



Bicycle and Pedestrian Advisory Committee

Capital Mall Triangle Subarea Plan and Environmental Impact Statement Briefing

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Title

Capital Mall Triangle Subarea Plan and Environmental Impact Statement Briefing

Recommended Action

Information only. No action requested.

Report

Issue:

Briefing and discussion on the project

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Background and Analysis:

The Olympia Comprehensive Plan has a vision for the Capital Mall area to:

1. Gradually transition to a high-density, mixed-use neighborhood where people can walk, bike, or take the bus to work, school, shop, or have fun.
2. Continue to support the business community in order to keep the area a regional shopping destination.

The main purpose of the Capital Mall Triangle planning project is to help facilitate development consistent with the vision described in the Comprehensive Plan.

There are three major parts to the project:

1. A subarea plan, which is a 20-year land use plan with detailed vision, goals and recommended actions
2. An Environmental Impact Statement (EIS), which evaluates potential significant adverse environmental impacts of future development

3. A Planned Action Ordinance, which identifies and adopts mitigation measures to be applied to development

By defining and adopting the mitigation before development happens, private developers will have greater certainty about what they will be required to do with development.

Draft EIS

The Draft EIS has three potential development scenarios for the subarea, which are called alternatives.

The alternatives are:

1. **No Action.** This alternative assumes development would continue under current regulations and programs.
2. **West Olympia Hubs.** The second alternative includes a range of moderate actions the city can take to help facilitate the envisioned development within the triangle.
3. **Urban Sustainability.** The third alternative is a bold approach that includes a more extensive set of actions, partnerships, and investments for the City to undertake to spur a significant amount of the envisioned development within the triangle.

The draft subarea plan has more detailed descriptions of the three alternatives. You can read it at the attached link to the project's Engage Olympia page.

How to prepare

Please read the subarea plan and come prepared to offer feedback and ask questions.

You can also review the draft EIS at the same link, but we do not expect BPAC members to do more than skim it, as it is a lengthy document. The alternatives are described in Chapter 2, in case any members wish to review the details.

Climate Analysis:

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

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

Equity Analysis:

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

Businesses in general will benefit from additional residents (potential customers) located in close

proximity to their establishments. Smaller businesses could be impacted by rising property values and higher commercial rents within the subarea. This could occur as the area develops and becomes a more desirable location in which to live and conduct business. Project staff are coordinating with the business community to determine how best to meet their needs and address their concerns. The project will also be conducting a business displacement analysis and provide recommendations on methods to mitigate potential impacts.

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

Options:

None - information only

Financial Impact:

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

Attachments:

[Link to Engage Olympia page](#)