
II. BACKGROUND INFORMATION

The purpose of this section is to describe the background information of the GTEC. Information for this section was prepared using existing plans and programs. Information that was used to prepare this plan included:

A. Sources of Information

Information	Date Published
City of Olympia Comprehensive Plan and Unified Development Code	1994 and 1995 to present (including annual amendments)
City of Olympia Capitol Facilities Plan and 2008 CFP proposals	2006-2012
Intercity Transit Short Range Service Plan	2006-2011
Intercity Transit Long and Short Range Plan Analysis of Land Use	2006
Intercity Transit Worksite Survey	2005
CTR Survey Information	2005
Census (residential and employment information)	2000
TRPC GIS mapping	2004 aerial, 2007 CTR worksite locations
TRPC population and employment data	2005 estimates and projections to 2030
Thurston Regional Transportation Plan – Guiding Our Future	2004 (including amendments to present)
TRPC Regional Transportation Model	2005
City of Olympia Concurrency Report	2007

B. Background Information

1. Description of the geographic boundaries

The Olympia Downtown/Capitol Campus GTEC incorporates most of the Olympia Comprehensive Plan identified downtown area and the Thurston Regional Transportation Plan downtown Olympia activity center. The boundaries incorporate all of the Capitol Campus on the south end, the Farmers Market at the north end, Capitol Lake and Budd Inlet on the west, and Eastside Street on the east (with the addition of the Olympia Fire Station and the Olympia School District Headquarters). **See Map Appendix A.**

2. Documentation that the GTEC is located within the jurisdiction's urban growth area

The Olympia Downtown/Capitol Campus GTEC areas are within the Olympia UGA. In addition, the area is one of four north county activity centers identified in local and regional plans since 1993.

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3. Vision for the GTEC

The Olympia Downtown/Capitol Campus GTEC will reduce employee trips to the Downtown/Capitol Campus area and help to maintain a viable transportation network as growth continues in the city and region. The GTEC partnership project will focus partner CTR efforts in the area and will achieve the following:

- Fewer employee cars free up parking for downtown patrons, the priority user of the downtown parking supply;
- Increased public transportation ridership leading to improved service levels and reduced automobile dependence;
- Fewer drive-alone trips to work - reducing congestion on streets. There will be more access for more people to the downtown and Capitol Campus, the most dense office and commercial area in Thurston County;
- Less space needed for employee parking - land can be used more efficiently for live, work, shop and play activities that can satisfy the day to day needs of employees and visitors to Downtown and Capitol Campus;
- State and City government show leadership helping employees find options for getting to work;
- Demonstration of environmental stewardship by all participants;
- Leading the way on trip reduction – a key piece of the global warming battle.

C. Evaluation of Land Use and Transportation Context

1. Existing population and employment

In 2005 there were approximately 19,850 total employees in the GTEC area, and 1,456 housing units.

2005 Employment - Size of Firm, Number of Firms, and Number of Employees

Size of Firm	Number of Firms	Estimate of Employees	Percent of Total Employees
1-4	32	86	0%
5-9	62	467	2%
10-19	82	1,142	6%
20-49	79	2,486	13%
50-99	39	2,876	15%
100-488	36	6,180	31%
over 500	6	6,590	33%
Total	336	19,828	100%

Note: Remainder of employment is home based allocated to dwelling units.

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2. Existing land use conditions

The Olympia Downtown/Capitol Campus area has excellent land use conditions to support Commute Trip Reduction goals, which are reflected in the relatively low drive-alone rate at the CTR affected sites - 71.5% in the aggregate. There is a healthy mix of activities, including retail, office, restaurants, and even some residential development — mostly within reasonable walking distances. This makes it easier for workers to leave their car at home and still get a bite to eat and run errands during the lunch hour. With 19,850 total employees, and 36.2 employees per acre, the opportunities for ride-matching are good. Although there are many surface parking lots, much of the street edge is not interrupted, and the district remains very walkable overall.

The principal land use limitations are that development is not as compact as would be preferred for a Downtown district and the lack of housing opportunities in Downtown. The Downtown/Capitol Campus GTEC area comprise about 549 acres. Over this area development is interspersed with parking lots and with landscaping features on the Capitol Campus, along the Heritage Park lake edge, and along the Percival Landing (boardwalk, parks and lookouts). Only the historic downtown core presents a continuous street edge of pedestrian-oriented businesses.

On the positive side, major new downtown development – primarily multi-story, and increasingly with structured parking – is gradually filling in the spaces and creating a more tight-knit urban fabric. The City is also vigorously pursuing new market-rate housing. There are currently 1,456 dwellings in the Downtown, mostly one-bedroom and studio apartments, mostly occupied by low income households. This is not yet enough housing to create an eighteen-hour Downtown. More housing will create a more vibrant urban district, and allow more people to live, shop, work, and play without having to use a car for every need. In the adjacent neighborhoods along the corridors that lead to the Downtown there is older housing stock ranging from 6 to 12 units/acre, on grid streets. The design, and density make access to transit, walking, biking or ridesharing attractive options that - with a focused program – will attract more alternative mode users.

