



WEST OLYMPIA ACCESS STUDY

Synopsis of Previous Plans and Studies Associated with the Study Area

June 2007

Over the decades many different planning activities have taken place within all or some part of the area described by the West Olympia Access Study. Activities ranging from land use planning to transportation studies and environmental planning to historic preservation have influenced decision-making throughout the westside of Olympia.

As part of its background work in preparation for the West Olympia Access Study, project team members scanned the record of previous plans, studies, and decisions. The intent of this effort was to identify any pre-existing decisions or policies that may have bearing on the range of options that can reasonably be considered as a part of the West Olympia Access Study, or on any future decisions or action steps. Studies and plans completed by February 2007 were considered.

This report documents the records that were reviewed as a part of this background. For each plan or study a synopsis is provided and a statement as to whether that plan or study has direct relevance to the West Olympia Access Study. Previous plans or studies considered to be directly relevant to the West Olympia Access Study are highlighted. Document citations are organized by the following categories:

- Transportation Plans and Studies (pages 2-19);
- Growth Management (pages 19-23);
- Environmental (pages 24-26); and
- Other Plans and Studies (pages 26-27).

While many of the previous plans and studies were interesting and informative only a few have bearing on WOAS that must be explicitly considered. That is because the Growth Management Act and the subsequent Comprehensive Planning and regional transportation planning activities and decisions superceded many of those previous plans and decisions. That said, in some way or the other many different plans and studies over the decades have influenced the range of issues and the array of appropriate options that the West Olympia Access Study will consider.

This awareness and consideration of previous plans and studies will help ensure that results of the West Olympia Access Study are consistent with existing regulations and decisions governing transportation, land use, environmental, historic, and cultural activities on Olympia's west side. In addition, this background will enable the West Olympia Access Study to take advantage of previous analyses and preserve the continuity of integrated planning and decision-making that characterizes the philosophies of both the City of Olympia and the Washington State Department of Transportation.

Synopsis of Previous Plans and Studies Associated With the Study Area

Previous studies or plans deemed directly relevant to the issues or options that the West Olympia Access Study (WOAS) must consider are highlighted.

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
TRANSPORTATION PLANS AND STUDIES			
Birdsall, Michael R. <u>West Olympia Traffic Study.</u> City of Olympia and TRPC. June, 1991.	In 1991, the West Olympia Access Study developed a 2010 travel- demand forecast model and provided analysis for 2000 and 2010 conditions. Recommendations were provided for West Olympia street and intersection capacity projects. This study identified increased access to US 101 as the most significant mobility issue facing West Olympia. Possible locations for this additional access included Yauger Way, McPhee Road, or Kaiser Road. This was the first study to identify and evaluate Yauger Way Ramp Extensions. The report noted that significant traffic benefits to the Black Lake / US 101 interchange and Cooper Point intersection could result from the extension of Kaiser Road southward to Black Lake Boulevard. It also evaluated the impacts on operations of the Cooper Point / Black Lake intersection of reconstructing the Black Lake / US 101 interchange to a single-point urban interchange, recommending several modifications to the intersection to compensate for the change. The study also identified feasible street connections to complete the local grid, providing improved local circulation and reducing some strain on the arterial grid.	Yes	Includes street connections and freeway access recommendations specific to study area that can be considered. Traffic volumes and Level of Service analysis can be compared to current model forecasts to further assess the validity of previous analyses and assumptions.
City of Olympia and Thurston Regional Planning Council. <u>City of Olympia Annual Concurrency Reports – 1995 to 2006.</u> Amended Yearly.	This is the most comprehensive document used to develop the City of Olympia street and intersection capacity projects that appear in Olympia’s <i>Capital Facilities Plan</i> (CFP). Since 1995, an annual assessment of the six-year p.m. peak hour forecasts has been run with the Thurston regional travel demand model and evaluated in each report. City streets and intersections are analyzed, documenting existing and projected Level of Service (LOS) and un-signalized intersection signal warrant needs. Recommendations provide a description of needed capacity projects.	Yes	The most current Concurrency Report includes projections for 2006-2011. The report also identifies recommended City street capacity projects needed to ensure concurrency. These projects will be included in scenario development.

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<p>Thurston Regional Planning Council, and Shea & Carr. <u>Harrison Avenue Corridor Study – Final Report</u>. City of Olympia. June 2006.</p>	<p>The City of Olympia commissioned this study to determine the number of general purpose vehicle lanes necessary for accommodating planned traffic growth on Harrison Avenue as well as the timing of this need. The corridor limits were Harrison Avenue/Mud Bay Road, between Yauger Way and Kaiser Road. The study included an independent revalidation of earlier traffic modeling assumptions, processes, and results (Shea & Carr). The City Council accepted the study findings that 2 lanes in each direction are needed to meet current and future mobility needs of Harrison Avenue within the study limit, and that construction should occur soon after or concurrent with a planned intersection signalization at Harrison Avenue and Kaiser Road (scheduled for 2009/2010).</p>	<p>Yes</p>	<p>The study reaffirmed earlier decisions regarding number of travel lanes, which is also consistent with assumptions in the regional travel demand model. Consequently, the question of how many lanes are needed on Harrison Avenue does not need to be addressed explicitly in this study.</p>
<p>City of Olympia. <u>Capitol Way Corridor Study</u>. February 2006.</p>	<p>This study evaluated improvements to Capitol Way from 14th Avenue to Carlyon Avenue. On February 7, 2006, the Olympia City Council indicated its intent to work toward a future 3-lane configuration along Capitol Way between Carlyon and 14th Avenues. In June 2006, the Council decided on a package of improvements to the 4-lane cross section that would be implemented in 2006. There are no plans within the foreseeable future to actually reduce the number of travel lanes on Capitol Way. This project is not included in the City's long-range Comprehensive Plan or Capital Facilities Plan, nor has the City taken any actions to do so in CY 2007.</p>	<p>Maybe, but not at this time</p>	<p>The Federal Highway Administration (FHWA) has indicated that any diversion of local traffic onto I-5 or other state facilities resulting from a reduction in lanes on Capitol Way will have to be evaluated as a part of the West Olympia Access Study. If the City proceeds to include this in its long-range Comprehensive Plan, the project will have to be factored into the West Olympia Access Study.</p>

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<p>SCA Consulting Group. <u>Olympia Gateway Project 4th/5th Avenue Corridor Improvements</u> City of Olympia. August, 2000.</p>	<p>This traffic study was commissioned by the City of Olympia to determine the appropriate configuration for the 4th and 5th Avenue corridors and the 4th Avenue Bridge. The study provides an analysis of 1998 and 2020 forecast volumes with and without the current roundabouts in the 4th/5th Avenue Corridor. Study recommendations resulted in the installation of two roundabouts to manage traffic flows between the 4th and 5th Avenue bridges and Harrison Avenue. The study provides some background to growth on the westside. "Synchro" Level of Service analysis and traffic flows provided from downtown to the Westside may be useful background to the study, especially in terms of perimeter traffic in close proximity to downtown.</p>	<p>Maybe</p>	<p>Material may provide useful comparative data when assessing the projected effects of alternatives on traffic flows between downtown and the westside.</p>
<p>City of Olympia Public Works Department, Transportation Division. <i>"Decatur Street and Fern Street/16th Avenue Street Connections"</i> staff report. November 9, 2004.</p>	<p>Whether or not to complete the street connections between Decatur Street and Caton Way as called for in local and regional plans has surfaced repeatedly over the years as a westside transportation issue. The Olympia City Council in November 2004 recommended retaining the Decatur Street and Fern Street/16th Avenue street connections in the Olympia Comprehensive Plan and 2025 Thurston Regional Transportation Plan with the following proviso: any decision on whether to open Decatur Street and 16th Avenue as vehicular connections will not be made until the West Olympia Access Study is complete. A 2008 project is identified in the Capital Facilities Plan to construct a bicycle/pedestrian connection between Decatur Street and Caton Way, and to add emergency vehicle access at 16th Avenue (unimproved pedestrian and bicycle access exist at this location as of June 2007, with plans to improve later in the year). This decision preserves the ability to provide connections for general purpose and transit traffic if the need is identified in the future to serve the South Westside Neighborhood. At a minimum, non-motorized connectivity and emergency access will be increased.</p>	<p>Yes</p>	<p>Connecting Decatur Street and 16th Avenue as local access connections for Southwest Olympia will be evaluated as part of the overall traffic analysis for the West Olympia Access Study. If the final recommendations include new access, the City of Olympia will undertake additional detailed analysis to determine the appropriate design and treatments to ensure these connections function as intended.</p>

