent City plans and expectations for the Subarea.
- 4. Mitigation Measure: Pending the review of the site access and circulation evaluation and safety evaluation defined in section B above, the Planned Action Project applicant shall implement any necessary improvements to facilitate access or mitigate potential safety hazards identified in these studies. These mitigations can be achieved either through construction of required improvements or through a proportionate mitigation payment, to be determined by the SEPA Responsible Official, or designee, as noted in F(c), below.
- 5. Mitigation Measure: Where a Planned Action Project's street frontage includes an existing or planned transit stop, including those plans documented in the Planned Action EIS, such development must be conditioned to install transit stops and transit supportive infrastructure to the standards of the City and Intercity Transit.
- 6. Mitigation Measure: The SEPA Responsible Official, or designee, shall condition all Planned Action Projects to ensure the proposed use or development contributes to the Subarea achieving the desired

reduction in vehicle travel, as documented in the Planned Action EIS.

Planned Actions must implement transportation demand management (TDM) measures consistent with the Subarea Plan and the Transportation Master Plan. The City will record conditions of approval applicable to future tenants to ensure the TDM measures are implemented.

Table E-1. Transportation Improvements

Assumed ID	Project Name	<u>Description</u>	Mode Priority			
	CROSSWALK IMPROVEMENTS ON ARTERIALS					
<u>1</u>	Harrison Avenue and Kenyon Street Pedestrian Safety Improvements	Improve Harrison Avenue and Kenyon Street intersection for greater pedestrian safety	<u>Pedestrian</u>			
<u>2</u>	Harrison Avenue east of Kenyon Street Mid-Block Crossing(s)	Add mid-block crossing(s) on Harrison Avenue east of Kenyon Street. Consider any future Bing St connection.	<u>Pedestrian</u>			
<u>3</u>	Harrison Avenue and Division Street Pedestrian Safety Improvements	Improve the Harrison Avenue and Division Street intersection for greater pedestrian safety	<u>Pedestrian</u>			
<u>4</u>	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	<u>Pedestrian</u>			
<u>5</u>	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	<u>Pedestrian</u>			
<u>6</u>	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	<u>Pedestrian</u>			
	BICYC	LE FACILITIES				
<u>7</u>	Cooper Point Road and Harrison Avenue Bicycle Safety Improvements	Implement safety improvements at the Intersection of Cooper Point Road and Harrison Avenue	<u>Bicycle</u>			
<u>8</u>	Capital Mall Drive SW Enhanced Bike Lane	Implement enhanced bike lane along 7th Ave SW/Capital Mall Drive/9th Ave SW between Kaiser Road SW and Fern Street SW and along Fern St between 9th Ave SW and the 11th Ave Pathway	<u>Bicycle</u>			
	ROU	NDABOUTS				
<u>9</u>	9th Avenue and Black Lake Boulevard Roundabout	Construct a roundabout at 9th Avenue and Black Lake Boulevard	Multimodal			

Assumed ID	<u>Project Name</u>	<u>Description</u>	Mode Priority
<u>10</u>	Harrison Ave Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Harrison Ave corridor study.	Multimodal
<u>11</u>	Black Lake Boulevard Roundabouts	Design and construct roundabouts (or other intersection improvements) as determined by the Black Lake Boulevard corridor study.	Multimodal
<u>12</u>	Cooper Point Roundabouts	Consider designing and constructing roundabouts on Cooper Point Rd SW at Capital Mall Dr SW and Mall Loop Dr and other locations along Cooper Point Rd SW within the subarea consistent with the Transportation Master Plan.	Multimodal

F. Discretion.

- 1. The City's SEPA Responsible Official, or designee, shall determine incremental and total vehicle trip generation, consistent with the version of the Institute of Transportation Engineers (ITE) Trip Generation Manual that is in effect at the date of application submittal, or an alternative method accepted by the responsible City official, or designee, at their sole discretion, for each Planned Action Project application proposed under this Planned Action.
- 2. The City's SEPA Responsible Official, or designee, shall condition all Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Olympia Municipal Code.
- 3. The City's SEPA Responsible Official, or designee, shall condition all Planned Action Project applications to either:
 - i. Pay for the full cost of implementation of pertinent mitigations identified in
 Table E-1 or to satisfy access or mitigate safety impacts if the SEPA Responsible
 Official, or designee, determines that the Planned Action Project is fully responsible for impacts necessitating the given mitigation; or,
 - <u>ii.</u> Pay a proportionate share of cost of the project improvements outlined in Table
 <u>E-1</u> or to satisfy access or mitigate safety impacts. Proportionate share will be contingent on the timeline of when the project files for building permit, and shall be calculated in coordination with the SEPA Responsible Official, or designee.
- G. Frontage Improvements: Nothing in this Chapter may be construed to mean that any project is exempt from frontage improvements required in the Engineering Design and Development Standards.

14.06.030 Elements of the Environment

A project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS will not qualify as a Planned Action Project.

14.06.040 Changed Conditions

Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official, or designee, may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

Section 3. <u>Amendment of OMC 18.38.100.</u> Olympia Municipal Code Section 18.38.100 is hereby amended to read as follows:

18.38.100 Vehicular and bicycle parking standards

- A. Required Vehicular and Bicycle Parking. A minimum number of bicycle parking spaces are required as set forth in Table 38-01 below. The specific number of motor vehicle parking spaces set forth in Table 38-01 must be provided, however the project proponent may increase or decrease by 10 percent automatically. This is not exclusive of other modifications as outlined elsewhere in the chapter. Residential uses, when parking is on site and not located in a parking lot, shall provide parking space(s) that are at least eight feet wide by 18 feet in length.
- B. Building Area. All vehicle parking standards are based on the gross square feet of building area, unless otherwise noted.
- C. Residential Provisions.
 - Residential uses, such as housing for seniors or people with disabilities, that provide parking
 for staff or visitors, that comply with parking provisions in state law (RCW <u>36.70A.620</u>), shall
 record a covenant restricting use of the site to the approved use (e.g., seniors, people with
 disabilities). The covenant must be recorded prior to issuance of applicable construction
 permits.
 - 2. For projects outside of the Downtown Exempt Parking Area, development projects with five or more residential units shall provide at least one accessible parking space. Accessible parking shall meet the location and dimensional standards in the adopted building codes.
 - 3. For accessory dwelling units, single family homes, duplexes, townhouses on individual lots, and mobile home parks there is no maximum amount of parking allowed when all other zoning standards are satisfied (e.g. lot coverages).
 - 4. New residential development projects within the area bounded by Cooper Point Road, Black Lake Boulevard, and Harrison Avenue (known as the Capital Mall Triangle) are exempt from minimum motor vehicle parking requirements.

D. Reserved Area for Bicycle Spaces. Where specified in Table 38.01 below, an area shall be designated for possible conversion to bicycle parking. Such reserve areas must meet the location requirements of short-term parking and may not be areas where pervious surfaces or landscaping is required. A cover is not required for such areas.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
COMMERCIAL			
Carpet and Furniture Showrooms	1.25 space per 1,000 square feet of gross showroom floor area. Each store shall have a minimum of 4 spaces.	1 per 16,000 square feet of showroom floor area. Minimum of 2.	1 per 8,000 square feet of showroom floor area. Minimum of 2.
Child and Adult Day Care	1 space for each staff member plus 1 space for each 10 children/adults if adequate drop-off facilities are provided. Adequate drop-off facilities must allow a continuous flow of vehicles which can safely load and unload children/adults. Compliance with this requirement shall be determined by the review authority. If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratios above.		
Hotel and Motel	1 space for each room or suite and 1 space per manager's unit. Hotel/motel banquet and meeting rooms shall provide 6 spaces for each 1,000 square feet of seating area. Restaurants are figured separately.	1 per 10 rooms. Minimum of 2.	1 per 1,000 square feet of banquet and meeting room space. Minimum of 2.
Markets, Shopping Centers and Large Retail/Wholesale Outlets	Less than 15,000 square feet = 3.5 spaces for each 1,000 square feet of gross floor areas. 15,001 to 400,000 square feet = 4 spaces for each 1,000 square feet of gross floor area.	1 per 6,000 square feet. Maximum of 5; minimum of 1.	1 per 3,000 square feet. Maximum of 10 per tenant; minimum of 2 within 50 feet of each customer entrance.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
	More than 400,001 square feet = 4.5 spaces per 1000 square feet of gross floor area. If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratios above.		
Medical and Dental Clinics	4 spaces per 1,000 square feet of gross floor area.	1 per 10,000 square feet. Minimum of 2.	1 per 10,000 square feet, minimum of 2 within 50 feet of each customer entrance; plus an equal reserved area for adding spaces.
COMMERCIAL			
Ministorage	3 spaces minimum or 1 space for every 100 storage units, and 2 spaces for permanent on-site managers.	None	None
Mixed Uses	Shared parking standards shall be used to calculate needed parking. This calculation is based upon the gross leasable area (GLA) for each shop or business and does not include atriums, foyers, hallways, courts, maintenance areas, etc. See shared parking OMC 18.38.180.	See individual use standards.	See individual use standards
Mortuaries and Funeral Parlors	1 space per 75 square feet of assembly area or 13 stalls per 1,000 square feet.	1	2
Offices, General	Gross floor area up to 2,000 square feet = 1 space for each 250 square feet Gross floor area between 2,001 to 7,500 square feet = 1 space for each 300 square feet Gross floor area between 7,501 to 40,000 square feet = 1 space for each 350 square feet	1 per 10,000 square feet. Minimum of 2.	1 per 10,000 square feet; plus an equal reserved area for adding spaces. Minimum of 2.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
	Gross floor area of 40,001 and greater = 1 space for each 400 square feet. If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additional parking may be provided up to the ratios above.		
Offices, Government	3.5 spaces per 1,000 square feet. If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additionally, up to 3.5 spaces per 1,000 square feet may be provided.	1 per 5,000 square feet. Minimum of 2.	1 per 5,000 square feet; minimum of 2; plus an equal reserved area for adding spaces.
Retail Uses	3.5 spaces per 1,000 square feet. If located within the Capital Mall Triangle Subarea; a minimum of one accessible parking space must be provided; additionally, up to 3.5 spaces per 1,000 square feet may be provided.	1 per 6,000 square feet. Maximum of 5; minimum of 1.	1 per 3,000 square feet. Maximum of 10 per tenant; minimum of 2 within 50 square feet of each customer entrance.
Service Station (mini-marts are retail uses)	3.5 spaces per 1,000 square feet g.f.a. or 1 space per 300 square feet.	None	None
Warehouse, Distribution	1 space for each 1,000 square foot or 1 space for each employee.	1 per 40,000 square feet or 1 per 40 employees. Minimum of 1.	None
Warehouse Storage	Gross Floor area of 0-10,000 square feet = 1 space for each 1,000 square feet Gross floor area between 10,001 – 20,000 square feet = 10 spaces plus .75 space for each additional 1,000 square feet beyond 10,000 square feet Over 20,000 square feet = 18 spaces plus .50 for each additional 1,000 square feet beyond 20,000 square feet, or 1 space for each employee.	1 plus 1 for each 80,000 square feet above 64,000 square feet; or 1 per 40 employees. Minimum of 1.	None

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
Manufacturing	1 for each 2 employees on the largest shift, with a minimum of 2 spaces.	1 for each 30 employees on largest shift. Minimum of 2.	1 for each 30 employees on largest shift. Minimum of 2.
INSTITUTIONAL			
Beauty Salons/Barber Shops, Laundromats/Dry Cleaners, and Personal Services		1 per 6,000 square feet. Minimum of 1.	1 per 3,000 square feet. Minimum of 2.
Educational Facilities (to include business, vocational, universities, and other school facilities).		1 per 5 auto spaces. Minimum of 2.	1 per 5 auto spaces. Minimum of 4.
Elementary and Middle School	1 stall per 12 students of design capacity.	1 per classroom.	3 per classroom.
Farmers Market		None	1 per 10 auto stalls. Minimum of 10.
High School	1 space per classroom and office, plus 1 space for each 4 students that are normally enrolled and are of legal driving age. Public assembly areas, such as auditoriums, stadiums, etc. that are primary uses may be considered a separate use.	1 per 5 classrooms, plus 1 for each 40 students (may also require 1 per 4,500 assembly seats). Minimum of 2.	1 per 5 classrooms, plus 1 for each 40 students (may also require 1 per 4,500 assembly seats). Minimum of 4.
Hospitals, Sanitariums, Nursing Homes, Congregate Care, Rest Homes, Hospice Care Home and Mental Health Facilities.	1 for each 2 regular beds, plus 1 stall for every 2 regular employees on the largest shift.		1 per 30 beds, plus 1 per 30 employees on largest shift. Minimum of 2.
Libraries and Museums	1 space per 300 square feet of public floor area or 3.3 spaces per 1,000 square feet. 6 stalls either on-site or on-street directly adjacent to the property. The Director may allow pervious-type parking surfaces.	1 per 6,000 square feet of public floor area. Minimum of 2.	1 per 1,500 square feet of public floor area. Minimum of 4.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
Marinas		Minimum of 4.	1 per 10 auto stalls. Minimum of 4.
Other Facilities Not Listed		None	1 per 25 auto stalls. Minimum of 2.
Park-N-Ride Lots and Public (Parking) Garages		1 per 15 auto stalls. Minimum of 4.	2.
Parks		None	1 per 5 auto stalls. Minimum of 4.
Transit Centers		10.	10.
PLACES OF ASSEMBLY			
Passenger Terminal Facilities	1 space for each 100 square feet of public floor area or 10 spaces per 1,000 square feet	Minimum of 10.	Minimum of 10.
Place of Worship	1 space per 4 seats. When individual seats are not provided, 1 space for each 6 feet of bench or other seating. The Director may use a ratio of 6 stalls/1,000 square feet of assembly area where seats or pews are not provided or when circumstances warrant increased parking; e.g., large regional congregations which attract a large congregation or one which has multiple functions. See shared parking OMC 18.38.180.	1 per 10,000 square feet of gross floor area.	1 per 160 seats or 240 lineal feet of bench or other seating, and 1 per 6,000 square feet of assembly area without fixed seats. Minimum of 4.
Private Clubs or Lodges (does not include health clubs or retail warehouse)	6 spaces per 1,000 square feet	1 per 6,000 square feet. Minimum of 1.	1 per 6,000 square feet. Minimum of 2.
Theater and Auditorium	1 space for each 4.5 fixed seats. If the theater or auditorium is a component of a larger commercial development the above parking standard may be modified to account for shared parking as provided in OMC 18.38.180.	1 per 450 fixed seats. Minimum of 1.	1 per 110 fixed seats. Minimum of 4.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
Theater and Auditorium without fixed seats	1 space for each 3 permitted occupants. Maximum building occupancy is determined by the Fire Marshal.	1 per 300 permitted occupants. Minimum of 1.	1 per 75 permitted occupants. Minimum of 4.
RECREATION/AMUSEMENT			
Bowling Alleys	5 spaces for each alley.	1 per 12 alleys. Minimum of 1.	1 per 4 alleys. Minimum of 4.
Health Club	4 spaces for each 1,000 square feet.	1 per 5,000 square feet. Minimum 1.	1 per 2,500 square feet. Minimum of 4.
Skating Rinks and Other Commercial Recreation	5 spaces per 1,000 square feet.	1 per 8,000 square feet. Minimum of 1.	1 per 4,000 square feet. Minimum of 4.
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 10 staff members plus 1 per 30 residents. Minimum of 1. Additional spaces	None

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
		may be required for conditional uses.	
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, 1 space per 10 units or lots. See OMC 18.38.100(C).	None	None
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 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 4	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		

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces (see OMC 18.38.220)	Minimum Required Short-Term Bicycle Spaces (see OMC 18.38.220)
times per hour for 12 or more hours per day	would make on-street parking infeasible for the units.		
RESTAURANT			
Cafes, Bars and other drinking and eating establishments.	10 spaces <u>per</u> 1,000 square feet. <u>If</u> <u>located within the Capital Mall Triangle</u> <u>Subarea; a minimum of one accessible</u> <u>parking space must be provided;</u> <u>additional parking may be provided up to the ratio above.</u>	1 per 2,000 square feet; minimum of 1.	1 per 1,000 square feet; minimum of 1.
Car Hop	1 for each 15 square feet of gross floor area.	1 per 300 square feet; minimum of 1.	1 per 150 square feet; minimum of 1.
Fast Food	10 spaces per 1,000 square feet plus 1 lane for each drive-up window with stacking space for 6 vehicles before the menu board.	1 per 2,000 square feet; minimum of 1.	1 per 1,000 square feet; minimum of 1.