Government and Offices

Downtown Olympia and the State Capitol Campus form the largest employment cluster in Thurston County, with nearly 20,000 total employees, of which 11,227 are at current CTR affected worksites. State employment is concentrated around the Capitol Campus, located just south of – and contiguous to - Downtown Olympia. Many headquarters of large state agencies are on the campus, while many satellite offices are in leased space Downtown. Olympia City Hall anchors the State and City employment located on the east side of Downtown. The City plans to move City Hall closer to downtown within the next five to ten years, and bring most City employees into a single building. Many of the large office buildings in this part of town are leased to the State. Others were formerly leased to the State and are at this time undergoing renovations to update them.

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Retail

Olympia's Downtown is located between the Olympia City Hall, waterfront, and State Capitol. It is a typical grid-street downtown with on-street parking servicing small businesses. Many of the buildings are on the historic register, and the businesses offer a mix of small retail, restaurants, art galleries, and tourist attractions. The larger employment centers are at the fringes of downtown.

High Density Mixed Use Corridors

The Downtown and Capitol Campus are bisected by major north/south and east/west corridors. These are the vital arteries into and out of downtown with links to freeway onramps. The Capitol Way corridor links Olympia and Tumwater. The Martin Way/4th and State St. corridors link Olympia and Lacey. The Harrison Corridor links the west Olympia activity center to downtown Olympia. These corridors are formed along arterial roads, and often have high-density housing and small businesses with little on-site parking. Parcel size and lack of space for parking are limiting redevelopment potential at this time, but these areas are expected to intensify in use overtime. These arterials are all major transit routes.

3. Existing transportation network

Overall, Olympia Downtown/Capitol Campus has excellent transportation conditions to support CTR. It is platted in a traditional grid of streets and short blocks. As the center of urban Thurston County, Downtown has busy traffic at all times, with significant congestion at peak hours.

Virtually all block faces have sidewalks. New City Engineering Standards require curb bulb-outs on all Downtown streets where on-street parking exists. Several pedestrian street crossings now have bulb-outs, and the City plans to build more as finances allow and redevelopment and street improvements are made. The heavily landscaped Capitol Campus has a sparse street pattern, supplemented with a network of paved pedestrian pathways.

Bicyclists are able to reach Downtown and the Capitol Campus from all directions using Class II bike lanes, Class III wide-shouldered streets, or quiet side streets. Once there, few streets have dedicated bike lanes, but traffic moves slowly, and the grid street pattern provides many quiet side streets.

Olympia's bicycle facility network is extensive and growing with most of the planned network completed. Most of the main routes have either Class II (striped bike lane) or Class III (wide shoulder) facilities. Specific gaps are identified in the bike plan and prioritized for improvements. Likewise, nearly all major city streets have sidewalks; gaps are prioritized and included in the City plan for sidewalk improvements (supported by a private utility tax measure approved by the voters for park and sidewalk projects). Bike racks and lockers have been added to downtown as part of the City bike program and racks and lockers are available through the CTR program. See Appendix B GTEC

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Feasibility Study Planning Areas – Policy and Regulation Checklist – Olympia Downtown/Capitol Campus for a review of CTR supportive policy and regulations.

Downtown and State Capitol Campus has the most comprehensive transit service in Thurston County. Sixteen weekday routes serve the Olympia Transit Center at 222 State Avenue (routes 12, 13, 21, 41, 43, 44, 45, 47, 48, 60, 62A, 62B, 64, 66, 68, and 94), coming from every direction. Twelve of these routes have 30-minute headways during the morning peak (12, 13, 21, 41, 43, 44, 47, 48, 60, 64, 66, and 68), while four have 60-minute headways (45, 62A, 62B, and 94). Routes 62A and 62B use the same route for most of their journey (State Avenue/Fourth Avenue/Martin Way), only diverging near the eastern end (Marvin Road). The major corridors providing access to the GTEC effectively have transit service every 15 minutes. Intercity Transit will launch a significant marketing effort in 2008 highlighting the high quality of public transportation service provided along major corridors.

In addition, Intercity Transit operates the Dash shuttle service within the district, running between the Capitol Campus and the Olympia Farmers Market on 12-minute headways on weekdays. This service eliminates the need for a car to make lunch-time and other errand-related trips by automobile and enables the use of alternative transportation modes. Also, Intercity Transit and Pierce Transit operate inter-county express services with 30-minute headways between this cluster and Lakewood, Tacoma, and Gig Harbor (Routes 601, 603, and 603A).

The City completed an extensive re-examination of their street standards in 2006 and made extensive changes that encourage alternative mode use including adding bulbouts and ADA accessibility improvements on all downtown corners.

