Olympia
Downtown Streetscape Strategy
City of Olympia, WA

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ACKNOWLEDGMENTS

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# Table of Contents

**FOREWORD**  
i

1. **EXISTING IMPROVEMENTS**  
   1.1 Location and Evaluation of Existing Improvements  
   1.2 Staff Comments Regarding Potential Improvements  
   1.3 Factors Affecting Streetscape Improvements  
   1.4 Ongoing and Planned Improvements  

2. **STREETSCAPE STRATEGY**  
   2.1 Design Approach  
   2.2 Streetscape Template  
   2.3 Action Plan
LIST OF FIGURES

Figure 1.  Existing Streetscape Improvements 4th Ave 1
Figure 2.  Existing Streetscape Improvements 5th Ave 1
Figure 3.  Existing Streetscape Improvements 2
Figure 4.  Existing Pedestrian Light-Retail Core 2
Figure 5.  Existing Retail Core Street Lighting 3
Figure 6.  Existing Heritage Park Lighting 3
Figure 7.  Existing Port of Olympia Lighting 3
Figure 8.  Existing Crosswalk with Brick Pavers 4
Figure 9.  Existing Crosswalk with Stamped Concrete 5
Figure 10. Existing Benches in the Retail Core 5
Figure 11. Existing Benches in Heritage Park 5
Figure 12. Existing Newsracks 5
Figure 13. Victor Stanley Trash Cans Recently Installed 6
Figure 14. Existing Intercity Transit Bus Shelter 6
Figure 15. Planned Capital Improvements 10
Figure 16. Entrance Corridors and Gateways 13
Figure 17. Aladdin Arm and Chief Seattle Base 15
Figure 18. Basic Palette 16
Figure 19. Existing Streetscape 18
Figure 20. Streetscape after Improvements 18
Figure 21. Downtown-wide Improvements 21
Figure 22. Supplemental Plans & Programs 24
Figure 23. Implementation Priorities 28
Figure 24. Cost Matrix 29
Purpose
The Downtown Streetscape Project provides the City of Olympia with a design template for streetscape improvements which can be applied throughout downtown. Streetscape improvements will focus on improvements in the public right-of-way and not on zoning or development standards for abutting private property.1 The vision for the downtown streetscape strategy is to implement the City’s Comprehensive Plan by improving the function, identity, and image of downtown streets as the Capitol City, with its:

• Historic Downtown
• Major Waterfront
• Retail Core
• Capitol Campus and Heritage Park
• Regional Transit Center
• Entry/Exit Corridors
• Retail core pedestrian streets

Goals
The streetscape strategy will implement 3 primary goals:

• Visual cohesiveness and identity of downtown streets
• Use of streetscape improvements to stimulate development
• Improve downtown walkability and pedestrian safety

Streetscape Template
The streetscape template includes the following:

• The Basic Palette of Street Furnishings
• Downtown-wide Improvements
• Supplemental Plans and Programs

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1 This streetscape strategy will not address awnings/ canopies as they are owned by the abutting property owner and are regulated by zoning.
Implementation
Implementation is expected to occur over 10 or more years through the combined efforts of:
- Annual phased capital improvements
- Streetscape improvements as part of roadway or development projects
- Partnerships with other public & private agencies

Priority Locations
Place priority on areas most likely to redevelop and at locations of greatest activity:
- Housing Sites
- Retail Core
- Entry/exit corridors
- Gateways to downtown
1. Existing Improvements

1.1 Location and Evaluation of Existing Improvements
This section identifies the location of existing streetscape improvements, and provides an evaluation of the existing streetscape improvements installed to date.

The City of Olympia has been improving its downtown streets for 20 years through the addition of street trees, decorative lighting, special crosswalk paving, benches, trash cans, and other street furniture.

The majority of the improvements are in the downtown retail core and on major arterial streets-- the primary locations of major activity. Existing streetscape improvements are identified as shown in Figures 1 & 2.

Existing improvements were evaluated to determine whether the style and specific elements should be used in the future for the addition of new improvements.

Existing streetscape improvements were also evaluated considering overall cohesiveness of design, durability, maintenance need, and visual quality. In addition, different streetscape elements result in different benefits and impacts, including:
• Visual impact on the streetscape
• Comfort
• Safety
• Others

Existing visitor and directional signage downtown makes it difficult to navigate to destinations and parking.