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<p>Heath & Associates. <u>Kaiser Heights TIA.</u> City of Olympia. June, 2006</p>	<p>This traffic impact analysis (TIA) documents projected impacts of Kaiser Heights, a proposed 293 unit single-family development located south of SR 101 at the current end of Kaiser Road. The TIA provides traffic volumes in the local study area and estimates traffic generated by new development. This proposal includes an extension of Kaiser Road from SR 101 to Black Lake Boulevard, completing a critical connection in the City's local street system.</p>	Yes	<p>The new system connection will provide an important alternate traffic route for West Olympia and is important to US 101 access. Any future change to US 101 access may shift projected development travel patterns and travel demand generated by this project.</p>
<p>Mirai Transportation Planning & Engineering. <u>Church of Living Water TIA.</u> City of Olympia. September, 2006.</p>	<p>The Church of Living Water plans a significant new development on Olympia's west side. The development includes a church (145,104 square feet), 13,594 square feet of daycare, and 40,626 square feet of school. The traffic impact analysis (TIA) describes the projected impact of trips generated by this new development. This is a major traffic generator and abuts the current proposed Yauger Extension. The developer is required to build the portion of the Yauger Extension that fronts the site as part of the development mitigation package.</p>	Yes	<p>Driveway access from the site onto Yauger Way may affect freeway access. Any future change to US 101 access may shift projected development travel patterns and travel demand generated by this project.</p>
<p>The Transpo Group. <u>College Station</u> Thurston County. November, 2004.</p>	<p>The College Station development is currently constructing 228 single-family and 156 multi-family units, and approximately 10,000 square feet of retail and office development, as well as a connected street grid to support this development. The traffic impact analysis (TIA) describes the projected impact of trips generated by this new development. This is a major traffic generator and abuts the current Evergreen Parkway ramps. It has significant frontage along Mud Bay Road with access to Kaiser Road.</p>	Yes	<p>Any future change to US 101 access may shift projected development travel patterns and travel demand generated by this project.</p>
<p>City of Olympia. <u>Engineering Design & Development Standards.</u> November 2004 and as amended</p>	<p>This document describes City of Olympia street classifications and standards for street construction. Specifies street hierarchy with requirements that detail the City's street network and identifies right-of-way needs for streets. A recent review resulted in amendments to adopted standards in 2006/2007.</p>	Yes	<p>Needed for planning City street extensions and right of way needs. Actual need for this information may occur during implementation of any recommendations in preferred alternative.</p>

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City of Olympia. "Neighborhood Traffic Management Program." (NTMP)	<p>In 1994, the City began the Neighborhood Traffic Management Program to improve neighborhood livability by reducing vehicle speeds and impacts of motor vehicle traffic on residential neighborhoods. The program promotes neighborhoods where residents have a sense of community and have the ability to safely walk, bike, and drive in their neighborhood.</p> <p>The program is driven on a request basis. Once a request is made, transportation engineering staff review the request for initial eligibility, then begin to collect data on traffic volume and speed. If the project meets program criteria, it is added to the program schedule. Each year, \$120,000 is allocated to NTMP projects with a limit of \$60,000 for any individual project.</p>	Maybe	NTMP projects have been built in the study area. Future requests for projects from neighborhoods in the study area may be made, or the need identified as part of this study.
City of Olympia. "1997 Bike Facilities Program."	<p>The City's 1997 Bicycle Facilities Program guides the construction of bike facilities – primarily bike lanes – on major streets. Annual funding of \$100,000 comes from the City's Capital Improvement Program Fund, and is supplemented by grants. Sixty-eight percent of arterial streets in Olympia have bike lanes, and more are planned. A total of 30 miles of bike lanes exist in Olympia, 20 miles of which were built since 1997.</p> <p>The facilities program will be updated in 2007, as part of the new Bicycle Master Plan.</p>	Maybe	This program explains the planned bicycle projects in the study area and the goals of the bicycle network. However, the study assumes full multi-modal access as an underlying network assumption so it is unlikely to have direct bearing on the options WOAS considers.
City of Olympia. <u>Sidewalk Program.</u> October, 2003.	<p>The City's 2003 Sidewalk Program is a comprehensive list of sidewalk needs on Arterials, Major Collector and Neighborhood Collector streets. These comprise 42% of the City's street system. The missing sidewalk segments are prioritized based on a ranking system that includes proximity to activity centers, transit routes, and major pedestrian destinations such as schools and parks.</p> <p>Sidewalk construction funding comes from the City's Capital Improvement Program Fund, which is composed of property and sales taxes, and the voter-approved increase to the private utility tax. Depending on utility tax revenues, approximately \$1,000,000 is spent annually on sidewalks.</p>	Maybe	The program explains the sidewalk projects that are needed in the study area and their relative priority. However, the study assumes full multi-modal access as an underlying network assumption so it is unlikely to have direct bearing on the options WOAS considers.

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<p>City of Olympia. <i>"Pedestrian Crossing Improvement Program."</i></p>	<p>The Pedestrian Crossing Improvement program prioritizes street crossings (primarily intersections) throughout the City where treatments are needed to enhance pedestrian safety. Among the types of improvements are in-pavement flashing light crosswalk systems, bulb outs, and crossing islands. A federal study is the tool used to screen intersections for improvements. "The Safety Effects of Marked and Unmarked Crosswalks at Uncontrolled Locations," a Federal Highway Administration (FHWA) study, uses motor vehicle speeds and volumes and the number of lanes on a roadway to assess the relative safety of a pedestrian crossing. Each year, the City's Capital Facilities Plan (CFP) defines the crossing projects that will be addressed in the next six-years. The CFP includes funding for pedestrian crossing improvements—\$50,000 and \$30,000, every other year. It is assumed grant funds will augment CFP funding.</p>	<p>Maybe</p>	<p>This program explains the projects in the study area and criteria for making improvements. However, the study assumes full multi-modal access as an underlying network assumption so it is unlikely to have direct bearing on the options WOAS considers.</p>
<p>Olympia Advance Planning and Olympia Public Works Departments. <u>Medians in the City.</u> October 2003.</p>	<p>This document provides a strategic overview of existing medians and a checklist for future medians within the City of Olympia. It includes a summary of the city's existing medians, contrasts the cost and landscape needs of various types of medians, evaluates features which might be placed in medians (such as public art), evaluates the compatibility of medians and roundabouts, and concludes with a Median Suitability Checklist. This checklist was to be used to evaluate the possible placement of a new median. The document includes the scoring of ten existing streets where a median cross section would be a possible retrofit. The document was accepted by the City to provide guidance to the staff and City Council when evaluating future roadway cross sections for arterials and major collectors.</p> <p>The following roadways within the WOAS study area were scored using the Median Suitability Checklist: Auto Mall Drive - Caton Way to Black Lake Boulevard; Black Lake Blvd. - 4th Avenue to 9th Avenue; Capital Mall Drive; Black Lake Blvd to Cooper Point Rd; Harrison Ave/ Mud Bay Rd - Kaiser Road to McPhee Road.</p>	<p>Yes</p>	<p>Medians are an important access management tool for increasing existing system efficiency. The Median Suitability Checklist will be utilized when new medians are proposed, such as along Mud Bay Road – Harrison Avenues.</p>