Parking in Downtown/Capitol Campus area is relatively scarce and moderately expensive, at least by Thurston County standards. There are 1.73 employees per parking stall at the CTR worksites, where the average monthly charge is \$17.50. There is on-street public parking in the vicinity, but it is not free outside of the downtown core. Nine-hour meters targeted to downtown employees are \$0.35 per hour, which works out to nearly \$70 per month. This could provide a strong incentive to use commute modes other than drive-alone, if a focused, attractive benefit program were in place.

4. Local and regional economic development plans
 - The Olympia Comprehensive Plan has both a detailed vision for Downtown (including specific areas within the downtown) in the Land Use and Urban Design chapter, and a separate Economic Development chapter.

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The Downtown vision notes:

“In the future, as the Capital City, Downtown Olympia will continue to be the cultural, social, and economic center of the region. This role will be reinforced by more pedestrian-oriented streetscapes, livable and affordable Downtown housing for a range of incomes, increased retail, service, and office development, and safe, vital and vibrant street life. Economic vitality will continue to grow. Development scale and patterns will be compatible with the existing downtown fabric of small blocks, and human-scaled places and buildings. This human scale will lend itself to pedestrian, bicycle, and transit travel, in addition to automobile travel.

The Downtown of the future will reinforce the image of a livable Capital City which is responsive to the needs of its residents, commuters, legislators, and visitors from across the State. Overall quality of design, of both streets and buildings, will be higher, and will contribute to a higher quality of life....”

“**The Plan for Downtown** – Planning for the Downtown must recognize and accentuate its unique features. When these desirable, unique features are supported and interrelated, the economic health and attractiveness of the Downtown are increased many-fold. These features, when used repeatedly and in concert, are really “themes” which the community emphasizes to enhance the vitality of the Downtown.”

“Introduction: The Five Downtown Themes

1. Olympia’s Downtown is the urban hub of Southern Puget Sound, with all the cultural, entertainment, and recreational emphasis naturally associated with its role as the economic center of the region.
2. Olympia’s downtown is waterfront-oriented, with a modern seaport, marinas, recreational uses, and attractive views from many points.
3. Olympia’s Downtown is home to the State Capitol and State government generally, with the many political, administrative, professional and tourist activities generated by such status.
4. Olympia’s Downtown is a neighborhood where a range of owner and renter residents contribute to an 18 hour vital and safe city center, where ownership and use of cars is a choice – not a necessity, and where dense housing encourages sustainable use of land and supports full use of alternative transportation modes.
5. Olympia’s Downtown is a historic resource, with much of the State’s and region’s past reflected in its layout and design, and in the character of its buildings.”

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The Sustainable Economy chapter of the Olympia Comprehensive Plan notes: "Some economists are now looking at the structure of the future economy in a wholly different way than in the past. They assert that the future US economy will be driven by intellectual and creative capital expressed in:

- entrepreneurship (e.g. small businesses),
- aesthetic/design creativity (graphic/industrial design, video game/website development, etc.), and
- Civic creativity (vibrant, exciting places)

One study notes that already one third of the American workforce (40 million) is engaged in the creative side of the economy – twice all manufacturing employment combined. This side of the economy accounts for one-half to two-thirds of the country's economic activity."

"Developing creative centers is the key to the future economic opportunities for many communities. Place – not access to natural resources, as in the past – is the organizing unit of this new economy. As mentioned above, creative people such as software programmers have been attracted to the distinctive places of the Northwest, such as Seattle. They prefer to settle in communities with a sense of authenticity, continuity and credibility. Not 'Generica.' Nothing defines community and sense of place like historic neighborhoods and downtowns.

Olympia would be well-suited for such a strategy. The city is in a beautiful location. It offers a high quality of life. The population is highly educated, the region is home to several colleges, and the community has a genuine downtown and a wealth of historic resources."

GOAL SEC 6: to build on Olympia's current strength as a regional center for government, health care, retail trade, education, waterborne commerce, and professional and consumer services.

SEC 6.1: Work closely with the state and county governments to ensure that those offices and facilities appropriate to the seat of government are located in Olympia.

GOAL SEC7: To build on exiting tourism resources and to increase tourism facilities and other visitor services.

GOAL SEC11: To raise awareness of Olympia's advantages among those who might invest in the community."

The Olympia Comprehensive Plan includes a detailed vision for the Olympia transportation network. "Olympia's future transportation network must include: streets that are pleasant to walk along; an easy-to-use transit system; excellent,

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safe, and efficient bike routes; effective incentives for carpools and vanpools; and a network of roads that moves people and goods efficiently throughout the City.

In order to become a sustainable city, the goals and policies in this plan describe a new direction for Olympia. The new direction offers incentives and disincentives that will result in less auto dependence, provide better transportation services, and encourage the use of alternatives to driving alone to work.....”

“An Efficient Transportation Network That Helps Us Meet Today’s Needs And Preserve Quality Of Life Must: 1. Integrate Land use and Transportation....2. Fully Use The Transportation System We Have...3. Make Connections....4. Focus On moving People, Instead Of Only Moving Vehicles....5. Transportation Demand Managements....6. Downtown Parking Management....”