Evaluation of streetscape improvements as a whole revealed that while individual improvements or improvements on specific streets or blocks are working well, they have been made without an overall, cohesive plan. This means that they have less overall
beneficial impact on downtown character and identity than they could have. An overarching plan for downtown streetscape improvements has the potential to create a more cohesive image and downtown identity when planned as a whole.

1.1.1 ROADWAY AND DECORATIVE LIGHTING
Evaluation of Existing Lighting
Standard street lighting has been installed throughout downtown. There are currently three styles of
decorative lighting installed in downtown Olympia: in the retail core, in the Port of Olympia/Farmer’s Market area, and at Heritage Park, as shown in Figures 4-7. Having one unified color may help make the three lighting styles appear more cohesive.

1.1.2 STREET TREES
Street trees are one element which have been planned as a whole for the major streets in downtown. The City has an ongoing program for street tree installation (adopted Urban Forestry Plans) which includes the addition of a number of trees on a specific street each year. Phased street tree improvements are identified in Section 1.4, Ongoing and Planned Improvements.

Evaluation of Existing Street Trees
Generally the street tree program is working well, and is having significant impact in terms of providing shade, softening the streetscape, and framing the street. Trees planted in the last decade have matured significantly and have added great benefit to the downtown. Landscaping other than street trees is minimal in the downtown.

There is concern that trees may get too big and not fit into their designated space (as occurred with trees planted in an earlier era), and that they will block visibility to businesses, obscure historic building facades, or cause maintenance problems for adjacent buildings.

Trees are selected using a set of criteria which determines size and shape of trees for specific streets given specific conditions.

While this is not being done today, trees with a larger canopy may be planted in some locations where buildings do not abut the right-of-way and where the concerns listed above are addressed. As downtown redevelops over time trees will help form a cohesive whole.
1.1.3 PEDESTRIAN CROSSINGS
Croswalks at major intersections are striped according to engineering standards. In addition, a limited number of croswalks have been installed using brick pavers and stamped concrete (See Figures 8 - 9).

The City has identified priorities for pedestrian crossing improvements. These priorities include:
• Focus on bulb outs: Cost effective and provide an aesthetic and safety enhancement to the streetscape and are the top priority
• Locate bulb outs at unsignalized crossings: bulb outs are recommended at uncontrolled crossings because they have a greater benefit to the pedestrian where there are no controls
• Focus as close to the core as possible: Aesthetic and safety improvement can serve more people in the high-activity retail core
• Consider effect on delivery needs of adjacent businesses

The City is developing a pedestrian oriented crossing program which may include in-pavement crosswalk lighting and other safety elements for downtown.

Evaluation of Existing Crossings
Croswalks have been built using masonry units and stamped, colored concrete. The brick in the downtown core is failing, however the stamped colored concrete is holding up well. The City has recently installed green/gray colored concrete in a stamped slate pattern at croswalks along 4th and 5th Avenues. These new treatments have not been installed for long enough to evaluate their durability. Staff noted that special paving or in pavement flashing lights had been used to enhance and create more safe pedestrian crosswalks.

1.1.4 BULB OUTS
Bulb outs have been built in the core over the last 20 years to add areas for landscaping and to narrow the width of the street for pedestrian crossings.
Evaluation of Bulb Outs
The benefits of bulb outs are that they narrow the crossings for pedestrians, make pedestrians who are waiting to cross more visible to motorists, and slow vehicles, particularly turning vehicles.

Bulb outs can only be installed where on-street parking exists since they use the width of a parking lane. Bulb outs should be avoided if installation results in removal of on-street parking stalls.

More bulb outs should be added over time. The City should design a system for:
1. Determining where bulb outs should be located
2. Criteria for design
3. Priorities for construction
4. No net loss of on-street parking, and
5. Accommodate delivery needs

The City should do a downtown walkability plan to address improvements which need to be made on a case-specific basis, such as determining the location and type of pedestrian crossing, location and design of bulb outs, and other features (See Chapter 2).

1.1.5 BENCHES
New benches have been installed by the City over the last several years. Additional benches may be installed upon request until the current supply is exhausted.

Evaluation of Existing Benches
A concern raised regarding benches is that they create loitering. The new bench selected by the City (enameled steel) is more durable than the existing wooden benches. The new design also has an armrest in the middle of the seat which prevents individuals from laying down on them.

1.1.6 NEWSRACKS
Newsracks in downtown are installed by vendors and are distributed throughout the retail core. Newsracks
are generally installed in clusters as shown in Figure 12.