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<p>City of Olympia. <u>Olympia Woodland Trail Master Plan.</u> July, 1999.</p>	<p>The Olympia Woodland Trail (OWT) Master Plan was approved by Council and is adopted as part of the Olympia Comprehensive Plan. There are also engineering feasibility studies that are published in a separate report.</p> <p>OWT will extend from Tumwater Historical Park, crossing upper Capitol Lake basin next to I-5, then under Capitol Boulevard overpass, around the I-5 side of Watershed Park then down the abandoned BNSF corridor to the Chehalis-Western Trail. This route was also formally approved by WSDOT and Tumwater. OWT is to be a major east-west regional trail route from Capitol Lake to the east city limits.</p>	<p>Maybe</p>	<p>There may be potential to make connections from the westside to the OWT terminus at Capitol Lake, which would further extend east-west connectivity for non-motorized travel.</p>
<p>Cities of Lacey, Olympia, and Tumwater, and Thurston Regional Planning Council. <u>Olympia – Lacey – Tumwater Urban Trails Plan.</u> March 1993.</p>	<p>This plan was directed by the directors of the Lacey, Olympia, and Tumwater Parks Departments, who contracted with TRPC to produce the plan. The plan proposed 98.75 miles of “urban multi-use,” “urban bike and walkway,” and “natural pedestrian” trails throughout the three cities and their urban growth areas. Two trails of “regional significance” fell within the West Olympia Study Area: a trail within the US 101 right-of-way from the Mottman Road interchange to the Evergreen Parkway (O-4); and a trail through the Percival Canyon either on the rail line or near it (O-11). The plan also identified several other smaller trails. A third trail, not designated as “regionally significant,” would provide a dedicated link from Kaiser Road west of Ken Lake to existing on-street facilities south of Ken Lake (O-5). It should be noted that while the plan called for WSDOT to build the trail within the US 101 right-of-way, WSDOT never signed off on the proposal nor endorsed the concept. Neither the Ken Lake trail nor the US 101 trail are included in the City’s current Comprehensive Plan recreation or transportation project lists.</p>	<p>No</p>	<p>A major update of the regional trails plan is underway, scheduled for completion in CY 2007. Of the three major trails listed in the 1993 plan, only the O-11 trail (Percival Canyon Trail) is referenced in the City’s list of prioritized projects in its current Comprehensive Plan. An early draft of the updated trails plan indicates that the US 101 Trail and the Ken Lake Trail may be redesignated as part of the regional trails system which will require an amendment to the City’s Comprehensive Plan.</p>

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<p>City of Olympia. <i>"Commuter Trip Reduction (CTR) Program."</i></p>	<p>Washington State's Commute Trip reduction law was passed in 1991 to improve air quality, reduce traffic congestion, and minimize energy consumption. The law does this by establishing employer-based programs that encourage employees to find alternatives to drive-alone commuting. The law also calls for state agencies to take a leadership role in trip reduction.</p> <p>In Thurston County there are 91 affected worksites, 55 of which are in Olympia – most affected sites are local and state government employers. An affected worksite is one that has over 100 employees who work full time, year round, and begin work between 6 and 9 am. Jurisdictions with affected worksites must implement a CTR ordinance. Under this ordinance an affected employer must make a good-faith effort to develop and implement a CTR program designed to reduce the number and length of drive-alone commute trips made to the worksite.</p> <p>Surveys every two years measure achievement of goals for rates of single-occupancy vehicle (SOV) use and vehicle miles traveled (VMT). In 2005, the 91 worksites in the County had an SOV rate of 75%. Olympia's worksites had an SOV rate of 77% in 2005, and are striving for a 51% SOV rate.</p> <p>Recent changes to the law include guidelines that better integrate local and regional land use and transportation planning and commute trip reduction, and focus efforts on urban worksites with the greatest chance of achieving SOV and VMT goals. Local and regional plans are being updated in 2007.</p>	<p>Maybe</p>	<p>Commuter trip reduction can influence the travel behavior within the study area. One-third of the City's jobs are located within the study area. Affected employers include Capital Medical Center, Thurston County, the Western Institutional Review Board, and the WA State Department of Licensing. South Puget Sound Community College and The Evergreen State College are located just outside the study area. If increased CTR efforts are evaluated as a part of WOAS, these are the primary sites that would be affected.</p>
<p>Michael R. Birdsall and Associates. <u>Living With Traffic on Tumwater Hill – NW Quadrant Traffic Study.</u> City of Tumwater. March 1990.</p>	<p>The City of Tumwater commissioned this study to plan for traffic growth on and around Tumwater Hill. In the late 1980s this area was experiencing rapid residential and commercial development. The implementation strategy links road projects to the timing of developments so that all developments would contribute their fair share.</p>	<p>No</p>	<p>Relevant recommendations and updated assumptions have been incorporated into Tumwater's Comprehensive Plan, which then informs the regional forecast and travel demand model.</p>

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<u>City of Olympia – L619 Freeway Studies – Comparative Traffic Volumes.</u> 1948.	These are the original route alternatives and alignments for the future Interstate 5 and US 101, including base year 1948 volumes and 1975 forecasted volumes based on various combinations of alignments and interchanges. This work was presumably done by the Washington State Department of Highways (now the Washington State Department of Transportation) although that cannot be confirmed from the folio.	No	The current I-5 and US 101 alignment were derived from this work, although at this point it is useful primarily for historical interest.
Washington State Department of Transportation. <i>Crosby Blvd/Mottman Road Interchange Value Engineering Report.</i> September 16 thru 19, 1996	Tumwater, Olympia, WSDOT, the Transportation Improvement Board, and the project consultant met to decide configuration of the US 101 Mottman (Crosby) interchange improvements. WSDOT and Olympia compromised on the traffic forecast, providing the basis for the VE team's analysis. A diamond interchange was design adopted with provisions to study access modifications west of Black Lake interchange.	Yes	This VE study laid the ground work for inclusion of the West Olympia Access study being added to the Highway System Plan, making it eligible for funding.
Washington State Department of Transportation. <i>Report to Value Engineering Team, US 101 Black Lake Blvd Interchange.</i> March 4, 1991	This was the Value Engineering study for reconstruction of Black Lake Blvd Interchange to alleviate existing and projected capacity deficiencies and increase safety at interchange and US 101. Two designs were considered, a loop and an urban interchange. The urban had one less ramp merge, resulting in less disruption to through traffic on US 101 and less travel time through the urban configuration. Operations on Black Lake Boulevard were also better with the urban interchange design. Urban provided higher level of service at interchange and Black Lake Boulevard.	Yes	Background for selection of urban interchange at Black Lake Boulevard. That design influences the issues and choices that WOAS will consider.
Washington State Department of Transportation. <u>Advance Planning Study Evergreen Parkway Access to the Evergreen State College.</u> 1969.	The Evergreen State College master plan provided for access to the campus from the south and east boundaries. Thurston County provided access from Cooper Point Road to the east boundary, and WSDOT developed the southern access. Emphasis was placed on maintaining the park-like design of the campus. The Kaiser Road overcrossing had to be longer to span the acceleration and deceleration lanes connecting to US 101. Traffic analysis included US 101 and interchanges from Capital Lake to intersection of SR 8 because of the additional load created by the college and projected growth.	No	The study documents the College's plans for access from south and east and responsibility for each, and choice of access route. While it helped shape the issues and choices that WOAS will consider it no longer has any additional bearing on the study or its conclusions.

