

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR THE CITY OF OLYMPIA COMPREHENSIVE PLAN

2008 ANNUAL COMPREHENSIVE PLAN AMENDMENT PROCESS

*AMENDMENTS TO THE COMPREHENSIVE PLAN,
OLYMPIA MUNICIPAL CODE AND RELATED MAPS*



City of
OLYMPIA

**Olympia Community Planning
and Development
Olympia, Washington**

Prepared for the review and comments of citizens, citizen groups, and
government agencies in compliance with
The State Environmental Policy Act of 1971
Revised Code of Washington 43.21.C
Chapter 197-11 WAC, effective April 4, 1984
and the
Olympia Municipal Code

DATE OF ISSUE: May 30, 2008

May 30, 2008

Greetings:

I am pleased to provide you with this copy of the Draft Supplemental Environmental Impact Statement (DSEIS) analyzing proposed amendments to the Olympia Comprehensive Plan. This DSEIS supplements the Olympia Comprehensive Plan Final EIS issued on April 4, 1994; therefore, this analysis does not re-analyze the 1994 Plan. Instead, it examines the changes from the adopted Plan, proposed by each amendment.

This DSEIS addresses a variety of amendments including six rezone proposals and a transportation map amendment. Two of the rezone proposals are located on Olympia's Westside (Friendly Village, and Mud Bay Road), three are on the eastside (Chambers Basin, 4th Avenue and Fairview Street) and one is located on the isthmus between Budd Inlet and Capitol Lake (Urban Waterfront).

The Olympia Planning Commission will hold a public hearing regarding all of the Comprehensive Plan amendments except for the Urban Waterfront amendment at 6:30 p.m. on Monday, June 16, 2008, at the Olympia City Hall, Olympia, WA. The Planning Commission will hold a public hearing for the Urban Waterfront amendment at 6:30 p.m. on Tuesday, June 24, 2008 at the Olympia Center, 222 Columbia Street NW. Written comments should be sent to the address below by June 30, 2008. The complete information, analysis, and updated review schedule can be accessed at www.olympia.wa.gov.

Following the draft review period, appropriate revisions will be made and a Final SEIS issued. These amendments will be considered by the Olympia City Council at public hearings to be scheduled in September/October 2008.

Please direct questions and comments to:

Ms. Jan Weydemeyer, Senior Planner
City of Olympia
Community Planning and Development
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Your interest and participation is appreciated.

Sincerely,



TODD STAMM
SEPA Official

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I. INTRODUCTION

Fact Sheet

1. Proposed Action

The proposed action is for the City of Olympia to consider adoption of a group of proposed Comprehensive Plan amendments pursuant to Washington Growth Management Act requirements. Each individual amendment proposal or group of related proposals has its own alternatives or options listed. These alternatives or options are listed with each proposal or group of proposals.

2. Licenses And Permits

Adoption by ordinance by the City Council of certain proposed amendments to the Olympia Comprehensive Plan, the related amendments to the Olympia Zoning Ordinance, and related amendments to the Olympia Future Land Use and Zoning Maps.

3. Action Sponsor And Location Of Reference Documents

City of Olympia
Community Planning and Development Department
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Chapter 5..... Laura Keehan, Associate Planner
Chapter 6..... Kraig Chalem, Associate Planner
Chapter 7..... Jan Weydemeyer, Senior Planner