The City has fabricated and installed test newsracks within a kiosk structure provided by the City at the intersection of Legion Way and Capitol Way on the northeast corner. This first installation has been very successful. A second is planned to be installed across from The Spar Restaurant on 4th Avenue, and a third may be installed at the Farmers Market.

**Evaluation of Existing Newsracks**
Staff recommends placing newsracks in high pedestrian volume areas only.

**1.1.7 TRASH CANS**
New trash cans have been installed downtown (See Figure 13).

**Evaluation of New Trash Cans**
These new trash cans have side loading doors for ease of trash removal.

**1.1.8 CURB RAMPS**
Curb ramps have been installed at many intersections throughout the City as a part of an annual access ramp project.

**Evaluation of Existing Curb Ramps**
Many curb ramps were built to a previous standard and should be considered for replacement due to steep side slopes. Additionally, ramps built to present standards are difficult to fit within existing radii without moving crosswalks further from the intersections, which in turn can cause sight distance concerns.

**1.1.9 TRANSIT STOPS**
Transit stops, owned and operated by Intercity Transit, located on the major corridors throughout the downtown, are simple and functional.

**Evaluation of Existing Transit Stops**
While simple and functional, transit stops are one
area where pedestrians may spend a lot of time. They could be improved with the addition of lighting, shelters, special paving, and trash cans in key locations. Such improvements could provide great benefit by making the stops more comfortable and inviting to transit riders.

1.2 Staff Comments Regarding Potential Improvements

1.2.1 STANDARDIZED PARKING LOT SIGNS
Standardized parking lot signage has been completed by the City as a way to help businesses and shoppers recognize available parking facilities.

The City will provide parking signs for private lots if they are made available to the public after hours in “partnership” with the private sector.

1.2.2 SIGNALS
Existing signals are standard design for urban areas and are in good working condition.

Evaluation of Existing Signals
It was noted by staff that the conduit is buried in a shallow location in the downtown intersections and may affect design of intersection improvements. Also, the opportunity exists to coordinate new signal design in the future with light pole and signage design and color to create a more cohesive look.

1.3 Factors Affecting Streetscape Improvements
Factors which affect streetscape improvements and which will need to be addressed on a case by case or block by block basis are identified below.

1.3.1 STREET AND RIGHT OF WAY WIDTH
Building Canopies
Canopies and awnings are valuable as they protect the pedestrian from rain, making the Downtown more inviting for walking in all weather. They are a requirement of zoning on designated pedestrian-oriented streets, but even on these streets, not all
block faces have continuous awnings. Existing structural canopies on buildings in the retail core can also determine the potential location and size of trees. Existing structural canopies on buildings in the retail core restrict the location and size of trees.

**Evaluation of Existing Building Canopies**
Canopies are part of the historic character of Olympia and many of the buildings Downtown. Existing canopies provide continuity in the retail core. Canopies and street trees compete for space in the same narrow right-of-way, which is one reason why bulb outs were initially installed.

**Overhead Wires**
The majority of downtown streets have overhead wires which affect street tree type, size, and location.

**Evaluation of Overhead Wires**
Overhead wires create visual clutter and limit the location of other streetscape elements, particularly trees. However, the cost of undergrounding is generally prohibitive and therefore likely to occur only slowly over time. More and more overhead wiring is being moved underground, and the City will continue to look for opportunities.

**Existing Sidewalk Width**
Width of existing sidewalks and curb location (generally 10’) in the retail core limit the location of some streetscape improvements, especially street trees.

**Evaluation of Existing Sidewalk Width**
Wider sidewalks would better accommodate desired streetscape elements and walking comfort. Sidewalk widening and locations of bulb outs should be done on a case by case basis, considering such factors as structures and business impacts of on-street parking.
Existing On-Street Parking
Existing on-street parking in the retail core is extremely valuable to business. Retaining street parking improvements is important to the City and to merchants.

Evaluation of Existing On-Street Parking
The City has determined that streetscape improvements should result in a no net loss of on-street parking unless it is replaced in a parking structure available to the public.

1.4 Ongoing and Planned Improvements
There are a number of City projects and programs which will continue to contribute to downtown streetscape improvements, both as one time projects and on an annual basis. They are depicted in Figure 15.

1.4.1 STREET TREE PROGRAM
The City's Urban Forestry Plan contains a long term program for the annual addition of downtown street trees.