Section 4. Amendment of OMC 18.06.080. Olympia Municipal Code Section 18.06.080 Table 6.02 is hereby amended to read as follows:

18.06.080 TABLES: Commercial Districts' Development Standards

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
MINIMUM LOT SIZE	7,200 Sq. Ft.	No minimum, except 1,600 = cottage 3,000 = zero lot 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse 6,000 sq. ft. = duplex 7,200 sq. ft. = multifamily 4,000 = other	No minimum, except 1,600 sq. ft. minimum 2,400 sq. ft. average = townhouse	sq. ft. = duplex 7,200 sq. ft. =	No minimum, except 1,600 = cottage 3,000 = zero lot 1,600 sq. ft. minimum 2,400 sq. ft average = townhouse 6,000 sq. ft. = duplex 7,200 sq. ft. = multifamily 4,000 = other	average = townhouse	except 1,600 sq. ft minimum 2,400 sq.	See also 18.06.100(D) for regulations on existing undersized lots of record.
FRONT YARD SETBACK	See Chapter 18.110, Basic Commercial Design Criteria	10' maximum, if located in a High Density Corridor; 10' minimum otherwise.	5' minimum for residential otherwise none.	0-10' See 18.130	0-10' See 18.130	0-10' See 18.130		1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
								requirements, Section 18.40.060(C). 3. Must comply with site design standards, Chapter 18.100.
REAR YARD	15' minimum.	10' minimum;	10' minimum;	10' minimum;	10' minimum;	10' minimum;	10' minimum;	1. 50' minimum from
SETBACK		Except:	Except:	Except:	Except:	Except:	Except:	property line for
		1. Next to an R 4, R	1. Next to single-	1. Next to an R4,	1. Next to an R4,	1. Next to single-	1. Next to single-	agriculture buildings (or
		4-8, or R 6-12	family use or an R 4,	R4-8, or R6-12	R4-8, or R6-12	family use or an	family use or an	structures) which
		district = 15'	R 4-8, or R 6-12	district = 15'	district = 15'	R4, R4-8, or R6-	RLI, R4, R4-8, or	house animals other
		minimum + 5' for	district = 15'	minimum + 5' for	minimum + 5' for	12 district = 15'	R6-12 district - 15'	than pets.
		each bldg. floor	minimum + 5' for	each bldg. floor	each bldg. floor	minimum + 5' for	minimum + 5' for	2. Must comply with
		above 2 stories.	each bldg. floor	above 2 stories;	above 2 stories;	each bldg. floor	each bldg. floor	site design standards,
		2. Next to MR 7-13,	above 2 stories.	10 ft. where an	10 ft. where an	above 2 stories.	above 2 stories.	Chapter <u>18.100</u> .
		MR 10-18, RM-18,	2. Next to MR 7-13,	alley separates	alley separates	2. Next to MR7-	2. Next to MR7-13,	
		RM-24 or RMH	MR 10-18, RM-18,	HDC-1 from the	HDC-2 from the	13, MR10-18,	MR10-18, RM-18,	
		district = 10'	RM-24 or RMH	above residential	above residential	RM-18, RM-24 or	RM-24 or RMH	
		minimum + 5' for	district (refer to 1	district.	district.	RMH district	district (refer to 1	
		each bldg. floor	above if adjacent	2. Next to MR7-	2. Next to MR7-	(refer to 1 above	above if adjacent	
		above 2 stories.	use is single-family)	13, MR 10-18,	13, MR 10-18,	if adjacent use is	use is single-	
			= 10' minimum + 5'	RM-18, RM-24 or	RM-18, RM-24,	single-family) =	family) = 10'	
			for each bldg. floor	RMH district =	or RMH district =	10' minimum + 5'	minimum + 5' for	
			above 2 stories.	10' minimum + 5'	10' minimum + 5'	for each bldg.	each bldg. floor	
				for each bldg.	for each bldg.	floor above 2	above 2 stories.	
						stories.		

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
				floor above 2 stories.	floor above 2 stories.			
SIDE YARD SETBACK	15' minimum.	15' minimum + 5' for each building floor above 2 stories. 2. Next to MR 7-13, MR 10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures: 5' except 6' on one side of	Except: 1. Next to R 4, R 4-8, or R 6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR 7-13, MR 10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed use structures: 5' except 6' on one side of zero lot.	flanking street; Except: 1. Next to R4, R4- 8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7- 13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories. 3. Residential excluding mixed	8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7- 13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each building floor above 2 stories. 3. Residential excluding mixed	8, or R6-12 district = 15' minimum + 5' for each building floor above 2 stories. 2. Next to MR7- 13, MR10-18, RM-18, RM-24 or RMH district = 10' minimum + 5' for each bldg. floor above 2 stories.	each building floor above 2 stories. 2. Next to MR7-13, MR10-18, RM-18, RM-24 or RMH	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle requirements, Section 18.40.060(C). 3. Residential sideyards can be reduced consistent with 18.04.080(H)(5). 4. Must comply with site design standards, Chapter 18.100.
		zero lot.		use structures: 5'	use structures: 5'			

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
				except 6' on one side of zero lot.	except 6' on one side of zero lot.			
MAXIMUM 35 UILDING IEIGHT		portion of the building is within 100' of R 4, R 4-8, or R 6-12 district; Up to 60' otherwise.	Up to 35', if any portion of the building is within 100' of R 4, R 4-8, or R 6-12 district; Up to 60' otherwise; or up to 70', if at least 50% of the required parking is under the building; or up to 75', if at least one story is residential.	maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of	The portion of a building within 100' of land zoned for maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60' otherwise.	than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60' otherwise; or up	building within 100' of land zoned for maximum density of less than 14 units per acre is limited to 35'. The portion of a building within 50' of land zoned for a maximum density of 14 units per acre or more is limited to the lesser of 60' or the height allowed in the abutting district. Up to 60'	1. Not to exceed height limit set by State Capitol Group Height District, 18.10.060, for properties near the State Capitol Campus. 2. Must comply with site design standards, Chapter 18.100. 3. HDC-1 and HDC-2 additional story must comply with OMC 18.06.100.A.6. 4. In a Downtown Design Sub-District, see 18.120.220 and 18.120.440 for upper story step back requirements. 5. If located within the Capital Mall Triangle Subarea see OMC 18.06.100.A.7.

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
				Provided that one additional story may be built for residential development only.	Provided that one additional story may be built for residential development only.	50% of the required parking is under the	the building; or up to 75', if at least one story is	REGULATIONS
							that was in	

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
							contiguous common ownership in 2009. Up to 105' for HDC-4 zoned properties located within the Capital Mall Triangle Subarea. Up to 130' for HDC-4 zoned properties located within the Capital Mall Triangle Subarea and within the Affordable Housing Height Bonus Overlay (see	
MAXIMUM BUILDING COVERAGE	45%	70%, except 55% for residential only structures	-	70% for all structures	70% for all structures		the site if at least	For projects in the GC and HDC-4 zones west of Yauger Way, limitations of building

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	parking is under the building.	Capital Mall under the building.	REGULATIONS size per 18.06.100(C) and 18.130.020 apply.
							that was in contiguous common ownership in 2009.	

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
MAXIMUM IMPERVIOUS SURFACE COVERAGE	50%	70%	85%	85% for all structures	85% for all structures	85% for all structures	85% for all structures	See OMC <u>18.06.100(D)</u> .
MAXIMUM HARD SURFACE	70%	85%	100%	100%	100%	100%	100%	Hard Surfaces are treated as impervious, unless shown workable through an approved design (complies with DDECM), which requires adequate underlying soils.
ADDITIONAL DISTRICT-WIDE DEVELOPMENT STANDARDS	Maximum building size (gross sq. ft.): 3,000 for single use; 6,000 for mixed use.	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B) and Figure 6-3). In a Downtown Design Sub-District, see Chapter 18.120 for	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B)). In a Downtown Design Sub-District, see Chapter 18.120 for	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B)).	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B)).	Building Floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B)).	Building floors above 3 stories which abut a street or residential district must be stepped back a minimum of 8 feet (see 18.06.100(B)). If located within the HDC-4 zone district and within the Capital Mall	For properties in the vicinity of Kaiser Road and Harrison Ave NE, also see Pedestrian Streets Overlay District, Chapter 18.16. For retail uses over 25,000 square feet in gross floor area, see Section 18.06.100(G) Large Scale Retail Uses. EXCEPTION:

TABLE 6.02

COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS

STANDARD	NR	PO/RM	GC	HDC-1	HDC-2	HDC-3	HDC-4 and HDC-4 Capital Mall	ADDITIONAL REGULATIONS
		upper story	upper story				Triangle Subarea:	shall not apply to
		stepbacks.	stepbacks.				Building floors	motor vehicle sales. In
							above 6 stories	a Downtown Design
							which abut a street	Sub-District, see
							or residential	Chapter <u>18.120</u> .
							district must be	If located within the
							stepped back a	Capital Mall Triangle
							minimum of 8 feet.	Subarea see OMC
							A step back is not	Section 18.06.100.B.3.
							required below 6	
							stories. Mass	
							timber/cross	
							laminated timber	
							constructed	
							buildings are not	
							required to have a	
							step back.	

LEGEND

NR = Neighborhood Retail	PO/RM = Professional	HDC-1=High Density Corridor-1
GC = General Commercial	Office/Residential Multifamily	HDC-2=High Density Corridor-2
		HDC-3=High Density Corridor-3
		HDC-4=High Density Corridor-4

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	UW	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
MINIMUM LOT AREA	7,200 Sq. Ft.	No minimum.	No minimum.	No minimum.	7,200 Sq. Ft. if bldg. height is 35' or less. 12,500 Sq. Ft. if bldg. height is over 35'.	No minimum.	
FRONT YARD SETBACK	10' maximum.	Chapter 18.100 for design guidelines for pedestrian access and view corridors. In a Downtown Design Sub-District:	No minimum. In a Downtown Design Sub- District: 12' from the curb on Type A and B Streets, 10' from curb for Type C Streets.	No minimum. In a Downtown Design Sub- District: 12' from the curb on Type A and B Streets, 10' from curb for Type C Streets.	No minimum.	30' minimum for buildings; 15' for other structures except signs	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle requirements, Section 18.40.060(C). 3. See Design Guidelines, Chapter 18.100.
REAR YARD SETBACK	15' minimum; If next to a residential zone, 15' minimum plus 5' for every story over 3 stories.	No minimum; however, see Chapter 18.100 for design guidelines for pedestrian access and view corridors.	No minimum.	No minimum.	5' minimum if building has 1 or 2 stories. 10' minimum if building has 3 or more stories.	15' minimum.	50' minimum from property line for agriculture buildings (or structures) which house animals other than pets.

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	UW	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
SIDE YARD SETBACK	10' minimum; 15' minimum plus 5' for every story over 3 stories if next to a residential zone.	No minimum; however, see Chapter 18.100 for design guidelines for pedestrian access and view corridors.	No minimum.	No minimum.	5' minimum if building has 1 or 2 stories. 10' minimum if building has 3 or more stories; AND the sum of the 2 side yards shall be no less than 1/2 the building height.	5' minimum 30' minimum for buildings and 15' minimum for other structures from flanking streets.	1. 50' minimum from property line for agriculture buildings (or structures) which house animals other than pets. 2. Must comply with clear sight triangle requirements, Section 18.40.060(C). 3. See Design Guidelines, Chapter 18.100.
MAXIMUM BUILDING HEIGHT	75'; except hospitals, which may exceed that height.	Exceptions: 1) In the portion of the area	Refer to Figure 6-2 and 6-2B for specific height and building configurations required on specific blocks. In a Downtown Design Sub-District, see view protection measures in 18.06.100 and Chapter 18.120.	75'; PROVIDED, however, that two additional stories may be built, if they are residential. For details, see 18.06.100(A)(4), Downtown Business District. There are restrictions around Sylvester	75' Exception: Up to 100' may be allowed with conditional approval by the City Council, upon recommendation of the Hearing Examiner. For details, see 18.06.100(C)(5), Height, Commercial Services-High Density. In a Downtown	40' accessory building limited to 20'.	Not to exceed height limit set by State Capitol Group Height District, 18.10.060, for properties near the State Capitol Campus.