6. Date Of Issue Of Draft SEIS: May 30, 2008

7. End Of Comment Period: June 30, 2008

8. Expected Date Of Issue Of Final SEIS: August 2008

DRAFT SEIS DISTRIBUTION LIST¹

Olympia Planning Commission – Members and Planning Commission File
Olympia Timberland Library
Olympia Community Planning and Development Department
Thurston Regional Planning Council – Lon Wyrick
Washington Department of Ecology – SEPA/GMA Coordinator
Washington Department of Fisheries and Wildlife – Jennifer Hayes
Washington Department of General Administration – Nathaniel Jones
Washington Department of Transportation – District #3 – Debbie Maher
Washington Department of Natural Resources – Anne Sharar
Washington State Department of Community, Trade and Economic
Development – Review Team
Washington Department of Social and Health Services – Elizabeth McNagny
Washington Department of Health – John Aden
Washington Department of Corrections – Rebecca Barney
Parks and Recreation Commission – Bill Koss
Interagency Committee on Outdoor Recreation – Lorinda Anderson
Olympic Region Clean Air Agency – Mark Goodwin
Puget Sound Water Quality Action Team – Harriet Beale
Thurston County – Les Olson, Scott Clark
City of Tumwater – Roger Gellenbeck
City of Lacey – Jerry Litt
Thurston County Fire Districts 5, 8, 9 (3)
Nisqually Tribe – George Walter
Squaxin Island Tribe – Jeff Dickison
Olympia School District – Timothy Byrne
North Thurston Public Schools – Jeff Greene
Superintendent of Public Instruction – Mike Currie
Port of Olympia – Jeff Lincoln
Intercity Transit – Dennis Bloom
The Olympian
Olympia Downtown Association
Olympia Neighborhood Associations
Utilities and Transportation Commission – Jeffrey Showman
Olympia Thurston County Chamber of Commerce
Olympia Master Builders
Applicants:

- Friendly Village LLC; Melaney Scott
- Cynthia and Dave Kettel
- U-Haul International, Dayna Bedney
- Patricia Grover
- Capitol Shores, LLC; Jeanette Hawkins, Triway Enterprises

¹ The majority of copies have been distributed in an electronic form. Paper copies are available at the City of Olympia, Thurston Regional Planning Council, the Olympia Timberland Library or upon request.

II. SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FORMAT

A. Supplement to the 1994 Olympia Comprehensive Plan Environmental Impact Statement

This Supplemental Environmental Impact Statement (SEIS) is an addition to the Environmental Impact Statement (EIS) prepared in 1994 for the Comprehensive Plan for Olympia and the Olympia Growth Area (Plan). The SEIS analyzes amendments proposed in 2008 to the 1994 Plan and its implementing regulations. Consequently, the SEIS builds on the EIS completed for the Plan, and on EISs for other related actions listed in Section III below. City Council action on the proposed amendments is expected to take place in October 2008 (after first and second readings).

This SEIS represents a phase in the environmental review of policy decisions and other actions that ultimately will result in the development of future land uses and infrastructure to support them. The State Environmental Policy Act (SEPA) regulations, which govern the preparation of environmental impact statements, allow local environmental review to be timely phased as proposed actions become more specific and detailed. This type of environmental review is called "Phased Review."

Phased environmental review is allowed when the sequence is from a broad, non-project action to a subsequent site-specific proposal. For example, the proposed changes to the Plan's land use designations will likely be reflected in future site-specific development projects. These projects may require additional environmental review. The level of detail of this review will vary based upon project conformance with the Plan's analysis in the original EIS, this SEIS, and any important site characteristics. This later review can range from the project's approval and reliance upon the original EIS and this SEIS as the basic environmental document, to the preparation of another supplemental environmental impact statement for major projects with significant adverse environmental impacts. It is likely that most projects will fall between these two extremes and will be reviewed by means of an environmental checklist.

B. Format of the SEIS

The SEIS follows a similar format to the original EIS. Section I is a Fact Sheet and SEIS distribution list. Section II has a description of the overall format of the document. Section III has a broad summary of the impacts of the proposed Comprehensive Plan and zoning amendments. Section IV has a more detailed discussion of the Proposals, Issues, Analysis, and Summary of Recommendations.

Process for Review of the SEIS and How to Comment

Proposals that affect the Urban Growth Area (UGA) must be reviewed by planning commissions and legislative bodies for the City of Olympia and Thurston County. This is because any proposed amendment would affect the unincorporated parts of the Olympia Urban Growth Area. The Comprehensive Plan was adopted jointly by Olympia and Thurston County for this area, and must therefore be amended jointly.

There are opportunities to comment on either the substance of the proposed Plan amendments (e.g., for or against, etc.), or on the SEIS (i.e., on its accuracy and completeness). The SEIS review process includes a public review period since the purpose of this SEIS is to provide the public and the decision makers (the planning commissions and elected officials) with sufficient information to understand the proposed Plan amendments and the possible environmental impacts. This Draft SEIS is issued by the City of Olympia. It is being distributed to adjacent jurisdictions, state agencies with expertise, Indian Tribes, and interested parties for review and comment. There is a 30 plus day review period ending June 30, 2008, during which comments will be accepted on the Draft SEIS.