Extensive goals and policies follow that cover TDM, Parking Management, Bicycle and Pedestrian Policies, Transit Policy and LOS, LOS and Street Design Policy including extensive connected streets policy.

D. Projected Future Conditions and Characteristics

1. Population and employment growth

- While the policies are clearly articulated in the Land Use and Sustainable Economy Chapter of the Olympia Comprehensive Plan – growth in Downtown and the Capitol Campus has occurred slowly the last ten years. Consequently, until additional growth actually begins to occur, official population and employment estimates will remain low. There are several projects currently anticipated to be built – new State offices on the Capital Campus and two housing projects in downtown - anticipated to add more than 160 units – that could usher in a new growth spurt in this area. These developments would support the goals and policies of the Olympia Comprehensive Plan to focus growth in already established activity centers in order to achieve the land use, transportation, economic development, environment, and sustainability goals identified throughout the plan.

Downtown Olympia and the Capitol Campus are currently projected to have 22,691 employees working and 3,058 residents living in the GTEC area in 2030. Development activity is tracked each year and new estimates are made at least every 5 years. If the comprehensive plan vision of 15+ residential units/acre between now and 2030 occurs more than 2200 units would be added downtown.

2. Projected changes in land uses, traffic, mode share changes, and parking

Summary: Infill of both government and private office and commercial activities are expected as is high density housing for a range of incomes. Many surface parking lots will disappear as infill buildings and structured parking are built. Continued evolution of Olympia’s aggressive parking management program is expected over time to include less free parking and increased costs for on and off-street parking. The

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establishment of a GTEC will encourage more rapid evolution of the parking management program as employers and employees learn about and try alternative modes, with the help of incentives. **Program expectations will be a decrease of 10% from current SOV rates for all employees in the downtown by 2012.**

Concurrency reports are filed each year to track the growth of traffic and improvement projects. The City collects impact fees but has reviewed these several times over the years, in order to make sure that fees for new housing and office development in the downtown accurately reflect their impact. The transportation impact fee has been reduced a number of times for development in the downtown based on current information. The design, density and diversity of uses in downtown mean that fewer trips are made by those living and working there – compared to an area with a suburban form.

The Thurston Region has adopted a Strategy Corridor designation for the main north/south, east/west corridors – including the main corridors in the downtown/campus GTEC area. On these corridors, it is impossible, very costly and counter to the design vision for these areas to widen the streets beyond 4/5 lanes. On these corridors alternative mode services and facilities will be key to maintaining and supporting alternative mode use. See Appendix G. for adopted peak hour LOS by geography in the region.

Downtown Olympia Intersection Level of Service*

Address		2006 LOS	Forecast LOS 2012**	LOS Standard
Union St.	Plum St.	D	E	Exception Area***
State Ave.	Plum St.	D	D	E
14 th Ave.	Jefferson St	D	D	Exception Area
4 th Ave.	Capitol Way	B	B	E
5 th Ave.	Capitol Way	A	B	E
State Ave.	Capitol Way	C	D	E
4 th Ave.	Simmons St.	D	E	E
5 th Ave.	Simmons St.	C	D	E
Legion Way	Capitol Way	B	C	E
Union St.	Capitol Way	C	C	Exception Area
14 th Ave.	Capitol Way	A	B	Exception Area
Legion Way	Plum St.	C	D	E
4 th Ave.	Plum St.	D	E	E

* This analysis is based on city of Olympia's concurrency analysis, but is not concurrency itself

** An average annual growth of 2% for traffic volumes is assumed for this analysis

*** Olympia defines "Exception Area" as intersections where LOS is allowed to fall below adopted levels - See Map 6-3, Olympia's Comprehensive Plan.

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GTEC Modeling: Downtown Olympia

Note that the GTEC Program will target all employees arriving for jobs in downtown/capitol campus area regardless of the time of arrival. However for simplicity purposes only peak hour periods are modeled. The EMM2 Thurston region model used for the analysis below reduces SOV trip rates to and from downtown Olympia. However, no mode share changes were made to all other regional trips traveling through the area.

GTEC modeling for the year 2012:

GTEC Year - 2012	2012 AM PK Hour				2012 PM PK Hour			
	w/o GTEC	w/ GTEC	Benefits	%	w/o GTEC	w/ GTEC	Benefits	%
Total regional trips	77,860	77,402	458	0.59%	88,130	87,815	315	0.36%
Downtown Trips	9,072	8,613	458	5.05%	10,071	9,755	315	3.13%
Regional VMT*	829,645	826,146	3,499	0.42%	1,033,527	1,031,184	2,343	0.23%
Total delay (min)	22,873	22,694	180	0.79%	37,730	37,607	124	0.33%
Freeway VMT	399,450	398,535	915	0.23%	521,257	520,951	306	0.06%
Freeway delay (min)	8,108	8,064	44	0.54%	19,995	19,968	27	0.14%

