

THURSTON COUNTY COMMUNITY PLANNING

JOINT PLANNING COMMISSION – JANUARY 25, 2023



Olympia Joint Plan Update

INTENT OF THE JOINT WORK SESSION

- The Joint Plan is an element of both the City and County Comprehensive Plans
- The objective is to update and amend the Joint Plan to reflect current conditions and updates in the comprehensive plans

LAST WORK SESSION

- Last meeting November 30, 2022
 - Public Hearing and subsequent discussion

PC REQUESTS

- Goals and Policies for future updates
 - Protect farmland
 - Evaluate UGA boundaries and consider subarea plans
- Adding context about why some areas exist in Joint Plan
 - Downtown
 - Corridors

PROTECT FARMLAND (NATURAL ENVIRONMENT CHAPTER)

- **GN2** Land is preserved and sustainably managed.
- **PN2.3** The County and City should work together to identify strategies to mitigate for loss of working farms in the Urban Growth Area.
- **PN2.4** Explore innovative strategies that help to facilitate continued agricultural activities within the Urban Growth Area, such as an agriculture protection overlay or public farmland initiative, like Transfer of Development Rights (TDR).

PROTECT FARMLAND

- **PN2.5** Expand the use of Purchase of Development Rights (PDR) and Transfer of Development Rights (TDR) programs to support compact growth in urbanizing areas while conserving long-term agriculture of commercial significance in rural areas.
- **PN2.6** The County and City should work together to identify tools and review regulations to better support small agriculture within the Urban Growth Area.
- **PN2.7** Identify tracking methods to track acres of agriculture lost due to conversion, so mitigation strategies can be implemented to offset the acres lost.

EVALUATE URBAN GROWTH AREA (LAND USE CHAPTER)

- **GL18** The Urban Growth Area is appropriately sized and includes land that can be developed to higher intensities.
- **PL18.1** The County and the City regularly review official population forecasts to ensure there is enough buildable land to meet future demand, and, if needed, adjust the boundaries accordingly.
- **PL18.2** At appropriate intervals, the County and City assess the ability of the existing Urban Growth Area to be developed to the planned densities, and add or remove areas to meet those goals.
- **PL18.3** In future Joint Plan updates, consider developing **planning area profiles** for the northeast, southeast and west areas within the Olympia UGA to provide place-specific planning information and, if applicable, policies.

CONTEXT FOR DOWNTOWN (LAND USE CHAPTER)

Downtown and other Neighborhoods

Our community is composed of many neighborhoods. Some, like the downtown area, are composed of commercial, cultural and residential activities and land uses that are accessed by residents of the city, the urban growth areas, and beyond. Other neighborhoods are primarily residential, with nearby parks and schools. This section of the Plan addresses these varied and unique places that together form Olympia and its Urban Growth Area.

DOWNTOWN

Downtown Olympia

A community needs a “heart.” For our community, the downtown area performs this role, not just for our city and urban growth area, but for the larger region. It is the social, cultural, and economic center of the area.

Downtown will continue to be an attractive place to live, work and play. Future office, retail and residential development will support downtown’s role as a regional center and home of state government, commerce and industry. Given its history, physical location and identity, downtown Olympia will continue to be the heart of Olympia and the region.

DOWNTOWN (ECONOMY CHAPTER)

Downtown Olympia is a special place. For many years it has served as Thurston County's only downtown. It has the only urban waterfront in the region, attracting recreational boaters from throughout Puget Sound. It has the only performing arts center, is the region's banking sector and is the recreational hub for the Urban Growth Area and the region.

Downtown Olympia is also home to the state's largest farmers-operated farmers' market. The Olympia Farmers' Market serves as a link to a substantial network of small family-owned farms and businesses, many based in the Urban Growth Area and rural Thurston County. The market serves as a tourist attraction and...

CORRIDORS (TRANSPORTATION CHAPTER)

Appendix A: Transportation Planning History

The distinction between urban and rural operating conditions is a critical policy issue. What may be an acceptable level of congestion on urban streets, may exceed design capacity on rural roads. Transportation policy in Urban Growth Areas can be a balancing act. Urban corridors that connect downtown Olympia with Urban Growth Areas feature a wide range of services—from hospitals, to shopping centers, to industrial warehouses—with corresponding traffic volumes and congestion. Development on corridors may impact those residents living in the urban growth areas, as these are the primary routes taken to access commercial amenities. How these corridors continue to develop in the future may be consequential to people living beyond the city limits.

CORRIDORS

Lilly Road

Lilly Road provides an alternate to South Bay Road for residents of the rural county and the Urban Growth Area heading from the north to the city center or Interstate 5. 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.

KAISER ROAD AND BLACK LAKE BOULEVARD

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, and will help connect the northwest UGA to US 101 and the west end of Harrison Avenue. 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.

URBAN CORRIDORS

The region and Thurston County have designated the main fully built-out urban arterials and collectors (such as Pacific Avenue, Capitol Way, Martin Way, etc.), as well as other heavily traveled roads that continue through urban growth areas into the rural county as “Urban Strategy Corridors” where level of service may exceed adopted standards.