Written comments on the Draft SEIS should be sent to the name and address indicated on the Fact Sheet. Always include your name and address so notification of the availability of the Final SEIS can be mailed to you. Comments can be on any part of the document. Try to be as specific as possible by referring to a page and section number. Comments can include suggested wording, which you believe to be more appropriate. If possible, please indicate a desired outcome, identify your concerns and alternatives to resolve your concerns. If you have questions about this process, please contact the persons indicated on the Fact Sheet before the end of the comment period.

Oral comments on the Draft SEIS may be offered to the Olympia Planning Commission at its hearing on the proposed Plan and zoning amendments on June 16 and 24, 2008. If many people wish to speak, the Planning Commission may limit the length of individual testimony so that as many as possible can speak.

Following close of the comment period, a Final SEIS will be prepared. The City will consider all the comments received during the Draft SEIS comment period and may use any of the following methods to respond to those comments:

1. Modify the alternatives, including the proposed action.
2. Develop and evaluate alternatives not previously given detailed consideration.
3. Supplement, improve, or modify the analysis.
4. Make factual corrections.
5. Explain why the comments do not warrant further response, citing sources, authorities or reasons.

The Final SEIS will include copies of the comments and the response by the City.

C. Process For Review of the Proposed Plan Amendments and How to Comment

The City of Olympia has lead responsibility for preparing the DSEIS but both the City and Thurston County will hold hearings on proposed amendments that affect the Olympia Growth Area. Any correspondence or testimony given to either the City or County will be shared with decision makers of each jurisdiction. In chronological order, Olympia's tentative schedule for review and adoption of the proposed amendments is as follows:

June 2, 2008	Planning Commission Briefing
June 16 and 24, 2008	Planning Commission Hearing
June 30, 2008	Draft SEIS Comment Period Ends
July 7, and July 21	Planning Commission Deliberations and Recommendations
August 2008	Final SEIS Issued
September/October 2008	City Council Public Hearing/s
October 2008	City Council Work Session
October/November 2008	City Council First Reading
October/November 2008	City Council Adoption (Second Reading)

III. SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT SUMMARY

Purpose

The purpose of this section is to summarize the expected adverse environmental impacts and mitigation measures contained within this environmental impact statement.

Proposed Action And Objectives Of The Proposal

The role of the Comprehensive Plan for Olympia and the Olympia Growth Area (Plan) is to clearly state Olympia's vision for its future, and describe how to get there. The role of the implementing zoning is to establish the principal regulations, which will govern land use in a way that will move in the direction of the desired future vision. The proposed amendments to the Plan and its implementing zoning are intended as refinements to that vision and those regulations; they are intended to be consistent with the original intent of the Plan, rather than to mark a departure.

The intent of the 1994 Plan can be described briefly as follows: Olympia's historical lifestyle has been based on suburban sprawl, which is not suitable for carrying the community into the next decade. Accommodating more population means that the Olympia of tomorrow will be a higher density city than today. It will not be adequate to merely build higher density housing. It is also an opportunity to use growth as a tool to reshape our community into a more sustainable form where already developed land is fully used and accommodates projected growth and changing demographic needs of the area, the urban form supports less car dependence, and good design for streets, buildings, and neighborhoods is used.

To maintain a healthy and desirable community, and still accommodate the projected growth of the next 20 years, higher densities need to be accompanied by improved urban amenities. This includes improvements to our park system, more street trees, and the preservation of enough wildlife habitat to allow diverse native species to survive. Olympia will also have to invest more of its financial resources into these sorts of capital purchases or projects than in the past. At the same time, the City will need to address expanding demands upon traditional city facilities, such as sanitary sewers, drinking water supplies, street system, stormwater control, and solid waste disposal.

The proposed amendments include:

1. Changes to the text of the Comprehensive Plan. These include revisions to background material, policy statements, and proposed capital facilities;
2. Changes to maps in the Comprehensive Plan. These include maps for future land use, transportation, and other subjects; and
3. Changes to the Olympia Municipal Code (zoning). These include changes to the text of the code, revising development standards and requirements, and to the zoning map.