* VMT – Vehicle Miles Traveled

- For AM peak period the GTEC policy is reducing about 5% of the trips to and from downtown Olympia. To put this in context, this is equal to doubling the downtown transit trips.
- For PM peak hour period the GTEC policy is reducing about 3% of the trips to and from downtown Olympia. This is equivalent to doubling the bike trips to downtown Olympia in the PM peak period.
- Throughout the region, GTEC policy results in saving a system-wide total delay of 180minutes in the AM peak hour period and about 124 minutes in the PM peak hour period. Notice that most of these travel time benefits will be seen on arterials and collectors rather than freeways.
- GTEC policies have positive benefits on reducing trips at a corridor level through out downtown Olympia: Plum St, 14th Ave, Capitol Way, State Ave/4th Ave, Eastside St, Northbound I5 up to downtown exits, Southbound I5 up to downtown exits etc. On an average these corridors will notice a reduction of daily traffic from 500 to 800 vehicles. This accounts to 3 to 5% of the average daily traffic on these corridors.

GTEC modeling for the year 2030:

GTEC Year - 2030	2030 AM PK Hour				2030 PM PK Hour			
	w/o GTEC	w/ GTEC	Benefits	%	w/o GTEC	w/ GTEC	Benefits	%
Total Regional trips	103,113	102,581	532	0.52%	117,140	116,763	377	0.32%
Downtown Trips	10,883	10,351	532	4.89%	12,217	11,840	377	3.09%
Regional VMT	1,174,121	1,169,880	4,241	0.36%	1,438,687	1,435,833	2,854	0.20%
Total delay (min)	43,160	42,852	308	0.71%	88,697	88,386	311	0.35%
Freeway VMT	530,221	529,659	562	0.11%	688,963	687,935	1,028	0.15%
Freeway delay (min)	19,704	19,639	65	0.33%	59,209	58,976	233	0.39%

* VMT – Vehicle Miles Traveled

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- Similar to 2012 results the GTEC policy is reducing about 5% of the trips to and from downtown Olympia in 2030 AM period. This is equivalent to doubling the AM period downtown transit trips.
- For PM peak hour period the GTEC policy is reducing about 3% of the trips to and from downtown Olympia, as it was for the year 2012. This is equivalent to doubling the bike trips to downtown Olympia in PM peak period.
- Through out the region, GTEC policy results in saving a system-wide total delay of 300 minutes in both AM and PM peak hour periods. Notice that most of these travel time benefits will be seen on arterials and collectors in the AM period (freeway delay benefits are only 65 minutes), while most of the travel time benefits are on the freeways during PM period (233 minutes – 75% of the total benefits).
- GTEC policies have positive benefits on reducing trips at corridor level through out downtown Olympia: Plum St, 14th Ave, Capitol Way, State Ave/4th Ave, Eastside St., Northbound I5 up to downtown exits, Southbound I5 up to downtown exits etc. Due to increased congestion from 2012 to 2030, most of the corridor level benefits are scattered through out the downtown. On an average these corridors will notice a reduction of daily traffic from 300 to 600 vehicles. This accounts for 2% to 4% of the average daily traffic on these corridors.

How Olympia Downtown/Capitol Campus GTEC Area Employees Got To Work (2000 Census)

Mode Split for GTEC area employees (excludes those working at home)

Number							
	SOV	Carpool	Bus	Bicycle	Walked	Vanpool	Grand Total
Total:	13,891	2,500	534	225	660	55	17,901

Percent of Workers by Mode						
	SOV	Carpool	Bus	Bicycle	Walked	Vanpool
Total:	77.6%	14%	3%	1.3%	3.7%	.3%

Sources: 2000 Census, TRPC

How CTR Affected Worksite Employees Olympia Downtown/Capitol Campus Employees Got To Work (2005 CTR Survey)

The 2005 CTR Survey of affected sites in the proposed GTEC area showed that 7,456 affected employees (out of a total of 11,227 employees at those worksites) achieved a 71.5% SOV rate.

Percent of Workers by Mode								
	SOV	Carpool	Vanpool	Bus	Walk	Bike	Compressed work wk (1.8%) and telework (.8%)	Did not work (3.4%) or business trip (.7%)
Total:	71.5%	11.7%	1.3%	3.8%	2.3%	1.6%	2.6%	4.1%

Continued Projected changes in land uses, traffic, mode share changes, and parking

- **Short Term - current and expected evolution 4 to 10 years**
 - **Programs** – With the help of a GTEC program, the City can continue to implement the aggressive land use/parking management program in the downtown.
 - Downtown continues to be the highest priority area for infill and redevelopment;
 - Next steps in parking management include possible elimination of the free parking in the core area and moving surface parking to structured parking as the surface lots get redeveloped.