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Washington State Department of Transportation. <u>Design Report, Evergreen Parkway.</u> 1970.	Documents the design considerations for the Evergreen Parkway interchange, Kaiser Road grade separation from US 101, Barnes Road grade separation from Evergreen Parkway and county road improvements. It stipulated that the primary function for Evergreen I/C was to provide access from US 101 to college per legislative action, as plans for state highway system did not include additional access to US 101 between Mud Bay and Black Lake I/C	Maybe	Documents design considerations and WSDOT's concern about capacity demands on US 101 by allowing additional accesses. Decisions and actions in 1992 superceded much of this original proviso regarding access to Mud Bay Road.
Washington State Department of Transportation. <i>Evergreen Parkway Access Summary, design and limited access hearing.</i> 1971	Compilation of Design and Access Hearing materials. Includes letter to college planners explaining the reason for restricting access to parkway. This was a critical issue in terms of preserving the capacity of US 101 and the Capital Lake interchange. Too much access would result in short trips on the highway. Recommendations would complement the freeway with secondary arterials for local traffic. Summary documents the history of local input and concern about capacity of US 101 and I-5.	Maybe	Documents design development, input from local stakeholders and roadway network concerns. There is an overlap of issues with current concerns regarding increased local use associated with an increase in access.
Washington State Department of Transportation. <i>Mottman Road Interchange Access Report</i> 1972. Transcription of Corridor Design Public Hearing	Access report for the original Mottman Road Interchange. Eliminated the at-grade intersection in the vicinity. Interchange was moved to the west to allow for one mile minimum spacing to accommodate weaving movements. Hearing transcripts includes discussion about utilizing frontage road system to keep local traffic off the freeway.	Maybe	Additional frontage road considerations may be part of the WOAS scenario evaluations.
Washington State Department of Transportation. <i>Intra-departmental communication.</i> 1986.	Memo about an open house held to inform public about removing the access from Kaiser Road to US 101 by constructing grade separation. Includes concerns from developers, realtors, speculators, business owners, and property owners. Safe access at Kaiser Road was not possible due to the proximity of Black Lake Interchange and the Evergreen Parkway Interchange.	Maybe	Documents why access at Kaiser Road was removed when Evergreen Parkway I/C was constructed. Same spacing requirements and concerns will apply to WOAS considerations.

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Washington State Department of Transportation. <i>Preliminary Estimate, Kaiser Road Overcrossing</i> . Intra-Departmental Communication February 18, 1986	Memorandum outlines three alternatives examined and estimated totals for the Kaiser Road Overcrossing. Alternate 1 was selected. Alternates 2 & 3 were rejected because of potentially high maintenance costs, severe traffic disruption and high construction costs. Construction of the selected alternative would include realignment of Kaiser Road with construction of the new structure over US 101 at a location approximately 41 feet west of the then-existing crossing.	Yes	Explains that full access control for US 101 was established on March 15, 1971. Construction of the Kaiser Road bridge eliminated the then-existing access to US 101 to complete the implementation of the access control. Same spacing requirements and access control issues will apply to WOAS.
Washington State Department of Transportation. <i>Letter from Thurston County Department of Public Works</i> . May 12, 1992.	Letter outlines Thurston County's proposal to allow full directional access to and from Evergreen Parkway and Mud Bay Road. The letter states the project was needed for safety and capacity of the roadway network and to provide for future growth. It says the project was supported by the McLane Fire District, The Evergreen State College and local property owners. File notes indicate WSDOT supported the concept with some adjustments to the proposal. If operational problems occurred at the existing ramp terminal due to its offset from the new ramp, Thurston County would relocate WSDOT's existing ramp terminal to align opposite their new ramp.	Yes	Background of the additional ramps at Evergreen Parkway and Mud Bay Road. Documents the approval of access decisions that superceded original legislated access restrictions.
Washington State Department of Transportation. <u>Design Report for the Reconstruction of US 101 Black Lake Blvd Interchange (OL-0696)</u> . Prepared for WSDOT by Greiner, Inc. in association w/ Alpha Engineering Group, Inc. March, 1992.	Outlines purpose of project, accident analysis, accommodation of city's plan, recommendation for the two-lane eastbound entrance ramp to US 101 with provisions for eastbound auxiliary lane to the Mottman interchange, agreements with the City of Olympia, no federal money – no NEPA, SEPA DNS, etc.	Yes	Background of development of the existing highway system. This design influences the issues and choices that WOAS will address.

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<p>Washington State Department of Transportation. <u>Washington State Highway System Plan, 2003 – 2022.</u> February 2002.</p>	<p>Comprehensive assessment of existing and projected 20-year deficiencies and potential solutions.</p> <p>Mobility Strategies:</p> <ul style="list-style-type: none"> • I-5 MP 100.52 to 105.63 Tumwater south of city limits to 14th Ave– Phase 1 intelligent transportation system (ITS) implementation CCTV • I-5 MP 101.3 to 104.5 Airdustrial Interchange to US 101 (Deschutes Parkway Vicinity) – Needs further study – HOV lanes, dedicated freight lane, HSGT or commuter rail, TDM, ITS • US 101 MP 361.25 to 362.59 US 101/SR 8 Vicinity to Mud Bay Interchange Vicinity – Phase 1 ITS implementation CCTV, variable message system (VMS) • US 101 – MP 361.52 to 362.59 US 101/SR 8 Vicinity to Mud Bay Interchange Vicinity – Widen from 4 lanes to 6 lanes • US 101 MP 364.58 to 367.41 Black Lake Blvd to Interstate 5 – Widen from 4/6 lanes to 6/8 lanes creating HOV and general purpose lanes • US 101 365.44 to 367.41 Black Lake Blvd Interchange – New 70 stall park and ride lot near Black Lake Interchange • US 101 MP 366.42 to 366.42 Cooper Point Road SW (Mottman interchange) – New 65 stall park and ride lot near Mottman Interchange (Cooper Point Road) <p>Economic Initiative:</p> <ul style="list-style-type: none"> • US 101 MP 364.36 to 366.42 Kaiser Road to Cooper Point Road/Mottman Interchange – Needs further study – Participate in “West Olympia Access” study • US 101 MP 364.36 to 366.42 Kaiser Road to Cooper Point Road/Mottman Interchange – Needs further study – Design/build preferred alternative from “West Olympia Access” study • US 101 MP 152.1 to MP 367.2 Vicinity Queets to vicinity Olympia – Implement Corridor Management Plan priority projects. Example, interpretative, safety rest area, viewpoint and other enhancements 	Yes	<p>Outlines potential solutions for US 101 to address safety, efficiency, capacity, and economic development needs in the study area.</p> <p><u>Note:</u> An update of the HSP is underway, with completion likely in late 2007 or early 2008. It is unclear whether the updated HSP will include the same projects located in the WOAS study area when complete.</p>

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Washington State Department of Transportation. <u>Design Report for Black Lake Boulevard to I-5 (XL-0643)</u> . April 24, 1992.	Widen US 101 to six lanes with width for future auxiliary lanes between Black Lake Boulevard and Mottman Interchanges. Auxiliary lanes needed because of close spacing causing acceleration and deceleration lanes to overlap. Illumination, slope flattening and modification of the drainage systems to meet local and WSDOT requirements. SEPA DNS, NEPA categorical exclusion. Brief history (originally graded in 1956, completed in 1957, paved in 1958, etc).	Yes	Valuable for history of development of this segment of highway. This design influences issues and choices that WOAS will address
Washington State Department of Transportation. <u>US 101 Corridor Master Plan (Scenic Byway Plan)</u> . March 1997.	The Master Plan includes no recommendations for this segment of highway. Recommends maintenance of pastoral views in vicinity of Mud Bay, considered to be the eastern entrance to the scenic byway.	No	No requirements have bearing on US 101 within the study area.
Washington State Department of Transportation. <u>Design Manual</u> . Updated 2006, and as amended.	Since US 101 is part of the National Highway System, full design standards apply to all safety and mobility projects.	Yes	The WSDOT Design Manual describes the design standards with which projects recommended by WOAS must comply.
Washington State Department of Transportation. <u>Washington Transportation Plan</u> . November 2006.	The Washington Transportation Plan (WTP) identifies policies, strategies, and programmatic investment priorities for the WSDOT and its regional offices.	Yes	While there are no recommendations specific to the WOAS study area, the WTP does inform WSDOT priorities.
Washington State Department of Transportation. <u>Summary of Final Foundation Recommendations, Percival Creek Bridge Replacement ((XL-0643)</u> March 25, 1992	Summary of Geotechnical Report for bridge replacement. Discussion of foundation options and related construction considerations.	No	Foundation recommendations were incorporated into the existing structure.
Intercity Transit. <u>2005 On-Off Boarding Counts</u> . April 2006.	This report documents the 2005 system-wide tally of counts. Boardings and de-boardings for every bus stop on the system were conducted by transit route. Information from these boarding counts is an input into the regional travel demand model and consequently, is integral to the study model.	Yes	Relevant to existing conditions. However, data are an input to the regional travel demand model and do not need to be explicitly considered in the study.