Cumulative Impacts of the Proposals

The cumulative impacts of the proposals are summarized in table 2 of this section. Rows in the table refer to each proposed amendment. Columns refer to elements of the environment as defined in a standard SEPA environmental checklist. Each is identified by a brief descriptive title. The numeric listing and descriptive title correspond to the identification of each proposed amendment in Section IV.

The long-range cumulative effects of the preferred alternatives on the environment are briefly summarized for each proposed amendment and each element of the environment. Each amendment can include an increase or a decrease in the particular impact **as compared to** the adopted 1994 Comprehensive Plan. It is possible to select some amendments, while rejecting others.

Related Policies and Plans

The Environmental Impact Statement for the City of Olympia Proposed 1994 Comprehensive Plan includes a list of related policies and plans which were references for that EIS. Those policies are also relevant to this document, but since this SEIS is an addition to the earlier EIS, that list is not repeated here.

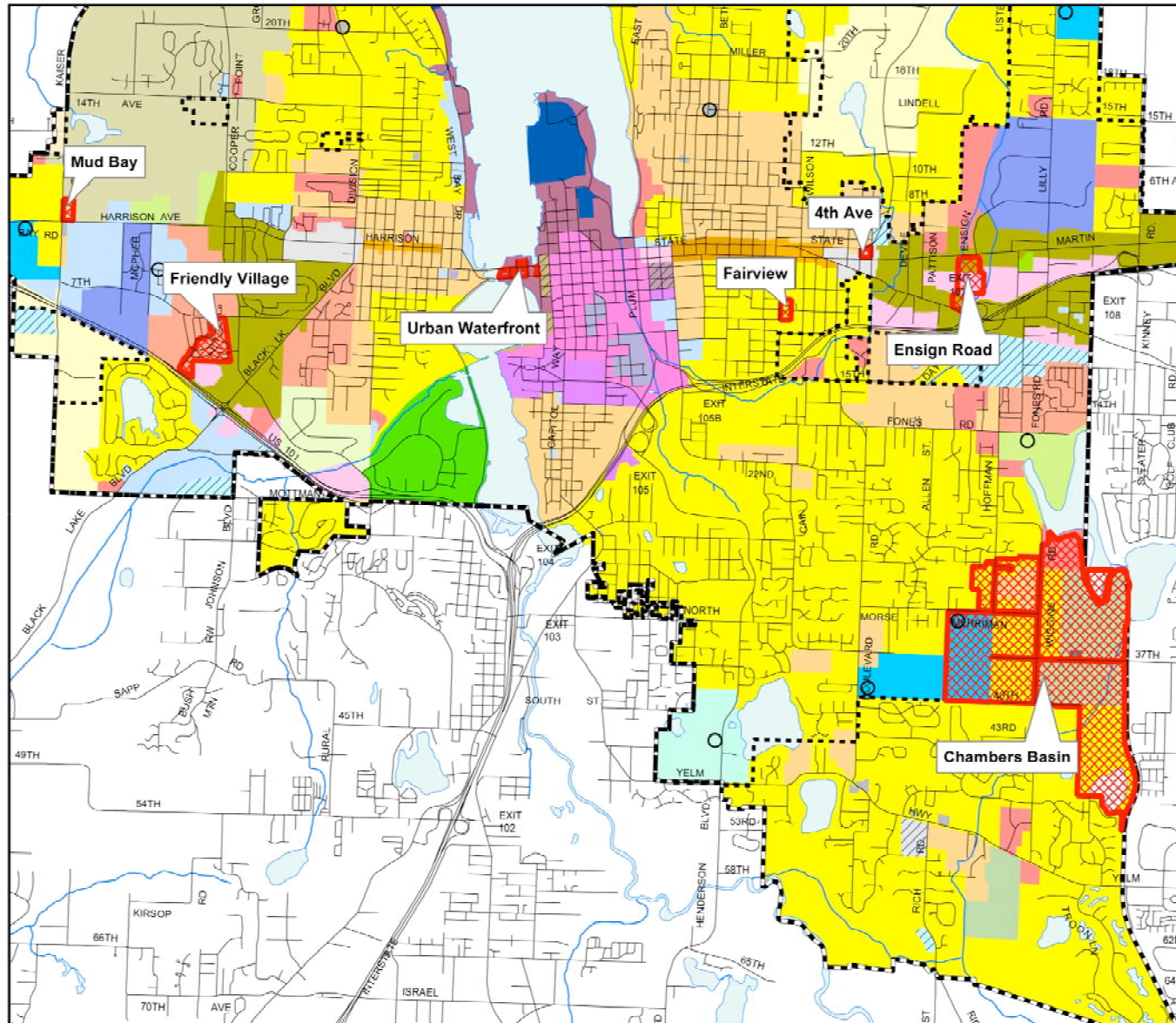
Table 1. Summary of Analysis Options for 2008 Comprehensive Plan Amendment SEIS