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	uw	UW-H	DB	СЅ-Н	AS	ADDITIONAL REGULATIONS
		the provision of certain waterfront amenities. See 18.06.100(A)(2)(c).		Park (see 18.100.080.)	Design Sub-District, see view protection measures in 18.06.100 and Chapter 18.120.		
MAXIMUM BUILDING COVERAGE	50%	60% for properties between the shoreline and the nearest upland street. 100% for properties not between the shoreline and the nearest upland street. See also Chapter 18.100 for design guidelines for pedestrian access and view corridors.	100%	No requirement.	No requirement.	85%	
MAXIMUM IMPERVIOUS SURFACE COVERAGE	60%	100%	100%	100%	100%	85%	See OMC <u>18.06.100(</u> D).
MAXIMUM HARD SURFACE	80%	100%	100%	100%	100%	100%	Hard Surfaces are treated as impervious, unless shown workable through an approved design (complies with DDECM), which

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	uw	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
							requires adequate
							underlying soils.
ADDITIONAL	Building floors	Street ends abutting the water	Street ends abutting the		Residential uses must	6' of sight-	For properties in the
DISTRICT-WIDE	above 3 stories	shall be preserved to provide	water shall be preserved		comply with High Rise	screening	vicinity of the
DEVELOPMENT	which abut a	views of and public access to the	to provide views of and		Multi-family (RM-H)	buffer shall be	Downtown, also see the
STANDARDS	street or	water, pursuant to	public access to the		development	provided along	Downtown Design
	residential	Section <u>12.16.050(</u> D) OMC.	water, pursuant to OMC		standards.	north, east,	Guidelines in 18.120.
	district must be	Section <u>18.06.100(</u> A)(2)(c) for	Section <u>12.16.050(D)</u> .			and west	For retail uses over
	stepped back a	West Bay Drive building height				district	25,000 square feet in
	minimum of 8	and view blockage limits; and				boundaries.	gross floor area, see
	feet (see	Chapter <u>18.100</u> for West Bay				See Olympia	Section <u>18.06.100</u> (C)
	18.06.100(F)).	Drive view corridors. See also				Park Replat	Large Scale Retail Uses.
	Residential uses	Chapter <u>18.100</u> for Downtown				covenants for	EXCEPTION:
	(Section 5 of	design guidelines for Pedestrian				access, and	Section <u>18.06.100</u> (C)
	Table 6.01) may	Access and View Corridors and				other	shall not apply to motor
	not be	Waterfront Public Access;				standards	vehicle sales.
	constructed	Chapter <u>18.100</u> for Port				applicable to	
	within 600 feet	Peninsula design guidelines for				replat lots.	
	of Lilly Road	Pedestrian Connections and					
	except in upper	View Corridors;					
	stories of mixed	Section <u>18.06.100(</u> A)(2)(c) for					
	use building; all	West Bay Drive building height					
	other	and view blockage limits; and					
	development	Chapter <u>18.100</u> for West Bay					
	standards are	Drive view corridors.					

TABLE 6.02

COMMERCIAL DEVELOPMENT STANDARDS

STANDARD	MS	uw	UW-H	DB	CS-H	AS	ADDITIONAL REGULATIONS
	the same as for commercial uses.						

LEGEND

DB = Downtown Business Density UW-H = Urban Waterfront-Housing

AS=Auto Services

Section 5. <u>Amendment of OMC 18.06.100.</u> Olympia Municipal Code Section 18.06.100 is hereby amended to read as follows:

18.06.100 Commercial districts' development standards--Specific

A. Height.

1. Roof structures for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire or parapet walls, skylights, towers, flagpoles, chimneys, smoke stacks, wireless masts, T.V. antennas, steeples and similar structures may be erected above the height limits prescribed in this Title, provided that no roof structure, feature or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space. This height exception does not apply to the additional story provision for residential development described in OMC 18.06.100.A.6. Provided, further, that no roof structure or architectural feature shall be erected more than eighteen (18) feet above the height limit of the district, whether such structure is attached to it or free-standing.

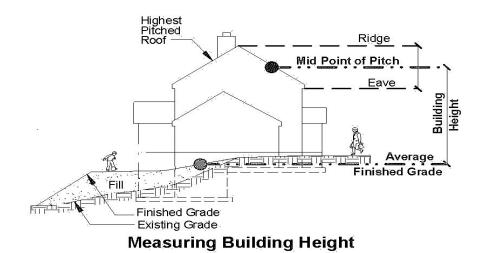


FIGURE 6-1A

- 2. Urban Waterfront (UW) District.
 - a. Allowed building heights in the Urban Waterfront (UW) District are specified in Figure 6-
 - 2.
 - b. Bonus for residential development.
 - i. In the area labeled sixty-five (65) feet on Figure 6-2, up to two additional stories may be built (except as limited in subsection d below), if the project is located in the

downtown, and if the added stories are stepped back from the street wall at least eight (8) feet, and if an equivalent floor area (equal to the amount from the added stories) is provided for residences, as follows:

- (a) In the same building--i.e., it is a residential or a mixed use building; or
- (b) With commercial and residential uses in separate buildings on the same site; or
- (c) With commercial and residential uses on separate sites within the Urban Waterfront (UW) district.
- ii. Occupancy. Housing provided under this bonus provision as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.
- iii. Conversion. Housing provided under this bonus provision shall not be converted to commercial use.
- iv. Source of housing units. Housing provided under this bonus provision may be:
 - (a) New construction,
 - (b) Adaptive reuse of a formerly non-residential structure, or
 - (c) Rehabilitation of existing housing.
- c. West Bay Drive building height and view blockage limits.
 - i. In order to retain public and private view access to Budd Inlet from hillside sites above West Bay Drive, the maximum building height in the West Bay Drive portion of the Urban Waterfront (UW) District labeled "42'-65' " on Figure 6-2 shall be up to a maximum of 42 feet, except as provided in subsections (iii) and (iv) below.
 - ii. In order to retain public view access of Budd Inlet from street level in the West Bay Drive portion of the Urban Waterfront (UW) District labeled " 42'-65' " on Figure 6-2, view blockage shall be limited as follows:
 - (a) Views of the water will be defined as area without obstruction by buildings or major structures measured between 45 and 90 degrees to West Bay Drive, as illustrated in Figure 6-2A.
 - (b) Said view blockage shall be limited to 45 percent of the views of the water from West Bay Drive by buildings or major structures located between West Bay Drive and the mean high water line.
 - (c) Exceptions are provided in subsections (iii) and (iv) below.

iii. Development shall be subject to the alternate standards for building height and view blockage, if alternate waterfront view access is provided through public amenities as follows:

Amenity Provided

Limits on Horizontal View Blockage and Height

Waterfront Trail 70% up to 42 ft., OR 45% up to 65 ft.

Expanded Waterfront Trail Corridor Facility (or small 50% up to 42 ft., OR waterfront park area). 45% up to 50 ft.

Both 70% up to 65 ft.

Any development over 42 feet shall be required to include a minimum of 20% of the usable building area for residential purposes.

- iv. Criteria for approval of alternate waterfront view access.
 - (a) Waterfront Trail.
 - (1) Trail right-of-way consistent with City trail standards shall be dedicated to the City.
 - (2) The trail shall be designed consistent with City standards and requirements, or as otherwise approved by the Olympia Parks, Arts and Recreation Department. Because the trail passes by different land uses, it may take a different character in different locations, for reasons of safety, privacy, or environmental protection.
 - (3) The developer shall design, build, and dedicate the facility to the City.
 - (4) An analysis of recreation needs shall be provided by the Olympia Parks, Arts and Recreation Department. An analysis of environmental impacts, hazardous waste risks, and engineering issues sufficient to determine the design and location for the trail facility shall be approved by the Olympia Parks, Arts and Recreation Department but provided by the developer. All analysis shall be complete prior to approval.
 - (b) Expanded Waterfront Trail Corridor Facility or Small Waterfront Park.
 - (1) The developer shall build and dedicate the facility and its site to the City.
 - (2) The expanded waterfront trail corridor facility or small park area shall be designed consistent with City and other applicable government standards and requirements, or as otherwise approved by the Olympia Parks, Arts and Recreation Department. The expanded waterfront trail corridor facility or small park may vary in size from City park standards and could include additional

right-of-way for the expanded trail, landscaping, habitat enhancement, benches, lighting, parking, restrooms, garbage receptacles, telephones, interpretive signs and other park facilities.

- (3) An analysis of environmental impacts, hazardous waste risks, trail improvements, and engineering issues sufficient to design the expanded waterfront trail corridor facility or small park area shall be approved by Olympia Parks, Arts and Recreation Department but provided by the developer. All analysis shall be complete prior to approval.
- (4) The expanded waterfront trail corridor facility or small park shall have a publicly accessible connection to West Bay Drive, designed, constructed, and dedicated for public use by the developer.
- v. The view blockage rules shall be applied on a project-wide basis and not for each lot or parcel in a project, thus allowing projects providing more views on some lots to have more view blockage on other lots as long as the overall project meets the view blockage requirements.
- d. Landmark Views: In order to protect designated landmark views from public observation points, the height bonus allowed in subsection b, above, is limited as follows:
 - i. Block 14 Height Bonus: A view analysis of the proposed development shall be submitted that demonstrates the view of the Capitol Drum and Dome will remain visible from the East Bay Lookout after the development occurs. This may prohibit use of the height bonus, or restrict which portions of the block are eligible to use the bonus. Block 14 is bounded by Olympia Avenue, Adams Street, Thurston Avenue, and



Jefferson Street

ii. Block 122: Height bonus is limited to one additional story, up to a maximum height of 75 feet. Block 122 is bounded by Olympia Ave, Jefferson Street, and Marine Drive.



iii. Block 123: The bonus height provision is not applicable in this location. Block 123 is bounded by Corky Avenue and Market Street to south and industrial uses to the north.



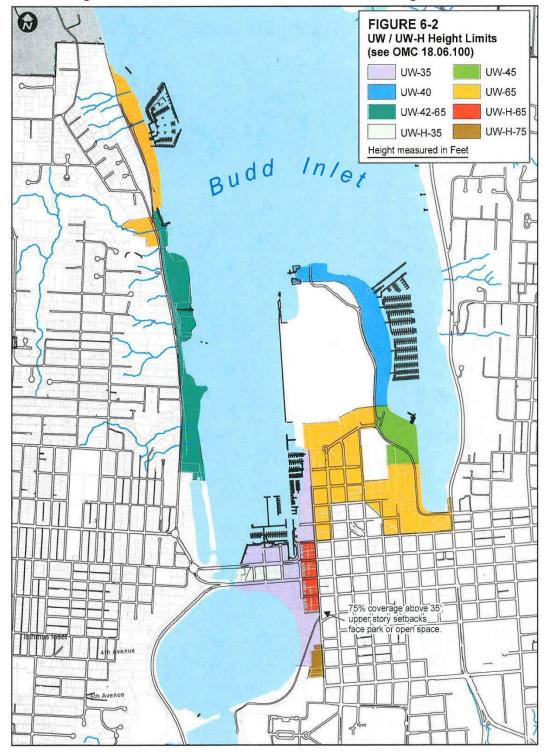


Figure 6-2 Urban Waterfront and Urban Waterfront Height Limits*

* See 18.06.100(A)(2) for height limitations that apply to Blocks 14, 122, and 123 in order to protect adopted landmark views from specific observation points.

BUDD INLET

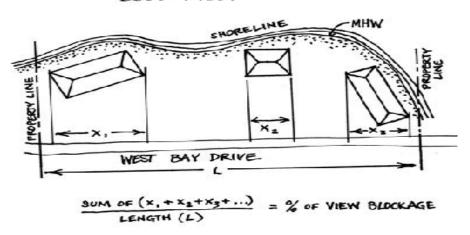


FIGURE 6-2A

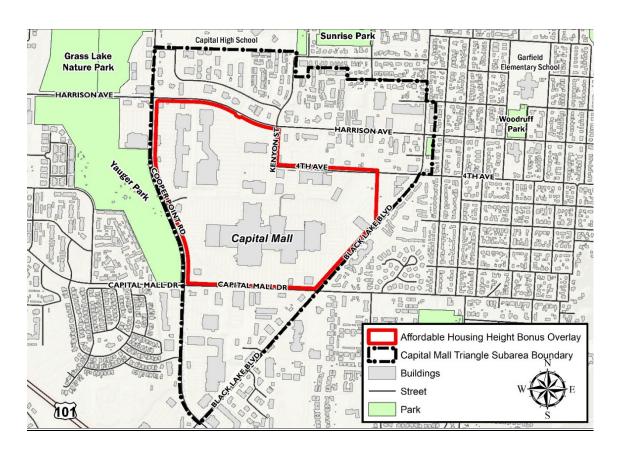
Calculating View Blockage in a portion of the Urban Waterfront District along West Bay Drive.

- 3. Commercial Services-High Density. The maximum building height allowed is one hundred (100) feet. Provided, however, that no building or structure may exceed seventy-five (75) feet in height without conditional review and approval by the Hearing Examiner. Approval of structures exceeding seventy-five (75) feet in height shall meet the following criteria:
 - a. The building design shall be compatible with or enhance the physical characteristics of the site, the appearance of buildings adjacent to the site and the character of the district.
 - b. The site plan shall facilitate efficient and convenient circulation, shall include landscaping that creates a pleasing appearance from both within and off the site and shall be an asset to the community at large.
 - c. Enhancement of public view access or direct public access to usable open space areas shall offset any potential upland view loss which may occur as a result of the proposal.
- 4. Downtown Business District.
 - a. Building height allowed outright in the DB zone is seventy-five (75) feet.
 - b. Bonus for residential development.
 - c. Enhancement of public view access or direct public access to usable open space areas shall offset any potential upland view loss which may occur as a result of the proposal.
 - i. Buildings may exceed the height allowed outright (75 feet) by up to two (2) stories, if the added stories are stepped back from the street wall at least eight (8) feet, and if floor area equal to the amount from the added stories is provided for residences:
 - (a) In the same building--i.e., it is a residential or a mixed use building; or

- (b) With commercial and residential uses in separate buildings on the same site; or
- (c) With commercial and residential uses on separate sites within the Downtown Business (DB) zone.
- ii. Occupancy. Housing provided under this bonus provision as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.
- iii. Conversion. Housing provided under this bonus provision shall not be converted to commercial use.
- iv. Source of housing units. Housing provided under this bonus provision may be:
 - (a) New construction,
 - (b) Adaptive reuse of a formerly non-residential structure, or
 - (c) Rehabilitation of existing housing.
- 5. Urban Waterfront Housing.
 - a. Allowed building heights in the Urban Waterfront-Housing District are specified in Figure 6-2.
 - b. Required step backs and placement of step backs over 35 feet on specific blocks are specified in Figure 6-2.
- 6. High Density Corridor (HDC 1 and HDC 2).
 - a. Building height allowed outright in the HDC-1 and HDC-2 zones as outlined in OMC $\underline{18.06.080}$, Table 6.02.
 - b. Additional story for residential development.
 - i. Additional story can only be allowed for those development that do not provide a mechanical "penthouse" room as allowed under the provisions of OMC $\underline{18.06.100}$.A. However, the additional story can be occupied with both residential development and mechanical equipment.
 - ii. Buildings may exceed the height allowed outright in OMC <u>18.06.080</u>, Table 6.02, by one (1) story. The additional story cannot exceed fourteen (14) feet above the maximum allowable height requirement as specified in OMC <u>18.06.080</u>, Table 6.02.
 - iii. The additional story must be stepped back at least eight (8) feet from any abutting street or any abutting residential zoning district. See OMC 18.06.100.B.2.