1.4.2 CITY COUNCIL DOWNTOWN EMPHASIS AREA
City staff has identified improvements for the Council Emphasis Area to support the development of downtown housing and other goals for downtown revitalization. Trash cans, benches, bulb outs, and flower baskets are among the immediate improvements identified for 2002-2003.
Figure 15: Planned Capital Improvements

Legend
- Blue: Pedestrian Safety
- Green: Trees
- Yellow: Street or Corridor

Source: City of Olympia CIP
2. Streetscape Strategy

2.1 DESIGN APPROACH
Downtown Olympia is the heart of the City with its retail core, waterfront, Capitol Campus and Heritage Park, Regional Transit Center, public spaces, and historic buildings. The City has committed to ongoing downtown revitalization through public and private investment and as the location to concentrate high density housing development. However, the downtown presently lacks an overall cohesive visual and functional identity. Implementation of the Streetscape Strategy will help develop an overall cohesive downtown look and identity which in turn will improve its attraction to visitors and investment.

The Downtown Streetscape Strategy provides the City of Olympia with a template for streetscape improvements which can be applied throughout downtown.

2.1.1 GOALS
The Streetscape Strategy will implement 3 primary goals:

1) Visual cohesiveness and identity of downtown streets
2) Use of streetscape improvements to stimulate development
3) Improve downtown walkability and pedestrian safety
4) Enhance historic character and interpretation

2.1.2 GUIDING PRINCIPLES
The following guiding principles were developed to express the design intent for the Streetscape Strategy:

Elements and Materials
• Standardize streetscape improvements for cohesive visual image
• Develop template which builds upon existing improvements (as analyzed in Chapter 1)
• Provide facilities for all modes of travel
• Create a “timeless quality” which is appropriate for today, contains an echo of the past, and which will stand the test of time
• Use durable, good quality materials which are vandal-resistant and simple to maintain
• Implement Olympia’s Sustainability policies which call for use of products and materials that are durable, long-lasting, requiring low maintenance, and are made from renewable, recycled, and/or recyclable materials

Implementation
The Downtown Streetscape Strategy will be implemented through:
• Assign lead staff to coordinate all efforts
• Annual phased capital improvements
• Capital projects such as roadway or redevelopment projects
• Partnership with other public and private agencies

Note: Currently, no single person is assigned as the Streetscape Improvements Coordinator. Rather, different individuals respond to different issues and requests. One coordinator should be assigned to lead all efforts and involve key staff in order to achieve cohesiveness of leadership, staff input and desired outcomes.

Priority Locations
Place priority on areas most likely to redevelop and at locations of greatest activity:
• Housing Sites
• Retail Core
• Entry/exit corridors
• Gateways to downtown
• Connections to neighborhoods
Figure 16: Entrance Corridors and Gateways

Legend
- Enhance Corridors
- Waterfront Recreational
- Neighborhood Connectors
- Neighborhood Connectors / Entrance Corridors
- Gateways
2.2 STREETSCAPE TEMPLATE
This section identifies the street furnishings template for downtown streets. The template includes addition of new furnishings and painting of existing furnishings.

The Streetscape Template includes the following which are described in detail below:

1) The Basic Palette: Street Furnishings
   • Light poles
   • Traffic signals
   • Street trees
   • Benches
   • Trash cans
   • Bicycle racks
   • Newsracks
   • Pedestrian Crossings
   • Curb Ramps

2) Downtown-wide Improvements
   • Downtown Wayfinding System
   • Downtown Walkability Plan
   • Entry Exit Corridors

3) Supplemental Plans & Programs
   • Transit Stops
   • Public Art in Streetscapes
   • Hanging Baskets
   • Historic Interpretation

2.2.1 THE BASIC PALETTE: STREET FURNISHINGS
The Basic Palette is appropriate on all downtown streets and addresses the following elements:
   • Light poles
   • Traffic signals
   • Street trees
   • Benches
   • Trash cans
   • Bicycle racks
   • Newsracks
• Pedestrian Crossings
• Curb Ramps

One color palette for street furnishings
Consistent use of 1 color for street furnishings will visually unify street furnishings and bring visual organization to the street (light poles, benches, trash cans, newsracks, and bicycle racks).

Forest green or other dark color will help make street furnishings appear as consistent background elements in the streetscape. As forest green is most commonly used for downtown street lighting, it is suggested as the base color for new street furnishings and as existing street furnishings.