Application	Applicant/ Staff Contact	Proposal Summary	Issues/description	Options	Staff Recommendation
<p>1. Friendly Village Rezone Proposals</p>	<p>Melaney Scott Friendly Village LLC</p>	<p>Rezone approximately 43 acres from Residential Multi-family (RM-24) to General Commercial (GC). Amend narrative text in Volume two, Chapter 1 of the Comprehensive Plan to clarify that the Friendly Village property is located in an existing commercial area.</p>	<p>In 2007, the residents of Friendly Village submitted an application to rezone the property to Manufactured Housing Park; subsequent to the resident’s application, the property owner submitted a request for rezoning of the property to a commercial designation.</p> <p>On December 4, 2007, City Council deferred action of the resident’s rezone application until the 2008 Comprehensive Plan amendment cycle. In the meantime, the property owner and the residents came to an agreement and the residents withdrew their application to rezone the property.</p>	<p>Option 1. No action; retain the RM-24 zoning and do not amend narrative text.</p> <p>Option 2. Rezone to GC and amend narrative text.</p> <p>Option 3. Rezone to High Density Corridor -4 (HDC-4) and amend narrative text.</p> <p>Option 4. Rezone to HDC-4 with a development agreement to mitigate impacts and amend narrative text.</p>	<p>Option 4. Rezone to HDC-4 with a development agreement to mitigate impacts and amend narrative text.</p>
<p>2. Chambers Basin Rezone Proposal</p>	<p>Todd Stamm CP&D</p>	<p>Lower residential density of 275 acres from: 198 acres multi-family residential (MR 7-13), 75 acres single-family residential (R-4-8), and 2 acres Neighborhood Commercial to a low-density residential use (R-4CB), a modified version of (R-4).</p>	<p>A portion of the Chambers Drainage Basin in the vicinity of the Wiggins and Herman Roads intersection extending south to the City limits is subject to high groundwater during much of the year. Due to the lack of infiltration capacity, the planned level of development could result in periodic flooding without a reduction in development density. Area is currently subject to a development moratorium. Issues include: review of public facility plans and the potential need to reallocate density to other areas of the City.</p>	<p>Option 1. Rezone 275 acres to a low density residential zone (R-4CB), and amend Transportation Map 6-3.</p> <p>Option 2. Same as Option 1 except area east of Chambers Ditch and south of Herman Road would not be rezoned and the map not amended.</p> <p>Option 3. No action; do not amend zoning or map.</p>	<p>Option 1. Rezone 275 acres to a low density residential zone (R-4CB), and amend Transportation Map 6-3.</p>