- iv. Housing provided under this additional story as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.
- v. Housing provided under this additional story provision shall not be converted to commercial use. Except that the residential units may conduct business activities under the provision for home occupations. See OMC 18.04.060.I.
- vi. Housing provided under this bonus provision may be:
 - (a) New construction;
 - (b) Adaptive reuse of a formerly non-residential structure, or
 - (c) Rehabilitation of existing housing.
- vii. This additional story is not available and will not be approved within 100 feet of a designated historic district.
- 7. High Density Corridor (HDC 3 and HDC 4) within the Capital Mall Triangle Subarea.
 - a. For properties located within the HDC-3 zone and within the Capital Mall Triangle Subarea the maximum building height is 75 feet.
 - <u>b.</u> For properties located within the HDC-4 zone and within the Capital Mall Triangle Subarea the maximum building height is 105 feet.
 - c. Maximum building height is 130 feet for development that meet all of the following requirements:
 - i. Located within the Capital Mall Triangle Subarea; and
 - ii. Located within the Affordable Housing Height Bonus Overlay as shown in Figure 6-2B; and
 - iii. At least 30 percent of the dwelling units are affordable for at least 50 years for those whose income is 80 percent or less of the area median income.

Figure 6-2B Affordable Housing Height Bonus Overlay



B. Upper Story StepBacks.

1. High Density Corridor-1 (HDC-1), Community Retail (CMR), High Density Corridor-2 (HDC-2, General Commercial (GC), High Density Corridor-4 (HDC-4), Medical Services (MS), and Professional Office/Residential Multifamily (PO/RM) District Requirements:

Building floors above three (3) stories which abut a street or residential district must be stepped back a minimum of eight (8) feet (see Figure 6-3).

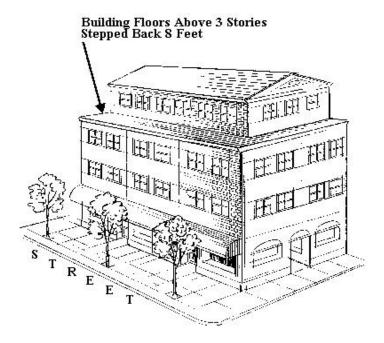
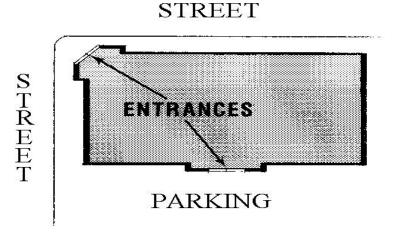


FIGURE 6-3

- 2. Additional Story Provision for HDC-1 and HDC-2. Projects within the HDC-1 and HDC-2 zoning districts which use the additional story provisions for residential development as outlined in OMC 18.06.100.A.6, must step the additional story back by a minimum of eight (8) feet. The step back is required for the additional story which abuts a street or residential district.
- 3. If located within the HDC-4 zone district and within the Capital Mall Triangle Subarea, building floors above six stories which abut a street or residential district must be stepped back a minimum of eight feet. A step back is not required below the sixth floor.
 - a. Mass timber/cross laminated timber constructed buildings are not required to have a step back.
- C. Large Scale Retail Uses. Retail uses over twenty-five thousand (25,000) square feet in gross floor area under common ownership or use shall meet the design requirements of this section. For purposes of this section, a retail use under common ownership or use shall mean a single establishment which shares checkstands, management, a controlling ownership interest, or storage areas, e.g., a plant nursery or a grocery store associated with a general merchandise store, such as a home improvement store.

In General Commercial and HDC-4 zones west of Yauger Way, single story or single use commercial retail space shall not occupy more than 60,000 square feet of enclosed building space on the ground floor, unless a development agreement is approved. These buildings shall be designed and oriented to provide for pedestrian and bicycle circulation throughout the site and to adjacent buildings and properties. A building larger than 60,000 square feet can be allowed when it is not directly adjacent to a street designated as an "A" street in the Pedestrian Street Overlay and if a development agreement is approved that at a minimum addresses:

- 1) Building orientation, massing, and use of high quality materials
- 2) Parking is located to the rear or side of the building, or is separated from the street by additional retail buildings
- 3) Pedestrian, bicycle, and vehicular circulation on site and connections to adjacent properties
- 4) Community assets, such as the multi-use trail identified in the Kaiser Harrison Opportunity Area Plan
- 1. Customer entrances. Customer entrances shall be provided on each facade that faces an abutting street, customer parking, or a public park or plaza, up to a maximum requirement of three customer entrances per business occupancy. If there are two or more facades facing abutting streets, at least two such facades must provide a customer entrance. An entrance on a corner of the building may count as serving two facades. Such entrances shall provide both ingress and egress, and shall be double doors, not just single units. See Figure 6-4.

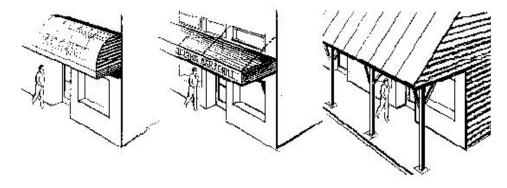


Customer Entrances must be provided on facades facing abutting streets and parking. Example shows corner entrance serving two street facades, plus entrance serving parking.

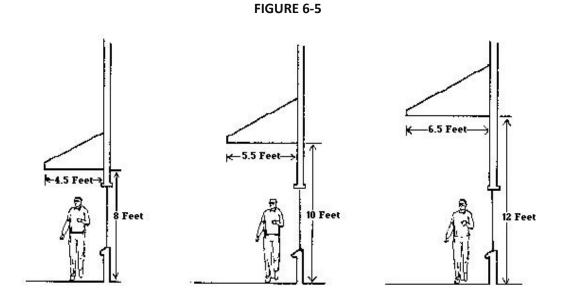
FIGURE 6-4

2. Rain protection. Awnings, canopies, marquees, arcades, building overhangs or similar forms of pedestrian weather protection, at least four and one half (4 1/2) feet wide, shall be provided over a pedestrian walkway along at least eighty (80) percent of any facade with a customer entrance. See Figure 6-5. Such weather protection shall be placed no less than eight (8) feet above the walkway. If placed more than eight (8) feet above the walkway, such weather protection shall be at least an additional six (6) inches in width for each additional foot of height, or portion thereof. See Figure 6-6.

Development in the HDC-4 Capital Mall Area shall use design standards established for this area instead of the above rain protection regulation. See 18.130.050-060 HDC 4-Capital Mall.



Rain Protection (L to R): Awning, Marquee, Arcade



Width of Rain Protection is determined by height above walkway.

FIGURE 6-6

- 3. Wall articulation. Facades greater than fifty (50) feet in length shall incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending in the aggregate at least twenty percent (20%) of the length of the facade. No uninterrupted length of any such facade shall exceed fifty (50) horizontal feet. EXCEPTION: This requirement shall not apply to walls which:
 - a. have no customer entrance; and
 - b. are only visible from service areas, and not from nearby residences or from the customer parking lot or an abutting street.

Development in the HDC-4 Capital Mall Area shall use design standards established for this area instead of the above wall articulation regulation. See 18.130.050 060 HDC 4-Capital Mall.

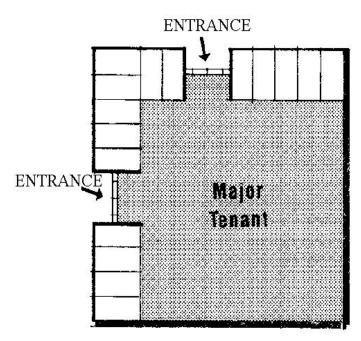
4. Frontage limit. The frontage per business occupancy shall be limited to one hundred (100) feet along any facade facing an abutting street, unless sixty percent (60%) or more of the facade between two (2) and eight (8) feet above the sidewalk is in transparent glazing; i.e., transparent windows, display windows, or transparent store doors (staff note: this would allow a major tenant to have lots of its own display windows, or to lease peripheral space to lots of small tenants, or to look like it was doing so, or to build added stories to get added floor area). See Figures 6-7 through 6-12. EXCEPTION: This requirement shall not apply to that portion of a facade where the average grade level of the sidewalk of the abutting street is 4 feet or more above or below the adjacent floor level of the building. See Figure 6-13.

Development in the HDC-4 Capital Mall Area shall use design standards established for this area instead of the above frontage limit. See 18.130.050-060 HDC 4-Capital Mall.



Example of building with 100' frontage, hence exempt from transparent glazing requirement.

FIGURE 6-7



Frontage limited by placing small shops on periphery of building, plan view.



FIGURE 6-8

Small shops on periphery of building, elevation view.

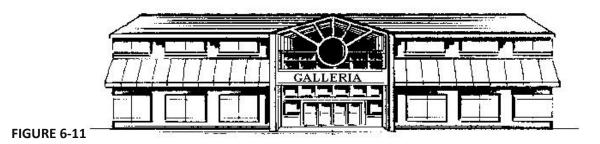
FIGURE 6-9



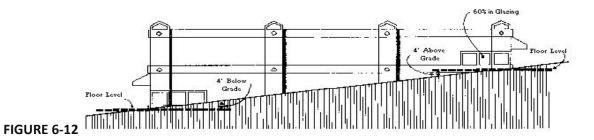
150-foot frontage with 60% of facade between 2' and 8' in transparent glazing.



25,000 square foot 1-story building with 150 feet of frontage



50,000 square foot building on 2 stories with 150 feet of frontage



Transparency requirement does not apply to the portion of a facade with a floor level over 4' above or below grade.

FIGURE 6-13

- 5. Very Large Scale Retail Facilities. Retail uses under common ownership or use, which exceed size thresholds set forth in subsection (a) below for the zone in which the retail uses are proposed, shall meet the additional development and design requirements specified in subsections (a)(ii)-(iv). Those which exceed size thresholds set forth in subsection (b) below for the zone in which the retail uses are proposed shall be subject to the requirements for Conditional Use approval provided in subsection (b)(ii).
 - a. Added development and design requirements for Very Large Scale Retail Facilities
 - i. Thresholds for requirements

District	Size (gross floor area)
GC	60,000 sq. ft.
HDC-2	40,000 sq. ft.
HDC-3	50,000 sq. ft.
HDC-4, except Capital Mall Area	60,000 sq. ft.
UW	40,000 sq. ft.
UW-H	25,000 sq. ft.
DB	25,000 sq. ft.
UC	50,000 sq. ft.

- ii. Adaptability for Reuse/Compartmentalization. The building design shall include specific elements that facilitate the structure's adaptation for multi-tenant reuse. Such elements may include but are not limited to compartmentalized construction, including plumbing, electrical service, heating, ventilation and air conditioning. The building design shall also allow for all of the following:
 - (1) Subdivision of the interior of structure into separate tenancies. The design for interior subdivision shall accommodate multiple potential tenancies, each no larger than fifty percent (50%) of the size threshold for the district defined in subsection (i) above. Example A: An applicant designs a 120,000 sq. ft. Very Large

Scale Retail Use in the GC district to accommodate reuse by four potential tenancies of 30,000 sq. ft. each. Example B: An applicant designs the same building to accommodate two potential tenancies of 30,000 sq. ft., and four potential tenancies of 15,000 sq. ft.

- (2) Facades that readily adapt to multiple entrances without compromising the structural integrity of the building, and adapt to entrances on at least two sides of the building; or, if the building is designed to have only one front facade, all potential tenancies shall be designed for access from the front facade.
- (3) Parking lot designs that are shared by establishments or are linked by safe and functional pedestrian connections.
- (4) Landscaping schemes that complement the multiple entrance design.
- (5) Design and placement of loading docks/loading bays to accommodate multiple potential tenancies.
- (6) Other elements of design which facilitate the multi-tenant reuse of the building and site.

iii. Parking Design.

- (1) Parking lots with over one acre in paving shall be designed for on-site infiltration of the stormwater generated on site. This may be accommodated by underground infiltration vaults, porous paving, or other techniques permitted by the City of Olympia Stormwater Drainage Manual, and subject to the approval of the Department of Public Works.
- (2) Bicycle parking shall meet all requirements of the City's bicycle parking regulations, in particular Sections <u>18.38.100</u> Vehicular and Bicycle Parking Standards, and 18.38.220 Design Standards General.

iv. Site Design.

- (1) The site design shall include a plan for pedestrian circulation with logical connections between buildings, between buildings and adjacent streets, and from buildings to parking areas. (See also Sections <u>18.110.030</u>, <u>18.120.110</u>, and 18.150.030.)
- (2) Pedestrian walkways within the development shall be differentiated from driving surfaces through a change in materials, and shall be designed to accommodate persons with disabilities, such as wheelchair users.

b. Conditional Use Approval

i. Thresholds for Conditional Use Approval

District	Size (gross floor area)
GC	125,000 sq. ft.
HDC-2	60,000 sq. ft.
HDC-3	75,000 sq. ft.
HDC-4, except Capital Mall Area	125,000 sq. ft.
UW	60,000 sq. ft.
UW-H	40,000 sq. ft.
DB	40,000 sq. ft.
UC	100,000 sq. ft.

- ii. Conditions for Approval. The following requirements apply to all Very Large Scale Retail Facilities subject to conditional use approval.
 - (1) The Hearing Examiner shall determine that the proposed facilities meet the development and design requirements of subsection (a) above, and all other requirements of this Title.
 - (2) The Hearing Examiner shall determine that the proposed facilities will not be detrimental to the health, safety, or welfare of the general public, nor injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:
 - (a) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;
 - (b) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;
 - (c) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor; and
 - (d) The treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.
 - (e) The impact upon public facilities or public services.
- 6. Additional Regulations. Refer to the following Chapters for additional related regulations:
 - a. Chapter <u>18.36</u>, Landscaping and Screening
 - b. Chapter <u>18.38</u>, Parking and Loading
 - c. OMC 18.70.180, Conditional Uses
 - d. Chapter 18.100, Design Review

- e. Chapter 18.110, Basic Commercial Design
- f. Chapter 18.120, Downtown Design Criteria
- g. Chapter 18.130, Commercial Design Criteria High Density Corridor (HDC)
- h. Chapter 18.150, Port Peninsula

D. Impervious Surface Coverage

On development sites incorporating 'vegetated roofs,' the impervious surface coverage limits of Neighborhood Retail, Professional Office/Residential Multifamily and Medical Service districts shall be increased one square foot for each square foot of vegetated roof area up to 5% of the total site area if adequate assurance is provided that the proposed vegetated roof will provide substantial stormwater management benefits for a period of at least 30 years.

Section 6. The City Clerk shall make copies of this ordinance available on the City of Olympia website.

Section 7. 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 8. 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 9. Ratification. Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

Section 10. Effective Date. This Ordinance takes effect on April 1, 2025.