 - **New Initiatives** - Plans for 3 new State Offices on the Capitol Campus are in planning stages as are two high-density housing projects in downtown that could result in more than 160 additional housing units. Additional activities that will help – and be helped by – a GTEC include:
 - Plans for a new City Hall closer to the core of downtown and closer to the downtown Olympia Transit Center are in the planning stage.
 - Additional development on 17 acres of Port property in the GTEC area is in the planning stage.
 - The new Public Works standards that include bulb-outs on all downtown streets with on-street parking.
 - Pedestrian crossing improvements will occur at un-signalized crossings of major streets in the downtown and the corridors leading into the downtown. A GTEC partnership project between the City and IT will build bulb outs where needed for planned transit stop improvements in the downtown and along corridors leading to the downtown
 - The new sidewalk program funded through private utility tax will continue to work toward completion of the sidewalk network. Downtown has a complete sidewalk network. The sidewalk program funds gaps in the close-in neighborhoods where walking to downtown or to a transit stop becomes more viable with a complete sidewalk network. These improvements are being made in the older portions of Olympia neighborhoods east and west of downtown where some of the highest residential densities exist and where increased walking and transit trips can be expected with sidewalk improvements.
 - Completion of the identified bike network as road maintenance and improvement occurs. Seventy-five percent of the planned bike network has been completed. The focus of the Bicycle Facilities Plan was to add bike lanes on major streets leading into the downtown to encourage commuting by bicycle. Completion will be important to the GTEC to encourage more bike trips to and within the downtown.

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Streetscape plan implementation will become a higher priority. The East Downtown Streetscape Plan includes widened sidewalks, crossing improvements, bulb outs, bike lanes and additional street trees. As redevelopment occurs, the City may focus street improvement investments in areas where new private development contributes streetedge improvements.

See Appendix F for possible prioritized improvements that can contribute to the GTEC CTR effort.

- **Long Term – expected evolution by 2030**
 - Downtown density goals remain in the plan. Some infill and redevelopment expected. Higher density hoped for with continued addition of state and private offices and both rental and for sale housing. Once new downtown high density housing confirms market viability, densities are expected to exceed the projections in downtown. Increased density in neighborhoods throughout the City will increase opportunity for carpooling. Increased density within walking distance of transit routes will result in increased ridership and support more transit service over time. Completion of sidewalk and bike networks will encourage walking and biking by commuters.
3. Forecasts of traffic, delay, mode share, and parking needs
- See page 18 for traffic forecast and delay information.
 - Parking Needs – The 85% Full Standard – The city uses this standard as it strives to provide parking at a full but appropriate level – providing enough supply without creating excesses. The 85% standard is based on the understanding that parking becomes ineffective (supply does not effectively meet demand), at 90% occupancy or above. This standard was selected as a guide to the development of new parking because it continues to meet demand, while absorbing surpluses and preventing future surpluses from being built. The standard is a comprehensive technique for monitoring and maintaining the downtown parking supply.
 - There are no parking requirements for housing projects (in new or reused buildings), and non for redevelopment or reuse of existing office/commercial. In addition, there are reduced parking requirements for new development in the downtown and the ability to reduce these further through a parking variance process. As part of a GTEC, the City would reconsider its parking standards to eliminate them (possibly maintaining a maximum) for any downtown development since the price of land and high cost of structured parking is unlikely to produce excess parking.

4. Identification of jurisdiction plans, policies and capital programs
 - Vision, and Goal/Policy Support

The vision, goals and policies for downtown are complete and clearly articulate and acknowledge the elements that are important to achieve aggressive commute trip reduction goals (Policy T1.5 of Olympia's Comprehensive Plan sets a goal of decreasing drive alone commute trips to downtown from 75% in 2001 to 59% in 2010.) The plan acknowledges that CTR efforts will be key to eventually reaching the drive alone commute goal. Increased density including the addition of housing zones in two high amenity areas downtown have been added to the plan since first adoption in 1994, as well as parking management programs that continue to evolve toward elimination of free parking in the downtown.
 - Development Regulation Support

Development regulations support higher density infill, and redevelopment. Allowed (permitted) land uses support emergence of a vibrant urban mixed use area. Development standards encourage maximizing the use of land in order to encourage higher density uses in the area.
 - Design Guideline Support

Special design guidelines have been developed to encourage development of the kind of streetscape and built edges that encourage travel on foot in the downtown.

 - The Pedestrian Street Overlay Zone identifies "A" streets (the main pedestrian streets) and "B" streets (secondary pedestrian streets) where some added requirements will assure that these main pedestrian routes evolve into continuous street edges despite the possibility that elements such as structured parking will be built.
 - Other design guidelines applicable to downtown include Basic Commercial Design Criteria; Downtown District Design Criteria; Multifamily Residential Design Criteria.
 - Employment Density and Infill Incentives
 - The City has worked to encourage state offices and other employers to locate in downtown.
 - The City assigned a staff person to help get a new state office approved and built in record time.
 - The City will build its new city hall closer to the core of downtown (and closer to the transit station). The existing city hall on the edge of downtown will be used for a court and police station.
 - Housing Density and Infill Incentives
 - After a North Downtown Study, the City succeeded in getting a senior housing project built in downtown close to the Olympia Center where senior programs are available.