Application	Applicant/ Staff Contact	Proposal Summary	Issues/description	Options	Staff Recommendation
3. Transportation chapter amendments	Dave Smith, Public Works	Revise Map 6-3 to extend Ensign Road as a major collector from Martin Way to Pacific Avenue. Clarify Policy T 2.2 to indicate D & E level of service to apply to major collectors and arterials.	Initiated by Public Works staff, the map amendment regarding Ensign Road extension is proposed to provide a future street connection that will help reduce traffic volume on roads in the vicinity. Policy language will be proposed for clarification purposes only.	Option 1. Update Transportation Map 6-3 to extend Ensign Road between Pacific Avenue and Martin Way as a Major Collector. Option 2. No action.	Option 1. Update Transportation Map 6-3 to extend Ensign Road between Pacific Avenue and Martin Way as a Major Collector.
4. Fairview Street Rezone Proposal	Cynthia and David Kettel	Rezone 4.27 acres from single-family residential (R-4-8) to multi-family residential (RM-18).	Existing apartments are a non-conforming use that cannot be legally expanded. Current density is approximately 11 units/acre. RM-18 zoning would allow redevelopment of the site at a substantially higher density. Other mechanisms, such as modifying the non-conforming use code, can be analyzed to address the issue.	Option 1: Rezone approximately 4.3 acres from R-4-8 to RM-18. Option 2. Amend the non-conforming use code to make it easier to rebuild, and expand residential uses on a limited basis. Option 3: No action; retain the R-4-8 zoning and do not amend the non-conformation use code.	Option 2. Amend the non-conforming use code to make it easier to rebuild, and expand residential uses on a limited basis.
6. Mud Bay Road Rezone Proposal	Patricia Grover	Rezone 4.34 acres from Residential Low Impact (RLI) to: 3.19 acres Professional Office/Multi-family Residential (PO/RM) and 1.15 acres Neighborhood Retail (NR).	Area at the NE corner of Kaiser and Mud Bay Roads consists of four parcels. Parcel fronting Mud Bay Road is developed with an existing commercial building.	Option 1: Rezone 4.34 acres from RLI to 1.15 acres of NR and 3.19 acres of PO/RM. Option 2: Rezone 4.34 acres from RLI to 1.15 acres of NR and 3.19 acres of PO/RM and designate the area as a Neighborhood Center. Option 3: Retain the RLI zoning and designate the area as a Neighborhood Center. Option 4: No action; retain the RLI zoning.	Option 3: Retain the RLI zoning and designate the area as a Neighborhood Center.

Application	Applicant/ Staff Contact	Proposal Summary	Issues/description	Options	Staff Recommendation
<p>7. Urban Waterfront Rezone Proposal</p>	<p>Capitol Investments, LLC</p> <p>Jeanette Hawkins Triway Enterprises</p>	<p>Rezone 4.9 acres from Urban Waterfront (UW) to Urban Waterfront-Housing (UW-H).</p> <p>Change the maximum allowable height within the rezone area from 35 feet to 65 feet within 200 feet of the shoreline and 90 feet outside of the 200 foot shoreline buffer.</p>	<p>Commercial uses tend to be developed in the UW zone. The UW-H requires housing to be developed in all but one floor of buildings. Rezoning the area from UW to UW-H would likely result in an increase in downtown market rate housing.</p> <p>Changing maximum building heights from 35 feet to between 65 and 90 feet within the isthmus, a prominent section of City shoreline, represents a major policy change.</p> <p>Portions of the parcels within jurisdictional shoreline would require additional review by the Department of Ecology (DOE) for increases in height. DOE review typically takes 6-12 months.</p>	<p>Option 1: No action; retain the UW zoning and current 35 foot building height limit.</p> <p>Option 2: Rezone 4.9 acres from UW to UW-H. Change the maximum allowable height within the rezone area from 35 feet to 65 feet within 200 feet of the shoreline and 90 feet outside of the 200 foot shoreline buffer.</p> <p>Option 3: Rezone approximately 3.9 acres (the parcels between the Deschutes waterway, Sylvester Street SW, and 4th and 5th Avenues from UW to UW-H. Change the maximum allowable heights to 35 feet, 65 feet and 90 feet as shown on staff alterative exhibit in Section 7 of this report.</p>	<p>Option 3: Rezone approximately 3.9 acres, (the parcels between the Deschutes waterway, Sylvester Street SW, and 4th and 5th Avenues) from UW to UW-H. Change the maximum allowable heights to 35 feet, 65 feet and 90 feet as shown on staff alternative exhibit in Section 7 of this report.</p>

