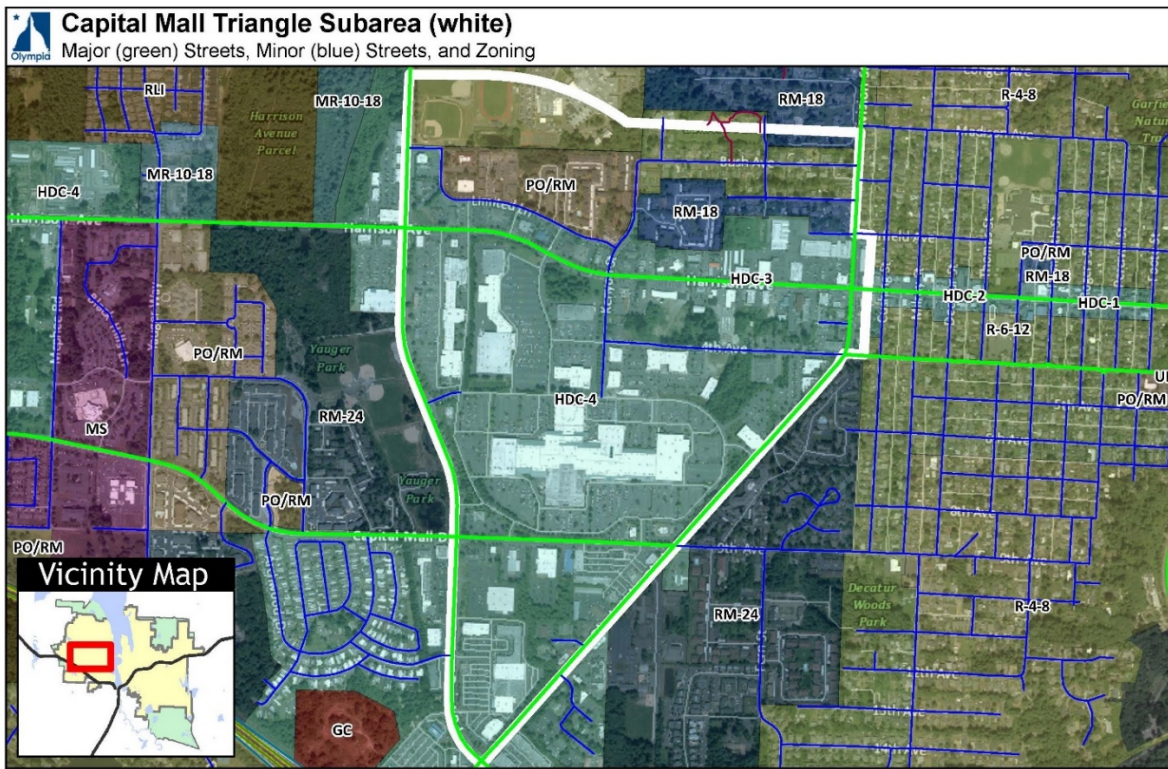


Westside Subarea Planning Summary

Beginning in early 2022, the City of Olympia will engage stakeholders in the preparation of a sub-area plan and non-project environmental impact statement (EIS) to facilitate transit-oriented development within Olympia's 272-acre Capital Mall Triangle subarea. The City has received a \$250,000 grant from the Department of Commerce to support this work.

This project will result in a long-range strategic plan and implementation framework to move forward our Comprehensive Plan vision for a thriving mixed-use, high-density urban center on Olympia's westside. It will also establish a pre-development EIS that addresses the environmental impacts of envisioned development and community issues while reducing developer uncertainty.



Present Conditions: The current land use pattern here reflects the 1970's-80's development era. Traditional highway-oriented big box retail and a suburban mall are surrounded by vast parking lots accessed by a sparse network of 5-lane arterials. Street connectivity is limited, and existing intersections are strained.

Future State: Changes in land use and a gridded street network will generate more walk and transit trips as workforce housing expands throughout the subarea. Better infrastructure is needed to support the envisioned changes. This plan will guide the policy and investment decisions needed to stimulate that transit-oriented redevelopment and infill.

Transit-Oriented Development: compact, mixed-use communities near transit where people enjoy easy access to jobs and services.

Benefits of a Subarea Plan and EIS

Business and Property Owners: A subarea plan will increase certainty for those who make long-term investments while also providing predictability to the public concerning area growth and change over time.

Goals:

- Stimulate interest in business development, both local and regional in scale, that grows the area economy and increases job opportunities for Olympia residents.
- Identify redevelopment opportunities stemming from changes in retail and commercial sectors.
- Harness new economic opportunities and leverage them to help realize housing development goals.

Housing: Significantly more housing development is planned for this area. Housing will be mixed in with new and existing commercial uses. Complexities in the development code create barriers that inhibit this kind of private investment. A long-term strategy is needed to lift those barriers and facilitate our vision of a transit-oriented, mixed-use urban center.

Goals:

- Achieve more mixed use/housing development.
- Provide for housing that is affordable for a range of incomes.
- Improve equity through greater housing/job access for low-income residents, who are disproportionately people of color and working-class residents facing a shortage of workforce housing.
- Strengthen local sense of place and district character through design and engagement.

Transportation: A gridded street network will make it easier for people to use transit, to walk or to bike, and transform the subarea into a vibrant urban center where many more residents can conveniently access jobs, school, services and recreation without a car.

Goals:

- Leverage existing and future transit investments.
- Improve access and circulation for all modes of travel, especially transit, walking, biking and driving.

Environment: Transit oriented development is a major solution to the growing problems of climate change and energy consumption by creating dense, walkable communities that greatly reduce the need for driving.

Goals:

- Advance regional climate change adaptation strategies.
- Reduce dependence on the automobile by providing viable alternatives to driving and shorter distances between home, work and play.
- Focus growth in already developed areas to reduce pressure on the natural environment.
- Expand the supply of high-density housing, which typically consumes less energy.