	MAYOR
ATTEST:	
CITY CLERK	
APPROVED AS TO FORM:	
DEPUTY CITY ATTORNEY	
PASSED:	
APPROVED:	
PUBLISHED:	

Planned Action Ordinance Recommendations Robert Vanderpool 2/16/2025

Point of concern: Transportation – Vehicle Trip Cap EIS although better, I see potential harm to future higher density. Much of the transportation language regarding vehicle trips seems prescriptive and may cause development to <u>not occur</u> because the traffic engineer calculus assumes the number of vehicles to increase with density. When, in fact, certain levels of density decrease the number of vehicles traveled as walking, micromobility, and public transit eventually provide faster solutions over private motor vehicles. This is common in most major cities when population concentration makes even the widest of roads impossible to overcome. My other concern is that an additional trip EIS study could drive up time and costs when approving projects. It may be harmful to high density development for developers who currently do not develop in Olympia. IF legally possible, the trip cap study requirements should have an exception added for a density bonuses in which a development plans for a density above 20 units per acre. I would go as far as recommending a lowered fee cost and a faster approval development cycle for any development that focuses on meeting any of our climate, housing, affordability, or transportation needs.

Eliminate the following:

- Commercial, Industrial, Institutional, places of assembly, recreation/amusement, residential, and restaurant parking requirements
- Minimum Lot Sizes
- Setbacks
- Maximum Building heights
- Maximum Building Coverage
- Maximum impervious surface coverage
- Maximum Hard Surface
- Additional district-wide Development Standards
- Minimum Lot Area

Add the following:

- A Park Plan The Action Ordinance does not speak to this. Potentially elsewhere.
- Restrict new drive-throughs, fast-food, and low density single-use development below 20 units per acre, including new construction on boarding roads and streets.

I believe this is generally good work, but nothing matters until change occurs within the Triangle. I highly recommend the Plan, EIS, and Action Ordinance be adjusted every five years to ensure that a dense and walkable neighborhood develops within the Triangle. Additionally, future CPED director or Economic Director should work with developers from throughout the region to ensure development does occur.

Land Use & Environment Committee (LUEC) Member Vanderpool provided recommendations for eliminating certain zoning standards as part of the proposed Planned Action Ordinance (PAO) discussed at the February 20, 2025 LUEC meeting. The LUEC requested staff to provide guidance on the scope of zoning changes that may be considered given the guidance provided in the Subarea Plan and its Environmental Impact Statement. Committee Member Vanderpool's recommendations are listed below along with responses by city staff.

Background

The purpose of the PAO is to implement recommendations of the Capital Mall Triangle Subarea Plan. The ordinance as proposed will:

- o streamline the environmental review process for development
- o reduce building step back requirements
- o increase maximum building heights in the core of the subarea
- reduce parking requirements for restaurants, shopping centers, offices, daycares, and retail uses
- create a new overlay area in the core of the subarea where affordable housing projects are allowed additional building height (30% of the dwellings must be affordable to those making 80% of the area median income)
- o adjust block size requirements and make them more flexible

<u>LUEC Member Vanderpool Recommendations</u>

1. Eliminate parking requirements for commercial, industrial, institutional, places of assembly, recreation/amusement, residential, and restaurants
 Staff Response: The Capital Mall Triangle Subarea Plan recommends application of citywide residential parking standards approved in 2023 that substantially reduced parking requirements for new residential uses. Because of these changes, no residential parking would be required for residential projects in the Capital Mall Triangle due to proximity to frequent transit routes.

Community input received during the subarea planning process included concerns about parking overflowing into residential areas near the subarea. Based on this input, the Subarea Plan recommends reducing parking minimums to zero for a select few commercial land uses including offices, shopping centers, retail and restaurants (Planning Commission added daycares).

The Community Planning & Economic Development's (CPED) annual work plan includes an evaluation of commercial parking standards citywide (starting late 2025). This will provide an opportunity for a comprehensive review of parking for all commercial zone districts and uses across the city.

2. Eliminate Minimum Lot Size Requirement

Staff Response: The Subarea Plan does not provide a recommendation regarding lot sizes. The High-Density Corridor-3 (HDC-3) and HDC-4 zone districts cover a majority of the subarea and there is no minimum lot size in these zone districts except for townhouses which is 1,600 square feet. Elimination of the minimum lot size requirement for townhouses would be considered a minor change to the PAO and would not conflict with the Subarea Plan or is Environmental Impact Statement.

3. Eliminate Setbacks

Staff Response: The Subarea Plan does not provide a recommendation regarding setbacks. Both the HDC-3 and HDC-4 zone districts have a 0–10-foot maximum front yard setback, no side yard setback, and a 10-foot minimum rear yard setback. An intent of the high-density corridor zoning districts is to establish a street edge that is as continuous as possible with buildings which are close to the street, and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street. The maximum front yard setback is the primary zoning tool to ensure new buildings are located adjacent to and oriented to the street with parking behind the building. Staff recommends the setback standards be retained.

4. Eliminate Maximum Building Heights

Staff Response: Building height allowances are increased in the PAO as recommended in the Subarea Plan. This subject received a significant amount of attention by the community that guided the recommendations in the plan to increase building heights while retaining a maximum standard. The economic consultants for the Subarea Plan estimated that taller buildings would not be feasible until the latter part of the 20-year planning period. Staff recommends the height standards be adopted as proposed in the PAO.

5. Eliminate Maximum Building Coverage; Maximum Impervious Surface Coverage; Maximum Hard Surface Standards

Staff Response: Public input during the subarea planning process included comments about too much pavement in the subarea. The existing code allows between 70% and 85% building coverage, 85% for impervious surface coverage, and 100% for hard surface coverage in the HDC-3 and HDC-4 zone districts. A hard surface is an impervious surface, a permeable pavement, water penetrable decking, or a vegetated roof.

Staff supports removal of the building coverage maximum. Middle Housing Phase 2 draft regulations also propose removal of the maximum building coverage for residential zones. Staff believes impervious and hard surface coverage requirements work together to encourage use of permeable pavement alternatives and should be retained.

- 6. Eliminate Additional District-Wide Development Standards/Building Stepbacks Staff Response: Modification of the existing code requirement of stepping back buildings at three floors is a recommendation of the Subara Plan. The PAO moves the stepback requirement to the sixth floor for standard construction and removes the need for low carbon materials such as cross laminated timber. Stepbacks are used to make areas more human scale. Staff recommends a stepback requirement be retained as proposed in the PAO.
- 7. Restrict new drive-throughs, fast-food, and low density single-use development below 20 units per acre, including new construction on boarding roads and streets.

Staff Response: These issues were not raised during the subarea planning process. Citywide drive-through zoning amendments are included as a future work item on the LUEC Work Plan. Fast food restaurants are addressed in zoning in the same grouping as other types of restaurants.

The PAO may be amended to remove some of the permitted lower density residential uses that are currently allowed in the HDC-3, HDC-4, RM18, and PO/RM zone districts within the subarea such as single-family dwellings and duplexes. This would be considered a minor change to the PAO and would not conflict with the Subarea Plan or the Environmental Impact Statement.

8. A Park Plan – The Action Ordinance does not speak to this.

Staff Response: A Park Plan is outside of the scope of the PAO. The Subarea Plan gives direction to prepare a Park Plan during the next update to the City's Parks, Arts and Recreation Plan.

Ordinance N	١o.						

AN ORDINANCE OF THE CITY OF OLYMPIA, WASHINGTON, RELATED TO ADOPTION OF THE 2025 CMT (CAPITAL MALL TRIANGLE) ENGINEERING DESIGN AND DEVELOPMENT STANDARDS; AND AMENDING CHAPTER 12.02 OF THE OLYMPIA MUNICIPAL CODE

WHEREAS, the City annually reviews and updates the *Olympia Engineering Design and Development Standards* (EDDS) to address changes in regulations or standards, improve consistency with the Olympia Comprehensive Plan, and to add clarity; and

WHEREAS, updates to the EDDS may occur more than once annually to ensure consistency with the Olympia Municipal Code and other adopted plans; and

WHEREAS, the Olympia Municipal Code (OMC) is amended simultaneously to update related code provisions for consistency with changes to the EDDS; and

WHEREAS, on February 8, 2024, the Final Capital Mall Triangle Subarea planned action Environmental Impact Statement (EIS) was released for the public; and

WHEREAS, the Final Capital Mall Triangle Subarea planned action EIS identifies impacts and mitigation measures associated with planned development in the Capital Mall Triangle Subarea; and

WHEREAS, on July 9, 2024, the Olympia City Council approved an ordinance adopting the Capital Mall Triangle Subarea Plan; and

WHEREAS, the City is adopting regulations specific to the Capital Mall Triangle Subarea which will guide the allocation, form, and quality of desired development; and

WHEREAS, the City is adopting regulations specific to the Capital Mall Triangle Subarea to mitigate the impacts of future desired development, as specified in the planned action EIS; and

WHEREAS, the City of Olympia Responsible Official under the State Environmental Policy Act (SEPA), determined the Proposed Amendments to be categorically exempt under SEPA, pursuant to 197-11-800(19)(b) of the Washington Administrative Code; and

WHEREAS, the Proposed Amendments 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, and __ comments were received from state agencies during the comment period; and

WHEREAS, the Land Use and Environment Committee reviewed the proposed amendments to the EDDS and OMC (the Proposed Amendments) on February ___, 2025; and

WHEREAS, a public hearing was held on March ____, 2025, to consider the Proposed amendments; and

WHEREAS, the Proposed Amendments are consistent with the Olympia Comprehensive Plan, the Capital Mall Triangle Subarea Plan, the planned action EIS, and the Olympia Municipal Code; and

WHEREAS, the Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (October 2024) was reviewed and used by the City in objectively evaluating the Proposed 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. <u>Amendment of OMC 12.02.020</u>. Olympia Municipal Code Subsection 12.02.020 is hereby amended to read as follows:

12.02.020 Engineering design and development standards

There is hereby adopted by reference "2025 CMT Engineering Design and Development Standards," one (1) copy of which shall-must be kept on file in the office of the City Clerk and the Olympia Public Works Department. These standards shall be considered are a part of this ordinance as though fully set forth hereinin this ordinance.

Section 2. <u>Amendment of Engineering Design and Development Standards Chapter 4.</u> Section 4B.035 Commercial Collectors Table 3 is hereby amended to read as follows:

Table 3: Street Characteristics							
Street Characteristics	Arterial Street	Major Collector	Neighborhood Collector	Local <u>Access</u> Street			
Types of Traffic Served	Regional and City- wide	Sub-regional, feed Arterial traffic	Subarea and local traffic, feed Major Collector traffic	Local traffic, feed Neighborhood/Major Collector or Arterial Traffic			
Traffic Volumes	14,000 - 40,000 Average Daily Traffic	3,000 - 14,000 Average Daily Traffic	500 - 3,000 Average Daily Traffic	0 - 500 Average Daily Traffic			
Percent Local Traffic	within a one mile	0 - 30% of origins and destinations are within a one mile radius of the street		80% - 100% of origins and destinations within a one mile radius of the street			
Average Travel Length	10 to maximum miles	2 to 15 miles	1 to 2 miles	Minimum to 2 miles			
Street Spacing (1)	1 - 2 miles	1/2 - 3/4 mile	1000' - 1500'	>250′			
Intersection Spacing (2)	≤500'	350' - 500'	250' - 350'	250' - 350'			
On-Street Parking	No - except where parking exists and where exempt.	No - except where parking exists and where exempt. Existing parking	Yes - with bulb- outs at intersections.	Yes - one side with parking bulb-outs to define parking areas.			

Table 3: Street Characteristics							
Street Characteristics	Arterial Street	Major Collector	Major Collector Neighborhood Collector				
	Existing parking may be removed for other Transportation needs. Where parking exists, intersection bulbouts are required.	may be removed for other Transportation needs. Where parking exists, intersection bulb- outs are required.					
Driveway Access	No	No - except for existing developments	Yes	Yes			
Bike Facilities	Yes -See 4D.020 for exceptions.	Yes - See 4D.020 for exceptions.	Some - See 4D.020 for exceptions	No			
Planting Strips (between sidewalk and curb)	Yes	Yes	Yes	Yes			
Sidewalks	Yes	Yes	Yes	Yes			
Traffic Calming	No	As needed	Yes - if problem is anticipated or determined through an engineering	Yes - if problem is anticipated or determined through an engineering study.			

Table 3 Notes:

Transit Shelters

(1) Street spacing means the frequency of street types within the street network.

Every 1/2 mile

(2) Intersection spacing means how often a cross street occurs on a particular class of street. <u>Intersection spacing for Major Collectors within the Capital Mall Triangle Subarea (as defined in Chapter 14.06 OMC) is 300' to 400' but may be up to 500' if intervening public cross-block pedestrian, bicycle, and emergency access connections are provided.</u>

Every 1/2 mile

study.

None

None

Section 3. <u>Amendment of Engineering Design and Development Standards Chapter 4.</u> Section 4B.130 Intersections Table 7 is hereby amended to read as follows:

4B.130 Intersections

A. Traffic control will be as specified in the current edition of the *Manual on Uniform* Traffic Control Devices (MUTCD) or as modified by the City Engineer as a result of appropriate traffic engineering studies.

- B. Street intersections will be laid out so as to intersect as nearly as possible at right angles. Sharp-angled intersections will be avoided. For reasons of traffic safety, a "T" intersection (three-legged) is preferable to a crossroad (four-legged) intersection for local access streets. For safe design, the following types of intersection features should be avoided:
 - 1. Intersection with more than four intersecting streets.
 - 2. "Y"-type intersections where streets meet at acute angles.
 - 3. Intersections adjacent to bridges and other sight obstructions.
 - 4. In no case will the angle of intersection be less than 60 degrees or greater than 120 degrees. The preferred angle of an intersection is 90 degrees.
- C. Spacing between adjacent intersecting streets, whether crossing or "T" should be as follows in Table 7.

Table 7: Centerline Offsets						
When highest classification involved is:	Centerline offset should be:					
	Desirable	Minimum				
Arterial	≤500 feet	350 feet				
Major Collector (1)	350-500 feet	200 feet				
Neighborhood Collector	250-350 feet	150 feet				
Local Access	250-350 feet	150 feet				

(1) Centerline offsets for Major Collectors within the Capital Mall Triangle Subarea (as defined in Chapter 14.06 OMC) is 300' to 400' but may be up to 500' if intervening public cross-block pedestrian, bicycle, and emergency access connections are provided.

"Desirable" conditions shall be applied when sufficient space or street frontage is available.

When different class streets intersect, the higher standard will apply on curb radii. Deviations to this may be allowed by the City Engineer per Section 1.050.

D. On sloping approaches at an intersection, landings will be provided with grade not to exceed a 1-foot difference in elevation for a distance of 30 feet approaching any arterial or 20 feet approaching a collector or local access street, measured from the nearest right-of-way line (extended) of intersecting street.

Section 4. Amendment of Engineering Design and Development Standards Chapter 4 Appendix 7. Appendix 7 is hereby amended to read as follows:

Appendix 7 TRAFFIC IMPACT ANALYSIS (TIA) GUIDELINES FOR NEW DEVELOPMENTS

TRAFFIC PRESUBMISSION CONFERENCE REQUIREMENTS

- Description of project to include: land use with project size in residential units or building square footage.
- Site plan to include: proposed public street access, onsite parking location and internal street network.
- At the Site Plan Review Committee meeting, staff will indicate if a subsequent Traffic Impact Analysis (TIA) is required.