Paint existing street furnishings for uniform color
Existing street furnishings may be painted to increase streetscape organization and uniformity, as painting is potentially more cost effective than replacement. Existing street lights and traffic signals have been successfully painted on a long-term basis in Seattle, Issaquah, and Renton. However, Olympia has poles of varying ages, materials (steel, iron, aluminum). Some existing poles may be amenable for painting, and others, for replacement over time.

Light Poles
• Add pedestrian lights (1-2 depending upon spacing) between overhead lighting on pedestrian streets
• Pedestrian lighting should continue the acorn light with classic base and pole currently in use
• Continue to use existing cobra head lighting and decorative green Whatley Poles
• Consider modifying overhead light design by using taller pole and flatter arm to better frame the street
• Add classic elements to existing roadway lighting, such as the “Chief Seattle” base and the “Aladdin” arms to reinforce classic character as has been done in Seattle on a long term basis
• Consider festival lighting along Capitol Way if

Figure 17: Aladdin arm and Chief Seattle Base
Combined overhead and Pedestrian lighting - existing cobra head lighting with Acorn Globe Pedestrian Light (See text regarding color)

Pedestrian Light- existing Acorn globe with classic base (See text regarding color)

Traffic signal pole style coordinated with light poles

Traffic signal design is unified with design of street lights

Fraxinus oxycarpa ‘Raywood’, Raywood Ash street tree is a large canopy tree capable of being limbed up and thinned (as supplements to the adopted Urban Forestry Plan)

Gledistia triacanthos, Honey Locust is a large canopy street tree with small leaflets to allow for filtered sun and visibility (as supplements to the adopted Urban Forestry Plan)
Site Furnishings

Victor Stanley bench

Victor Stanley recommended trash can

Pilot project news rack

multiple bicycle racks

Pedestrian Crossings

Neutral or whitened colored concrete with stamped slate pattern

Neutral or whitened crossing and intersection stamped in slate pattern
Figure 19: Existing Streetscape

Figure 20: Streetscape After Improvements
electrical system is adequate (conduit may be too shallow a depth to allow this)

Traffic Signals
• Use visually compatible signals when replaced (similar pole style and forest green color)
• Avoid tall overhead light combined with signal pole

Street Trees
The City has been implementing the Urban Forestry Plan through the addition of downtown street trees each year. The City should continue to implement the City Urban Forestry Plan with the following modifications:

• Add street trees with larger canopy where they fit on downtown streets to increase visibility of trees and create more uniformity in street appearance; add criteria for tree size and shape to Plan to ensure these are considered
• Consider easement or setback on private property to allow for larger canopy trees where space is limited (This easement should be considered and implemented by the City in a separate process such as a Downtown Walkability Plan)
• Locate larger canopy trees in entry/exit corridors which particularly lack a visual edge such as Plum and 4 th and State St. east of Plum
• Select trees which can be limbed up to provide views for pedestrian and drivers to businesses and signs
• Consider impact of street tree placement on designated historic buildings, and consider incorporating alternatives such as hanging baskets, low landscaping, or interpretive elements.
Benches
Install City-selected benches:
• Victor Stanley model
• Make visually compatible with decorative lighting through use of same color green

Trash Cans
Install City-selected trash cans:
• Victor Stanley model which is similar in style and green color to the Victor Stanley bench
• Front loading model allows for easy can removal
• Make visually compatible with decorative lighting through use of same color

Bicycle Racks
Continue to install simple “U-shaped” bicycle racks (City of Olympia) near businesses when requested through the “on-demand” program. Also continue to install racks which accommodate multiple bicycles where demand is high and space is available. New racks should be purchased in green.

Newsracks
• City selected design currently being tested as a pilot project.
• Color could be coordinated with other street furnishings (green)

Pedestrian Crossings
Pedestrian crossings should be treated with scored concrete with a stamped slate pattern similar to what has been installed on 4th and 5th Avenues. Crosswalks should be a neutral or light concrete color such as light gray or white concrete to ensure adequate contrast between the crosswalk and asphalt.

Curb Ramps
Continue to implement the ongoing City curb ramp installation program.
2.2.2 DOWNTOWN-WIDE IMPROVEMENTS

**Downtown Signage/Wayfinding System**
Today public signage is provided by a number of agencies in a variety of formats which function individually, but do not function as a whole, and which create visual clutter.