City of Olympia 2008 Proposed Amendments



PROPOSED AMENDMENTS

- RESIDENTIAL 4 UNITS PER ACRE
- RESIDENTIAL 4-8 UNITS PER ACRE
- RESIDENTIAL 6-12 UNITS PER ACRE
- RESIDENTIAL LOW IMPACT
- RESIDENTIAL 1 UNIT PER 5 ACRES (COUNTY)
- RESIDENTIAL MULTIFAMILY 18 UNITS PER ACR
- RESIDENTIAL MULTIFAMILY 24 UNITS PER ACR
- MIXED RESIDENTIAL 7-13 UNITS PER ACRE
- MIXED RESIDENTIAL 10-18 UNITS PER ACRE
- RESIDENTIAL MIXED USE
- HIGH RISE MULTIFAMILY
- URBAN WATERFRONT-HOUSING
- URBAN RESIDENTIAL
- NEIGHBORHOOD VILLAGE
- URBAN CENTER
- URBAN VILLAGE
- MANUFACTURED HOUSING PARK
- NEIGHBORHOOD RETAIL
- NEIGHBORHOOD CENTER
- NEIGHBORHOOD CENTER
- COMMERCIAL ORIENTED SHOPPING CENTER
- AUTO SERVICES
- PROFESSIONAL OFFICE/MULTIFAMILY
- PLANNED UNIT DEVELOPMENT
- GENERAL COMMERCIAL
- DOWNTOWN BUSINESS
- CAPITOL CAMPUS/COMMERCIAL SERVICE HIGH
- URBAN WATERFRONT
- MEDICAL SERVICE/MULTIFAMILY
- LIGHT INDUSTRIAL
- INDUSTRIAL
- HIGH DENSITY CORRIDOR - 1
- HIGH DENSITY CORRIDOR - 2
- HIGH DENSITY CORRIDOR - 3
- HIGH DENSITY CORRIDOR - 4



DISCLAIMER:
This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.

Printing Date: April 15, 2008
File: P:\Olympia\CompPlan\CompPlan2008\Maps_Images\2008ProposedAmendments.mxd

**Table 2. 2008 Comprehensive Plan Amendments
Cumulative Impacts Summary***

POTENTIAL IMPACTS	Earth	Air	Water	Plants & Animals	Energy & Natural Resources	Environmental Health	Land & Shoreline Use	Transportation	Public Services & Utilities
PROPOSED AMENDMENTS									
1. Friendly Village Rezone	Grading would be necessary for future construction. Some erosion could occur but would be minimized through compliance with City grading and drainage regulations.	Temporary air quality impacts could occur during future construction of multi-family development. Automobile traffic generated by future development would result in increased air emissions.	Erosion could occur with site grading for future development under existing zoning. Long term impacts could result in increased stormwater runoff.	Impacts to plants and animals may occur during future development; urban animal species such as songbirds and squirrels could be temporarily or permanently displaced.	Future development would consume natural resources such as wood and other building materials, as well as energy (electricity and fossil fuels) used during construction.	Depending on the nature of future development, there may be some risk of spills of hazardous materials	This zoning change would be consistent with land use plans and policies encouraging accommodation of urban growth and economic development. The HDC-4 zoning designation allows retail, and office uses and maintains or increases the theoretical capacity of the property for housing. The rezone itself will not result in significant adverse land use or housing impacts.	Additional traffic is likely to be generated. Future development will require subsequent SEPA review; project-specific traffic mitigation will be developed as appropriate.	Future development would increase the demand for public services and utilities. There is no known limitation on utility services to the area.
2. Chambers Basin Rezone	Minimal impervious surface and soil compaction (about 10% of area) will be necessary to achieve development density.	Minimal local air pollution resulting from relatively low density urban development; total pollutants probably unchanged as a result of displacement of development to other areas.	Stormwater managed in accordance with Ecology 'dispersion' standards; increased urban pollutants, but minimal change in volume of flows.	Some areas of native habitat preserved as a result of limited grading in stormwater dispersion areas.	Some energy and resource consumption resulting from on-site development; and some development displaced to other sites within Urban Growth Area.	No substantial difference from current higher density planned use. Less contribution from development to solve existing environmental problems.	Residential development in vicinity of Chambers Lake and Chambers Ditch would be lower density than now planned. Central neighborhood retail area might not be developed. New housing displaced to other areas.	Future added traffic reduced from almost 10,000 daily trips to between 1,000 and 5,000. Planned 40 th Avenue crossing of County Trail to Lacey not needed. Local street and block density would be reduced by 50% to a block size of about 20 acres.	Reduced need for urban services as a result of lower density. All development still to be served by municipal services, but sewer lift station about 10% smaller and stormwater ponds not needed. Less service efficiency, and higher utility line, cost per housing unit.
3. Transportation chapter amendments	Increases impervious surfaces and stormwater run-off	Improves air quality. By improving system traffic flow will lower vehicle emissions.	Potential encroachment to wetland will decrease area. Stormwater run-off could contaminate wetland.	Decrease in habitat area will displace plants and animals from area. Increase traffic will lead to collisions with animals.	Improving system traffic flow will result in less congestion and improve fuel efficiency.	Adjacent to a wetland with potential access by pedestrians may cause safety issues.	Potential encroachment to wetland will decrease area. Stormwater run-off could contaminate wetland.	Improving system traffic flow will result in less congestion	Public street will serve as a conduit to provide and expand public services.