TRAFFIC IMPACT ANALYSIS SCOPING MEETING

- Retain qualified traffic engineer with a professional engineer's license.
- Prior to scoping meeting provide CP&D a TIA scoping letter to include the following:
 - a. Proposed use and size.
 - b. Trip Generation per City of Olympia Transportation Impact Fee Program Update.
 - c. Site Plan to include: proposed public street access, onsite parking location and internal street network. Indicate location of any off-site adjacent or cross street driveway or street intersections.
 - d. Provide a pm peak hour project trip assignment, based on the Thurston Regional Transportation Demand Model (360.741.2510). Indicate geographic distribution for north, south, east, and west.
 - e. Provide project year of occupancy.

TRAFFIC IMPACT ANALYSIS PIOR TO PRELIMINARY PLAT

- This analysis must follow City of Olympia guidelines for a Traffic Impact Analysis (see following TIA Guidelines for New Development).
- All analysis will use a two-hour LOS and unsignalized intersection LOS will be determined by a weighted average of all intersection approaches. This will be explained further and the TIA Scoping Meeting.

A. INTRODUCTION

A Traffic Impact Analysis (TIA) is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. The TIA is an integral part of the development review process. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the new development. **New development includes properties that are redeveloped.** The purpose of a TIA is to determine what impact development traffic will have on the existing and proposed street network and what impact the existing and projected traffic on the street system will have on the new development.

These guidelines have been prepared to establish the requirements for a TIA. Except as directed by other sections of the Olympia Municipal Code the Environmental Review Officer (ERO) will be the person responsible under the State Environmental Policy Act (SEPA), as well as city ordinances, for enforcing the need for a TIA. The ERO will consult with the Transportation Line of Business of the Public Works Department and, based on their recommendation, determine the need for a TIA.

B. WHEN REQUIRED

To adequately assess a new development's traffic impact on the transportation system and level of traffic service, the ERO, based on the recommendation of the Transportation Line of Business, may require a TIA. The requirement for a TIA will be based on the size of the development proposed, existing street and intersection conditions, traffic volumes, accident history, community concerns, and other pertinent factors relating to traffic impacts attributable to new developments.

The ERO, based on the recommendation of the Transportation Division, will make the determination as to whether a TIA will be required. As a minimum, the following guidelines will be utilized in making this decision:

1. The new development generates more than 50 vehicles in the peak direction of the peak hour on the adjacent streets and intersections. This would include the summation of all turning movements that affect the peak direction of traffic.

Projects generating less than 50 vehicles in the peak hour on the adjacent streets and intersections will typically not be required to conduct a TIA. They will make proportionate share contributions to identified transportation facility improvement projects in the area of the development. Refer to Section D, Item Number 6, "Mitigation," as to how the proportionate share costs will be determined.

- 2. The new development generates more than 25 percent of site-generated peak-hour traffic through a signalized intersection or the critical movement at an unsignalized intersection.
- 3. The new development is within an existing or proposed transportation benefit area. This may include Latecomer Agreements, Transportation Benefit Districts (TBD), Local Improvement Districts (LID), or local/state transportation improvement areas programmed for development reimbursements.
- 4. The new development may potentially affect the implementation of the street system outlined in the Transportation Element of the Comprehensive Plan, the Transportation Improvement Program, or any other documented transportation project.
- 5. A rezone of the subject property will require a TIA prior to rezone approval.
- 6. The original TIA is more than two years old or where the proposed project traffic volumes increase by more than 10 percent.
- 7. If there is an identified or potential hazardous traffic condition (safety concern).
- 8. For development within the Capital Mall Triangle Subarea, refer to OMC 14.06.

If the ERO, based on the recommendation of the Transportation Line of Business, has made the determination to require a TIA, the general guidelines for content and structure shall follow the format outlined in Section D, Scope of Work.

C. QUALIFICATIONS FOR PREPARING TIA DOCUMENTS

A TIA shall be conducted under the direction of a responsible individual or firm acceptable to the ERO, based on the recommendation of the Director of the Transportation Line of Business, or Public Works Director. The TIA shall be prepared by an engineer licensed to practice in the State of Washington with special training and experience in traffic engineering and who is a member of the Institute of Transportation Engineers (ITE). The developer shall provide the ERO the credentials of the individual(s) selected to perform the TIA and review them with the Transportation Line of Business to determine if the individual or firm is qualified. Upon request, the ERO may provide the developer a list of qualified individuals to perform such work.

D. SCOPE OF WORK

The level of detail and scope of work of a TIA may vary with the size, complexity, and location of the new development. A TIA shall be a thorough review of the immediate and long-range effects of the new development on the transportation system.

1. New Development Prospectus

- a. Provide a reduced copy of the site plan, showing the type of development, street system, right-of-way limits, access points, and other features of significance in the new development. The site plan shall also include pertinent off-site information, such as locations of adjacent intersections, land use descriptions, street right-of-way limits with respect to the existing roadway, and other features of significance. Exhibit A illustrates an example site plan for reference purposes.
- b. Provide a vicinity map of the project area showing the transportation system to be impacted by the development. Exhibit B illustrates an example vicinity map for reference purposes.
- c. Discuss specific development characteristics, such as type of development proposed (single-family, multi-family, retail, industrial, etc.), internal street network, proposed access locations, parking requirements, zoning, and other pertinent factors attributable to the new development.
- d. Discuss project completion and occupancy schedule for the new development. Identify horizon years for traffic analysis purposes.

2. Existing Conditions

- a. Discuss street characteristics, including functional classification, number of traveled lanes, lane width, shoulder treatment, bicycle path corridors, and traffic control at study intersections. A figure may be used to illustrate existing transportation facilities.
- b. Identify safety and access problems, including discussions on accident history, sight distance restrictions, traffic control, and pedestrian conflicts.
- c. Obtain all available pertinent traffic data from the City of Olympia. If data is unavailable, the individual or firm preparing the TIA shall collect the necessary data to supplement the discussions and analysis in the TIA.
- d. Conduct manual peak-hour turning movement counts at study intersections, if traffic volume data is more than two years old or, if after consulting with the Transportation Line of Business, it is

recommended to the ERO that new counts should be conducted. A copy of the reduced data shall be attached to the TIA, when submitted to the ERO, who will distribute it for review.

e. A figure shall be prepared showing existing average daily traffic (ADT) and peak-hour traffic volumes on the adjacent streets and intersections in the study area. Complete turning movement volumes shall be illustrated as shown in Exhibit C. This figure shall represent the base-line traffic volumes for analysis purposes.

3. Development Traffic

This element of the TIA shall be conducted initially to identify the limits of the study area. The study area shall include all pertinent intersections and streets impacted by development traffic. The limits of the study area shall be representative of the specific conditions outlined in Section B of these guidelines.

A threshold requirement of development traffic exceeding 20 vehicles in the peak direction of the peak-hour traffic on the adjacent streets and intersections shall apply. The threshold requirement of the development generating 25 percent or more of site traffic through a signalized intersection or the critical movements at an unsignalized intersection shall also apply. Each intersection and street impacted as described shall be included in the study area for analysis purposes.

The individual or firm preparing the TIA shall submit to the ERO a figure illustrating the proposed trip distribution for the new development. The trip generation shall be included in a table format on the figure with peak-hour traffic volumes assigned to the study area in accordance with the trip distribution. Once approved by the ERO, based on the recommendation of the Transportation Planner, a formal scoping of the development proposal shall be conducted to clearly identify the study area and contents expected in the TIA. Exhibit D shows an example figure for reference purposes.

The methodology and procedures used in preparing the trip generation and trip distribution elements of the TIA are as follows:

a. Trip Generation

Site traffic shall be generated for either or all daily, morning, and afternoon peak-hour periods, using the most current Transportation Impact Fee Rate Study Addendum—Table 3 New Trip Rate. The new trip rate accounts for "passer-by" traffic volume discount and is based on the ITE trip generation edition that is consistent with the Transportation Impact Fee (TIF) rate schedule. Variations of trip rates will require approval from the ERO, based on the recommendation of the Transportation Line of Business.

For multi-use and/or "phased" projects, a trip generation table shall be prepared showing proposed land use, trip rates, and vehicle trips for daily and peak-hour periods and appropriate traffic volume discounts, if applicable, per phase. Traffic impact will be based on the cumulative effect of each phase.

b. Trip Distribution

The trip distribution for a new development shall be approved by the ERO, based on the recommendation of the Transportation Planner, prior to the formal scoping of the TIA. The methodology shall be clearly defined and discussed in detail in the TIA. Information on transportation modeling,

regional distribution models, transportation analysis zones, and employment density areas are available from the Thurston County and City of Olympia Planning Departments. Available information can be used to assist in the preparation of the trip distribution model. A regional trip distribution map may be required by the ERO, based on the recommendation of the Transportation Planner, for large-scale development projects. Exhibit E shows an example figure for reference purposes.

The TIA shall identify other transportation modes that may be applicable, such as transit use, bicycle, and pedestrian facilities. New developments are encouraged to implement transportation demand management practices, such as flex-time for employees and ridesharing programs, including car pools, van pools, shuttle buses, etc.

4. Future Traffic

a. Future Traffic Conditions, Not Including Site Traffic

Future traffic volumes shall be estimated using information from transportation models or applying an annual growth rate to the base-line traffic volumes. The future traffic volumes shall be representative of the horizon year for project development. The ERO will work with the Transportation Planner to determine an appropriate growth rate, if that option is utilized.

In addition, proposed on-line development projects shall be taken into consideration, when forecasting future traffic volumes. The increase in traffic from proposed on-line projects shall be compared to the increase in traffic by applying an annual growth rate.

If modeling information is unavailable, the greatest traffic increase, from either the online developments or the application of an annual growth rate or a combination of an annual growth rate and on-line developments, shall be used to forecast the future traffic volumes.

b. Future Traffic Conditions, Including Site Traffic

The site-generated traffic shall be assigned to the street network in the study area, based on the approved trip distribution model. The site traffic shall be combined with the forecasted traffic volumes to show the total traffic conditions estimated at development completion. A figure will be required showing daily and peak-period turning movement volumes for each traffic study intersection. Exhibit F shows an example figure for reference purposes. In addition, a figure shall be prepared showing the base-line volumes with site-generated traffic added to the street network. This figure will represent site-specific traffic impacts to existing conditions.

5. Traffic Operations

The Level of Service (LOS) and capacity analysis shall be conducted for each pertinent intersection in the study area, as determined by the ERO, based on the recommendation of the Transportation Line of Business. The methodology and procedures for conducting the capacity analysis shall be consistent with the guidelines specified in the most current version of the Highway Capacity Manual. The individual or firm preparing the TIA shall calculate the intersection LOS for each of the following conditions:

a. Existing peak-hour traffic volumes (figure required).

- b. Site-generated traffic (figure required).
- c. Future traffic volumes, not including site traffic (figure required).
- d. Future traffic volumes, including site traffic (figure required).
- e. LOS results for each traffic volume scenario (table required).

The LOS table shall include LOS results for morning and afternoon peak periods, if applicable. The table shall show LOS conditions with corresponding vehicle delays for signalized intersections and LOS conditions for the critical movements at unsignalized intersections. For signalized intersections the LOS conditions and average vehicle delay shall be provided for each approach and the intersection as a whole. All analysis will use a two hour LOS and unsignalized intersection LOS will be determined by a weighted average of all intersection approaches.

The capacity analysis for existing signalized intersections shall include existing phasing, timing, splits, and cycle lengths in the analysis, as observed and measured during the peak-hour traffic periods. All traffic signal system operational data will be made available by the City of Olympia.

If the new development is scheduled to be completed in phases, the TIA shall conduct an LOS analysis for each separate development phase. The incremental increases in site traffic from each phase shall be included in the LOS analysis for each preceding year of development completion. A figure will be required for each horizon year of phased development.

If the new development impacts a traffic signal coordination system currently in operation, the ERO, based on the recommendation of the Transportation Line of Business, may require the TIA to include operational analysis of the system. Timing plans and proposed modifications to the coordination system may be required.

The capacity analysis will be conducted using computer software compatible with the Transportation Line of Business's software package. The individual or firm preparing the TIA shall use SYNCHRO (coordinated systems) or SIDRA (roundabouts) for capacity analysis of study intersections. For unsignalized intersections, the Highway Capacity Manual methodology will be used. A software copy of the capacity analysis worksheets will be submitted concurrently with the TIA document to the Public Works Transportation Line of Business.

Other computer software packages used for capacity analysis applications will not be accepted.

6. Mitigation

The TIA shall include a proposed mitigation plan. The mitigation may be either the construction of necessary transportation improvements or contributions to the City for the new development's fair share cost of identified future transportation improvements. LOS "E" and "F" shall be used as the threshold for determining appropriate mitigating measures on roadways and intersections in the study area. Mitigating measures shall be required to the extent that the transportation facilities operated at a LOS "D" condition or better. Inside the high density residential corridor and core areas LOS "E" condition is acceptable.

The following guidelines shall be used to determine appropriate mitigating measures of traffic impacts generated by new developments.

- a. On transportation facilities where the need exists to construct improvements by the horizon year of the new development, the cost for the mitigation will be entirely borne by the new development. However, in the event the ERO officer and the Transportation Line of Business identify more than one development under simultaneous review, accumulative impacts and distribution of mitigation costs may be considered. A Latecomers Agreement could be formulated by the new development for reimbursement of mitigation costs.
- b. On transportation facilities identified for new improvements that are funded for by impact fees, the adverse traffic impacts of the new development will be considered mitigated by payment of the City's Transportation Impact Fees. Provided the new development creates traffic impacts beyond forecasted growth in the City's Concurrency Report or the period of time between the occupancy of the new development and construction of improvements significant traffic impacts are identified by the City Traffic Engineer, the new development will be required to construct the improvement. The new development may request to be reimbursed for construction cost equal or less than the funds listed in the City's CFP.
- c. On transportation facilities identified for new improvements that are developer-funded as part of the City's Capital Facilities Program (CFP), Six-Year Transportation Improvement Program, or as part of an identified need determined through a TIA for a project of record, the adverse traffic impacts of the new development will be considered mitigated by providing a proportionate share contribution of the costs for the proposed improvements. The proportionate share costs for the improvements will be based on the percentage of new afternoon peak-hour development traffic from the total six years of growth identified by the regional model. This would include any trips that enter or pass through any intersection along the project.

For those projects not required to conduct a TIA, but generating between 20 and 50 vehicles in the peak direction of the peak hour on the adjacent streets and intersections, the City will determine the proportionate share contributions for the developer. If the developer disagrees with the values calculated, the developer may, at its own cost, hire an individual or firm to recalculate the proportionate share contributions and submit them to the City for consideration.