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- The City has set aggressive housing density goals and has worked to identify the market and rezone some areas for housing to make sure that housing is built on the identified high amenity sites.
 - The City has reached an agreement with a developer to build housing on a site owned by the City.
 - The City has adopted a Special Valuation for Multifamily Housing built in the downtown. This 10-year property tax exemption for development of 4 or more additional units of housing acknowledges the added costs associated with building infill or redevelopment projects in a city center where there are issues of contaminated soils, structured parking, redevelopment or repair of street edges and streets, special design guidelines, public scrutiny, and traffic management during construction.
 - The City has reduced impact fees to more accurately reflect impacts of housing development in the downtown.
- Parking Management

The City has aggressively improved downtown parking management. Turnover and occupancy surveys have informed the decisions in the program, as well as guidance from advisory committees. The City's goal in managing parking is to meet customer needs while encouraging employees to use alternatives to driving alone. As parking has become less available, the city has taken action to:

 - Increase turnover with shorter time limit regulations;
 - Charge for parking in the formerly free outlying areas;
 - Eliminate parking requirements for downtown housing and reduced requirements for other uses;
 - Encourage shared parking as well as credit for adding trip reduction programs or services for employees;
 - Implement a variance procedure that allows requests for less parking than is required. The City reports that with the increase in the cost of land and the move toward structured parking, developers are inclined to build less parking, not more. The City also gives parking credit for TDM measures proposed for an office/commercial development.

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**Capital Programs - City of Olympia
Planned Capital Facilities Investments which Enhance Commute Trip Reduction**

	In Downtown/Capitol Campus GTEC	Within One Mile Of Downtown/Capitol Campus GTEC
2008-2009	<ul style="list-style-type: none"> • 5th and Capitol and Washington bulb outs • Bike racks on downtown sidewalks • Sidewalk Repair downtown • Downtown Pay Parking System 	<ul style="list-style-type: none"> • San Francisco from East Bay to Quince Sidewalk • Eastside/22nd Sidewalk • State from Wilson to Phoenix Sidewalk • Phoenix from South Bay to Martin Way Sidewalk • 18th from Boulevard to Hoffman Bike Lane
	\$637,523	\$5,564,000
2010-2011	<ul style="list-style-type: none"> • Bike racks on downtown sidewalks • Sidewalk Repair downtown 	<ul style="list-style-type: none"> • Pattison from Martin to Pacific Sidewalk • West Bay Drive from Brawne to Schneider Hill Sidewalk • 4th Ave from Pacific to Phoenix Sidewalk • Boulevard Road Roundabout at 22nd
	\$20,000	\$5,688,000
2012-2013	<ul style="list-style-type: none"> • Capitol and 8th bulb outs • Capitol and 10th bulb outs • Bike racks on downtown sidewalks • Sidewalk Repair downtown 	<ul style="list-style-type: none"> • Fir from Bigelow to Pine Sidewalk • Pine from Fir to Edison Sidewalk • San Francisco from East Bay to Bethel Bike Lane
	\$153,690	\$894,000
Future Project (no timing or funding identified)	<ul style="list-style-type: none"> • East Downtown Streetscape: totals over \$4M in pedestrian streetscape improvements, minor bike lane improvements • Downtown Walkable Corridors: Legion and Washington • Streetscape Improvements: undefined as yet 	<ul style="list-style-type: none"> • West Bay Drive Corridor Improvements: undefined as yet • Boulevard Rd corridor Improvements: except for roundabouts, undefined as yet

Related 2007 investments:

- Purchase and Sale on 4th and Columbia property for a housing project: \$270,000
- Olympia Woodland Trail: \$395,000 (created trail connection for southwest and northeast commuters to Eastside Street boundary of GTEC)

Operational Budget Considerations for Next Year (Non-Capital)

- 2008: Walk Downtown Campaign: about \$10,000 (\$7,000 for marketing plus staff time will be considered in operating budget)
- 2008: Grant for promoting walking and biking: \$200,000 (\$187,000 in WSDOT grant budgeted for 2008)

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Potential investments by other local agencies

- 5th Ave Dam: General Administration identified the bike and ped improvements over the dam to cost over \$1M
- Intercity Transit bus stop improvements and route increases to downtown.

E. Gap Analysis

The planned GTEC goals are aggressive and will take a multifaceted, focused approach to achieve success. A package of new services, facilities and programs will be needed to meet the needs of a diverse group of employees, who are newcomers to CTR. While City plans and policies are aggressive and clearly support the design, density and diversity needed to achieve trip reduction goals, several possible amendments to the zoning code have been identified. These would be considered in light of the aggressive GTEC program expectations and will add to long term CTR success in the Downtown Olympia and Capitol Campus area.

1. Services

Transit services

Transit service improvements need to focus on routes in and connecting to the GTEC area (See Intercity Transit Projected Service Levels by 2012 Map).