POTENTIAL IMPACTS	Earth	Air	Water	Plants & Animals	Energy & Natural Resources	Environmental Health	Land & Shoreline Use	Transportation	Public Services & Utilities
PROPOSED AMENDMENTS									
4. Fairview Street Rezone	Rezone would not have a significant effect on impervious surfaces.	Rezone could result in a less-than-significant increase in motor vehicle emissions relative to the Comprehensive Plan.	Rezone would not have a significant effect on water resources.	Rezone would not have a significant effect on plants or animals.	Rezone would not have a significant effect on energy or natural resources.	Rezone would not have a significant effect on environmental health.	Rezone would not have a significant effect on land use.	Rezone would not result in traffic impacts.	Rezone would not have a significant effect on public services.
5. 4th Avenue Rezone	Potential for an increase in impervious surfaces as sites develop or expand.	Potential for fewer vehicle trips and miles due to proximity to customers to storage units, thus fewer pollutants from brakes, tires, and exhaust.	Increased potential for less groundwater recharge due to impervious surfaces associated with new or expanded mini-storage uses.	No significant change.	In the long term there would be less fossil fuel use due to fewer vehicle trips.	No significant change.	The addition of permitting mini-storage use in commercial areas would broaden the allowed services commercial areas could provide.	Potential for fewer vehicle trips and miles due to proximity to customers to storage units.	No significant change.
6. Mud Bay Rezone	Would allow more impervious surface coverage than existing zoning. (If developed as RLI, then no change is anticipated.)	Measurable impact is not anticipated. (If developed as RLI, then no change is anticipated.)	Measurable impact is not anticipated. Area is within the Allison Springs aquifer recharge area. Any development will be required to perform a hydrogeology survey to determine possible impacts and mitigate if necessary. (If developed as RLI, then no change is anticipated.)	It is anticipated that existing native vegetation would be eradicated, and that some animals will be displaced by development activity. (If developed as RLI, then no change is anticipated.)	The area being considered is not conducive to energy or natural resource management. No impact is anticipated. (If developed as RLI, then no change is anticipated.)	Rezone would not have a significant impact on environmental health. (If developed as RLI, then no change is anticipated.)	Proposed option is a more efficient use of land by promoting neighborhood focus area, creating a sense of place, and promoting pedestrian oriented space. (If developed as RLI, then no change is anticipated.)	A designated neighborhood center providing personal goods and services to residents living near by would likely increase demand for public transportation. (If developed as RLI, then no change is anticipated.)	Public services and utilities currently exist and have capacity to handle proposed development. (If developed as RLI, then no change is anticipated.)
7. Urban Waterfront Rezone	No change in immediate area. Would increase likelihood of infill housing which may reduce the need to create impervious surfaces in outlying areas.	Auto emissions in the immediate vicinity could increase. Due to downtown location, there may be a reduced reliance on personal automobiles by resident which may have an area-wide beneficial effect.	Rezone would not have a significant effect on water resources.	Rezone would not have a significant effect on plants or animals in the immediate area but could result in a reduction of impacts due to sprawl.	Infill housing development could result in an eventual decrease in fossil fuel use due to fewer vehicle trips.	Rezone would not have a significant impact on environmental health but could result in a reduction of impacts due to sprawl.	Public access has been developed along the shoreline in the proposed area. Heritage Park consists of 24 acres and Percival Landing is north of the rezone area.	Due to proximity to downtown and availability of transit service, the rezone could result in less reliance on automobile trips.	Public services and utilities currently exist and have capacity to handle proposed development.

* Summary addresses impacts that would result from the recommended action that would be different than under current Olympia Comprehensive Plan text or land uses.

IV. SUMMARY OF PROPOSALS, ISSUES, ANALYSIS, AND RATIONALE, SUMMARY OF RECOMMENDATIONS