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
Intercity Transit. <i>GIS map of route structures.</i> February 2006.	These are the Arcview shapefiles that describe Intercity Transit's fixed-route services. They are a useful graphic and mapping tool, and will be useful in depicting westside routes and bus stop locations.	No.	This is a graphic information tool.
Intercity Transit. <i>"Analysis of performance by route."</i> September 2005.	Internal analyses conducted by Intercity Transit to determine most efficient allocation of resources to meet existing demand for transit services.	No.	Relevant for existing conditions and transit operational activities, but not relevant for the long-range sub-area study.
Intercity Transit. <i>"Fixed-Route Short- and Long-Range Planning Studies."</i> June 2006.	Fixed-route service plans for each Intercity Transit route are in these documents. These planning studies provide input to the regional travel demand model and consequently, are integral to the study model. Routes specific to the west Olympia study area are included in these studies, and can be reviewed for more detail if warranted. Note that service hours and vehicle requirements are identified on a system-wide basis, and are not available by specific area.	Yes	Includes short and long range projections for service. Data are inputs to the model and do not need to be explicitly considered in the study.
Thurston Regional Planning Council. <u>Thurston 2025 Regional Transportation Plan – Guiding Our Future.</u> May 2004. Most recent amendment, June 2006.	This is the most current long-range regional transportation plan (RTP) for the region. It incorporates many of the goals and constraints of the 2020 plan. The original 2025 planning horizon is extended annually. The current planning horizon extends through 2027. The 2007 amendment will extend that to 2030. The RTP includes transportation goals and policies for all modes of transport, it establishes level of service standards and maximum road width for the Thurston region, and it identifies regionally-significant transportation projects. In this plan the concept of "strategy areas" is expanded to "strategy corridors," those corridors where traditional level of service measures may be exceeded without triggering a mandatory moratorium on growth. Key projects associated with the study area are included in this plan. This plan supercedes all previous regional transportation plans.	Yes	Includes projects specific to study area, regional LOS standards, relevant goals and policies. These apply to the study and its findings. Any regionally-significant findings included in a final preferred alternative must be included in, and consistent with, the RTP to secure funding and proceed.

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		Yes / No / Maybe	Explain
<p>Thurston Regional Planning Council. <u>TransACTION 2020 – The 1998 Regional Transportation Plan Update</u>. February 1998.</p>	<p>This plan built on goals and policies of the 2010 plan it superceded. It was the first transportation plan to incorporate the land use and zoning that local agencies developed to comply with the Growth Management Act (GMA). It was developed in conjunction with Intercity Transit’s development of a long-range transit system plan. It stipulated that two through-lanes in each direction is the maximum mid-block width of major streets in the region, and identified “strategy areas” where adopted level of service standards may be exceeded without triggering a development moratorium. It modified the work trip drive-alone goal to reflect a 60% rate in the urban core areas, and 70% in the rest of the urban area. It established a two-hour pm peak period for regional level of service analysis. The 2020 plan identified three local tax options to be implemented by 2000 to pay for needed system investments (those options were never implemented). This was the first regional plan in which the “West Olympia Access Study” was recognized as a means of determining appropriate modifications to US 101 access.</p>	No	<p>This plan was replaced with the 2025 plan in 2004. Relevant policies and standards were carried forward in the 2025 plan.</p>
<p>Thurston Regional Planning Council. <u>Transportation Future 2010 – Making Connections</u>. March 1993. Revised December 1994.</p>	<p>This was the first post-Growth Management Act, post-ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) regional transportation plan. As such, it was the first regional plan based on a multi-modal approach to transportation planning. It defined core areas and high density residential corridors where transit, walking, and biking would be key components of the future mobility strategy. These land use designations and intents were then incorporated into local Comprehensive Plans. It incorporated policies intended to support the recently passed Commute Trip Reduction (CTR) legislation. It included a goal to reduce drive-alone work trips to 60% by 2010. The 2010 plan identified several WSDOT projects on US 101, including new or modified access at Black Lake, a new interchange at what is now referred to as Crosby Blvd / Cooper Point, and widening of US 101 between that interchange and the Black Lake Boulevard interchange. It was the first time that modification of access to/from the Black Lake / US 101 interchange was proposed in a regional transportation plan.</p>	No	<p>This plan was replaced by the 2020 plan in 1998. Relevant projects and policies were carried forward.</p>

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		Yes / No / Maybe	Explain
Thurston Regional Planning Council. <u>Transportation System Plan for the Thurston Metropolitan Area</u> . January 1984.	This plan applied to the Lacey-Olympia-Tumwater urbanized area. It was intended to support fledgling Growth Management policies in place at the time and was in fact an element of the agency's 1981 "Urban Growth Management Program." It provided for a 1995 planning horizon and reflected the comprehensive land use plans of Lacey (1974), Olympia (1975), Tumwater, and Thurston County (1975). While the 2010 plan was hailed as the first multi-modal plan for the region, this 1984 plan recognized the need for effective transit and travel demand management programs as part of any urban transport strategy. This plan identified the need for a full diamond interchange at the Mottman Road interchange to replace the at-grade intersection. It also recommended connecting Cooper Point Road to this new interchange via a bridge over Percival Creek Canyon.	No	This plan was replaced by the 2010 plan in 1994.
Thurston Regional Planning Council. <u>Thurston Regional Transportation and Planning Study</u> . October 1975.	Undertaken as a part of a broader regional planning process, this study had three objectives: establish the relationship between land use and transportation; develop a planning tool that could be used to achieve a coordinated approach to regional planning by each local agency; and include all the north urban jurisdictions in the development and implementation of a regional plan (Lacey, Olympia, Tumwater, Thurston County, State Highway Department, The Evergreen State College, the Capitol Campus, and the Port of Olympia). The plan confronted the challenges of sprawl and achieving urban infill, evaluated disruption and displacement caused by road projects, and included multi-modal recommendations. It planned for a 1990 forecast year. This plan identified the need to grade-separate Kaiser Road and US 101, and to extend Decatur Street to Cooper Point Road.	No	This work was superceded by several different plans.
Thurston Regional Planning Council. <u>Railroad Right of Way Inventory for Thurston County</u> . December 1989.	The Railroad Right of Way Inventory documented how rail corridors were originally acquired, possible future uses, track condition, current use (1989), and information about the abandonment process. The lines were assessed by future use / value and ease of acquisition.	No	Any relevant information can be found in the more current findings of the Passenger Rail Work Group.