GTEC Supportive Service: Increased headways (to 15 minutes from 30 minutes) are being contemplated on the north/south and east/west corridors into and out of the downtown GTEC area. Service increase promotion through a GTEC program has the potential to result in sharp increases in transit use in this high density employment and commerce area.

Intercity Transit is proposing a TRPP project aimed at employees working in the proposed GTEC that live outside of the Intercity Transit service area. This project will complement the GTEC program and will focus additional resources to eliminate the longest commuter trips. This has the potential to make a significant reduction in vehicle miles traveled and to remove vehicles from the most congested regional highways.

Vanpool services and vehicles

GTEC Supportive Service: Incentives for increased use of Intercity Transit Vanpool programs will be needed to attract employees traveling longer distances. See Appendix C. Where the Workers Live Map.

Transit facilities

GTEC Supportive Facilities: Transit stop improvements, including shelters and bulb outs, in the downtown and along the corridors leading to the downtown. This would be a focused partnership between the City and Intercity Transit.

Bicycle and sidewalk facilities

GTEC Supportive Facilities: Additions to the bike and sidewalk networks that encourage walking, biking and transit use to the downtown. A complete and accessible infrastructure

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will help support bike riders and walkers – including those needing ADA accessible facilities. A possible partnership with the State is to complete a missing link in the bike network. A pinch point for cyclists is a missing section of bike lane on 5th Avenue over the Capitol Lake dam, a section of roadway owned by the State.

Park and Ride Facilities:

The map showing where downtown employees work illustrates the potential for capturing trips if park and ride lots were available at strategic locations and were large enough to handle the volume.

GTEC Supportive Facilities: Support WSDOT, transit agency and other jurisdiction efforts to locate park and ride lots for longer distance commuters to encourage vanpools and carpools.

2. Programs

Safety Education:

GTEC Supportive Program: In 2008, the City will be implementing a year long Walking and Biking Education, Encouragement and Enforcement program. Safety information, events, and campaigns will compliment existing efforts including the Annual Bicycle Commuter Contest, and physical activity promotion efforts.

Promotion of ridematch services:

GTEC Supportive Program: These services are readily available and will be vital to the program since carpool and vanpool will continue to be the mode most used by employees. GTEC promotions will heavily market Rideshare Online and offer rewards and prizes for those seeking ridematch services.

Preferential parking program for carpools and vanpools:

GTEC Supportive Program: Offer free, reduced rate and preferential parking passes for registered carpools on the street or in City or State lots. Vanpools currently park for free at 9-hour meters in the downtown.

Expansion of vanpool use:

GTEC Supportive Program: Support Intercity Transit (IT) efforts to continue funding expansion of vanpool programs and jurisdiction, IT and State programs to expand shared parking facilities and park and ride lots.

3. Policies and Regulation Review

Car Parking Code Alignment: Since the price of downtown land and marketability is driving projects to build structured parking – no more parking than is necessary to market a proposal is likely to be built.

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GTEC Regulation Review: Review parking requirements as part of GTEC program – reducing or eliminating parking requirements downtown. Consider maximums if necessary.

At the very least, the code-required amount of motor vehicle parking for office should be lowered to a level to support employee CTR. Steps the City could take citywide to amend the code include:

- Large office building parking supply should be more closely aligned with SOV goals: provide parking to meet the target single occupancy vehicle rate on any given day at a worksite.
- The requirement for government office building should be consistent with general office, not higher as it is currently (3.5 stalls per 1,000 SF compared to 2.5-2.85 for General Office).
- Weather Protection for walkers and transit riders.

GTEC Regulation Review: Site design – Review awning requirements with the goal of adding as many awnings as possible on downtown buildings. Consider a loan program or other incentives for adding awnings with façade improvements. Make sure awnings or transit shelters will accommodate transit drop off as close or closer than parking areas.

- End of Trip Facilities for Walkers and Bikers:
GTEC Supportive Program: Consider a loan or design consultation program for property owners to retrofit buildings and properties for bike lockers, bike racks, showers and clothing lockers.
- Increase Downtown Housing Density by Supporting Development of Housing Projects

Downtown housing density does not meet City goals for 15+ units per acre (currently about 6 units/acre). Substantial new housing is needed given the Olympia Comprehensive Plan goals for less reliance on vehicles. Some “market rate” housing may become available within the GTEC four year program. This should result in proving the downtown market and attracting many additional housing projects in the downtown – a necessary ingredient for the sustained trip reduction expected and supported by infrastructure and services in the downtown.

GTEC Supportive Zoning Code Review: Consider applications for rezones to downtown housing zones to assure development of necessary housing density. These zones allow a limited amount of commercial – requiring the remainder of the development to be housing units.

GTEC Supportive Housing Development Service: When a housing project is proposed, assign an ombudsman who can work to resolve issues during the development process. This was used successfully in the development of the Cherry Street Plaza Building which was efficiently processed and built.

II. BACKGROUND INFORMATION

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