

Restaurant Drive-Throughs: Comprehensive Plan Selections

Natural Environment

What Olympia Values:

Olympians value our role as stewards of the water, air, land, vegetation, and animals around us, and believe it is our responsibility to our children and grandchildren to restore, protect, and enhance the exceptional natural environment that surrounds us.

Our Vision for the Future:

A beautiful, natural setting that is preserved and enhanced.

GN8: Community sources of emissions of carbon dioxide and other climate-changing greenhouse gases are identified, monitored and reduced.

PN8.5: Reduce the pollution and energy consumption of transportation by promoting the use of electric vehicles and expanding accessible and inviting alternatives that reduce vehicle miles traveled, including transit, walking and cycling (see also GT25).

Land Use & Urban Design

What Olympia Values:

Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens in neighborhoods, downtown, and along our shorelines.

Our Vision for the Future:

A walkable, vibrant city.

Our community seeks to:

- Encourage development in urban areas where public services and facilities are already present.
- Phase urban development and facility extension outward from the downtown area.
- Establish land use patterns that ensure residential densities sufficient to accommodate 20-years of population growth.
- Focus higher residential densities downtown, along urban corridors, and near neighborhood centers.
- Employ innovative development techniques that create a better community.

We envision:

- Spaces that are safe and pedestrian-friendly
- Development that minimizes harm to the environment
- Densities and land use types consistent with many types of transportation
- Places for quiet residential uses, and places where economic activity is emphasized
- Walkable neighborhoods with unique centers and identities
- Development that complements the historic character of the community
- Recognition of the importance of lands near water
- A process for exploring the unique possibilities of each area with special attention given to Downtown, the Westside core area, the eleven planning 'subareas,' and other special geographic areas within the community

GL1: Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.

PL1.2: Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.

PL1.6: Provide for a compatible mix of housing and commercial uses in commercial districts and village sites that enables people to walk to work and shopping, supports transit, and includes convenience businesses for residents. Integrate adjacent uses with walkways and bike paths leading from residential areas to commercial districts and neighborhood-oriented businesses.

PL1.8: Buffer incompatible industrial, commercial and residential uses by requiring landscaped buffers or transitional uses, such as plazas, offices, or heavily landscaped parking; use natural buffers where possible and require clustering where warranted.

PL1.9: Require direct and convenient pedestrian access to commercial and public buildings from streets, bus stops and parking lots, and encourage sheltered seating and other uses of vacant sections of the street edge.

GL11: Adequate commercial land conveniently serves local and regional trade areas.

PL11.1: Encourage increasing the intensity and diversity of development in existing commercial areas by mixing commercial and multi-family development along with entertainment and cultural centers in a way that will reduce reliance on cars and enable people to work, shop, recreate and reside in the same area.

PL11.2: Provide incentives for housing in commercial districts near transit stops.

PL11.4: Locate and size commercial areas to decrease reliance on cars, improve community life, and maintain the tax base.

PL11.6: Encourage new commercial uses adjacent to the arterial street edge and in mixed-use projects.

PL11.7: Provide convenient pedestrian access to and between businesses.

PL11.9: Outside urban corridors provide for low-intensity commerce that depends on automobile access and allow wholesale businesses near major customers or where resulting traffic will not impact retail areas.

GL12: Commercial areas are attractive, functional and appealing.

PL12.4: Ensure that commercial uses are compatible with adjoining residential districts. This might include prohibiting reflective surfaces, screening solid waste and parking areas, regulating emissions, building size reductions and increased setbacks near residential districts, screening parking areas, and requiring facades with architectural features that reduce the appearance of a commercial building's size, such as setbacks and tiering above three stories.

PL12.8: Use design standards to ensure pedestrians and bicyclists have direct, convenient access to commercial and public buildings.

PL12.9: Require a form of parking that retains aesthetics and minimizes pedestrian barriers and inconvenience by including screening along streets and residential areas; limits parking lots to one contiguous acre; and locates them at the rear of buildings, or, if the rear is not possible, then on the side, but with minimal street frontage.

GL13: Attractive urban corridors of mixed uses are established near specified major streets.