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		Yes / No / Maybe	Explain
Thurston Regional Planning Council. <u>The Railroad Right of Way Strategy Report.</u> 1990, revised in 1991 and 1992.	Several pending rail line abandonments in Thurston County prompted TRPC to investigate ways to preserve rail lines and right of way. TRPC formed a Railroad Right-of-Way Advisory Committee to identify short- and long-term strategies for each rail corridor in the County. The action recommendations included many coordinated efforts among the Port of Olympia, cities, County, and other interested parties.	No	Any relevant information can be found in the more current findings of the Passenger Rail Work Group.
Thurston Regional Planning Council. <u>2006 Thurston Passenger Rail Work Group Findings.</u> August 2006.	The Passenger Rail Work Group was convened by TRPC in late 2005 to discover and explain opportunities for increased passenger rail in Thurston County. Work group findings lay the groundwork for a reasoned and timely exploration of a high capacity transportation system to serve the region's mobility needs. Findings of the work group will help TRPC sharpen its focus and support development of a regional rail vision and implementation plan. The Mottman Branch, owned by Burlington Northern Santa Fe, is the only existing rail line in the West Olympia Access Study area. It crosses Capitol Lake and serves the Mottman industrial complex with a train on Monday, Wednesday, and Friday. It is operated by the Tacoma Rail Capital Division, and runs at a maximum speed of 10 miles per hour.	Maybe	Depending on the alternatives to be developed and analyzed for this study, some understanding of the ownership and operational characteristics of this rail line may be useful.
Thurston Regional Planning Council. <u>An Initial Summary of the Interstate 5 and U.S. Highway 101 Origin and Destination Survey.</u> January 1999.	In 1997, TRPC and the Washington State Department of Transportation partnered to conduct a regional interstate travel survey. They contracted with Advanced Television Development Northwest (ATD Northwest) to conduct a non-intrusive license plate survey at three locations in Thurston County using video technology. The capture locations were I-5 at the Thurston / Lewis County border, I-5 at the Thurston / Pierce County border, and US 101 at the intersection of US 101 and SR 8. Morning and afternoon peak period trips were captured. In addition, survey questionnaires were mailed to the registered vehicle owners requesting additional information about travel patterns. Results of the mail-out surveys were disappointing in that responses suggested that the questions themselves were subject to different interpretation, yielding unreliable results. Basic vehicle distribution data was used to inform development of, and validate results of, the regional travel demand model.	No	Relevant data was used in development of the regional travel demand model.

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		Yes / No / Maybe	Explain
Thurston Regional Planning Council. <u>1998/99 Thurston County Household Travel Survey: Findings.</u> December 1999.	In late 1998 Thurston Regional Planning Council contracted with NuStats Research and Consulting to conduct a household travel survey. The purpose of the survey was to collect information on personal travel behavior and household characteristics to better understand local travel patterns. The data was the source of important inputs for the update of the regional travel demand model that is currently in use by TRPC. This locally-generated data replaced several sets of data derived from national averages or from comparable locales in the U.S.	No	The relevant data is incorporated into the model. The data, while statistically valid at the regional level, is not appropriate for use in evaluating travel characteristics of westside residents.
Growth Management			
City of Olympia. <u>Olympia Comprehensive Plan.</u> July, 1994 (as amended).	<p>The City's Comprehensive Plan defines the vision for the future of Olympia and its urban growth area, and is mandated by the State's Growth Management Act. The plan states goals and policies that guide governmental actions for the next 20 years. The goals and policies in the plan guide development of more specific sub plans in land use, utilities, transportation, parks, etc.</p> <p>The plan includes chapters on transportation, housing, energy, and parks to name a few. The Urban Growth chapter identifies Olympia's share of the region's project population. The Capital Facilities Plan (CFP) is a part of the comp plan; it defines capital improvements the City plans to build in the next six-years. The transportation chapter of the plan references and is consistent with the Regional Transportation Plan. The vision and goals of the transportation chapter and the regional transportation plan are to balance the needs of cars, trucks and transit riders, bicycles and pedestrians. One of the goals of the Comp Plan is a reduction in drive alone commute trips to 60% by 2015.</p> <p>The plan identifies the need for additional access to west Olympia from SR 101 (pg 45). It also identifies critical local street connections (Decatur Street, Yauger Way, Kaiser Road) that will be evaluated as a part of the West Olympia Access Study.</p>	Yes	Overall vision and goals of the plan should be used to guide decisions in this study. The Comp Plan also identifies critical local street connections that will be evaluated as a part of the West Olympia Access Study.

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		Yes / No / Maybe	Explain
<p>City of Tumwater. <u>Tumwater Comprehensive Plan.</u> November 1994 (As amended)</p>	<p>Tumwater’s Comprehensive Plan defines the vision for the future of Tumwater and its urban growth area, and is mandated by the State’s Growth Management Act. The plan lays out goals and policies to guide governmental actions for the next 20 years, and is updated on a regular basis. The goals and policies in the plan guide development of sub-plans specific to transportation, parks, water, etc. Elements of the plan specific to land use, transportation, and Capital Facilities are most relevant to the West Olympia Access Study.</p> <p>The plan includes chapters on transportation, housing, energy, and parks to name a few. The Capital Facilities Plan (CFP) is a part of the comp plan; it defines capital improvements the City plans to build in the next six-years.</p> <p>Land use policies are reflected in the region’s population and employment forecasts. Transportation policies are consistent with those in the Regional Transportation Plan. Regionally-significant projects are included in the regional travel demand model.</p>	<p>Yes</p>	<p>Land use and transportation elements in particular will influence issues and outcomes of the West Olympia Access Study. However, they are incorporated as appropriate through the regional population and employment forecasting process and through the regional travel demand model. For that reason they do not have to be explicitly considered as a part of this study.</p>
<p>Thurston County. <u>Thurston County Comprehensive Plan.</u> April 1995. (As amended)</p>	<p>Thurston County’s Comprehensive Plan defines the vision for the future of Thurston County and the urban growth areas it shares with the region’s cities and town. The plan lays out goals and policies to guide governmental actions for the next 20 years, and is updated on a regular basis. The goals and policies in the plan guide development of sub-plans specific to transportation, parks, water, etc. Elements of the plan specific to land use, transportation, and Capital Facilities are most relevant to the West Olympia Access Study.</p> <p>The plan includes chapters on transportation, housing, energy, and parks to name a few. The Capital Facilities Plan (CFP) is a part of the comp plan; it defines capital improvements that Thurston County plans to build in the next six-years.</p> <p>Land use policies are reflected in the region’s population and employment forecasts. Transportation policies are consistent with those in the Regional Transportation Plan. Regionally-significant projects are included in the regional travel demand model.</p>	<p>Yes</p>	<p>Land use and transportation elements in particular will influence issues and outcomes of the West Olympia Access Study. However, they are incorporated as appropriate through the regional population and employment forecasting process and through the regional travel demand model. For that reason they do not have to be explicitly considered as a part of this study.</p>

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		Yes / No / Maybe	Explain
City of Olympia. <u>Olympia Municipal Code Title 18</u> . July, 1994 (as amended).	Title 18 of the Olympia Municipal Code (OMC) includes zoning and the detailed development regulations, design guidelines, and related city review processes and procedures that implement the goals and policies of the Comprehensive Plan.	Yes	These are the implementation details of the Comprehensive Plan policies.
City of Olympia. <u>Six-Year Capital Facilities Plan</u> . Amended Yearly.	Contains all City of Olympia capital project needs that are anticipated within a six-year period. Includes transportation, water, sewer, storm water and parks projects. Location, project descriptions and estimated costs are provided.	Yes	2006-2011 CFP identifies planned capital improvements and costs that could relate to the study.
Thurston Regional Planning Council. <u>Land Cover Mapping of Thurston County – Methodology and Applications</u> . June 2001.	TRPC used data from the Indian Remote Sensing Satellite and the Landsat Thematic Mapper to create a spatial analysis tool for evaluating land cover characteristics of 68 watersheds and basins in the Thurston region.	No	The study is based on adopted land use plans. Land cover data is useful in land use planning but isn't relevant to this study.
Thurston Regional Planning Council. <i>"Urban Growth Management Program."</i> 1981.	As described in the 1984 <u>Transportation System Plan for the Thurston Metropolitan Area</u> , the primary purpose of the Urban Growth Management Program (UGMP) was to achieve concentrated urban development within a planned urban area and encourage orderly development. The UGMP contributed policy statements and minimum street standards to the 1984 regional transportation plan.	No	This work was superseded by the Growth Management Act and its associated local Comprehensive Plans.
City of Olympia. <i>Green Cove Downzone, Regulations, Documentation</i> . 2000.	City Council designated the Green Cove basin as a sensitive drainage basin. Although sensitive, it was found to be one of the least impacted drainage basins within the city limits. Special policies were adopted in the Comprehensive Plan and a new zoning district was adopted to reduce the impact on aquatic systems. Other required measures include engineering design standards requiring narrow streets, and a rigorous forest protection ordinance. This was adopted by Olympia but Thurston County chose instead to use low density zoning to protect that area within the urban growth boundary.	No	Very little of the WOAS study area lies within the Green Cove Creek drainage basin, and the study already incorporates the affect of zoning in this area in its forecasts.
City of Olympia. <i>"High Density Corridor (HDC) Review and Rezone."</i> 2000.	Study and rezone resulted in defined differences between HDC areas, designating them HDC 1, 2, 3, or 4 depending on expected evolution and redevelopment over time. Some former General Commercial (GC) areas were removed from HDC overlay designation due to lack of City GC land, proximity to the freeway and unlikely development into the HDC mixed use form identified.	No	The effects of this rezone have been incorporated into the regional forecast and are reflected in the City Comprehensive Plan.