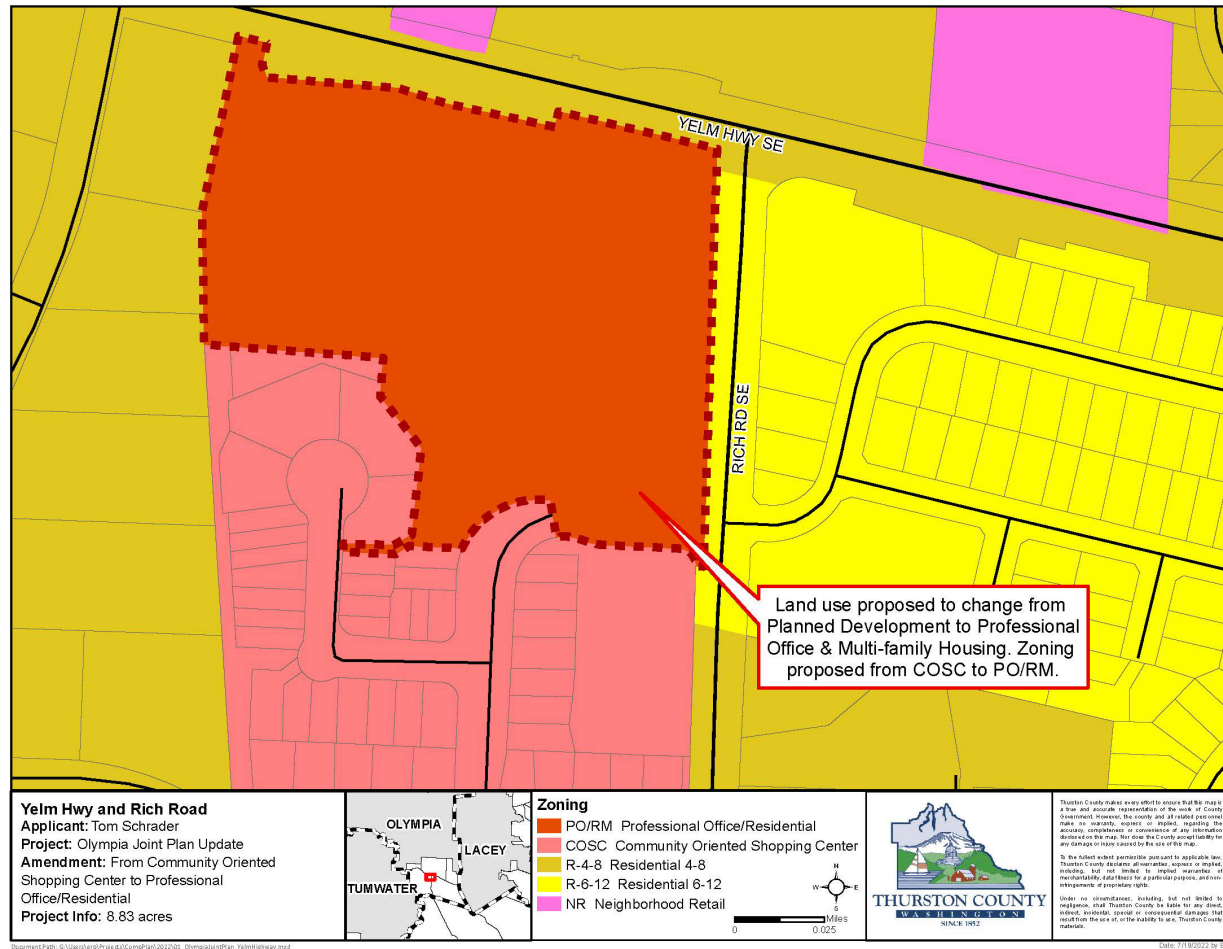
Urban Corridors generally correspond with high density land uses. These corridors that help to serve residents in the urban growth areas are Harrison Avenue, Boulevard Road, and Cooper Point Road. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to 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 the Regional Transportation Plan. Urban corridors are shown on the Corridors Map, Appendix H.

STRATEGY CORRIDORS

...adjacent land uses are built out or environmentally sensitive. Such roads include South Bay Road and Rainier Road. 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, such as Yelm Highway, a different approach is needed for maintaining safety and mobility. If the County can make travel on foot, by transit and bicycle attractive and convenient, these strategy corridors will increase mobility despite increased traffic. In lieu of road widening, alternatives (e.g., intersection improvements, connections to regional trails, extending/increasing transit service) should be applied to mitigate congestion. 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 Strategy Corridors can be found on the Corridors Map found in Appendix H.

GLENMORE VILLAGE RECAP



GLENMORE VILLAGE CODE AMENDMENT

and clinics					
Retail Trade					
Apparel and accessory stores	P	P	P	P	
Building materials, garden supplies, and farm supplies	P	P	P	P	
Food stores	R	R	P	P	
General merchandise stores	P	P	P	P	
Grocery stores	P	P	R	<u>PR</u>	23.05.060C

Table 5.01 (Cont.)

DRAFT MOTION

If no further questions or discussion, the Planning Commission may make a recommendation.

- Move to recommend adoption of the Olympia Joint Plan, an element of the Thurston County Comprehensive Plan.
- AND**
- Further move to recommend approval of amendments to the Thurston County Code, Chapter 23.05 'Residential Districts' to remove the grocery store requirement from the Community-Oriented Shopping Center zoning district.
- OR**
- Further move to recommend approval of a land use and zoning amendment for parcel 09570038002 from Planned Development to Multi-family Residential with an associated zoning change from Community Oriented Shopping Center to Professional Office/Residential Multi-family.

QUESTIONS?

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