A downtown wayfinding plan would provide a cohesive signage system for all of downtown, and would help unify downtown streets visually. This type of program is often used in capitol cities and university towns which have specific and multiple draws, as does Olympia, with the retail core, Percival Landing, State Capitol Campus, Heritage Park, Port of Olympia, the Farmer’s Market, and others. It would direct users to key destinations and parking. It would also provide a specific downtown identity which would be widely recognized as downtown Olympia.

The program would include directional signage and informational signage with uniform graphics and icons. Signage would direct pedestrians and drivers throughout the area.

Such a plan would give the City sign locations and construction drawings for several signs which would then be constructed and located throughout the downtown. The City could partner with the State, Intercity Transit, the Port of Olympia, or other agencies which are currently placing signage downtown.

**Downtown Walkability Plan**
A Downtown Walkability Plan will address walking and safety improvements which need to be located on a site-specific basis, such as:

- Curb bulb outs
- Determination of sidewalk width
- Location and design of pedestrian crossings
- Criteria and priorities for walking and safety improvements
- On-street parking strategy
Downtown-wide Improvements

Downtown Signage/Wayfinding System

Wayfinding can incorporate branding and provide visual interest

Pedestrian scaled directional wayfinding

Icon-based wayfinding directs drivers and pedestrians

Pedestrian Scaled directional wayfinding which integrates maps and historical information

Wayfinding on banners integrates with other wayfinding signage

Directional signage provides wayfinding information by location within city

Figure 21: Downtown-wide Improvements
As different areas of downtown have different block sizes, street right-of-way widths, and development patterns, the locations where sidewalk widening is warranted and suggested revisions to the downtown development standards need to be determined on a site-specific basis. While sidewalk space in the retail core is limited by the existing structural marquees the wider right-of-ways and less cohesive development pattern in Swan’s Addition more readily allow for sidewalk widening.

Sidewalk widening will likely be project-driven and is desirable as long as there is no net loss of parking (through either retention of on-street parking or through replacement in a structure).

**Entry/Exit Corridors**
The entry/exit corridors to downtown provide impressions about downtown as well as channel all modes of travel into and out of the area. They are built corridors which are not identified for improvements.

The following general approach is recommended to strengthen the character and unify and distinguish the character of entry/exit corridors. However, the entry/exit corridors need to be studied on a case by case basis to determine what can be done to improve the image and function of each corridor given differing conditions and functional classifications of the corridors.

- Locate improvements at key downtown entry points
- Use improvements to create visual cohesiveness
- Use gateway features to create identity with wayfinding signage, lighting, banners, trees used to unify street image and function
Supplemental Plans & Programs

Transit Stops

Enhanced transit stop with artistic roofline

Enhanced transit stop with mural artwork incorporated into the structure

Public Art in Streetscapes

Freestanding art integrated into urban streetscape

Special paving inlays provide interest at the ground level

Flower Baskets

Hanging baskets add color and visual interest

Examples of hanging baskets integrated with light fixtures and banners
• Street trees and lighting create visual impact and cohesiveness
• Paint existing light poles to create visual prominence and uniformity where no lighting improvements/replacements will be needed

2.2.3 SUPPLEMENTAL PLANS & PROGRAMS
Supplemental Plans & Programs are improvements which supplement the basic palette.

• Transit Stops
• Public Art in Streetscapes
• Flower Baskets
• Historic Interpretation - Add interpretive elements through traditional interpretive material or public art into the Downtown streetscape.

Transit Stops
Increase comfort and visually emphasize transit stops with:
• Special paving
• Painting existing structures
• Alternate/artistic roof forms
• Pedestrian lighting
• Public art

Public Art
Add visual interest and variety through the strategic placement of:
• Freestanding Public Art
• Special paving/inlays
• Art incorporated into street furnishings

Flower Baskets
Flower baskets are not recommended as an element of the basic palette because of high maintenance costs. However they may be appropriate in special locations such as the streets around Heritage Park or other locations which will be determined by staff. Hanging baskets may also be used where trees and bulbouts are not feasible or where street trees would
adversely affect the historic character or view of
designated historic buildings or areas.

2.3 ACTION PLAN
The Action Plan identifies priority actions to imple-
ment the Streetscape Strategy.

2.3.1 IMPLEMENTATION PRIORITIES

Priority #1. Immediate Actions to Stimulate Re-
development

a. Streetscape Improvements at Housing Sites
b. Streetscape Improvements at other priority sites,
such as an art center, conference center, or others
(not identified at this date).