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
City of Olympia. <i>"HDC 1 and 2 Study and Rezone."</i> 2002.	Performed an available land and market study of possible infill and redevelopment in these close-in HDC areas, fine-tuning comprehensive plan policy, development regulations and design guidelines relating to building design compatibility with neighborhoods, landscape design – screening, parking, alley access and use, permitted uses and incentives for housing in the corridor (special valuation for development of 4 or more units).	No	The outcome of amendments are reflected in the City Comprehensive Plan and therefore in the traffic model.
City of Olympia. <i>"HDC-4 Capital Mall Expansion Comprehensive Plan and Development Code Amendment."</i> 2001.	<p>This amendment moved the HDC-4 boundary line to include all of the property currently owned by the Westfield Corporation, one of the owners of the Capital Mall. The amendment added specific goals in the Comprehensive Plan that will influence future development patterns, including schematic and street edge illustrations that show how basic principles of the comprehensive plan can be met (infill, redevelopment, design standards and connectivity conducive to the use of alternative modes), and how the mall plans to add additional development and redevelop the mall area over time. A new set of design standards was adopted that will be used to review Capital Mall expansion over time.</p> <p>City response to pressure from the Mall for an exemption from HDC-4 design guidelines resulted in these amendments that were formulated with the Mall owners, the City and an architectural consultant. The area specific direction for the Capital Mall is an example of how a typical suburban mall can evolve over time into more of an urban space that supports some additional pedestrian movement.</p>	No	Subsequent redevelopment can support or hinder City transportation and land use objectives in this area, owing to the large presence of Capital Mall. However, relevant zoning policies and design standards have been incorporated into the Comp Plan and will be carried out in that context. They do not need to be explicitly considered in this study.
City of Olympia. <u>Master Street Tree Plan.</u> 2001.	<p>The plan describes the benefits of the City street tree program and identifies the plan for planting additional trees in downtown and along key corridors throughout the City over time. It includes a prioritized list of streets and corridors where trees will be planted.</p> <p>Trees are an important element of street planning and development. They increase use of pedestrian corridors and can serve as a vertical visual element that helps with slowing vehicle speeds. City street standards already identify the components (including planting strips where street trees may be included).</p>	Maybe	The WOAS plan process may record ideas for where trees could serve some objective for an area – such as enhancing the pedestrian realm, but that level of detail is not anticipated at this time.

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
<p>City of Olympia. <i>"Downtown Studies, Rezones, Development Regulations and Design Guideline amendments"</i> 1970 – 2006.</p>	<p>Numerous studies began in late 1970's with plans for Percival Landing. Other amenities were implemented through 1980's to achieve plan goals for infill including housing. 1994-95 the Olympia GMA-compliant comprehensive plan, development regulations and design guidelines were adopted. Also, aggressive work occurred to locate additional state offices (two site identification studies) and attract higher density housing to downtown. In late 1990's the north downtown EIS identified redevelopment opportunity and issues showing how traffic would work over time with infill, and added special valuation housing incentive program for development of 4 or more units in downtown. Starting in 2000 additional work included plans, pro-formas and market studies of specific sites for high density market rate housing. Impact fees were re-examined and lowered downtown based on trip generation. Studies of three downtown housing zones were confirmed, with two rezoned to a new Urban Residential zone (limiting commercial development in these areas). Five blocks of waterfront were rezoned from Downtown Business to Urban Waterfront – Housing (one floor of commercial, remainder of height housing). A Waterfront Visioning Scoping Report in 2004 identified goals, policies and issues for each waterfront area from East Bay, through downtown and Capitol Lake, to West Bay. Port and East Downtown studies started in 2002 for redevelopment including street improvement plans. Street tree plans and planting schedule for downtown and High Density Corridor (HDC) areas were completed. Rezones, development regulations and design guideline amendments were adopted to further the goal of creating a desirable live, work, shop and play – 18 hour downtown.</p>	No	<p>Taken as a whole these studies, plans, analysis and reports work together to achieve the promise of the Oly Comp Plan regarding infill and the creation of the vision for an 18 hour dense city center, that can serve the needs of those who live, work, play, or visit without the use of a car for each activity. Traffic model takes into account the expected infill in downtown. Westside growth, traffic and transportation needs have to be addressed even with successful infill in downtown.</p>
<p>Thurston County Planning Department. <u>Cooper Point Plan.</u> 1972.</p>	<p>This was the first sub-area plan prepared within Thurston County. It included land use and zoning for the Cooper Point peninsula and much of West Olympia. Many areas were later annexed to the city of Olympia.</p>	No	<p>While many parts of the WOAS study area used to be within Thurston County and this sub-area, current Comp Plan and zoning supercedes this sub-area plan.</p>

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
Environmental			
Thurston County, Environmental Health Department. <u>Eld Inlet Watershed Action Plan</u> . October, 1989.	The Eld Inlet watershed plan focused on reducing non-point source pollution within the Eld Inlet watershed, and recertifying portions of the inlet that had been closed to shellfish harvesting. Poor animal keeping practices and failing on-site septic systems were the most significant threats to this watershed.	No	Relevant aspects of this study have been incorporated into the County's Comprehensive Plan and the regional Shoreline Master Program.
City of Olympia. "Wellhead Protection Program." 1999.	Olympia established its Groundwater Protection Program in 1999. One of the City's three drinking water sources – Allison Springs – is located within the WOAS study area. The Allison Springs Drinking Water Protection Area is located on the west side of Olympia and covers about 4 square miles. It is the most urban of Olympia's drinking water protection areas. The wells at Allison Springs supply about 20% of the City's drinking water. The goal of the City's groundwater protection program is to prevent contamination of this and the other two City water supplies.	Yes	City and state policies strictly regulate the activities that can occur in a wellhead protection area. The WOAS process should be mindful of this critical area, although transportation is not a prohibited use.
City of Olympia. <u>Storm and Surface Water Plan</u> . November, 2003.	The Storm and Surface Water Plan provides strategic guidance to future storm and surface water services and funding, using a framework similar to those guiding other City utilities. The West Olympia Access Study includes portions of several drainage basins covered under this plan: Capitol Lake Basin; Percival Creek Basin; Schneider Creek Basin; and Green Cove Basin. The SSWP informs City policies regarding development standards, capital facilities, septic policies, wetland and critical habitat conservation, public education, and other measures to avoid or minimize impacts attributable to storm and surface water.	Yes	Streets are the primary cause of water quality impacts. However, City policies regarding zoning, land use, and street standards incorporate relevant plan policies so they do not need to be explicitly considered in this study.
City of Olympia. <u>Stormwater Drainage Manual</u> . January, 2005	The Manual establishes regulations and design criteria for stormwater management on developing sites. It requires new developments to install ponds, pipes, and treatment systems designed to prevent flooding, maintain water quality, and protect aquatic habitat. These requirements reduce environmental impacts of development but in the process, results in higher stormwater costs for developers and consumers alike. Transportation construction projects are subject to these same stormwater management requirements.	Yes	Stormwater regulations associated with street construction can be challenging and costly. Requirements will be included as a part of any follow-up actions.