PL13.1: Establish urban corridors as shown on the [Future Land Use Map](#) with potential employment and residential density to support frequent transit service, encourage pedestrian traffic between businesses, and provide a large customer base and minimize auto use for local trips.

PL13.3: Transform urban corridors into areas with excellent transit service; multi-story buildings fronting major streets with trees, benches and landscaping; parking lots behind buildings; and a compatible mix of residential uses close to commercial uses.

PL13.4: Establish minimum housing densities in urban corridors to support frequent transit service and sustain area businesses.

PL13.5: Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of the urban corridors to the uses adjacent to the corridors; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.

PL13.6: Focus public intervention and incentives on encouraging housing and walking, biking and transit improvements in the portions of the urban corridors nearest downtown and other areas with substantial potential for redevelopment consistent with this Plan. These include, for example, the area from the Fourth Avenue/Pacific Avenue intersection east to Pattison Avenue, and the area near the intersection of Harrison Avenue and Division Street.

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

- Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor to the intersection of Fourth Avenue and Pacific Avenue should blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multifamily buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There will be a 35 feet height limit if any portion of the building is within 100' from a single-family residential zone, provided that the City may establish an additional height bonus for residential development except in areas adjacent to a designated historic district.

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

GL14: Olympia's neighborhoods provide housing choices that fit the diversity of local income levels and lifestyles. They are shaped by thorough public planning processes that involve citizens, neighborhoods, and city officials.

PL14.3: Preserve and enhance the character of existing established Low-density Neighborhoods. Disallow medium or high-density development in existing Low-density Neighborhood areas except for Neighborhood Centers.

PL14.4: In low-density Neighborhoods, allow medium-density Neighborhood Centers that include civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process.

GL20: Development maintains and improves neighborhood character and livability.

PL20.1: Require development in established neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

PL20.4: Support development and public improvements consistent with healthy and active lifestyles.

PL20.5: Prevent physical barriers from isolating and separating new developments from existing neighborhoods.

GL21: Neighborhood centers are the focal point of neighborhoods and villages.

PL21.2: Locate neighborhood centers along collector or arterial streets and within about 600 feet of a transit stop.

PL21.3: Support housing, a food store, a café or bakery, and a neighborhood park or civic green at all neighborhood centers. Allow churches, schools, and convenience businesses and services that cater primarily to neighborhood residents. Prohibit auto-oriented uses. Vary the specific size and composition of such centers for balance with surrounding uses. Where practical, focus commercial uses on civic greens or parks. Limit the size of commercial uses. (Note: A larger urban center is permitted in the Briggs Urban Village.)

Transportation

What Olympia Values:

Olympians want a transportation system that can move people and goods through the community safely while conserving energy and with minimal environmental impacts. We want it to connect to our homes, businesses and gathering spaces and promote healthy neighborhoods.

Our Vision for the Future:

Complete streets that move people, not just cars.

GT12: The transportation system provides attractive walking, biking and transit options, so that land use densities can increase without creating more traffic congestion.

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

GT15: 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, biking and transit. (See Appendix H Corridor Map for urban corridors. See [Land Use and Urban Design](#) chapter for specific land use designations.)

PT15.1: Retrofit City streets in urban corridors to City Street Standards to attract new development and increase densities.

PT15.4: Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors.

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

PT17.5: Ensure street, site, and building designs are well-planned for pedestrian use along bus corridors.

PT17.7: Eliminate minimum parking requirements along bus corridors.

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

GT21: Walking is safe and inviting, and more people walk for transportation.

PT21.2: Ensure City street standards reflect the importance of walking for transportation and recreation.

PT21.7: Require direct, safe, and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.

GT24: Streetscapes buffer walkers from motor vehicle traffic, enhance the experience of walking, and increase the attractiveness of an area.

PT24.1: Separate sidewalks from motor-vehicle traffic with buffers of trees and landscaping.

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

GT25: Bicycling is safe and inviting, and many people use their bikes to both travel and stay active.

PT25.2: Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors.

PT25.8: Require new commercial developments, public facilities, schools, and multi-family housing to provide end-of-trip facilities for bicyclists, including covered bike racks and lockers.

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.