Actions
1. Adopt a policy which directs the City to provide
improvements in priority areas as opportunities arise,
or as redevelopment locations crystallize, such as
mixed use projects, and major public facilities (confer-
ence center, arts center, or other).
2. Allocate funds to implement the above policy.
3. Identify staff to lead each action item.

Priority #2. Downtown Identity/Cohesiveness

a. Annual Streetscape Improvements using
streetscape template
b. Signage & Wayfinding Program
c. Entry/Exit Corridors Plan
d. Continue Annual Street Tree Planting

Actions
1. Allocate staff and funding for streetscape improve-
ments an ongoing annual basis.
2. Allocate staff and funding for preparation of Sig-
nage & Wayfinding Plan (Consultant).
3. Allocate staff and funding for preparation of Entry/
Exit Corridors Plan after completion of Signage &
Wayfinding Plan.
4. Continue to fund annual street tree program.
Priority #3. Downtown Walkability Plan

Action
1. Prepare a Signage & Wayfinding Plan by seeking opportunities to partner with State, Intercity Transit, the Port of Olympia, or other agencies which are currently placing signage downtown.
### Priority #1. Immediate Actions to Stimulate Redevelopment

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<td>Streetscape Improvements at Other Priority Sites</td>
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#### Actions

1. Policy to allocate funds in response to opportunities
2. Allocate funds to implement the above policy
3. Identify staff to lead each priority action item

### Priority #2. Downtown Identity/Cohesiveness

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<td>Continue Annual Street Tree Planting</td>
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#### Actions

1. Allocate staff and funding for streetscape improvements an ongoing annual basis
2. Allocate staff and funding for preparation of Signage & Wayfinding Plan (Consultant)
   - Seek opportunities to partner with the State, Intercity Transit, the Port of Olympia, or other agencies which are currently placing signage downtown.
3. Continue to fund annual street tree program

### Priority #3. Downtown Walkability Plan

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</tbody>
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### Figure 24: Cost Matrix

<table>
<thead>
<tr>
<th>Streetscape Element</th>
<th>Construction Costs</th>
<th>Operations &amp; Maintenance Costs</th>
<th>Notes*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Unit Cost</td>
<td>Unit</td>
<td>Unit Cost</td>
</tr>
<tr>
<td>LIGHTING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decorative Street Lights</td>
<td>$87,600</td>
<td>lump sum for two blocks</td>
<td></td>
</tr>
<tr>
<td>Pedestrian lighting</td>
<td>$8,000</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>Paint existing signals</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Add globe ped lights to overhead poles</td>
<td>$350</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>STREET TREES</td>
<td>$1,000</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>BENCHES</td>
<td>$1,500</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>TRASH RECEPTACLES</td>
<td>$1,000</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>BIKE RACKS</td>
<td>$175</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>NEWSRACKS</td>
<td>$5,000</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>CURB RAMPS</td>
<td>$1,500</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>PARKING LOT SIGNS</td>
<td>$1,220</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>TRANSIT STOP IMPROVEMENTS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paving: 100 sq. ft.</td>
<td>$500</td>
<td>100 sq ft</td>
<td>6&quot; x 100', prep, install</td>
</tr>
<tr>
<td>Shelter - Base</td>
<td>$500</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>TRAFFIC SIGNALS</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOWNTOWN WAYFINDING PROGRAM</td>
<td>$50,000</td>
<td>lump sum</td>
<td></td>
</tr>
<tr>
<td>HANGING BASKETS</td>
<td>$375</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>BULB OUTS</td>
<td>$20,000 to $22,500</td>
<td>per bulb face</td>
<td></td>
</tr>
<tr>
<td>PAVING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scored, colored concrete crosswalk: 10’ x street width with 1’ concrete band on either side of crosswalk</td>
<td>$7,500</td>
<td>ea</td>
<td></td>
</tr>
<tr>
<td>Masonry units amenity strip adj. to street edge - 3’ wide</td>
<td>$300</td>
<td>sy</td>
<td></td>
</tr>
<tr>
<td>Colored/patterned pavement at sidewalk corners: 50 sq. ft.</td>
<td>$1,200</td>
<td>ea</td>
<td></td>
</tr>
</tbody>
</table>

* General cost estimate is based on consultant and city staff experience and is provided in 2002 dollars. Note: These are planning level costs. Costs may vary depending on site specific issues.