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
Thurston Conservation District Lead Entity. <u>WRIA 13 Freshwater and Nearshore Implementation Priorities - 2006 to 2009</u> . 2005.	This document includes a prioritized list of Freshwater and Nearshore implementation measures. The list was developed as part of the salmon protection plan and includes many areas outside the WOAS study area.	Maybe	Some of the prioritized implementation measures could occur within the WOAS study area.
Washington Department of General Administration. <u>Capitol Lake Adaptive Management Plan 2003-2013</u> . Oct 2002.	<p>Capitol Lake, Deschutes Parkway and shoreline parks along Capitol Lake north of I-5 are part of the Washington State Capitol Campus. The lake was created in 1951 from the southern part of Budd Inlet. The CLAMP 10-Year Plan addresses 14 management objectives which are important for the management of Capitol Lake.</p> <p>Deschutes Parkway was repaired after the Nisqually earthquake of 2001. The only long-range transportation improvements plan for around the lake is a pedestrian by-pass around Capitol Lake dam. A study is on-going to determine if the lake will be restored to an estuary. Untreated stormwater drains from I-5 drains into Capitol Lake. Stormwater retrofits may be a part of a forthcoming TMDL study for Budd Inlet & the Deschutes River watershed.</p>	Yes	It provides guidance for the state's plans for projects or activities in and or adjacent to Capitol Lake. A majority of the WOAS drains into Capitol Lake. A new 5 th Avenue bridge is being considered in one alternative. Its design would eliminate the current turn prohibitions where 5 th Avenue intersects with Deschutes Parkway, which could alter traffic patterns between downtown and the westside.
Thurston Conservation District Lead Entity. . <u>Salmon Habitat Protection and Restoration Plan for WRIA 13, Deschutes</u> . July 2004.	The recovery of anadromous fisheries within Puget Sound is the purpose behind this report. As a part of a statewide Salmon recovery effort, the WRIA 13 Recovery Plan focuses on the Deschutes River drainage, but also includes the marine shoreline of Budd and Eld Inlets and the McLane Creek drainage. All of the WOAS study and Influence area are located within areas served by this document. The WRIA 13 plan prioritizes drainage basin and recovery efforts and contains a list of recovery projects.	Maybe	The WOAS study area is within the WRIA 13. It is unlikely that recovery projects will be explicitly evaluated in WOAS analysis, but the study should be mindful of the sensitive nature of the WRIA 13 drainage basins within its boundaries.

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
<p>Thurston Regional Planning Council. <u>Shoreline Master Program for the Thurston Region</u>. May 1990.</p>	<p>This document serves as the Shoreline Master Program (SMP) for Olympia, Thurston County and Tumwater. It contains both policies and regulations for designated shoreline jurisdictions.</p> <p>The Master Program also includes “Special Management Areas” (SMA) which were adopted for Percival Creek, the National Historic District in the South Basin of Capitol Lake, and along the Deschutes River. Each Special Management Area adds policies and regulations which apply to that specific geography and which are more detailed than those found in the Master Program.</p> <p>Within the WOAS study area affected shorelines include those of: Capitol Lake, Percival Creek, Black Lake Drainage Ditch, Ken Lake, Grass Lake associated wetlands, Eld Inlet and Budd Inlet.</p>	Yes	<p>There are many shorelines in the WOAS study area which are within shoreline jurisdiction. Alternatives need to be sensitive to the affected shorelines to ensure they do not violate these policies and regulations.</p>
Other Plans and Studies			
<p>Stevenson, Shanna. <i>“A Freeway Runs Through It: Tumwater, A City Shaped by Transportation,”</i> from <u>The River Remembers: A History of Tumwater 1845 – 1995</u>. Edited by Gayle Palmer. Tumwater, 1995.</p>	<p>This history of transportation in Tumwater provides historical context for the local and state infrastructure that is in place today. Of central interest is the discussion and decision regarding alignment of what was to become Interstate 5 and the juncture with what was to become US 101. The final alignment of I-5 cut a 200 foot swath through old Tumwater, eliminating nearly 100 homes and businesses. The interchange at what is now I-5 and US 101 was the first triple-level interchange in the state. The new freeway opened on December 12, 1958 after 4 years of construction at a cost of \$12 million.</p>	No	<p>It is an interesting historical snapshot but has no bearing on the actual study.</p>
<p>Sheridan, Mini and Lockman, Heather. <u>Olympia Historic Preservation Assessment and Action Plan</u>. 2005.</p>	<p>Olympia is a Certified Local Government and there was a desire by its Historic Commission to undertake a review of the existing program and make recommendations for changes. This includes background on the existing program, interviews with affected stakeholders, and recommendations for changes. It also includes a summary of all the known cultural resources within the city.</p>	Maybe	<p>A sizable number of historic resources are located within the WOAS study area. WOAS recommendations need to be sensitive to these resources and avoid impacts to historical properties whenever possible.</p>

Citation	Synopsis	Does document have direct bearing on WOAS choices?	
		Yes / No / Maybe	Explain
Thurston County. <u>Comprehensive Emergency Management Plan.</u> January 1998.	The purpose of this Plan is to guide County Organizational behavior before, during and after a disaster. It develops and describes a comprehensive program that defines who does what, when, where, and how in order to mitigate, prepare for, respond to, and recover from the effects of natural, technological and human-caused hazards.	No	Plan is specific to responsibilities and actions of Thurston County departments in the event of a significant disaster like a major earthquake.
Emergency Management Council of Thurston County. <u>Natural Hazard Mitigation Plan.</u> Oct 2003.	<p>The federal government requires that state and local governmental entities prepare mitigation plans in advance of federally declared disaster events. This regional document is the plan and framework for fifteen local governmental entities including Olympia, Tumwater and Thurston County. These three jurisdictions adopted the plan and created a specific list of mitigation measures.</p> <p>Within the WOAS study area are portions of Olympia, Tumwater and Thurston County. While each of these entities adopted mitigation measures applying to their whole community, the only measure specific to the WOAS study area is: Olympia OLY-LH-1 <i>Hazard Damage Reduction</i> - Protect roads and building along Lakeridge Drive and E side of Capitol Lake @ \$1.8 M.</p>	Maybe	Some suggested mitigation measures would occur within the WOAS study area. However, it is unlikely that they will influence the options or recommendations of WOAS.
Washington Department of General Administration. <u>Master Plan for the Capitol of the State of Washington.</u> June 2006.	<p>This document provides guidance for how buildings, infrastructure, monuments, and parking are accommodated on the State Capitol Campus. The master plan also describes existing and potential development opportunities at the two satellite campuses in Lacey and Tumwater. It also describes preferred leasing areas for state government which includes downtown Olympia and the areas around the Thurston County Courthouse.</p> <p>The facilities along Capitol Lake are described as "Capitol Parks" and include Heritage Park, Marathon Park, Deschutes Parkway, and the Capitol Lake Interpretive Center. During the 2005-07 biennium the basic park will be complete at Heritage Park, whereas the other shoreline facilities all required restoration after the 2001 Nisqually earthquake.</p>	No	This document provides policy guidance for projects within the east and west campus. While Deschutes Parkway, Marathon Park, and the Capitol Lake Interpretive Center are all located within the WOAS study area, the Master Plan itself has no bearing on the study.

Prepared by Thurston Regional Planning Council for the City of Olympia and the Washington State Department of Transportation – Olympic Region.