- d. If the transportation facility currently operates less than LOS "D" (LOS "E" within high density residential corridors and core areas), the new development shall be required to make interim facility improvements to maintain the existing level of service operation on the facility and to identify future facility improvements five years beyond the horizon year of the new development. The cost of the interim improvements will be deducted from the new development's proportionate share of costs for the identified future facility improvements, only if the cost of interim improvements is less than the ultimate proportionate share. If the interim improvements cannot be incorporated into the ultimate improvements identified in the CFP or an identified TIA for the transportation facility, there will be no reimbursement for interim costs incurred. The new development also has the option to wait until the improvements are implemented by the City or other developments.
- e. Unsignalized intersections that currently operate at less than a LOS "D" condition (LOS "E" within core areas) shall be analyzed for traffic signal and intersection improvements (i.e., exclusive left,

through, or right lanes; acceleration or deceleration lanes; three- or four-way stops; etc.). Unsignalized intersection LOS will be determined by the weighted average of the control delay from all movements (see Highway Capacity Manual equation 17-40 and 17-41). Provided a single lane approach is failing and the vehicle queue is four or more vehicles, exclusive turn lanes will be required. If three or more traffic signal warrants are satisfied (minimum warrant 1, condition A or B must be met), signal and intersection improvements will be required as a mitigating measure for the new development.

If at least three traffic signal warrants are not satisfied by the new development's horizon year, the TIA shall determine if traffic signal warrants and intersection improvements would be needed within a five-year period, after the new development's horizon year. The new development would be required to provide a proportionate share cost towards future traffic signal and intersection improvements constructed to City standards, if warranted within the five-year period.

In addition, if intersection LOS mitigation is needed, exclusive left-turn lane warrants will be analyzed and required, as part of the intersection improvement.

- f. In intersections where the projected LOS condition is at "D" but where one or more of the LOS conditions on the approaches fall below LOS "D," mitigating measures may be required to improve the capacity and traffic operations at the intersection. The City reserves the right to review all adverse traffic impacts at these intersections and to determine appropriate mitigating measures.
- g. Other conditions which should be considered for mitigation:
 - Facilities for pedestrian and bicycle needs should be provided as identified in the Engineering Design and Development Standards or Comprehensive Plan.
 - The need for transit stops, bus pullouts, and shelters shall be identified if applicable. The developer may be required to install a shelter for transit riders.
 - If a safety hazard is identified for either pedestrians or vehicles, appropriate mitigating measures shall be identified to correct the deficiency.
 - If a new development will adversely impact an adjacent neighborhood, measures to mitigate these impacts shall be identified.

EXHIBIT "A" – SITE PLAN TRAFFIC IMPACT ANALYSIS

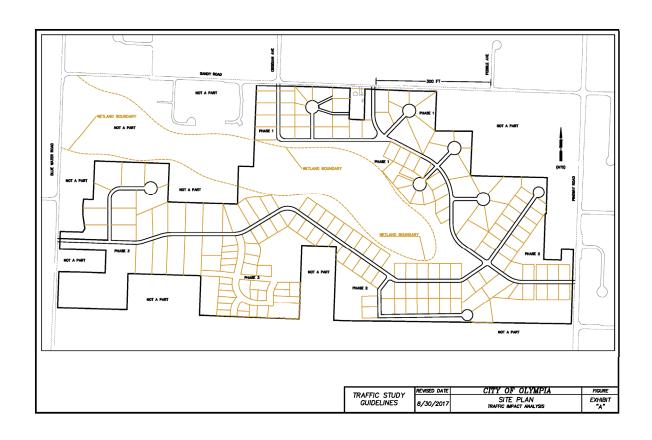


EXHIBIT "B" – VICINITY MAP TRAFFIC IMPACT ANALYSIS

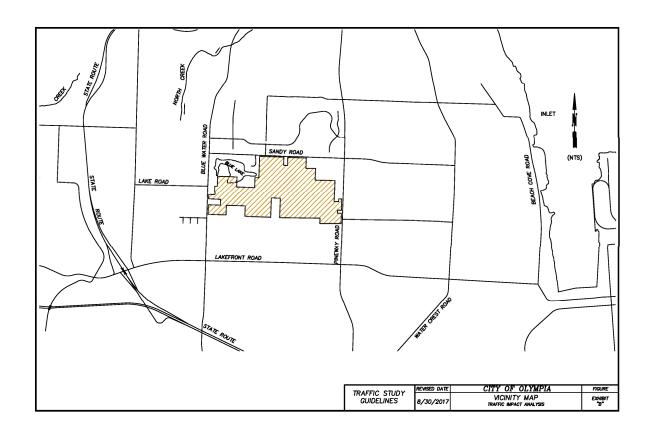


EXHIBIT "C" – EXISTING P.M. PEAK HOUR AND AVERAGE DAILY TRAFFIC VOLUMES TRAFFIC IMPACT ANALYSIS

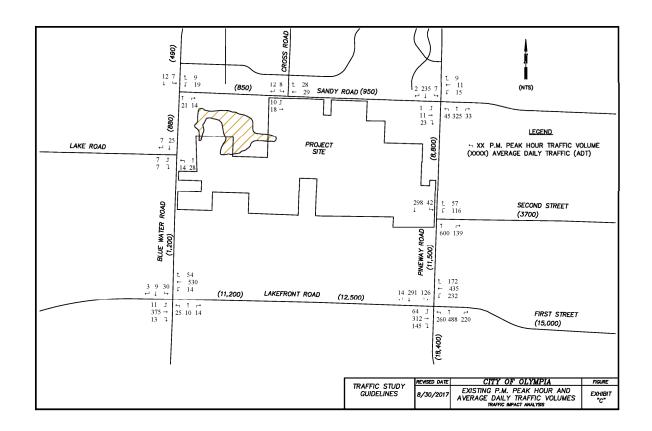


EXHIBIT "D" – PHASE 1 SITE-GENERATED P.M. PEAK HOUR AND AVERAGE DAILY TRAFFIC VOLUMES TRAFFIC IMPACT ANALYSIS

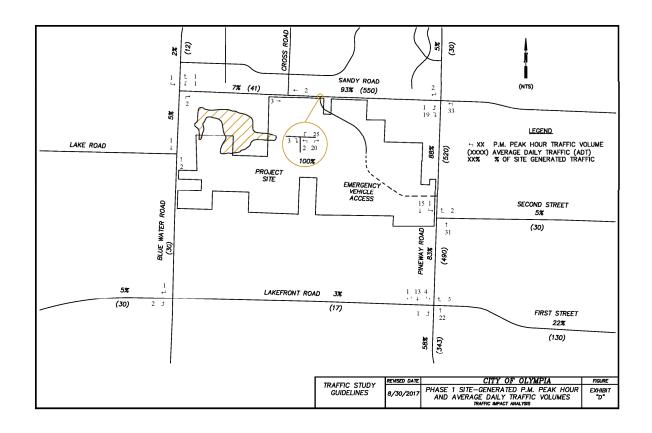


EXHIBIT "E" – TRIP DISTRIBUTION TRAFFIC IMPACT ANALYSIS

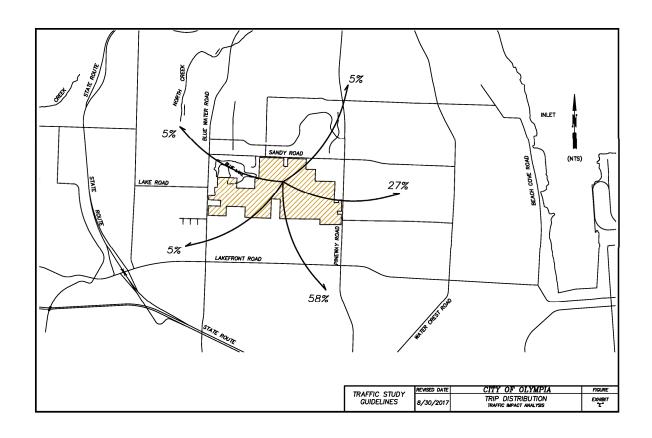
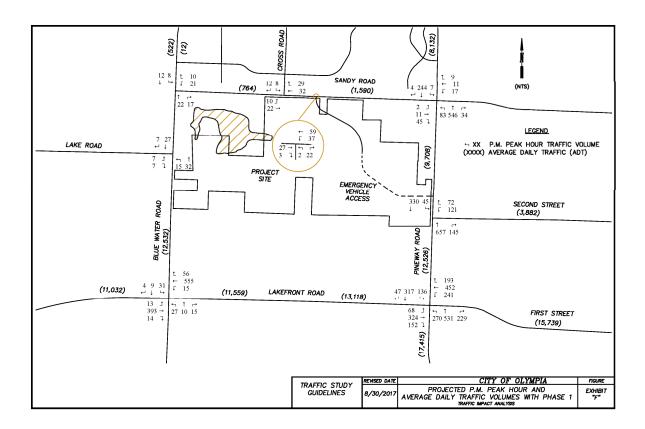


EXHIBIT "F" – PROJECTED P.M. PEAK HOUR AND AVERAGE DAILY TRAFFIC VOLUMES WITH PHASE 1 TRAFFIC IMPACT ANALYSIS



Section 5. The City Clerk shall make copies of the Engineering Design and Development Standards available on the City of Olympia website.

Section 6. 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 7. 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 8. Ratification. Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

	MAYOR
ATTEST:	
CITY CLERK	
APPROVED AS TO FORM:	
DEPUTY CITY ATTORNEY	
PASSED:	
APPROVED:	

Section 9. Effective Date. This Ordinance takes effect on _____, 2025.

PUBLISHED:

Olympia Planning Commission

January 06, 2025

Olympia City Council PO Box 1967 Olympia WA 98507-1967

SUBJECT: Capital Mall Triangle Subarea Planned Action Ordinance

Dear Councilmembers:

The Olympia Planning Commission (OPC) voted unanimously to **recommend** adoption of the proposed Capital Mall Triangle (CMT) Subarea Planned Action Ordinance text amendment ordinance as proposed by staff.

During the public hearing the OPC continued to hear support for a major park inside the CMT Subarea. As the neighborhood is envisioned to become a more urban one, public testimony continued to stress the need for green space as it densifies. The existing park space near the Subarea, is separated from the CMT by busy arterial roads. A large park with full amenities would enrich and support a livable neighborhood with access to open space and nature.

The OPC discussed the ordinance compatibility with the proposed Olympia 2045 Parks chapter update, specifically the OPC's recommendation for pursuing new metrics related to level of service. As a result of these discussions, the OPC offers the suggestions below for City Council's consideration:

- Consider updated park levels of service that supports new park space in the CMT and other more urban neighborhoods in the next Parks, Arts, and Recreation Plan update. As stated in the OPC's comment letter for the Olympia 2045 Comprehensive Plan Parks, Arts, and Recreation Chapter dated February 26, 2024:
 - "...the amount of parks or open spaces areas per every 1,000 people in the community may not be the appropriate standard. We raise this issue now to provide time for other potential measures of success be considered as the population continues to grow within Olympia's existing urban growth area when the amount of land available for new parks or open spaces is finite."

We urge special attention to this opportunity in the Olympia Parks Master Plan where these considerations can be balanced with parks needs for the whole city.

Thank you for your consideration,

Greg Quetin, Chair

Gregory R. Quet

Olympia Planning Commission

Enclosure: OPC Comment Letter re: Olympia 2045 Comprehensive Plan Parks, Arts, and

Recreation Chapter

Olympia Planning Commission

February 26, 2024

Olympia City Council PO Box 1967 Olympia WA 98507-1967

SUBJECT: Olympia 2045 Comprehensive Plan Parks, Arts, and Recreation Chapter

Dear Mayor Payne and Councilmembers:

The Planning Commission is pleased to recommend approval of the Parks, Arts, and Recreation Chapter of the Olympia 2045 Comprehensive Plan, with suggested modifications below. We understand this update work is being completed in a phased manner, with each chapter being considered individually. We also understand that final adoption will not occur until the entire draft is reviewed for internal consistency as well.

The Commission had a briefing on the Chapter on November 20, 2023. A public hearing was conducted on January 22, 2024. Commission deliberations took place on February 12 and February 26, 2024.

After completing deliberations, the motion to recommend approval of the chapter includes the following suggestions or modifications:

- 1. The Commission supports additional Urban Pocket Parks as a type of smaller, dispersed Community Park. This could support having public gathering places, preferably with seating and tables, across the community and widely available to all.
- 2. The Commission noted that some facilities are not always equally available, even within the same parks. For example, in LBA Park, the women's restroom includes changing stations while the men's restroom does not. The Commission believes, in line with our Comprehensive Plan equity goals, such facilities should be available in all restrooms, regardless of gender. Consider modifying PR1.2 as follows:

PR1.2 Design City parks, arts, and recreation activities and facilities so they are used and enjoyed by as many residents as possible, with equal access to improvements by all.

3. We applaud the City's continued commitment to having high quality parks that are in close proximity of residents and that are easily accessible. We believe that gathering spaces are needed in order to provide for the wide range of benefits parks offer, such as those typically found within a neighborhood or community park, rather than along a linear trail. We suggest adding the following modifications (new text as underlined):

PR 3.1 Provide parks <u>with gathering spaces</u> in close proximity (within ½ mile) to all residents. <u>The distance should be measured by following an accessible travel route</u> suitable for walking or small mobility device.

PR 4.4 Encourage walking, bicycling and other non-vehicular access for recreation and transportation purposes by linking parks to multi-modal routes, streets and trails in coordination with the Transportation Master Plan. Where appropriate, add bicycle repair and parking facilities that support people arriving by various modes.

- 4. The Commission supports efforts to preserve the open spaces on the Port Peninsula and encourages the addition of a policy for the City of Olympia and the Port of Olympia to work cooperatively to set aside open space for the enjoyment of the community in perpetuity.
- 5. The Commission recognizes that the Level of Service standards are reviewed every six years as part of the update to the Parks, Arts, and Recreation Master Plan, and that information is used to help determine when additional land or park facilities are needed. In the future, the amount of parks or open spaces areas per every 1,000 people in the community may not be the appropriate standard. We raise this issue now to provide time for other potential measures of success be considered as the population continues to grow within Olympia's existing urban growth area when the amount of land available for new parks or open spaces is finite.
- 6. Equity. The Commission feels strongly that equity can and should be addressed in the Comprehensive Plan and commend staff on their efforts. We recognize the value of adding goals and policies around equity in our community, parks, and our arts and recreation programs and that equity will be addressed throughout the planning process and in each chapter. We understand that equity is a broad topic continually informed by the empowerment of historically marginalized community members and better overall understanding. To make sure we prioritize the correct actionable goals and policies to address equity in our parks, open spaces, facilities, and programming we support having a specific equity framework or community approach to continue to inform our planning. As the City's work on equity, diversity, and inclusion issues is refined, future amendments to the Plan may be warranted.

We appreciate the opportunity to review the proposed chapter and provide a recommendation for moving this portion of the periodic update forward. Thank you for your consideration.

Sincerely,

Zainab Nejati Chair

Jamoth lysti

David Ginther

From: J Ward <nukegrrrl@aol.com>

Sent: Monday, December 30, 2024 5:02 PM

To: David Ginther

Subject: My Statement for Capital Mall Triangle Subarea Plan

I think this is the second Capital Mall triangle I have had the privilege of participating in. I remember the last time I did this, I was a student at Evergreen in a program with some urban planning credits. Our professor used the Capital Mall triangle planning for examples in class. He was so upset that Oly missed the mark on making a more equitable and enjoyable Westside for people that aren't developers. So I'd like to pipe up now in honor of that professor.

In the Capital Mall triangle we need more busses, more frequent busses, and busses that actually run at night. Like I checked today's schedule at the Cinemas at the mall and saw a movie that starts at 11pm. It would be nice to know that I could take a bus there, and maybe even back home. The bus transit center at the mall is kinda depressing & cavernous. Needs better placement, visibility & design. So more frequent buses, more buses going to the mall, and better transit station at the mall.

We need better pedestrian infrastructure. It is extremely difficult to walk around the outside of the mall and its parking lots. Like I was shopping at the mall with my husband a few weeks ago. He got an urge to go to World Market. So we walked from where the Best Buy is to "The Promenade" development with the World Market. We thought "Promenade" means "walking"? And I vaguely remember how when that Promenade area was built around 20 years ago it was sold to us Olympians like it would be Oly's own version of University Village. But it was almost impossible to walk there! On our walk from Best Buy to The Promenade there was a faded at-grade sidewalk, no separation from vehicles, we had to cross lanes of heavy vehicle traffic, then there's one narrow and steep sidewalk with a lot of traffic on one side and a rock wall with some graffiti on the other. My husband and I joked that it was like we were being punished for trying to walk in that area instead of driving. U Village it is not! Also a lot of the sidewalks there seemed to have weird heights or not enough curb ramps/access points. So more better, safer, pedestrian access.

Beyond the mall along Harrison there's not enough crosswalks and bus stops. Every time I'm travelling on Harrison between Cooper Pt Rd & Division St I see so many jaywalkers and folks looking for places to cross. I don't blame them at all because the road design favors vehicles in the worst way. Last night I was looking for a bus stop along Harrison. They were spaced pretty far apart and a lot of uphill walking if heading from Cooper Pt to Division. Then the bus drove right past a guy at a stop even though he was standing up and waving his arms. So more crossings on Harrison and better bus stop placement.

The Capital Mall triangle is in bad need of a better park than Yauger Park. It's all the runoff from the mall parking lots, then it dries up, then kids play baseball in all that runoff dust. I have friends and family that won't let their kids play there. Also it's kind of a bleak and blighted park. The 98502 zip is the lowest income zip code in the county so that makes it all seem extra inequitable. So there needs to be more and better parks and rec areas for folks living in and visiting the neighborhood.

I could really care less about the controversy behind Chik Filets corporate policy. What bugs me though about that Chik Filet that's going in where Fujiyama was, is that we've been getting told that the Capital Mall triangle is getting redeveloped with pedestrians in mind. But a fast food restaurant that relies on drive thru lines of vehicles around the block is so not that! So design Capital Mall triangle for pedestrians and not drive thrus.

The vast wasteland of parking lots at the mall, especially on the JC Penney's side and also the old Mervyns/Frederick & Nelsen side, need to be infilled with housing. Tall, transit and shopping adjacent, hopefully affordable, housing. Even at Christmas I didn't see those parking areas fill up. So please put lots of dense housing in there.

Thanks for listening and good luck with the project. Westside is the Best Side!

Sincerely, Jenney Ward Olympia, WA **From:** northbeachcomm@cs.com

Sent: Wednesday, December 4, 2024 6:09 PM

To: Councilmembers Cc: David Ginther

Subject: Comp Plan for Capital Mall Triangle plan; VOTE "NO"

DEC 4

Hello City of Olympia;

The Olympia Planning Commission weighed in on a planned action ordinance that would pave the way for redevelopment of the Capital Mall Triangle area on the Westside of Olympia. Many of us here in NW Olympia have been attending these meetings for the past 3 years. Many of us have made public comments. The City has ignored our public comments. This new plan for the Capital Mall area will include allowing taller buildings and more flexible parking requirements. These 'fexible parking requirements' mentioned, means...NO PARKING STALLS FOR MANY OF THESE PROPOSED HIGH RISE DEVELOPMENTS. THE PEOPLE WHO WILL LIVE IN THESE UNITS WILL HAVE NO PARKING IN THE BUILDING. THEY WILL HAVE TO PARK ON OUR TINY RESIDENTIAL STREETS, OR HAVE TO TAKE THE BUS. The city has no safe bike lanes, my 2 neighbors were badly injured by traffic when they rode their bikes here on the Westside. It is NOT SAFE.

The 2014 Comprehensive Plan called for the Capital Mall Triangle area, bounded by Cooper Point Road, Black Lake Boulevards and Harrison Avenue, to "evolve into an urban neighborhood with a mix of jobs, housing, services" and remain an important economic driver. This means that the City will ignore the traffic jams that we endure during rush hours here on the West side of Olympia. The City tells us to "take the bus", many of us cannot take our groceries on the bus, or do our chores and business in the city, using the bus that is limited service. People cannot get to their jobs with the current bus service, they cannot haul their children to day care on the bus, without help. It is a nightmare for the elderly.

The ordinance, which was presented at the commission's meeting on Monday, Dec. 2, would increase maximum building heights in parts of the Capital Mall Triangle subarea. This will effect the huge storm water issue near Black Lake Blvd. This will effect our ability to get to hospitals and schools on time, in a schedule. This means that high rise buildings will be next to our small 2 bedroom cottages near Harrison AVE NW. These proposed high rise units are out of scale with our neighborhoods. Please do not destroy our neighborhoods. These high rise occupants will park on our tiny crowded streets. The awful NW Olympia traffic during rush hour, will be 3 X4 times worse than it already is!

Please vote "NO" on this new Ordinance, this Comp Plan for Capital Mall Triangle area. This is not for "low income" individuals, check out the income requirements; this is Market rate housing, EXPENSIVE!

Thanks; L. Riner 2103 Harrison OLY., WA 98502 From: Tamara Holmlund <tamarholm@gmail.com>

Sent: Monday, January 6, 2025 12:24 PM

To: David Ginther Subject: Capitol Triangle

Re: Capitol Triangle Subarea plan

To the Community Planning and Development Department

As residents of the southwest side of Olympia, we are excited about proposed upgrades to the Capitol Triangle subarea. Particularly, we are pleased to hear there may be better pedestrian amenities, a park or community gathering space, and reduced parking lot area.

We are concerned about vehicle traffic. This needs significant attention, as Black Lake Boulevard has severe congestion at the Cooper Pt and the Harrison intersections at certain times of day. This results in people cutting through the SW Neighborhood on 4th and 9th Avenues and using Decatur and Percival as throughways. These are residential streets with a lot of foot traffic and families and children on bikes. We fear that the vehicle traffic concerns on Black Lake, Cooper Point, and Harrison are not receiving the needed attention to avoid (or improve) the increasing vehicle traffic (often speeding) through these residential streets.

Thank you for your attention to this matter, Tamara Holmlund & Jon Peschong Percival St SW From: Colleen Graney <colleena569@gmail.com>

Sent: Monday, January 6, 2025 4:43 PM

To: David Ginther Cc: Colleen Graney

Subject: Capital Mall Triangle Subarea Planned Action Ordinance

Dear Mr. Ginther,

Hello, thank you for reading my comments regarding the proposed development on the West Side of Olympia, information obtained from: olympiawa.gov/triangle.

My family has lived on the West side of Olympia for close to 40 years now. There has been a lot of development over the years and one notices the increased traffic, decreased parking, and longer lines at the grocery store. Congestion already exists on the Westside with many apartment buildings already having been constructed.

- If the planning commission wants to move forward with some apartment development I am going to veto 8 story buildings with no assigned parking spaces.
- Also, the community should have some input into what the apartments look like.
 The examples I am thinking of are the newer apartments built throughout downtown that all look the same.
- With the weather of the northwest people do like to walk but also need to be able to drive to the store in inclement weather, i.e. where do I park my car.
- Building more apartment buildings will increase congestion with less parking if there is nothing assigned for each living space.

" HDC-4 area height 60' – 75' (6-7 stories) Base: 105' (8 stories) Incentive: Up to 12 stories (130') allowed for onsite affordable housing that is located near transit and within the height incentive overlay (note: no change to zone scale transition measures) HDC-3 area height 60' – 75' (6-7 stories) Base: 75' (7 stories) Incentive: Up to 8 stories (90') allowed for affordable housing (note: no change to zone scale transition measures) " From OLYMPIA TRIANGLE SUBAREA PLAN – Plan Concept

Also, with the increases in temperature, more buildings and concrete always makes it hotter.

Implementing development will increase the population very quickly. It will not be a gradual or natural development and growth. There are already so many businesses on the Westside, all the stores around Capital Mall, down Harrison, up and down Cooper point road. Really how much more do you want to cram in there.

I would support identifying empty or under utilized buildings and starting there for building apartments. We should also consider preserving existing trees that are located in pockets throughout the area surrounding Capital Mall.

Clearly it is a complex project with many things to consider.

In summation: No high rise apartment buildings, all new apartments should have designated parking. Utilize unique architecture forms and maintain any existing trees.

Sincerely,
Colleen Graney
1831 Elliott Ave NW
Olympia, WA 98502
colleena569@gmail.com

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David Ginther

From: jasperh@olympus.net

Sent: Monday, January 6, 2025 4:50 PM

To: David Ginther

Subject: Capital mall triangle sub area plan

To whom it may concern: some thoughts on the Capital Mall Triangle plan

I think Olympia is right to look at the excessive surface parking, and say, what can we do with this area? The idea of some public plaza type-area in the center of the mall area is really appealing. It would be nice to preserve the several tracts of trees that have been set aside around the mall, maybe with connecting paths added through them for more easy transportation.

Also on the transportation front, the thing that I hope isn't dismissed is that there is already a fair amount of inadvertent connectivity in and around Capital Mall. Walking and biking access is limited by the massive arterial streets all around, so better crossings, etc. would be fine there. Internally to the mall and surrounding shopping areas, there's often an available route to get where you need to go, because of the amount of paved areas, and especially outlets/driveways present. If bing street is a feasible connection, or whatever else comes along with any developments, then so be it. However, pretending like there isn't anything currently on the ground and slapping a street grid over the top is a recipe for debacle. This area is not, I mean not at all, close to being connected in a standard street network. I mean, I guess it's fine to draw up some outlines as long as one is under no illusion of it actually happening.

From my current perspective, a wholesale redesign would be a bit unnecessary, but I think an adjustment of priorities using the existing resources would work well. I'm thinking of strategically adding sidewalks and bike lane striping to things that right now are treated more like parking lot access roads. Also there could be pedestrian paths that can be added to connect from Harrison into the central mall area, hopefully not wildly overbuilt. Maybe there's a reason why these options wouldn't work, but I thought I'd throw them out there.

Thanks for reading this if somebody is,

Jasper Hawkins

To: City of Olympia

From: Betsy Norton, Olympia resident (Evergreen Parkway)

RE: Capital Mall subarea plan

Date: January 6, 2024

I am very glad we are going to make use of the mall area in a more environmentally and residentfriendly way. I have some suggestions for details:

1. "affordable housing".

- The average Social Security benefit (per the SSA) is now \$1976/mo or \$23,712/year¹.
- o Full time 2025 minimum wage gross income, at 16.66/hour is \$33,320².
- o Houseless people in the neighborhood I'm assuming are even lower than Seniors.

The current plan to allow incentives to developers to provide 'affordable housing' defined as 80% of median for the county for 30% of their units, will therefore build housing that <u>is still</u> <u>much too expensive</u> for these groups of people.

Please consider lowering the required % of median income for the development incentives or require a mixed – income scheme that creates SOME affordable housing for the lower income groups, including blue-collar, service sector employees and seniors dependent largely on their SSA check.

			% Thurston 2023 median
residents who need affordable housing	Annual income		income
houseless individual's income	\$	-	0%
average SSA annual income	\$	23,712.00	26%
full time minimum wage annual			
income	\$	33,320.00	36%
80% of Thurston median income	\$	73,217.60	80%
thurston median income (2023)	\$	91,522.00	100%

2. LU-9 Urban neighborhood tree code application

I would strongly encourage you to avoid the use of 'fee in lieu' of meeting tree canopy requirements in the subarea. It's nice to have trees in the boulevards, but they are not shading people walking next to buildings, not shading the buildings, not providing an visual break from built structures for the people living in multi-unit housing. Olympia should be planting trees in open spaces and parks independent of developer fees.

In addition, every tree left standing is providing ecosystem services to sequester carbon, filter the air and provide important stormwater management and habitat for birds, insects and other living things. Mature trees left on site will be much more usful in this regard than saplings. Please endeavor to leave as many trees in place as possible.

3. U-11 – 14

a. When seeking partners for the catalyst sites, I'd advocate for selectivity here – prioritize businesses which are locally owned and operated, employ local people,

¹ January 2, 2025 data from SSA: https://www.ssa.gov/fags/en/questions/KA-01903.html

² https://www.lni.wa.gov/workers-rights/wages/minimum-wage/

- and reflect the creative, environmentally conscious and some what bohemian character that I most love about Olympia.
- b. Consider providing outdoor rain/sun cover for plazas and walkways so that they can be used thoughout the year.
- c. Seriously consider plans that provide pedestrian/bike ONLY areas with transit/disabled only street access internal to the triangle all parking and carenabled streets only/primarily on the triangle perimiter.
- 4. LU-17 anti-displacement. A 5-year rent stabilization program is fine, but I would limit the increases to 50% of annual CPI rather than using a fixed 7%. (7 is too high)
- 5. LU-20 in 'streamlining' the development process it's really important that NO environmental standards and analyses are bypassed. For instance, with much taller buildings, earthquake analysis needs to be thorough. With the increasing challenges of climate change and much higher residential density, stormwater and wastewater systems need to be appropriately scaled and conditioned so that they operate effectively and reliably.
- 6. Nowhere in this plan do I see a plan to house the people living outside in and around the mall and connected with necessary services for addiction and mental health. This needs to be added since they are likely to be displaced by these developments.

Thank you

3/21/25, 9:50 AM Capital Mall Triangle

Capital Mall Triangle Subarea Plan



What's happening?

The Council adopted the final Capital Mall Triangle Subarea Plan at the July 16, 2024, meeting. Work will now 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 Final Adopted Capital Mall Triangle Subarea Plan

What is the Capital Mall Triangle?

The Capital Mall Triangle is one of three urban centers envisioned in <u>Olympia's 20-year Comprehensive Plan</u>. 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.

